

Auburn State Recreation Area

General Plan/ Auburn Project Lands Resource Management Plan (GP/RMP)

Public and Agency Input on the GP/RMP Alternatives

For Public Release

June 6, 2018

This public input summary combines input received on the Auburn State Recreation Area General Plan/ Auburn Project Lands Resource Management Plan alternatives. It includes comments on the alternatives provided prior to, during, and after the December 7, 2017 Public Open House. This summary is organized into the following sections:

Section 1 - Combined Results of Hard Copy and Online Questionnaires

Section 2 - Comments Received During the December 7, 2017 Public Open House

Section 3 - Written Comments from Hard Copy Questionnaires

Section 4 - Written Comments from the Online Questionnaire

Section 5 - Written Comments from Agencies

Section 6 - Written Comments from Organizations

Section 7 – Petition Summaries

Section 1

Combined Results of Hard Copy and Online Questionnaires

This section presents the combined results of responses to questions on the hard copy and online alternative questionnaires. Narrative comments from the online and hard copy questionnaires are included separately in sections 3 and 4, respectively.

ALTERNATIVES QUESTIONNAIRE RESPONSES

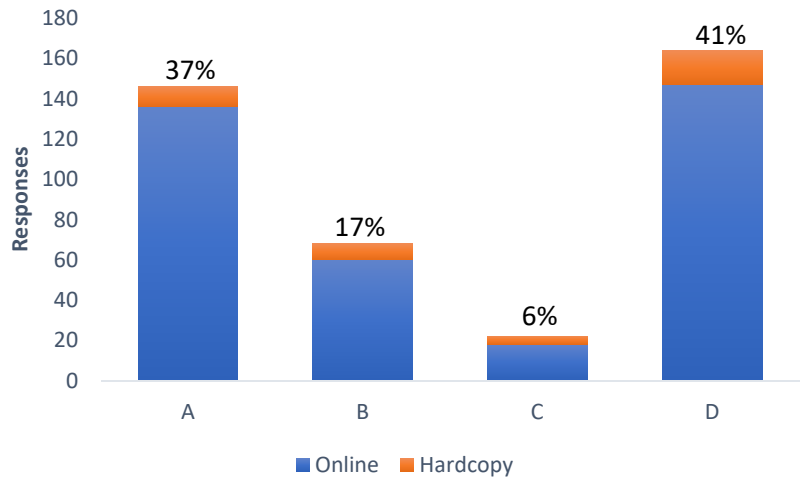
This section includes combined results of the online and hard copy alternatives questionnaires.

Knickerbocker Management Zone

Responses

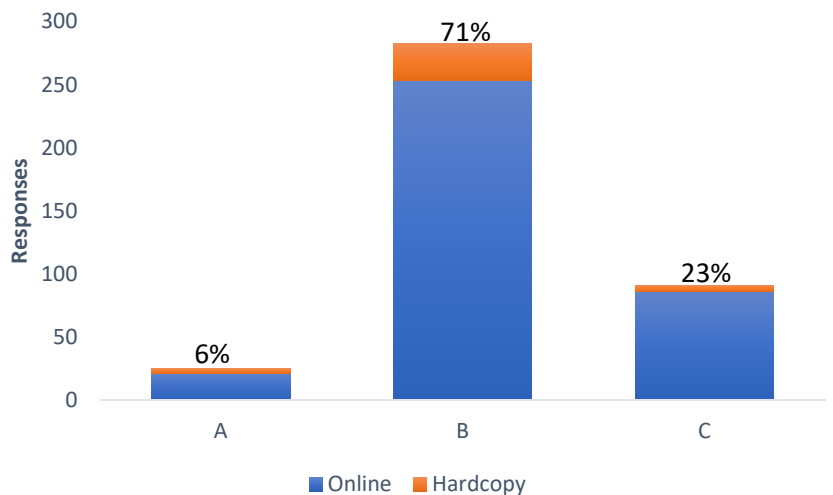
1. What types of visitor facilities should be developed in the Knickerbocker zone?

- a. Add day use facilities, such as picnic table, shade ramadas, restrooms, and parking
- b. Add day use facilities and up to 50 campsites
- c. Add day use facilities and up to 200 campsites, cabins, RV hookups, and/or overnight equestrian facilities
- d. Keep the existing facilities with no major change



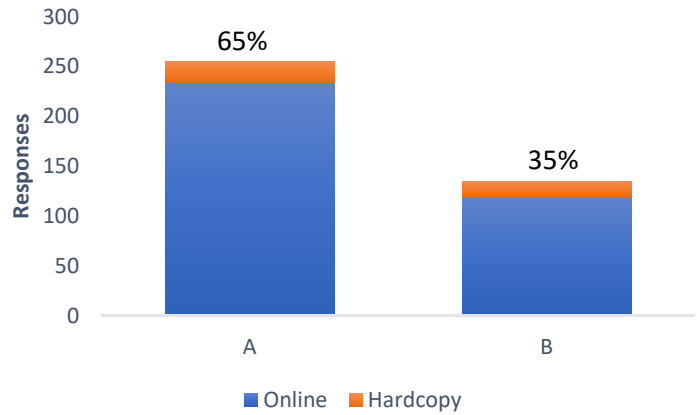
2. Should there be a visitor center in the Knickerbocker zone?

- a. Yes, add a visitor center
- b. No do not add a visitor center
- c. Add a visitor center only in association with proposed day use and camping facilities



3. Should vehicle access be provided to the Lower North Fork American River from Cool to accommodate additional river access?

- a. No, do not allow vehicle Access to the river
- b. Yes, provide vehicle access to the river

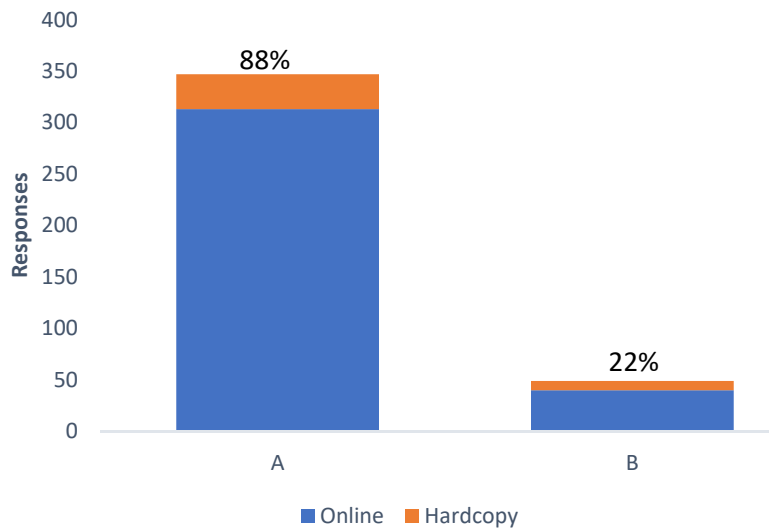


Auburn Interface Management Zone

Responses

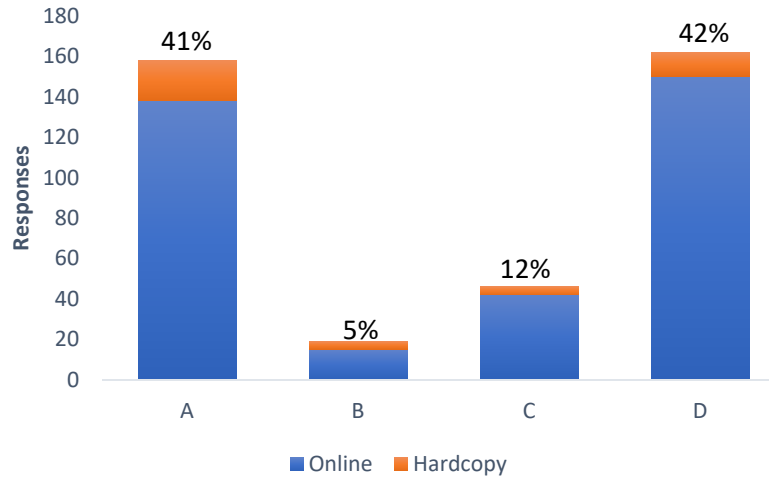
1. Should there be a new trail bridge across the lower North Fork American River to provide another multi-use trail connection between Auburn and Cool?

- a. Yes, provide a trail bridge connecting Auburn to Cool.
- b. No, don't provide a trail bridge connecting Auburn to Cool.



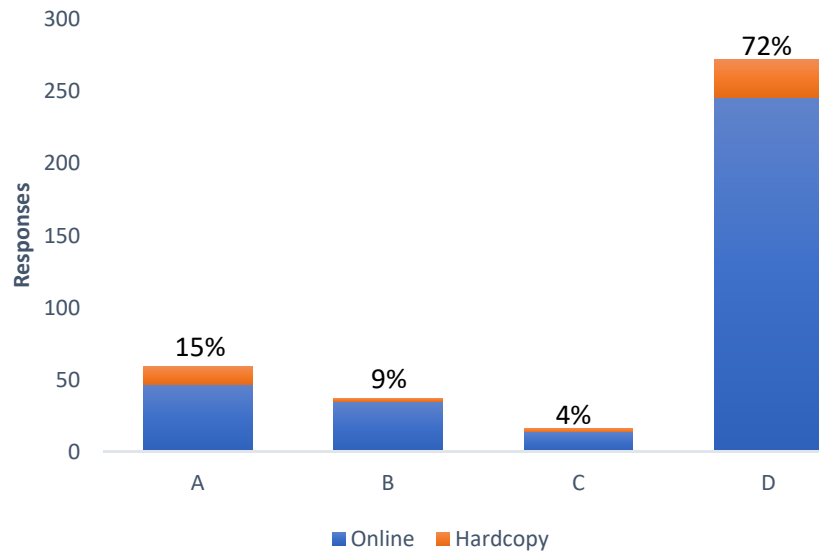
2. Should there be additional day use facilities, such as picnic tables, shade ramadas, restrooms, and parking in the Auburn Interface zone?

- a. Yes, add day use facilities on both sides of the river
- b. Yes, add day use facilities, on the east side of the river near Rocky Point
- c. Yes, add day use facilities on the west side of the river near China Bar
- d. No, do not add additional day use facilities



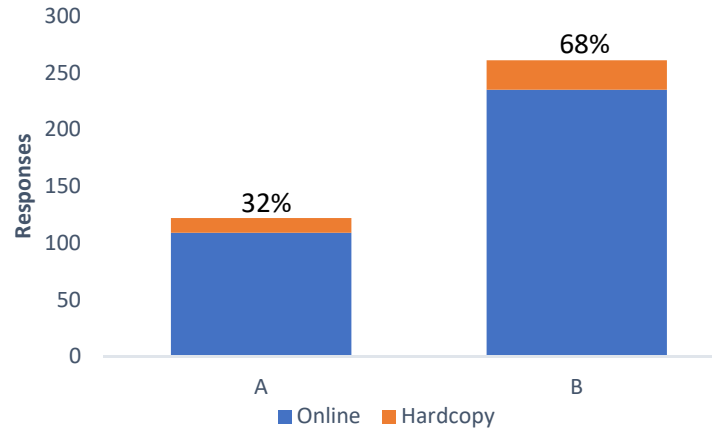
3. Should there be camping facilities in the Auburn Interface zone?

- a. Yes, add campgrounds on both sides of the river
- b. Yes, add a campground on the east side of the river near Salt Creek or Rocky Point
- c. Yes, add a campground on the west side of the river near China Bar
- d. No, do not add campgrounds



4. Should there be more active recreation facilities such as a disc golf course, volleyball court, and/or amphitheater in the Auburn Interface zone?

- a. Yes, add more active recreation facilities
- b. No, do not add more active recreation facilities

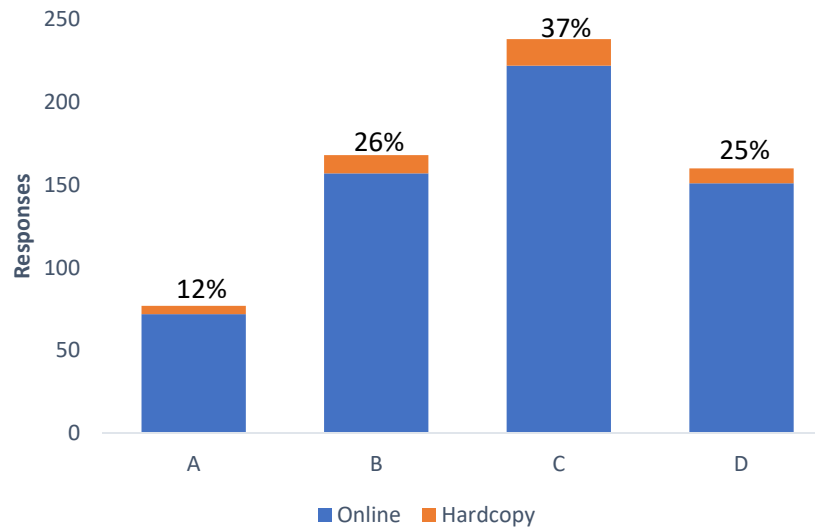


Confluence Management Zone

Responses

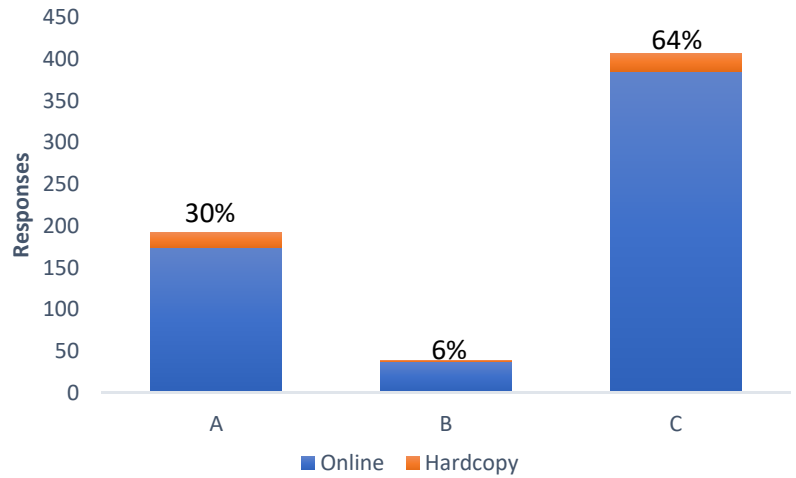
1. How should parking near the Highway 49 bridge be managed?

- a. Reduce parking near the Highway 49 bridge
- b. Delineate parking spaces along Highway 49 near the bridge where safe to do so, and sign other areas “no parking”.
- c. Provide additional parking, crosswalks, And shuttle or transit service near the Highway 49 bridge where safe to do so
- d. Do not change parking facilities or management



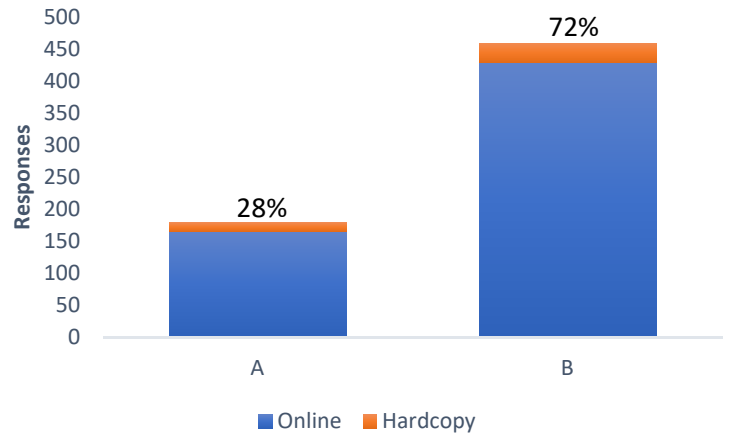
2. Should a visitor center or interpretive features be added in the Confluence zone, potentially near the Foresthill Bridge?

- a. Yes, add a small visitor center or interpretive features
- b. Yes, add a moderate-sized visitor center
- c. No, do not add a visitor center or interpretive features



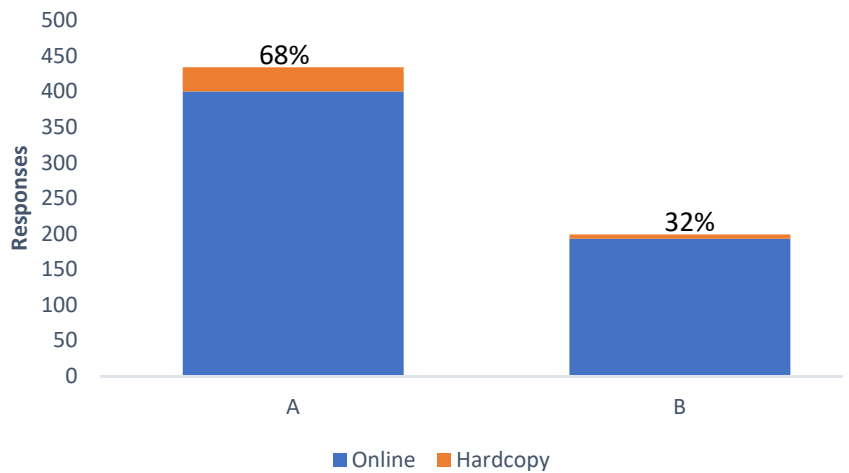
3. Should public vehicle access be provided along the Quarry Trail to the flat below the Mountain Quarries Mine, to provide easier access to this site?

- a. Yes, provide public vehicle access, parking, and day use facilities to the flat below the Mountain Quarries mine
- b. No, do not provide public vehicle access to the flat below the Mountain Quarries Mine



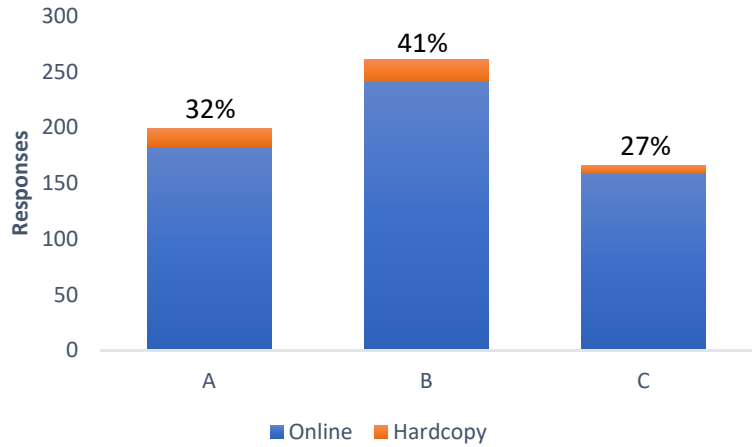
4. Should there be opportunities for public tours of the Mountain Quarries Mine/Hawver Cave?

- a. Yes, provide public tours of the mine/cave
- b. No, do not provide public tours of the mine/cave



5. Should rock climbing opportunities be expanded in the Confluence zone?

- a. Yes, expand rock climbing near the existing rock climbing area at the Cool Cave Climbing Area
- b. Yes, expand rock climbing near the existing rock climbing area at the Cool Cave Climbing Area and elsewhere in the Confluence zone
- c. No, do not allow rock climbing in additional areas

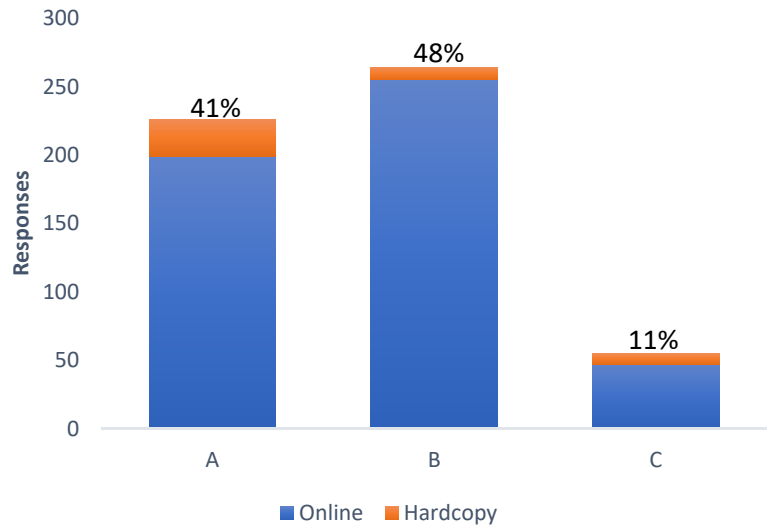


Mammoth Bar Management Zone

Responses

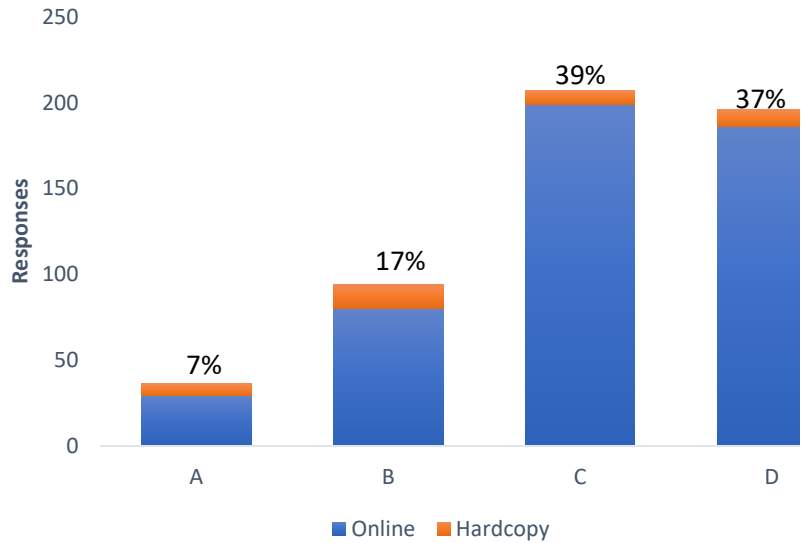
1. How should Off-Highway Vehicle (OHV) use be managed in the Mammoth Bar zone?

- a. Do not change OHV use – keep the existing system of alternating days for OHV use
- b. Phase out OHV use and manage the area for non-motorized recreation use
- c. Allow OHV use 7 days a week



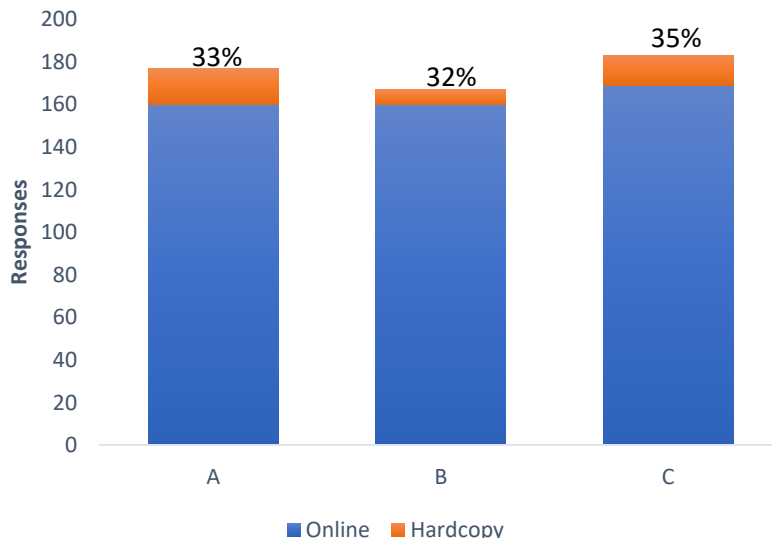
2. Should the OHV tracks and trails be changed?

- a. Yes, remove the OHV tracks and restore the area to native habitat
- b. Yes, keep the OHV tracks in the same general area, but move them farther away from the river
- c. Yes, relocate the OHV tracks and staging area to the Castle Rock area or another suitable upland site, and expand the OHV trails
- d. No, do not change the existing tracks and trails



3. What other visitor facilities should be added to the Mammoth Bar zone?

- a. Add day use facilities such as picnic tables, shade ramadas, restrooms, and parking
- b. Add day use facilities and up to 500 campsites
- c. Retain the existing facilities with no major changes

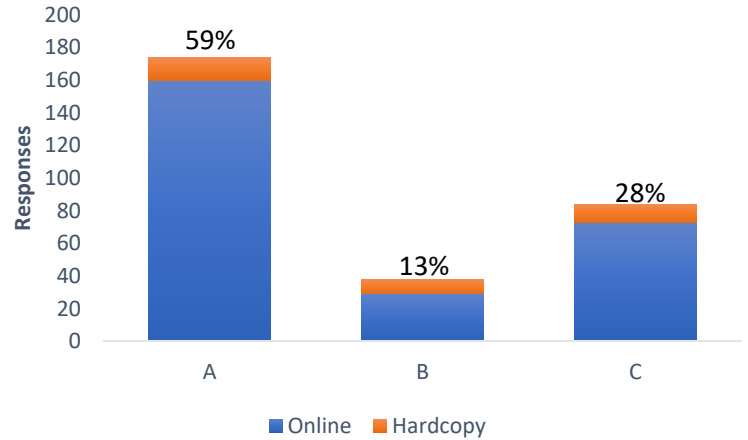


Lake Clementine Management Zone

Responses

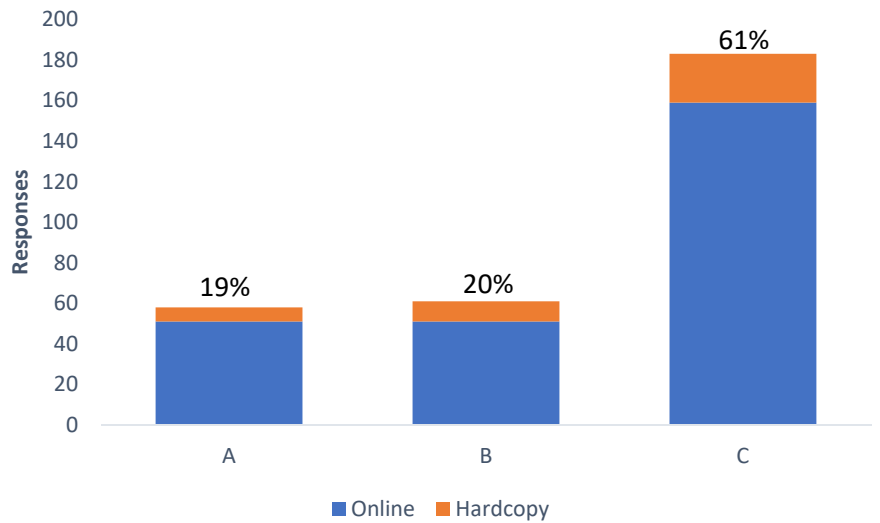
1. Should the marina facilities on Lake Clementine be changed?

- a. Yes, renovate the marina, but don't expand it
- b. Yes, renovate and expand the marina to add boat capacity and new facilities such as a store
- c. No, retain the existing marina facilities without major changes. If they are determined to be unserviceable, unsafe or failing, close and remove them



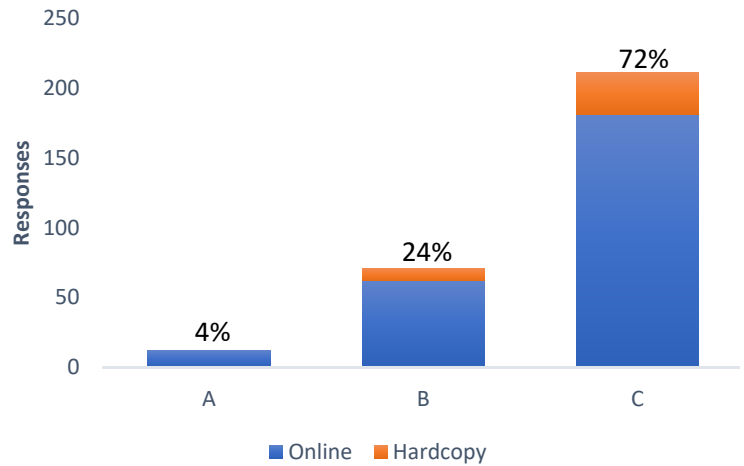
2. How should motorized boating be managed on Lake Clementine?

- a. Reduce the allowable size of motorized boats on Lake Clementine
- b. Limit motorized boats to the southwest portion of the lake, downstream of the campground
- c. Retain the current boating limitations



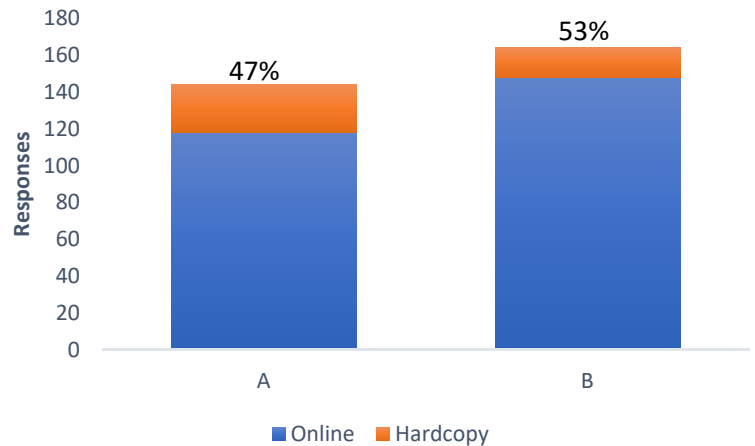
3. Should the boat-in campground be changed?

- a. Yes, close the campground and revegetate with native plants
- b. Yes, expand the campground by adding up to 5 new campsites
- c. No, retain a boat-in campground with 15 campsites



4. Should the road to Upper Lake Clementine be improved to allow year-round public vehicle access?

- a. Yes, pave the road and keep it open year-round when there is sufficient demand
- b. No, retain the existing dirt road and close it during the winter

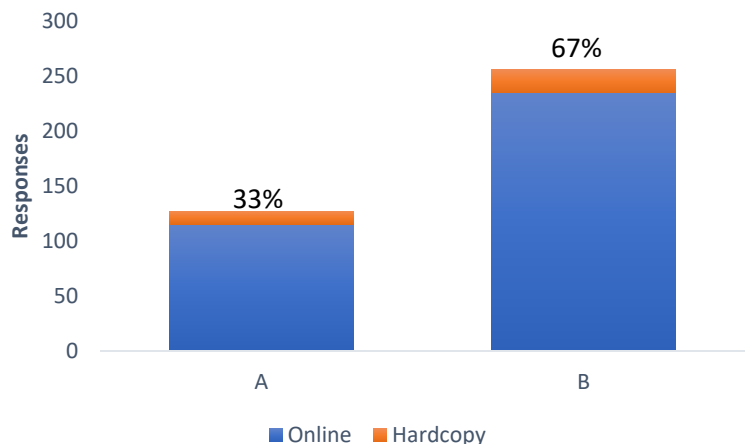


Foresthill Divide Management Zone

Responses

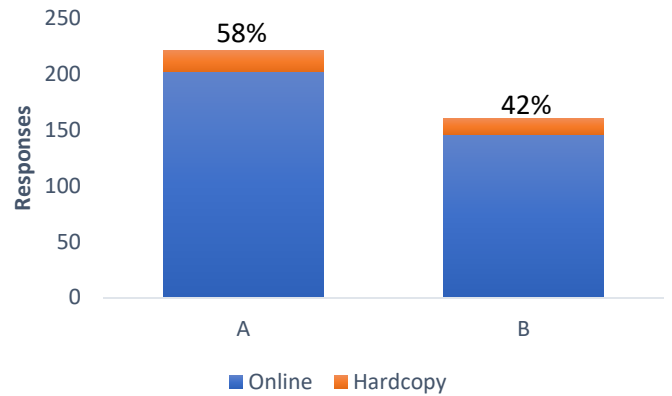
1. Should there be camping facilities in the Foresthill Divide zone?

- a. Yes, add up to 20 campsites
- b. No, do not add campsites



2. Should there be additional day use facilities, such as picnic tables, shade ramadas, restrooms, and parking in the Foresthill Divide zone?

- a. Yes, add some day use facilities at existing trailheads
- b. No, do not add additional facilities

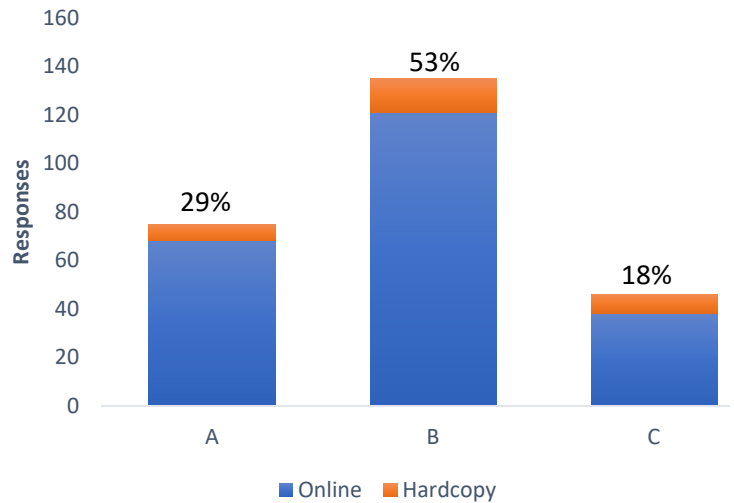


Lower Middle Fork Management Zone

Responses

1. Should trails and trailheads be changed to provide easier river access?

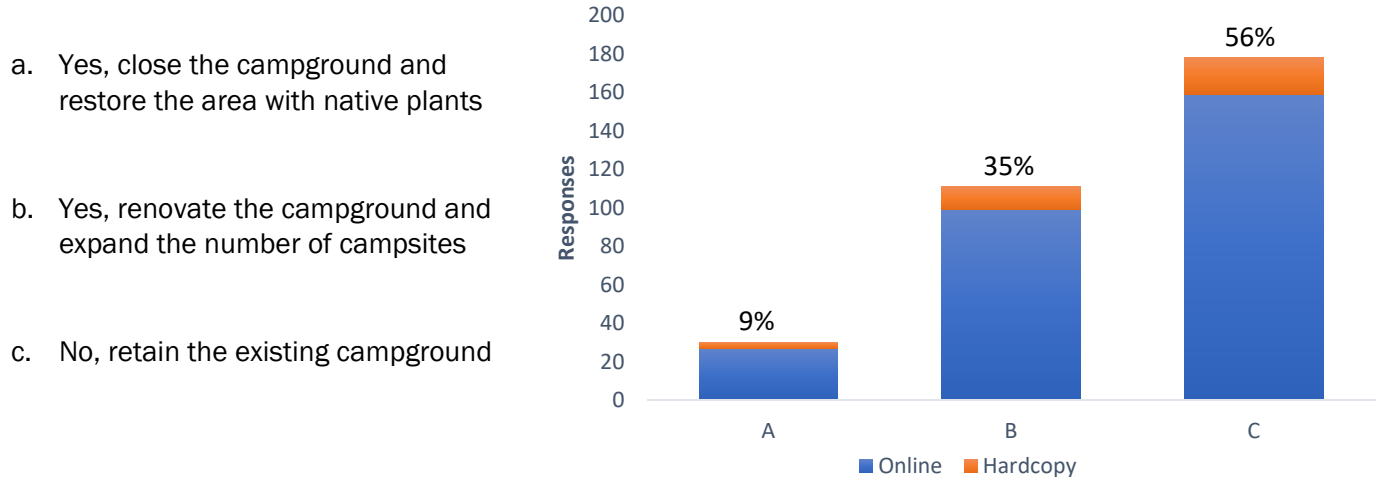
- a. Yes, improve trail access to the river
- b. Yes, improve trail access to the river, and add trailheads and parking areas to better manage visitor access
- c. No, do not change trails or trailheads



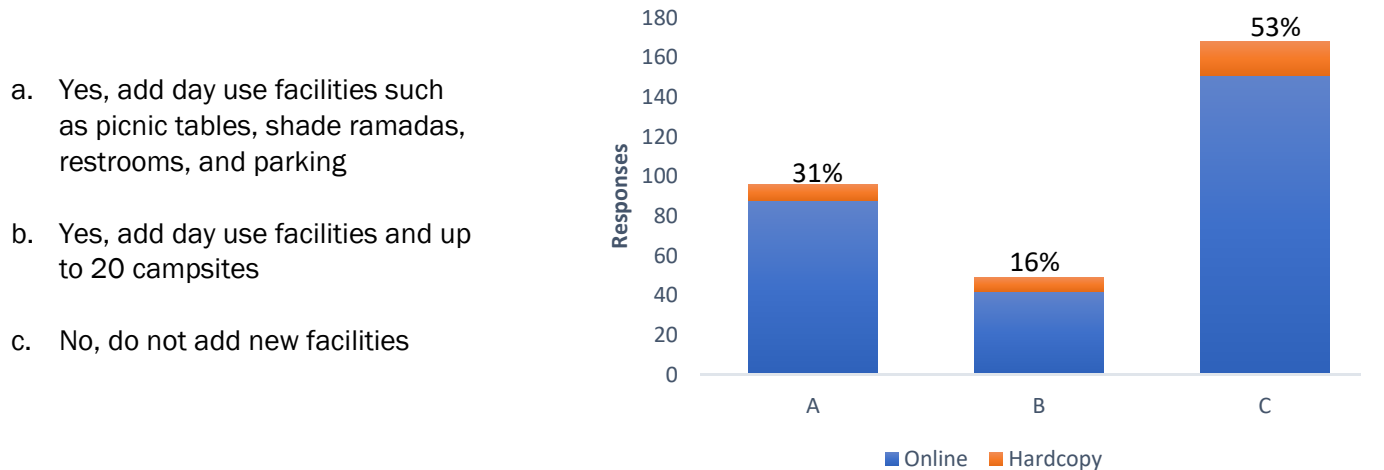
Cherokee Bar/Ruck-a-Chucky Management Zone

Responses

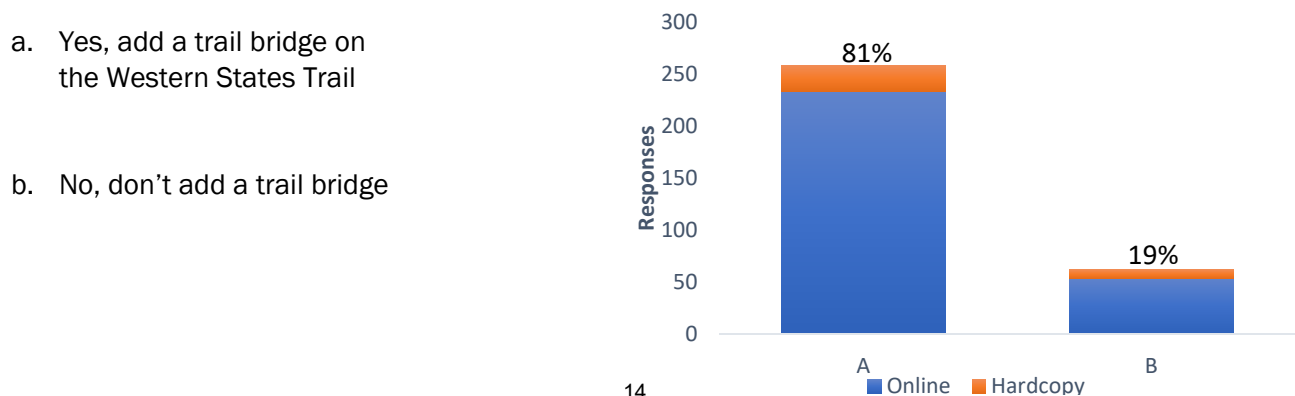
1. Should the Ruck-a-Chucky Campground (near the end of Drivers Flat Road) be changed?



2. Should visitor facilities be added at Cherokee Bar (near the end of Slinger Mine Road) to provide additional recreation opportunities on the south/east side of the river?

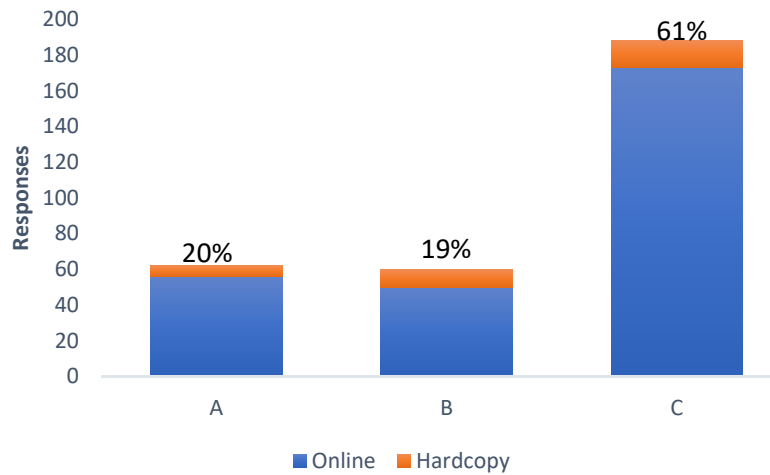


3. Should a trail bridge across the Middle Fork American River on the Western States Trail at or near the former Greenwood Bridge site be added to provide better trail connectivity?



4. Should existing roads in the Cherokee Bar/Ruck-a-Chucky zone be improved to provide easier or increased public vehicle access?

- a. Yes, improve Drivers Flat Road and Sliger Mine Road to increase public vehicle access
- b. Yes, improve Drivers Flat and Slinger Mine roads, and open Mckeon-Ponderosa Road and the road to Canyon Creek to increase public vehicle access
- c. No, do not change the roads

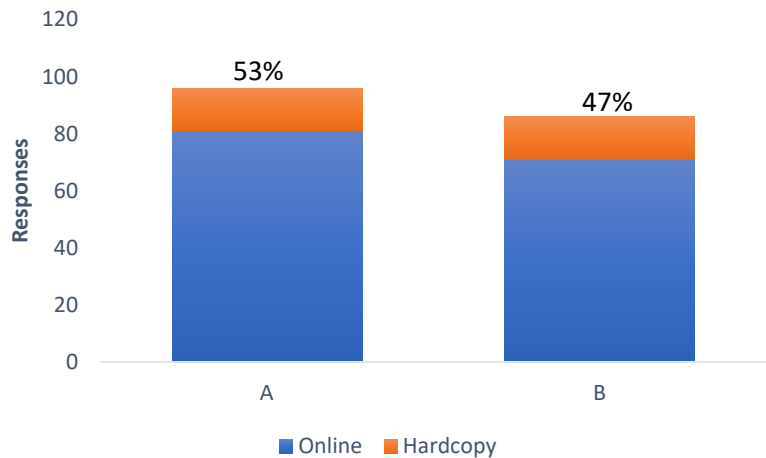


Upper Middle Fork Management Zone

Responses

1. Should day use facilities be added, such as picnic tables and restrooms at popular stops along the Middle Fork American River?

- a. Yes, add new day use facilities along the river
- b. No, do not add new day use facilities along the river

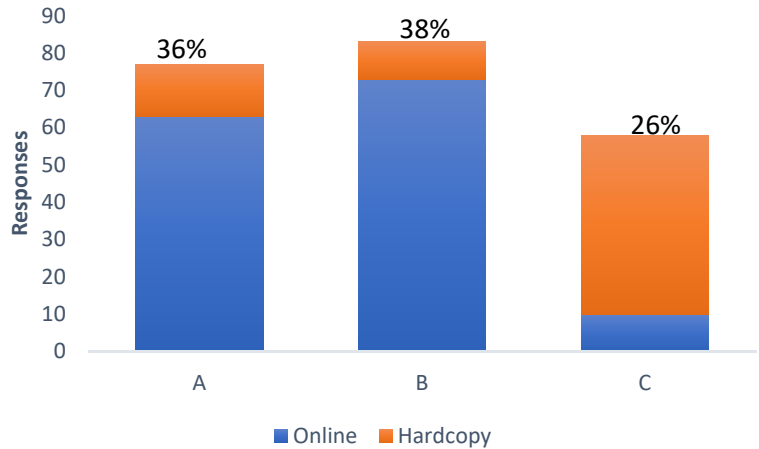


Upper North Fork Management Zone

Responses

1. Should parking and day use facilities be added at Yankee Jims Road and Ponderosa Road crossings of the North Fork American River?

- a. Yes, add parking, river access, trails, and restrooms
- b. Yes, add parking, river access, trails, restrooms, and picnic sites
- c. No, keep the existing parking and facilities as they are

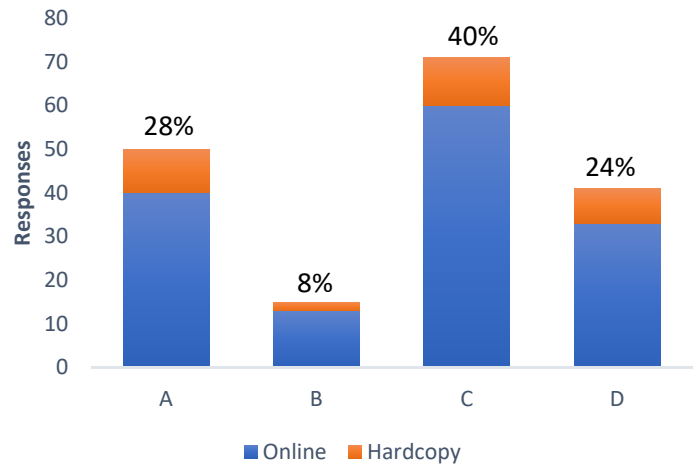


Mineral Bar Management Zone

Responses

1. Should the Mineral Bar Campground be changed to restore native habitat and/or improve camping?

- a. Yes, renovate the campground and expand the number of campsites
- b. Yes, reduce the number of campsites and restore native habitat
- c. Yes, renovate the campground but do not change the number of campsites
- d. No, retain the existing campground

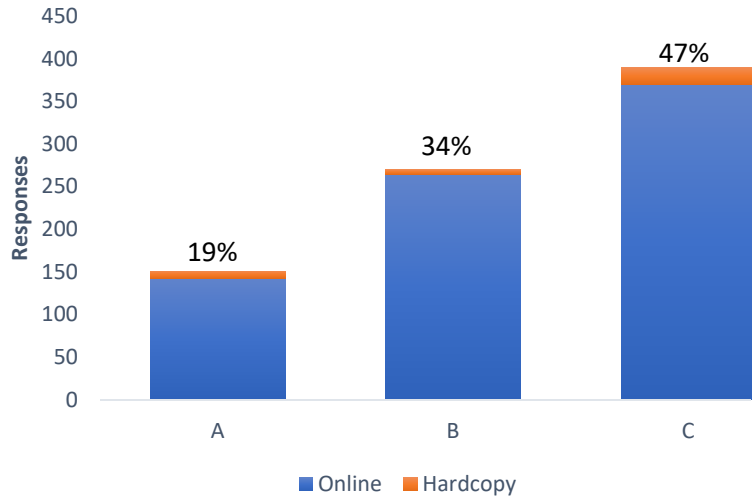


Park-wide Question

Responses

1. What are your priorities for the Auburn SRA General Plan and Resource Management Plan?

- a. The plan should place a greater emphasis on natural and cultural resource protection and restoration
- b. The plan should place a greater emphasis on providing outdoor recreation opportunities
- c. The plan should place an equal emphasis on recreation opportunities and resource management



Section 2

Comments Received During the December 7, 2017 Public Open House

This section presents the written comments received during the public open house on the GP/RMP alternatives. It includes written comments recorded on flip charts at each open house station, as well as other written comments received on sticky notes or in the comment box. Written comments received on hard copy questionnaires are included in section 3.

Auburn State Recreation Area General Plan/Resource Management Plan

Public Meeting #2 Summary of Public Input

Date: December 7, 2017
Location: Sierra Building (209 Fairgate Road)
Total Attendees: Approximately 180

This document summarizes the public input received at the second public workshop for the Auburn State Recreation Area (ASRA) General Plan and Resource Management Plan (GP/RMP) Public Workshop #2 and any other public comment offered as of January 5, 2018. This summary has been organized as follows:

1. Public comments received at workshop stations
2. Written comments received via comment box

1. Public Comments Received at Workshop Stations (by Station)

Station 1: Themes and Zones

- Allow non-motorized mining – sluiceboxes
- Need more equestrian access and staging – See IRMP for equestrian proposals
- Need more trail patrols
- Designated all trails as multiple use
- Improve/maintain existing trails before increasing numbers
 - More bridges are needed in riparian areas in the winter
 - Fuel reduction should be addressed
 - Confluence is overcrowded and needs more parking and river access
- Traffic concerns at Foresthill Rd and Lincoln Way
- Create walking only areas
 - Make sure the “No Bikes” signs don’t disappear from trails
- Fire concerns at Auburn and Gold Street
- More sports fields in Cool area
- Bike trails with “No Walking” signs
- Keep the canyon natural
- Allow regular volunteer trail maintenance without environmental review
- Open all trails to bikes at least on alternate days or open new trails to mountain bikers
 - Bikers should have access to equal mileage of trails as horses
- Require safety training for equestrians

Station 2: Knickerbocker and Auburn Interface Zones

- Incorporate non-system trails into trail system
- Install trail signs – directional and approved trail uses
 - Signs to remove manure
- Install rolling dips and culverts on trails for drainage

- Improve trail crossings over creeks/drainage areas
- Install fords or puncheons for stream crossings
- Re-route off private property
- No campgrounds on either side of river
- Focus on day use on Cool side of river
- Include a trail bridge – ACT
 - Pedestrian
 - Equestrian
 - Bike
 - Emergency vehicle
 - Park vehicle
- Develop WW Play Park at river channel near pump station
- Improve hydraulics/eddies for WW Play Parks
- Help facilitate River Festival
- No cars in ASRA on some days of the week
 - Knickerbocker paved road and China Bar entrance road
 - Traffic on Maidu impact the elementary school and neighborhood
- Support vehicle access to river from Cool
- Maintain vehicle access at Oregon Bar for river takeout
 - Extend public access to area closer to river at Oregon Bar
- Controversy on opening Western States Trails to bikes out of concern for safety for equestrians
- Keep some trails bike free so they are safer for hikers and equestrian
 - Install “No Bikes” signs and monitor so they aren’t stolen
- No camping and no fires
 - No overnight camping around China Bar/Oregon Bar area
 - Fire concerns in Auburn
 - Find resources to carry away cut fuel. There are lots of cleared branches under the trees like kindling
 - The Cool area is best area for camping tents and trailers – provide overnight camping for equestrians
- Repair user-type trails signs
 - Enforce no bikes on pedestrian/equestrian only trails
- No volleyball/horseshoes
- Replant disturbed areas with native vegetation
- Concern about potentially endangered frogs living at Batch Plant Ponds
- Provide access without the high-management
 - “active” changes along the river to maintain the somewhat more wild feel from the dam site downstream
- Install a walking/horse crossing bridge at China Bar and create a bridge over Knickerbocker Creek (Olmstead loop area)
 - More bridges for crossing riparian areas in winter
- Use natural means for vegetation removal such as goats and sheep
- Install bike legal single tracks
 - Allow bikes on all existing and new trails
- Have high recreation options for dam area
 - Make bike only trails on some of the old roads/trails in dam area
- Provide garbage cans or clean-up days for trash by reservoirs

- No developed recreation facilities
- Preserve the natural area
 - Keep the canyon natural
- Increase multi-use trails and bike access
 - Create a bike legal dirt trail from Auburn to Cool
- Encourage bikes with bells
- Put in family river access and camping for Rocky Point
- More enforcement to keep dogs on leash and enforce signs that protect equestrians
- Keep majority of Knickerbocker area rural and day use
- No cars allowed on roads or car access to river from Cool staging area
- Remove barbed wire from Olmstead Loop area
- Provide an arena at Cool Staging Area

Station 3: Lake Clementine and Foresthill Divide Zones

- Clean the litter on dam structure
- Pave or re-grade road to upper Clementine
- “No Dogs Allowed” sign at the top of Doc Gordon’s should be moved closer to the distance that dogs are prohibited from the lakeshore
- Keep Upper Clementine open per state regulations (dawn to dusk hours) as opposed to closing it early in the summer
- Keep the canyon natural
- Allow bikes on all new/existing trails
 - Build more single track trails
 - Trails with sight lines 50 yards at all times and a ten foot trail bed
- Have trails for walkers only
 - Install “No Bikes” signs and monitor so they don’t disappear
- There are large fire concerns for the area
- Increase multi use trails and bike access
- Add sluicing for gold at metal detecting at rockhounding
- Make bike trails with “No Walking” signs
 - Keep walkers safe
 - Mountain bike legal trail along south side of North Fork and Clementine
- No use of trails after rains
- New route for proposed North Fork American River Trail
 - One has been developed on the same side making the other side of the river possible, too
 - This trail should not go past Ponderosa Way
- Allow volunteers to maintain trails
- Open Mammoth Bar to mountain bike parking 7 days/week
 - Staff the booth
- FHDL Trail was built by bikers
- Make the trail one way to reduce crashes
 - Walkers travel the other direction so bikers can see them and get out of the way
 - Barriers to stop out of control bikers on steep downhills and blind corners
- Some trails are dangerous for hikers and equestrians
- Create a short trail between Loop Trail and Firebreak Trail across from Long Point – No current access due to private property

- One way or eve/odd day use on trails to reduce user conflict
- Close some trails to hikers and equestrians since many trails are closed to bikes

Station 4: Upper North Fork and Mineral Bar Zones

- Confirm whether the North Fork Trail is still being considered as a future facility
- Consider a North Fork Trail
- Open all trails to bikes
- Designate all trails as multi-use
- Some trails should be walkers only
 - “No Bike” signs should be installed and monitored so they don’t disappear
- Large fire concerns in the area
- Ingress and egress into canyon are already congested
- Keep the canyon natural
- Require bikes to have bells
- Make bike trails with “No Walking” signs
- Put bells on walkers
- North Fork Trail from confluence to Ponderosa has been well studied and should be implemented with county aid
- Build mountain bike legal dirt trails along the south side of North Fork

Station 5: Confluence and Mammoth Bar Zones

- Improved trail from No Hands along the El Dorado side of the North Fork of the American River south to the proposed bridge at China Bar
- Mining at the Confluence to Mineral Bar
- 1872 Mining Act allows mining to continue
 - Mining boosts tourism
- The 1993 agreement about sluice boxes should be examined
- Recognize and provide for clothing optional use
- Co-mingle OHV and mountain bikes
- Open all trails to mountain bike uses
 - Horses, hikers, and mountain bikers are not a good mix on single track trails
- Mountain bikes are silent and become predators to equestrians
- Enforce user types allowed on trails
 - Repair signage
- Allow non-motorized mining
- Enforce sound/noise on offroad riders
 - Require mufflers on offroad motor riders
- Control auto speed at Confluence
 - High speeds are dangerous for pedestrians and parkers
- Allow rafting take out at Mammoth Bar
- Create a pedestrian space/safety crossing at SR 49 Bridge
- Parking on SR 49 is a mess – work with Caltrans to include shoulder parking control
- Keep the canyon natural
- Large fire concerns in the area
- Create some walking only trails
- Allow the mine to be opened for C.K guided tours

- Open all rafting input and take out sites Mammoth/China Bar
 - Improve river access at Confluence
- Make Quarry Trail ADA compliant
- Educate people about hunting
- Rebuild existing tracks during relocation of new track
- Create more trails
 - Reopen other tracks/trails
- Move MX track to parking area
 - Create a parking area closer to the river
- More trails and connections
- Add potable water
- Set up raft shuttle for Ruck-A-Chucky to Mammoth Bar
- Remove the trail
- Add bike trail or climb-out trail
- Streamline volunteer trail building/maintenance
- Allow camping
- Install port-a-potties
- Designate as OHV Park
 - It is the only one in the County
 - OHV community has maintained and improved the site
 - Remove tracks and keep OHV trails
- There is an opportunity to control dust at the river
- Add day use facilities
 - Add downhill mountain bike trails
 - Create more bike/running trails/connectivity through Mammoth Bar
- Relocate OHV track or remove
- Move bike areas away from the river

Station 6: Cherokee Bar and Upper and Lower Middle Fork Zones

- RUC
- Improve fishing access
- Allow non-motorized mining such as simple sluicing
- Keep the canyon natural
- Staff is needed to remove exotic plants like broom and star thistle
- Patrol for dog walkers that don't collect poop
- Repair erosion on trails from last season's rain
- Construct a bridge at Shirttail Creek
- Fire concerns in the area
 - Clear the brush
- Work with BOR-Park-CalFire-Placer Co to identify underlying public access rights to McKeon Ponderosa Rd to allow controlled public access
- Need a website that provides information about PCWA flows to trail users can plan river crossings
- Some trails should be designated as for walkers only
 - "No Bike" signs needed and monitored so they don't disappear
- Keep Western State Trails as equestrian and hiking only for safety of horses and riders

- Designate all new and existing trails as multi-use
 - Multi use means motorcycle and mountain bikes or equestrian and pedestrian
- Single-track trails are not safe for bypass of bicycles and horses
- Note for J.F. copies of manuals: U.S. Forest Service, Trails design and regulations Missoula, Montana
- Requires bikes to have bells
- Add more mountain bike legal trails
- Hike in camping area near Maine Bar
- Open Western States Trail and offshoots to mountain bikes on alternate days with bridges at river crossings

Station 7: Park-wide Policies

- Enforce no bikes on trails too steep or with narrow and poor sight lines
- Allow mining on the Confluence – sluicing – also upstream after Yankee Jim’s and Ponderosa
- Close Maidu Road to vehicles next to proposed bike park for safety issues
- Improve trail maintenance downstream from lowattill Bridge, among others
- Maintain and protect wild/near wilderness areas like North Fork
- Open more trails to bikes
 - Trails too steep is a point of view and skill
- Create bikes only trails
- Allow non-motorized mining
- Enforce the no dogs/leash laws
- Stop government over reach at Auburn State Park
- Thin and clean up down brush to reduce fire hazards
- Define State Parks management role to be more effective
- Turn park into a Mountain Lion Preserve and charge admission
- No mixed uses on single track trails
- Need to incorporate the mining/dredging input package into the general plan
- Create trails for walkers only
 - “No Bike” signs should be monitored so they don’t disappear
- Limit new roads or vehicle access to keep the area as wild as possible
- Enforce signs that state equestrians have the right-of-way to hikers and bikers
- More multiuse trails and connectivity in all areas
- Use natural means to remove vegetation like sheep or goats
- Designate all non-motorized trails, new and existing, as multi-use
- Keep the existing balance of pedestrian/horse trails to bike trails
- Keep the canyon natural
- Increase wheelchair/ADA access
- There is no evidence of any facilities for youth sports. Horses, bikes, and hikers are all covered but a large population (youth) have been ignored. Create a space for a youth sports facility
- Require bikes to have bells
- Mountain bikes should have access to the same amount of trail mileage as horses
- Allow mountain biking at night

Station 8: Cultural and Natural Resources and Environmental Scoping

- Forest management to reduce fire danger
 - The area at Painted Rocks Trail—Pig Farm WST up to Olmstead is a tinder box
 - There are large fire concerns for the area
 - Controlled burns are recommended
- Minimize/remove non-native species both flora and fauna
- Keep the canyon natural
- Near-wilderness loss as environmental impact
- Recreation should be the priority
- Gold panning with shovels and sluices should be allowed again

2. Written Comments Received at the Workshop

Category	Comment(s)
Individual Comments on the Planning Process	<ul style="list-style-type: none"> • <i>Sticky notes attached to a copy of the Federal Lands Recreation Enhancement Act</i> : The Federal Government cannot grant you an authority that is specifically prohibited to them • <i>Sticky notes attached to a copy of the Federal Lands Recreation Enhancement Act</i>: Illegal parking fees on federal lands specifically: Ponderosa Way, Forest Hill/Colfax Bridge, Parking Pull Out across the river from Mineral Bar Campgrounds
Individual Comments on Valuable Resources	<ul style="list-style-type: none"> • Provide fire services to the area • Confluence area is key habitat for the state insect (California Dogface Butterfly) • Cliffs and rock faces are key habitat for a variety of birds and plant species • The Chapparel and forest soils are habitat for unique invertebrates • North and Middle Fork American River Canyons are important fall migration roosting areas for 20-30 thousand turkey vultures (reports and data from 2015/2016/2017)
Individual Comments on Recreation Opportunities	<ul style="list-style-type: none"> • Create 100 mile mountain bike trail and hiking trail from Auburn to Tahoe. Have a route that could be used • Make Mammoth Bar for bike park • Have definite rules for use of any trails after rains and impose a fine for use if trail is closed • Have evaluations of current trail conditions to maintain for public use and safety
Other Comments	<ul style="list-style-type: none"> • More time to comment is needed as December is considered family time

Section 3

Written Comments from Hard Copy Questionnaires

This section presents the narrative comments from the hard copy questionnaires. Comments are organized by management zone and presented verbatim as they were received.

Comment Number	Comments Received
Knickerbocker Management Zone	
1	No motorized vehicles of any kind No mt. bikes on these trails Allow hiking and horses Allow dogs on leash only
2	<ul style="list-style-type: none"> - Open western states and pioneer trails up to bikes. These trails around Robie point, overlook park and China bar get so little use it is crazy to not allow bikes. They get used for 2 events. Western states and Tevis. - If you opened more terrain to bikes, user conflict at the confluence would decrease. - I also know your studies to show that mountain bikers are the <u>most</u> independent of the user groups and require the <u>least</u> amount of assistance, along with contributing the <u>most</u> or highest hours of trail maintenance labor
3	No visitor center No vehicle access to the El Dorado side of the American River REI already has access
4	I believe that Knickerbocker should remain untouched
5	To expand multiuse trails for campers and visitors to use and be outside!!
6	Open all trails to multiuse for all user groups
7	Equestrian camping! Equestrian trails Or w/multiuse – non motorized as long as trails are safe Trail head parking for horse trailers Better trail signs – better maps
8	Continue to improve the equestrian facilities with more gravel, wash racks, manure disposal and possibly lined trailer parking spaces
9	Recreation hike, bike, horse, kayak and handicapped access
10	3b. This would be a good idea. Make the area more attractive to visitors Perhaps have a concession stands (booths) Do something with China Bar area
11	Public swimming pool between H.S. School and Cate craft. Soccer and ball fields and children play center. Cool doesn't have a park
12	Remove wire fencing. It poses a hazard to wildlife and area users. Organize wire removal work days with volunteers
13	It's working fine, don't fix it

Comment Number	Comments Received
14	Improvement of the whitewater park play area adjacent to ZC Area – this area needs a redesign to make the whitewater features functionable and the eddies usable Provide road access to downstream at whitewater park
15	Add trail sign Incorporate all major trails into maps and signage Trail maintenance – culverts – rolling water bans to get water off trails Board or rocks to cross creeks Fewer special events – now almost always a big event every weekend – make them pay for use
16	Increase bike access to trails Add multiuse trails
17	Add more biking trails. Create bike legal rout off road from Confluence to Cool loop Allow night riding Allow bikes on hiking trails
18	Please, no new roads! Keep the park wild. It is beautiful because its undeveloped
19	The Cool area is the only really great, safe area to allow major fire safe campsites and trailer parks
20	Open all trails to bicycles please
21	Connect to China Bar at Confluence areas
22	<ul style="list-style-type: none"> - Add multiuse trails - Reject comments that are based on subjective criteria - Allow more bike usage - Open all trails to all uses - Connect by a bridge this zone to Auburn interface zone - Allow non-motorized accessible camping - Maintain all trails - Allow volunteer organizations to maintain trails
23	Please reopen the middle fork of the American River to mining – get rid of hands and pans – let us use sluiceboxes and metal detectors.
24	Families need easy access to the river. Rocky point would serve this. Get more rangers for enforcement
25	Erosion caused by horses, bikes is a concern
26	Designate all trails as multiuse
27	Add a bridge, whitewater park develop. Open Auburn pump station road
28	There is a good opportunity to develop (and connect existing) trails along the river on the El Dorado County side.

Comment Number	Comments Received
Auburn Interface Management Zone	
1	Favor pedestrian-equestrian bridge at or near Oregon Bar – a more financially viable bridge could be feasible down river from Oregon Bar
2	A disc golf course should be the only addition No mt. bikes or motorized vehicles Allow horses and hikers only
3	Let’s use this! The more traffic and use, the fewer transients!
4	Parking
5	It should remain the way it is
6	More multiuse trails that connect to other parts of the ASRA
7	Open all trails to multiuse open them up!
8	Equestrian trails! Equestrian camping! Multiuse non-motorized trails where safe Better trail signs!
9	Handicapped access
10	Open Maidu Road more often
11	Please don’t shift loads, damage and drama to canyon below Auburn below Maidu entry/ cardiac. Leave quite natural and just improve the trails existing and make it safer and not a new major destination. You will ruin it, keep it “lower” density RME plan at most
12	1a – yes do something with the area; perhaps make available for fishing, hiking, boating 2a- yes 3a- yes if a hiking trail or dirt road can be made to get to area
13	Don’t bring more people into wooded areas next to developments – More people, more fire hazards and the fires we’ve had this year and are ongoing
14	Traffic – increased use will have a negative affect on local traffic so traffic flow and parking needs to be addressed via access points Provide a take out below the whitewater park Birdsall road re-open
15	<ul style="list-style-type: none"> - Trail from Murphy’s Gate Trail to Borland connection from state park to Downtown Auburn - Trail on El Dorado Co side of the N. Fork from No. Hands Bridge to proposed bridge @ China Bar area - I support the proposed bridge across the N Fork of the AMR in the China Bar area
16	Open road more frequently Repair kayak/raft take out – make easier

Comment Number	Comments Received
	Repair and use the under used camping area – Peninsula camp ground on edge of Folsom
17	Increase bike access on trails Build more multiuse trails
18	Add bike trails Change hiking trails to allow bikes Allow night riding
19	Mt Tamalpais has a wonderful amphitheater in their state park. A lot of disc golfers smoke and I don't want activities that increase fire danger. Ziplines – fun!
20	Parking
21	Let ard handle the rec facilities Bridge is ok but do not increase vehicle traffic into canyon No camping no fires
22	Yes [provide a trail bridge connecting Auburn to Cool], especially with horse trailer and campsite potential
23	<ul style="list-style-type: none"> - Very concerned about campgrounds so close to Skyridge Elementary School. Increased traffic along Maidu and Riverview and influx of thousands of people could make the area less safe for children walking to and from school. - No campground - What about fire risk in the canyon and surrounding homes? - Also has AUSD had any input as the proposed changes affect the area arounds Skyridge School?
24	<ul style="list-style-type: none"> - Auburn to Cool bridge should include bikes - Camping would pose a fire hazard - Too close to Skyridge School - Too much traffic - Kids walking could be at risk
25	More multiuse trails (and mountain bikes) with connectivity to Knickerbocker and Confluence
26	<ul style="list-style-type: none"> - Open all trails to multiuse - Maintain trails - Add more trails - Comments regarding Knickerbocker Zone apply to Auburn Interface zone
27	Allow bike access to all trails
28	Please do not add a campground in this area. Campgrounds in populated areas tend to attract people who want to “party”. This typically includes drinking, drugs, and litter. This area is in the middle of a residential area with an

Comment Number	Comments Received
	elementary school nearby which would be negatively impacted. Also limit vehicle access to this area, as vehicle access makes it easy for people to pack in lots of trash that won't get packed out.
29	<ul style="list-style-type: none"> - Use the existing old dam roads that criss cross the area for some bike only trails - Multiuse trails must be built so speed enforcement and built in cannot rely on courtesy triangle for speed enforcement - Really up recreation options in dam construction zone
30	Designate all existing and new trails as multiuse
31	<ul style="list-style-type: none"> - Reroute Cardia Trail off private property - No campgrounds in this part of ASRA. Too close to homes. It is a fire hazard - No "active recreation facilities" this is the wrong area for these types of facilities - The bridge is unnecessary and money could be spent elsewhere in the park
Confluence Management Zone	
1	Allow all user groups; horses, hikers, and bicycles on all trails
2	<ul style="list-style-type: none"> - Open Tinkers back up to bikes and put a fence at the road to handle existing traffic - Visitor center – but can't be at confluence. Too much congestion there already - Make Culvert a legit flow trail w/a good single track access climb to increase tourist use and reduce user conflict - Better signage for users – hikers should know or be told Confluence and Culvert are heavily use bike trails and there are MANY no bike trails available for hiking. There at not many bike trails. Hikers should stick to those trails.
3	No vehicle access to any areas Walk its healthy.
4	I believe less people should be allowed at the Confluence and there should be more management
5	Having climbing here is awesome
6	Fresh water fountain at Confluence bathrooms Open all trails to multiuse for all users!
7	Keep and improve equestrian access/trails No parking on road or on highway 49 coming from Auburn – too dangerous Do a better organized parking there at bridge Parking across the river on Cool side is too close to the road, cars stick out! Pedestrian walking in road! Need another parking area!
8	Lane for hikers – bikers to walk across Hwy 49

Comment Number	Comments Received
9	This is the core – make it appealing, safe and free parking!
10	2a- yes this would be a good idea if it actually gets done? A small visitor center would be a good idea and equip it with A/C and an area for teaching about small animals
11	Charge day use fees on Cool side of River
12	Is it possible to add horse trailer parking near the Confluence? There is room for one rig at Quarry Rd TH but that also is dependent on other vehicles parked there. The Quarry Trail is a wide trail very well suited to multiuse non-motorized but horse staging is extremely limited
13	Allow non-motorized mining
14	Safe way to cross Hwy 49 bridge on foot/bike Clearly mark and improve trail under 49 bridge to Mt Quarries Bridge Grade Quarry Trail Parking Lot
15	Expand bike access on trails Build more multiuse trails
16	More free parking
17	Add more bike trails. Allow more trail work days to help trail erosion. Change hiking trails to allow bkes
18	Rock climbing is a win-win!
19	Need to require park pass on SR49 Visitors centers are obsolete with modern internet No new vehicle access
20	Yes [provide public tours of the mine/cave], canyon keepers has a well thought out presentation already practiced. Demand is great. State parks owes the access to this treasure to all California citizen
21	<ul style="list-style-type: none"> - This trail is a great flat trail kids can ride bikes on. No traffic should be on Quarry Trail - Please do not allow vehicles on the Quarry Trail. Its one of the few wide/flat trails for kids to ride their bikes along the river
22	All trails should be open to bicycles
23	<ul style="list-style-type: none"> - Trail maintenance - Potable water
24	<ul style="list-style-type: none"> - Regarding question 1 – Agree with C but it should be only a minimal increase. Scope should be limited - All prior comments apply to this zone
25	Open all existing trails to bikes
26	Allow miners to use a sluicibox to prospect for gold and allow metal detectors
27	<ul style="list-style-type: none"> - Add rock climbing in dam area - Get more ranger enforcement in all of ASRA

Comment Number	Comments Received
	- Many areas are lawless
28	Designate all existing and new trails as multiuse
29	Canyon keepers put 5-6 years of work into developing public tours o the Hauver Mine/Cave. This would work easily facilitate starting the tours
Mammoth Bar Management Zone	
1	More MTB/Moto directional trails. Allow frequent trail work days by volunteers ~twice a month or as needed
2	<ul style="list-style-type: none"> - Mammoth Bar should be expanded to include mountain biking - Add OHV trails. Don't change! Just add! - Create downhill/directional mtb trails here that can be shuttled to reduce user conflict on Confluence and FHDL - Squaw Flat is great connector – Fix this trail and make connector directional or change direction on odd/eve days to reduce accidents
3	Keep dirt bike track and trails and make more for dirt bikes/mountain bike trails
4	Let FATRAC/BONK build mountain bike trails! It will take pressure off of other trails in the ASRA. Mountain bikes come to the ASRA year round and help support 5 different businesses in Auburn and bars/restaurants. We want to do the work for more trails here, it will help Auburn as a city and bring in more money for the park
5	<ul style="list-style-type: none"> - Addition of downhill mountain bike trails - Allow volunteer groups or individuals to work to develop/maintain trails on designated days
6	More trails More days = more money
7	I don't, but many need and enjoy this place. Maybe establish noise/erosion limits/controls.
8	I like it where it is and like that it is in a separate area from equestrian activities
9	Unfortunately, the noise generated by activities at Mammoth Bar extends well beyond the site. The noise degrades trail users of the Quarry Trail. This past year, with Mammoth Bar being closed to motorized use, has been very quiet and peaceful.
10	Add more tails, with mountain bike access Maintain existing trails more regularly More technical downhill trails for mountain bikes Strong support for item 207 Allow volunteer trail maintenance days
11	Add bike trails. Allow trail maintenance. Allow night riding. Add single track climb for bikes/hikers. Reopen closed trails. Add single track along river bar for bikes. Add water bars to fix erosion issues
12	OHV is destructive and should be limited or removed

Comment Number	Comments Received
13	More access for raft take out before Murderer's Bar death traps
14	<ul style="list-style-type: none"> - No camping - No OHV use. Protect our natural areas
15	Possible mountain bike only or downhill only trails in this area with optional features, jumps, etc
16	Trail maintenance is needed
17	<ul style="list-style-type: none"> - Add directional MTB/OHV trails - Allow volunteer maintenance to trails - Add new trails
18	Please allow the use of sluiceboxes for mining again and allow metal detectors
19	<ul style="list-style-type: none"> - Get a non-motorized trail along river for through trail from Poverty Bar so people can get back to Auburn if flows increase
20	Add one-way downhill mountain bike trails
Lake Clementine Management Zone	
1	Add more hiking rails Allow dogs on leash only
2	Clean up trash and allow dog/leash law
3	Add a trail along the west side of the North Fork/Lake Clem
4	Open all trails to multiuse all users
5	Improve this well used area, not enlarge
6	Doc Gordon's – please post “no dogs allowed” at the distance that dogs are to keep from the lake. Right now, the “no dogs allowed” sign is about 1 miles from the lake. If dogs on leashes are allowed closer to the lake, please move the sign and educate public that dogs are prohibited “xxx” feet or yards from the lake. I've used this as a trail for several years but I was never aware that dogs aren't allowed near lakeshore until tonite when I spoke with the ranger.
7	Add more multiuse trails, increase bike access
8	Add bike trails. Add single track climb from Confluence to top/connector trail. Allow night riding. Change hiking trails to allow bikes
9	No additional vehicle access, please
10	Clementine is the place for expanding recreational activities. No places close to schools and neighborhoods
11	Allow for coordination of trail maintenance with private groups
12	<ul style="list-style-type: none"> - Add multiuse trails (non-motorized) - Allow volunteer maintenance of trails - Allow dispersed camping (e.g., forest service allows this)

Comment Number	Comments Received
13	The lake could easily become over-run with human activity. Is there a way of “closing” it when the quota of human visitors has been met?
14	Add trails around the lake, build the North Fork Trail from the Marina
Foresthill Divide Management Zone	
1	Provide equestrian parking
2	<ul style="list-style-type: none"> - Limit or change hiker and equestrian use of FHDL - Fact of the matter is, that it is used primarily by mtn bikes AND mountain bikes have very few trails to use
3	Dirt bike access
4	Add parking and more trails
5	<ul style="list-style-type: none"> - Add water fountain - Build new trails - Open all trails to multiuse
6	Equestrian camping! Multiuse trails expanded non-motorized Parking/staging Maps – signs
7	Better restrooms
8	Clearly mark parking areas – McKeon Ponderosa Either stop speeding bikes or close to bikes one weekend and one week day so hikers and equestrians can safely use Foresthill Divide Trail and enforce closure to bikers
9	Add multiuse trails Increase mountain bike access
10	Add bike trails. Add trail from FHDL to Clementine along river. Allow night riding. Change hiking trails to allow bikes
11	<ul style="list-style-type: none"> - Leave as is please - Open all trail to bikes please
12	<ul style="list-style-type: none"> - Trail maintenance - Potable water
13	<ul style="list-style-type: none"> - Allow volunteer trail maintenance - Increase number of trail maintenance workdays - Add more multiuse trails
14	Get a better equestrian parking area in area
15	Designate all new and existing trails as multiuse
16	<ul style="list-style-type: none"> - Some additional parking should be provided

Comment Number	Comments Received
	- Existing day use facilities are lightly used in this area so more are not needed
Lower Middle Fork Management Zone	
1	Allow bicycles on trails
2	Equestrian access! Trailer parking signs!
3	Need better parking at Gate 3 of Auburn Lake Trails RME
4	Add multiuse trails, increase mountain bike access
5	Add bike trails. Change hiking trails to allow bikes. Allow night riding
6	Open all trails to bikes
7	More trails and access for all users
8	<ul style="list-style-type: none"> - Open all trails to multiuse - Allow dispersed camping (e.g. bike packing) - Reject comments that are based on subjective criteria
9	
Cherokee Bar/Ruck-a-Chucky Management Zone	
1	No mt. bikes on these trails No motorized vehicles on these trails
2	Increase parking for trucks with trailers
3	Open up al trails to multiuse
4	Equestrian staging (trailers) If expanding camp, can equestrian camps be added Remove campsites so close to the road to a better location Better trail signage
5	In the interim plan done prior, there was a proposal for a staging area on the road down to Cherokee Bar. There is a large flat area on the left part of the way down. Would like to see a staging area there
6	Improving roads would help relieve some traffic issues Could also be used as another access out of area in the event of a fire
7	Clearly mark public parking area at top of McKeon Ponderosa
8	Increase bike access on trails Add more multiuse trails
9	Add bike trails. Change hiking trails to allow bikes. Allow night riding
10	Equestrian facilities should be added at Franciscos/Drivers Flat and across river

Comment Number	Comments Received
	Improve Driver's for horse trailer access so we don't have to eat dust/fact traffic on the way down or up
11	Limit vehicle access
12	What are the erosion problems with these poor dirt roads?
13	More oversight of campers to discourage illegal activity
14	Open trails to bicycles
15	Add more trails with mountain bike access (multiuse_ in this area. Connect them to Foresthill Management Area and Upper Middle Area
16	<ul style="list-style-type: none"> - Question 4 – the responses provided are narrow - Increase maintenance of existing McKeon/Ponderosa is nearly washed out completely
17	Designate the Western States Trail and all new and existing trails as multiuse
Upper Middle Fork Management Zone	
1	Keep White Oak Flat trail head open
2	Trail markers
3	Trail maintenance
4	Rafting season there is not enough parking for commercial outfitters
5	Trail maintenance – grade/fix wash out Get water off trail
6	Add more multiuse trails, increase bike access
7	Add bike trails. Change hiking trails to allow bikes
8	Add trails and access for all user groups
9	<ul style="list-style-type: none"> - Add more multiuse trails - Allow non-motorized camping - Open all trails to multiuse
10	It's fine the way it is
Upper North Fork Management Zone	
1	Lead road alone. Do not allow more public access
2	Yankee Jims needs to not be advertised to the public. Its too mall a precous the bears. Can access could even be banned from the river to remove the number of people and trash
3	<ul style="list-style-type: none"> - Add more multiuse trails - Connect trail from Foresthill bridge to Ponderosa
4	Trail markers
5	Rafting season there is not enough parking for commercial outfitters

Comment Number	Comments Received
6	Add more multiuse trails, increase bike access
7	Add bike trails. Change hiking trails to allow bikes
8	Horse trails and trailer access
9	Add trails and access for all user groups
10	<ul style="list-style-type: none"> - Open all trails to multiuse - Allow non-motorized camping - Add more multiuse trails
11	This area could be improved to take pressure off other areas in ASRA. Should also build the North Fork Trail
Mineral Bar Management Zone	
1	Add North Fork Trail open to multiuse
2	Expand camping to equestrians if at all possible! Trail markers
3	Add bike trails. Change hiking trails to allow bikes
4	<ul style="list-style-type: none"> - Add more multiuse trails - Open all trails to multiuse - Allow camping
5	This area could be improved to take pressure off other areas in ASRA
Park-wide Question	
1	<p>A. Vital to preserve, map, and interpret the native cultural impacts in the affected areas</p> <p>B. Track the impact of the later arrivals pre and post the discovery of Gold by James Marshall in January 1848, noting how the landscape change and how food sources changed as well impacting the native populations</p>
2	<ul style="list-style-type: none"> - Hikers and equestrians get angry when bikers disrupt their hike. - We don't have many places in ASRA to ride... At least nowhere near as much as hiker and equestrians do. Even/odd days? Bike only trails? - User numbers could be interesting here to see who is using these trails – mostly hikers? Mostly horses? Mostly bikes? - I know horse people have money and are loud. But I'll put money down they are the smallest user group and getting smaller every day. - Open Mammoth Bar to the kind of technical terrain mountain bikers are looking for and you'll have less illegal trail use.
3	Build the bike park and more trails. Educate people about picking up their trash from partying on the river

Comment Number	Comments Received
4	<p>I am an equestrian that uses Auburn overlook and Cool staging area. I also ride in Grass Valley, Folsom Lake, and the Sacramento American River Parkway. I believe the Auburn State Recreation Area could be more attractive if additional staging areas were established with related trail maps. A few factors to be considered:</p> <ol style="list-style-type: none"> 1. Additional staging areas would not need a large number of parking spaces large enough for trucks with trailers. 4 to 10 spots with ample area to turn around would be sufficient 2. Good trail maps of the entire area would be very helpful and welcome. A small box with printed maps of the trail Lead and also having the maps on the ASRA website. 3. ASRA support of a non-profit trail maintenance organization would be excellent. Grass Valley Nevada City trails have this as do Folsom Lake Trails and the American River Parkway <p>Feel free to contact me: Heidi Hansen heidiehansen@gmail.com 916-434-9678</p>
5	<p>It's my personal belief that we should do everything in our power to keep our canyon as wild and free as it currently is. I was raised in these mountains. I would absolutely hate to see it become over run and destroyed. Keep our canyon wild.</p>
6	<p>With the old dam site/Foresthill Bridge/Mammoth Bar OHV areas already have changed the landscape. Let more use of the park happen. More parking, more trails, more chances for people to find love for the outdoors.</p>
7	<p>Must ensure that the fire management plans from Bar includes sufficient wood fuel removal each year to ensure the survival of the city of Auburn, its residents, businesses, and firefighters. Increase recreation will bring in more people so if the General Plan doesn't include evacuation plans, many people could be trapped in the canyon during a wild land fire.</p>
8	<p>Open existing trails to mountain biking and increase development of new mountain biking trails</p>
9	<p>The focus should be on getting as many users in and out of the park safely. However users need to take responsibility for their own safety not demand restrictions of other user groups for /their own advantage "Horses vs. Bikes" Open trails to all users all the time! Equestrian recreation is dying out. It is unsustainable economically and environmentally. Build the park for the future for multiuse</p>
10	<p>Try to keep and preserve historic areas – land marks – old homesteads Allow sluicibox and gold panning on river – no dredges Would love to have more equestrian camping in our area Better parking for horse trailers Maps – signs on trail Historical markers/info A simple picnic table out on the trails is fantastic Multipurpose trails – non-motorized</p>

Comment Number	Comments Received
	Allow dogs! On leash of course! Allow dogs on trail and camps!
11	Plenty of things to do <ul style="list-style-type: none"> - Keep it natural, make safest, cleanest and only expand services at existing so load and problems, detracting from “Park” are minimized - Let visitor enjoy rawest nature while we still have it close to civilization - Please don’t ruin it and make the canyon a too busy place and tear it up now (and by others using) moving forward
12	Repair the trail from the west side of the No Hands Bridge – to Calcutta Falls in Auburn (where repairs are needed)
13	This area has a huge opportunity for revenue that is being missed because of lack of parking and camping space
14	<ul style="list-style-type: none"> - Emphasis should be on recreational activities that minimally disturb the environment: hiking, rail running, horseback riding, and bicycling on appropriate trails - Social trails should not be tolerated. If we are using the canyon, we should be held to obeying the rules. - Encourage users to leave it cleaner than when we came in. This includes parking areas/trailheads. - Park Management should coordinate communication, cooperation, and problem solving between the various user groups. This would help with educating trail users, minimize conflict, and help in establishing appropriate rules for this area. - It is good that the various clubs participate in trail planning, building, and management. However, when one user type adopts a trail or trail system that is designated multi-use, that can be problematic, as there is a tendency for that user group to think of it as their since they do all the work on it.
15	With climate change, fire danger will worsen, plan accordingly
16	<ul style="list-style-type: none"> - Enforcement of no bikes on steep/mansion trails currently signed no bikes – which has no deterrent effect - Better trail maintenance. Get water off trails. Planks or rocks to cross creeks - Brush trimming - Now trails always being widened- rerouted- new trails grated to avoid water and mud on trails and to find a better location to cross creeks/streams - Add rocks or other barriers on trails that will force bikers to slow down on blind curves and steep downhill - Prefer NAA with following addition: 14-28-41-78-80-107-115-140-145-184-185-192-194-196-197 and RME for Mammoth Bar and re for Lower Middle Fork and IRRM for Upper Middle Fork
17	Increase bike access, build more multiuse trails
18	More mt bike trail access Fire precautions and safety
19	<ul style="list-style-type: none"> - Allow bikes on hiking trails

Comment Number	Comments Received
	<ul style="list-style-type: none"> - Allow group like Fatrac to conduct regular seasonal trail work to keep trail erosion and wear maintained and sustainable - Allow night riding - Add parking in Confluence area - Add bike trails - Add single track from Clementine to Fuel Break Trail - Add bike trail from Clementine to FHDL along river - Add potable water locations - Allow trail maintenance in Mammoth Bar
20	<p>I am concerned that the rules regarding panning has changed over the last year so that it is now limited to hands and pans. I am an adult who is looking for a welcoming environment to pan for gold or mental detect if that is available. I enjoyed visiting the park when I could use a shovel and a sluice box. With the change of policy, it isn't worth it for me to drive up from Sacramento – there are plenty of other locations that are friendly to miners beside this park. I am an environmentalist, but am in favor of finding ways we can all enjoy the park.</p>
21	<p>All trails from 3rd Gate down to along river should not have bikes! Along American Canyon CK is way too dangerous!</p>
22	<ul style="list-style-type: none"> - Keep the park as wild as possible. Do not increase vehicle traffic into the wild and beautiful setting. - Trail bridges and parking are acceptable but do not develop facilities outside of these - Keep balance of multiuse and no bike trails - Do not increase fire risk. No additional camping - Certainly do not increase OHV use - Publish a high quality topo trail map
23	<p>More multiuse trails</p>
24	<ul style="list-style-type: none"> - Active partnership with CDF and all communities for fuel reduction in our new fire threat climate - Active partnership with all fish related enhancement potentials to restore native salmonoid species to original river habitats with ladders/trucking/etc.
25	<p>The beauty of Auburn area is that it isn't overdeveloped. This increased recreation use will bring thousands of people to an area that doesn't need it. Lets not turn this into another Hidden Falls.</p>
26	<ul style="list-style-type: none"> - More access for mountain biking throughout the canyon - As a community, we'd like to keep the canyon in a natural state, and attempt to limit the potential for fire. - Thank you for your consideration!
27	<ul style="list-style-type: none"> - More trails in all areas and connectivity between trail areas for all user groups - Potable water in more (any?) areas - More trails to include mountain bikes – new or existing

Comment Number	Comments Received
	<ul style="list-style-type: none"> - More multiuse trails in underused areas such as Upper North and Upper Middle Fork Areas
28	Open all existing trails to mountain bike use
29	<ul style="list-style-type: none"> - Funding and enforcement or rules - Also develop a trail reporting system so issues on the trails can be monitored and areas of concern can be addressed so conflict issues can be reported and analyzed – a trail DMV - Rangers are understaffed, this leads to safety and resource degradation - Promote trail user meetings contact info as part of “interpretive centers” - Have a better website for real time river flows so trail users can plan river crossings
30	<p>The plan is (hopefully) flexible so as to prevent overuse that would be destructive to natural and cultural resources. Also, recreational interest groups should be given balanced consideration when designating who can use trails. It’s just as important to hike with your dog as it is to ride a horse or bike. Erosion of trails is a concern. Also, in some areas (e.g. pointed rocks meadow area) signage is confusing</p>
31	Designate all new and existing trails as multituse
32	Whitewater park development
33	<p>Providing more restrooms and campgrounds would encourage more people to enjoy this wonderful area. Need to have trails designated bike only or hikers only</p>
34	<ul style="list-style-type: none"> - While ASRA is designated as a “recreation area”, there are many cultural and natural resources here that need to be protected - Any “improvements” made should enhance the natural aspects of the area. Don’t need an amphitheater or ziplines for example. - Maintenance of existing facilities and assets should be the priority before adding new facilities - Existing campgrounds should be expanded rather than building new ones. Back country/walk-in campgrounds should be looked at as an option, though - Opportunities exist up the North Fork for taking pressure off of the Confluence – expand day use here - No or minimal improvements in the China Bar Area and Russell Road Area too close to neighborhood – need to reduce fire hazards and other issues - Keep Mammoth Bar as it is, other than routing some trails from the river. Build the NF Trail. Keep mining restrictions. Plan for increased mountain bike usage. Build a handicapped accessible trail like the Pioneer Trail in Nevada City. Promote more caving and rock climbing.

Section 4

Written Comments from the Online Questionnaire

This section presents the narrative comments from the online questionnaire. Comments are organized by management zone and presented verbatim as they were received. Comments are organized in the following order:

1. Park-wide comments
2. Comments on Auburn Interface
3. Comments on Knickerbocker
4. Comments on the Confluence
5. Comments on Mammoth Bar
6. Comments on Lake Clementine
7. Comments on Foresthill Divide
8. Comments on Cherokee Bar/Ruck-a-Chucky
9. Comments on Upper North Fork
10. Comments on Mineral Bar
11. Comments on Lower Middle Fork
12. Comments on Upper Middle Fork

What are your priorities for the Auburn General Plan/Resource Management Plan?	
Comment Number	What else should be addressed in the Auburn SRA General Plan/Resource Management Plan?
1	Work with the Department of Fish and Wildlife and other wildlife management organizations, and their volunteers, to study wildlife populations and make habitat improvements to enable growth of upland and big game animal populations into currently underutilized areas. Continue existing, and expand, hunting opportunities and access. Allow bear hunting to help control that population and to curtail potential increases human-bear interactions given the expanding camping and day-use activities.
2	Development of this area should enhance access to all user groups. However, as funds are not unlimited, money should be allocated in a way that accurately reflects the actual users of the area. Conduct a census of actual trail 'users'. There are many people who have opinions, but are they actually spending time there? This will be difficult to do, especially to get it right. But in my opinion it should be done so that you can use facts, not just opinions to make your decisions.
3	Despite being the second most common user group in the Park, cycling is only allowed on a fraction of singletrack located in the ASRA. Off-road cycling is a low-impact, human-powered, legitimate recreation group with more than 35 million annual U.S. participants. Correct the disparity and increase the number of trails and areas where cycling is allowed.
4	It is important that all user groups be allowed access to the trails, but for safety reasons, there should be designated trails for certain groups only, as well as multi-use trails. Most people of all activity types are generally friendly but I've had a few close encounters with people wearing headphones and going too fast around blind corners. The horseback riders definitely need access to more trails as development in other areas is minimizing availability elsewhere.
5	Please protect our beautiful canyons from development. Do not add roads, do not increase vehicular traffic into the park, and do not increase fire risk by developing campgrounds. Please do not increase the proportion of multi-use trails; multi-use trails become functional bike-only trails because of issues in passing. Be careful not to allow downhill bike tracks where vehicles can shuttle back to the top (make them ride back up), otherwise it will create a lot of traffic. Phase out OHV in our park. It is destructive and impedes others enjoyment of the natural setting.
6	Please preserve the Western States Trail east of the river crossing at Poverty bar/Rucky Chucky in PERPETUITY as a non wheeled use trail. Please allow only horseback riders, runners, and hikers. Two world famous events, the Tevis and the Western States 100 Mile Run, put the Auburn State Recreation Area 'on the map' worldwide and lead to Auburn being awarded the title of Endurance Capital of the World. All year around runners and riders heavily use this narrow, single track, canyon face trail to train for these world famous events. If any wheeled use was allowed on this section of the Western States trail, it could spell the end of these two world renowned events. Please put SAFETY before public pressure in all your policy decisions. Thank you.
7	Please preserve the Western States Trail east of the river crossing at Poverty bar (CA Street Trail) in PERPETUITY as a non-wheeled use trail. Please allow only horseback riders, runners, and hikers.

What are your priorities for the Auburn General Plan/Resource Management Plan?	
Comment Number	What else should be addressed in the Auburn SRA General Plan/Resource Management Plan?
	<p>Two world famous events, the Tevis and the Western States 100 Run, put the Auburn State Recreation Area 'on the map' worldwide and lead to Auburn being awarded the title of Endurance Capital of the World. All year around runners and riders heavily use this narrow, single track, canyon face trail to train for these world famous events. If any wheeled use was allowed on this section of the Western States trail, it would spell the end of these two world renowned events.</p> <p>Please put SAFETY before public pressure in all your policy decisions. Thank you</p>
8	The plan should include more open single-track trails for mountain biking. It should also include plans for new single-track multi-use trails, such as continuing from the upper end of the Foresthill Divide Loop Trail to the Ponderosa Road which was planned many years ago. It would also be helpful if the State Park would give organizations like FATRAC easier abilities to do trail work as needed
9	Please make it easier for groups to put on recreational events. This is a better approach for increasing use of the area. The ideas of increasing vehicular access has the opposite effect - it will bring in more cars, more people but will deteriorate the cultural resources and will increase trash and pollution.
10	ASRA has an extensive network of trails with great potential for a unique and high quality recreation experience in a nearly wild setting within close access by major population centers. ASRA should have an entire team of trail managers, including the many willing and capable volunteers.
11	The Auburn SRA is a terrific recreational resource that needs continual careful management to prevent deterioration from overuse. It is also very important to continue to manage potentially conflicting trail use by hikers, bikers, and equestrians. Mixed use can be dangerous, especially on narrow, demanding single track trails like many of those in the Auburn SRA. Safety of those using the trails must be an overriding consideration for recreational use. Having been run down by a biker during a trail run and narrowly avoiding being hit by mountain bikers and equestrians moving at speeds too fast for the conditions on many other occasions, I know first hand the necessity of maintaining exclusivity of use for large portions of the trails. There are lots of trails and many opportunities to designate portions for single use.
12	<p>Auburn State Recreation Area General Plan Survey URGENT! Public Comment closes January 8, 2018 TO HAVE A VOICE - YOU MUST RESPOND BY JANUARY 8TH</p> <p>Did you know the Auburn State Recreation Area management district includes the Tevis Trail / Western States Trail from Foresthill to the finish line? Input on the future management of the trail from Tevis and WSER supporters is vital. Numbers drive policy.</p> <p>The link below takes you to the survey. Please, TODAY, at minimum, scroll down and complete the final very short survey titled: Park Wide Question https://www.parks.ca.gov/?page_id=29768&pd_url=https%3A%2F%2Fwww.peakdemocracy.com%2Fportals%2F285%2Fissue_5716#peak_democracy</p> <p>In the comment section ask for the following:</p>

What are your priorities for the Auburn General Plan/Resource Management Plan?

Comment Number	What else should be addressed in the Auburn SRA General Plan/Resource Management Plan?
	<p>Please preserve the Western States Trail east of the river crossing at Poverty bar (CA Street Trail) in PERPETUITY as a non-wheeled use trail. Please allow only horseback riders, runners, and hikers.</p> <p>Two world famous events, the Tevis and the Western States 100 Run, put the Auburn State Recreation Area 'on the map' worldwide and lead to Auburn being awarded the title of Endurance Capital of the World. All year around runners and riders heavily use this narrow, single track, canyon face trail to train for these world famous events. If any wheeled use was allowed on this section of the Western States trail, it would spell the end of these two world renowned events.</p> <p>Please put SAFETY before public pressure in all your policy decisions. Thank you</p>
13	Preservation of existing equestrian trails
14	Make it as easy as possible for the people living in the greater Sacramento region to get to know the nature in their back yard.
15	<p>The reason people like ASRA is because it's a natural area--not a Disneyland experience.</p> <p>Wildlife habitat should take top priority.</p> <p>Either get mountain bikers off all trails less than six feet wide or enforce speed limits.</p> <p>Either require all dogs be on leash or ban dogs from ASRA.</p> <p>Stop sport and trophy hunting of wildlife. Citizens want to view them--follow CA State Parks policies of no hunting.</p>
16	Eliminate litter and overuse.
17	<p>Please preserve the Western States Trail east of the river crossing at Poverty bar (CA Street Trail) in PERPETUITY as a non-wheeled use trail. Please allow only horseback riders, runners, and hikers.</p> <p>Two world famous events, the Tevis and the Western States 100 Run, put the Auburn State Recreation Area 'on the map' worldwide and lead to Auburn being awarded the title of Endurance Capital of the World. All year around runners and riders heavily use this narrow, single track, canyon face trail to train for these world famous events. If any wheeled use was allowed on this section of the Western States trail, it would spell the end of these two world renowned events.</p> <p>Please put SAFETY before public pressure in all your policy decisions. Thank you!</p>
18	I would really like to stress the dangers of speeding Mtn. Bikers on ASRA trails. Speeding Mtn. Bikers ruin the experience of hiking the ASRA trails. I would like more educational hikes within ASRA: Geology, wildflower, history, ecology lead by local experts.
19	It is designated as a recreation park so we should focus on recreation while still keeping it beautiful. More trails for all and better access from Auburn proper
20	1. More trails open to mountain bikers. A survey by the Outdoor Industry Foundation states that 2.9 % of the population of the US participates in mountain biking, indicating that there are 60,000 mountain bikers in the greater Sacramento metro area, including Sacramento, Yolo, Placer, and El

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	Dorado counties. Various sources indicate there are approximately 350,000 recreational equestrians in the state of California, equivalent to approximately 1% of the populations, so it appears that mountain bikers outnumber equestrians by 2 or 3 to 1 in California, and the disparity is growing. Therefore, more mountain bike trails are needed. 2. Allow volunteer groups to perform periodic trail maintenance. Establish a schedule that can be followed every year without environmental review.
21	The ASRA is a gem. It is well-used by many user groups. The outdoor recreation it permits is priceless. My main view is that I would like to see continued use opportunities for all groups. I obviously support ongoing improvements as dictated by need based on use. Creation of some new trails would be a major benefit to all. I think this area has the opportunity to demonstrate how all user groups as well as the management officials can operate together in harmony to allow for a great day outdoors for all interested parties. Thank you for providing an easy-to-use survey to provide feedback, as large meetings are often difficult to attend, and can be contentious when user groups fear they may lose out on access.
22	Protecting this area as a natural environment for runners and horses and not four-wheel-drive vehicles.
23	Add and manage more mixed use trails.
24	Keep trails open for cycling, hiking and horseback riding. Develop new trails to be safe for cycling and horseback riding. We need to work towards this goal together.
25	Please address enforcement of types of users in different areas--when posted for hiking or equestrian use, bicycles routinely use trails they shouldn't. This can be dangerous. Also bicycle tires cause major erosion and turn level ground into extremely rutted areas. People are forced to leave the trail to avoid turning an ankle.
26	Issues such as equestrian signs being vandalized, bikes traveling at excessive speeds, and insufficient trail maintenance has not been addressed and needs to be resolved in the General Plan by providing for a consistent presence of law enforcement on trails to reinforce the rules, ordinances and laws that apply to the safety of people and property utilizing the ASRA trails and staging areas. Should be addressed.
27	Mountain biking specifically.
28	Areas that were historically open to OHV use and have been closed. The closure of these areas was done without any analysis to impacts to neighboring areas nor to the OHV users.
29	Auburn SRA should focus on expanding recreational opportunities, opening additional trails to multi-use access so as to spread out the user load across the area. As a regular trail user (primarily on foot as a trail runner, but also on a mountain bike) - I'd also like to see more of an emphasis on foot and bike access and much less on horse access. I'm always shocked to see how badly the horses degrade the trails, especially in muddy conditions. Not to mention the horse crap everywhere! I've never understood why the "Leave No Trace" ethic does not apply to horses!
30	Keep parks and riding areas open for all to enjoy. Motorcycles, horses and hikers all need a place to enjoy without fear of being kicked out.

What are your priorities for the Auburn General Plan/Resource Management Plan?

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31	<p>As a frequent user of Auburn SRA trails, I would like to see more trails and resources allocated to cycling, as it is the second most common user group in the park and has a low impact on natural resources (comparable to hiking). Increased resources must be allocated to improving cycling (and multi-use) trails throughout the park and will benefit all user groups, particularly given the rapid growth of the region and subsequent increase in park users. To maintain and improve trails, the necessary human resources can be achieved by collaboration with non-profits, public agencies, and the Folsom-Auburn Trail Riders Action Coalition (FATRAC). Please open all existing and future trails to bikes. This can be done in a equitable manner for all trail users by implementing odd/even day trail sharing. New trails should be constructed that address desires of more advanced/progressive mountain bike riders, such as flow-type singletracks. Providing access to such new trails will reduce pressure on other multi-use trails and mitigate the frequency of user conflicts. An agreement with FATRAC must be achieved to allow them to provide ongoing, routine maintenance on park trails on as as-needed, short notice basis, such as immediately following an intense precipitation event or wildfire. Their skilled, accredited volunteers can quickly restore trails to safe and non-eroding conditions. Restoration projects should be emphasized and included on future trail maintenance/building endeavors to protect natural and cultural resources. Trails should be designated or built to create bike-legal singletrack that connects Foresthill to Auburn, Confluence to Cool, Auburn to Granite Bay, Auburn Lake to Confluence, and Confluence to Overlook. Such a network would provide substantial improvements to the community by reducing user densities and by bringing economic activity (revenue potential) to the region.</p>
32	Connectivity of bicycle facilities.
33	Additional mountain biking trails, maintenance of existing trails and developing a co-existing plan with other user groups so all can enjoy the trails and outdoors.
34	I support FATRAC(fatrac.org)recommendations and efforts concerning Auburn SRA General Plan/Resource Management Plan.
35	Horses Only on the WST.
36	Include Equine access on all trails. Please and thank you.
37	<p>Please preserve the Western States Trail east of the river crossing at Poverty bar/Rucky Chucky in PERPETUITY as a non wheeled use trail. Please allow only horseback riders, runners, and hikers.</p> <p>Two world famous events, the Tevis and the Western States 100 Mile Run, put the Auburn State Recreation Area 'on the map' worldwide and lead to Auburn being awarded the title of Endurance Capital of the World. All year around runners and riders heavily use this narrow, single track, canyon face trail to train for these world famous events. If any wheeled use was allowed on this section of the Western States trail, it could spell the end of these two world renowned events.</p> <p>Please put SAFETY before public pressure in all your policy decisions. Thank you.</p>
38	Please keep trails as multiuse trails since the trails have been intended and shared by all.
39	I think there should be more trails for all users including mountain bikers.

What are your priorities for the Auburn General Plan/Resource Management Plan?

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40	<p>Please preserve the Western States Trail east of the river crossing at Poverty bar/Rucky Chucky in PERPETUITY as a non wheeled use trail. Please allow only horseback riders, runners, and hikers.</p> <p>Two world famous events, the Tevis and the Western States 100 Mile Run, put the Auburn State Recreation Area 'on the map' worldwide and lead to Auburn being awarded the title of Endurance Capital of the World. All year around runners and riders heavily use this narrow, single track, canyon face trail to train for these world famous events. If any wheeled use was allowed on this section of the Western States trail, it could spell the end of these two world renowned events.</p> <p>Please put SAFETY before public pressure in all your policy decisions. Thank you.</p>
41	<p>Provide access somewhere for those with limited mobility to be able to get to the river edge.</p> <p>Keep gates open way more frequently to allow and encourage more use.</p>
42	<p>Improving access to our river canyons. Encouraging volunteer opportunities and public/private partnerships to help maintain the areas.</p>
43	<p>We should increase the number of trails that cyclists are allowed to use. Mountain bikers give back a lot by volunteering for trail maintenance. Let's be sure we have a place to ride.</p>
44	<p>accommodate low impact non motorized recreation while protecting natural values</p>
45	<p>Rebuild mammoth bar including a new motocross track.</p>
46	<p>Multi use, have place dogs can go off leash, for example. Allow folks to use areas legally after Sunset. Do survey more often. Thank you for allowing us to express our thoughts. I love Auburn SRA.</p>
47	<p>To answer the former question would be to choose amongst the facets of the DPR mission statement, when I personally believe each unit should do its part to accomplish all three. I believe some of the biggest issues with ASRA have been high day use fees for little visitor accessibility. Places such as Cool Knickerbocker or China Bar could be made more accessible, and day use fees could be dropped at the Confluence, Ponderosa, and Yankee Jims. Interpretive signage could be added to any number of trails, with different themes on different trails. Were campgrounds to be renovated, amphitheatres could be added and campfire programs could be hosted. A new visitor center could be built in a centralized location to orient visitors to the fact that, yes they are actually in a park and here's some things they can do.</p>
48	<p>I must object to the State of California attempt ot take over land that is not under their authority to manage. This land is under federal management control, subject to the multiple use policies of the federal government. Recreational us is a restricted use, that is less than the federal multiple use policies that respect the civil rights of the people . This land is now open for mining and claim as required by Congress per the 1872 mining act. This is an act of land thievery by the State of California and all such attempts to take this land should immediately Cease and Desist.</p>
49	<p>There should be some radical change to the management of the trail systems. Trail users should propose how the current and future trails are managed in an open forum. There shouldn't be so much red tape when maintaining and creating trails.</p>

What are your priorities for the Auburn General Plan/Resource Management Plan?	
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50	Multi-use trails that a maintained, well marked, and further developed.
51	ASRA needs to both increase recreational opportunities and still protect the natural and cultural resources. For example, increasing river access to the rocky point area and pump station rapids by opening road from Cool and opening China Bar daily would improve recreational opportunity and not threaten natural resources because the riparian area there is a disturbed construction zone.
52	Enforcement of the law in the form of at least 2 rangers in separate patrol cars equipped with sirens, first aid supplies, and firearms is critical. The rangers should be encouraged to issue citations, and the positions should be staffed at all hours of the day, and doubled on holidays. Safety of all ASRA users in all locations should be emphasized and protected.
53	Open all existing and future trails to bikes. (whether via change in use, odd/even day sharing, etc.) - Build new singletrack trails, including progressive and advanced MTB specific trails as well as trails with small features. - Designate existing trails or create new singletrack trails for mountain bikes to connect Foresthill and Auburn, Confluence to Cool, Confluence to Overlook, Auburn Lake Trails to Confluence, and Auburn to Granite Bay - Develop an agreement with FATRAC allowing them to provide ongoing, routine maintenance on park trails on an as-needed, short notice basis
54	An emphasis on improving OHV access in the area.
55	Getting people outdoors enjoying nature is a great way to ensure protection of natural resources.
56	Interpretive education, stewardship programs and collaboration with community partners are essential ingredients to successful State Parks experiences. A comprehensive trails plan and dedicated trails and river manager are important to the future well-being of the park. A realistic flexible approach is important to providing a quality experience for the ever-growing number of users without damaging natural or cultural resources. Signage, facilities and park regulation enforcement are key tools to protecting the canyons natural resources while leading to quality memorable experiences. Guidelines and actions that will allow for enhanced non-motorized recreational opportunities (limited to the types of activities that are currently allowed in the park), and without impacting in any significant way the semi-wilderness atmosphere that characterizes much of Auburn SRA.
57	This is a State recreation area, it needs to stay this way. Closing this for restoration or habitat reasons will force people away to other unregulated areas which will cause much worse damage for resources and habitat from uncontrolled use, trash and new / unauthorized trails into the Divide.
58	Considering the ASRA is a state designated recreation area, I am highly opposed to the ideas put forth in the Resource Management Emphasis. As an outdoor enthusiast, I understand the need to protect certain natural resources. However, given that this space has been set aside as an area appropriate for high levels of human impact, I would prefer that it be managed as such.
59	I completely agree with and support the talking points created and distributed by FATRAC with my own edits as follows:

What are your priorities for the Auburn General Plan/Resource Management Plan?

Comment Number	What else should be addressed in the Auburn SRA General Plan/Resource Management Plan?
	<p>As a trail user that frequents the ASRA and cares about its future and the management of the Park, thank you for providing the opportunity to express my opinions on the upcoming General Plan. The issues I would like to see prioritized in the Plan are as follows. There is currently a large disparity in the appropriation of recreational (TRAIL) resources within the Park. Despite being the second most common user group in the Park, cycling is only allowed on a fraction of singletrack located in the ASRA. Off-road cycling is a low-impact, human-powered, legitimate recreation group with more than 35 million annual U.S. participants (Outdoor Industry Association). Science has shown that the environmental impact of bicyclists is similar to that of hikers. Cyclists, more so than any other user group, give back to their local trail systems by volunteering on public land, providing an untapped resource for a budget bound park system that is, through no fault of its own, looking at a backlog of maintenance needs that it cant seem to meet. Furthermore, the often-heard argument that bicycles shouldnt be allowed on many trails do to user conflicts and other safety concerns has been discredited in California State Parks own study in 2012. We off road cyclists generally coexist peacefully with runners, hikers and equestrians. Based on my attendance at meetings there appears to be a small vocal group of equestrians that oppose ANY expansion in bike access to trails. Their publicly stated positions frequently seem to be baseless and sometimes fabricated based on my observation at the Maidu Bike Park meetings. On the other hand my on trail interactions with equestrians have all be fine.</p> <p>Combined with an exponential growth in annual visitors seeking outdoor recreation, much of the Parks trail network is overtaxed, and for cyclists, disproportionately and unfairly allocated. With multiple options to rectify this disparity at the disposal of Parks, I see no reason this unjust allotment of available trails can not be remedied immediately. Change in use, odd/even days, and/or seasonal sharing are just a few examples of techniques that could rectify this imbalance at little to no fiscal cost. Considering the ASRA is a state designated recreation area, I am highly opposed to the ideas put forth in the Resource Management Emphasis. As an outdoor enthusiast, I understand the need to protect certain natural resources. However, given that this space has been set aside as an area appropriate for high levels of human impact, I would prefer that it be managed as such. There is a huge amount of little impacted natural areas in the American River drainage outside of ASRA.</p> <p>The physical condition of many trails within the Park needs to be addressed. Given the lack of funding and resources available to Parks, I understand that it is unlikely for much of the maintenance needs of the Park to be met by Parks employees. As such, I ask that Parks develop an agreement with Folsom-Auburn Trail Riders Action Coalition (FATRAC) to allow skilled, accredited volunteers to lead maintenance work days within the Park on an as-needed basis; allowing work to be performed on short notice. This type of partnership is commonplace for many trail networks, and has been a proven success in other SRAs, as the Central Coast Concerned Mountain Bikers (CCCMB) have demonstrated in and around San Louis Obispo. Allowing for trail users to give back to the trail system will increase user safety, decrease erosion, and heighten the parks popularity, thus increasing revenue potential. I would like to see new singletrack trails built. As of 2016, Placer Countys population has grown by roughly 220%, according to the US Census. Yet in a similar time frame, practically zero miles of singletrack have been added to the ASRA. Like the issues around maintaining trails, volunteer labor and donations are readily available to assist in the planning and execution of new trails, with the potential of little to no fiscal cost to Parks. State Parks should work with nonprofits such as Placer Land Trust, American River Conservancy and public agencies (federal, County) to protect land along and near the river through any means necessary. And State Parks should be willing to acquire, own and manage land as part of this effort.</p>
60	<p>As a person with hip replacements in both hips it has gotten difficult for me to hike long distances to enjoy the areas I like to call "my backyard", but I can get more miles and enjoy the recreation area on a mountain bike. It would be great to see: All existing and future bike trails open to bikes (whether it be a change in use, odd/even day sharing, etc.) Designate existing trails or create new single track trails for mountain bikes to connect</p>

What are your priorities for the Auburn General Plan/Resource Management Plan?

Comment Number	What else should be addressed in the Auburn SRA General Plan/Resource Management Plan?
	<p>Foresthill and Auburn, Confluence to Cool, Confluence to Overlook, Auburn Lake Trails to Confluence, and Auburn to Granite Bay. I've traveled the area on a road bike and that scares me and I don't enjoy as much of the smells and sights of nature that I can on a mountain bike. It would be fabulous to see new singletrack trails, including progressive and advanced MTB specific trails as well as "flow" trails with small features (this would inspire the youth).</p> <p>Develop an agreement with FATRAC allowing them to provide ongoing, routine maintenance on park trails on an as-needed, short notice basis. FATRAC does amazing trail work!</p>
61	<p>Law enforcement re: vandalism of trail signage, unleashed animals, bicycles going to fast, not following trail etiquette.</p>
62	<p>As a trail user that frequents the ASRA and cares about its future and the management of the Park, thank you for providing the opportunity to express my opinions on the upcoming General Plan.</p> <p>The issues I would like to see prioritized in the Plan are as follows.</p> <p>There is currently a large disparity in the appropriation of resources within the Park. Despite being the second most common user group in the Park, cycling is only allowed on a fraction of singletrack located in the ASRA. Off-road cycling is a low-impact, human-powered, legitimate recreation group with more than 35 million annual U.S. participants (Outdoor Industry Association). Science has shown that the environmental impact of bikes is similar to that of hikers. Cyclist, more so than any other user group, give back to their local trail systems by volunteering on public land, providing an untapped resource for a budget bound park system that is, through no fault of its own, looking at a backlog of maintenance needs that it cant seem to meet.</p> <p>Furthermore, the often heard argument that bicycles shouldnt be allowed on many trails do to user conflicts and other safety concerns has been discredited in California State Parks own study in 2012. Combined with an exponential growth in annual visitors seeking outdoor recreation, much of the Parks trail network is overtaxed, and for cyclists, disproportionately and unfairly allocated.</p> <p>With multiple options to rectify this disparity at the disposal of Parks, I see no reason this unjust allotment of available trails can not be remedied immediately. Change in use, odd/even days, and/or seasonal sharing are just a few examples of techniques that could rectify this imbalance at little to no fiscal cost.</p> <p>Considering the ASRA is a state designated recreation area, I am highly opposed to the ideas put forth in the Resource Management Emphasis. As an outdoor enthusiast, I understand the need to protect certain natural resources. However, given that this space has been set aside as an area appropriate for high levels of human impact, I would prefer that it be managed as such.</p> <p>The physical condition of many trails within the Park needs to be addressed. Given the lack of funding and resources available to Parks, I understand that it is unlikely for much of the maintenance needs of the Park to be met by Parks employees. As such, I ask that Parks develop an agreement with Folsom-Auburn Trail Riders Action Coalition (FATRAC) to allow skilled, accredited volunteers to lead maintenance work days within the Park on an as-needed basis; allowing work to be performed on short notice. This type of partnership is commonplace for many trail networks, and has been a proven success in other SRAs, as the Central Coast Concerned Mountain Bikers (CCCMB) have demonstrated in and around San Louis Obispo. Allowing for trail users to give back to the trail system will increase user safety, decrease erosion, and heighten the parks popularity, thus increasing revenue potential.</p>

What are your priorities for the Auburn General Plan/Resource Management Plan?

Comment Number	What else should be addressed in the Auburn SRA General Plan/Resource Management Plan?
	<p>I would like to see new singletrack trails built. As of 2016, Placer County's population has grown by roughly 220%, according to the US Census. Yet in a similar time frame, practically zero miles of singletrack have been added to the ASRA. Like the issues around maintaining trails, volunteer labor and donations are readily available to assist in the planning and execution of new trails, with the potential of little to no fiscal cost to Parks. State Parks should work with nonprofits such as Placer Land Trust, American River Conservancy and public agencies (federal, County) to protect land along and near the river through any means necessary.</p> <p>And State Parks should be willing to acquire, own and manage land as part of this effort</p>
63	<p>The lands should be open and maintained for mountain bikes. I think more green level trails and parking would be nice.</p>
64	<p>Provide more mountain biking and dirt biking (motorcycle) areas.</p>
65	<p>All trails to be multi- use An odd/ even program for mountain bikes State sponsored all user trail work days to keep all our trails safe and clear</p>
66	<p>Actually maintaining trails would be good. Many areas can have multiuse trails but many one-track trails are not safe for bicycle use with hikers and equestrians. One can refer to many encounters with cyclists causing severe injury (remember Mr. Finkbeiner; he was on foot and struck by a cyclist who did not stop to aid him). Most cyclists try to be good trail companions, but unfortunately those who are not ruin it for all. I believe that can be addressed by parallel trails where possible and widening existing trails where possible to multiuse parameters with good line of sight. Some trails will never be multiuse for cyclists. Maintaining trails is important for all users. Truly multiuse trails need less maintenance because the variety of users impact the trails differently and keep it in a usable form, versus bike only trails that become deformed.</p>
67	<p>Please place an emphasis on opportunities for mountain biking. Mountain biking in particular has the ability to quickly and quietly bring people to far reaches of nature, with very little impact. This allows for contemplation and rejuvenation, while still allowing nature to grow and regenerate. The mountain biking community is diverse, with the capacity to find solutions for any complaints or challenges faced when multi-use issues arise. Please incorporate mountain biking into the resource management plan and bring mountain bikers to the management table.</p>
68	<p>More mountain bike access</p>
69	<p>Allow access to all recreations that can be obtained with in the Auburn SRA area. Work with organizations that want to help improve access and maintain recreation activities.</p>
70	<p>Overall, the general plan should be to provide increased biking, hiking, and fishing opportunities in the ASRA. Please think about building new progressive and advanced trails for mountain bikes. Please think about increasing the ability to backpack/ bikepack to campgrounds along the river. Please provide additional trailheads that facilitate access to the middle fork for fishing. Please expand connector trails so that bikers access cool, the confluence, auburn, foresthill, granite bay, and lake clementine with legal singletrack.</p>

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71	Please EMPHASIZE TRAIL SAFETY AND THE NEED FOR LAW ENFORCEMENT . Graffiti and use of unauthorized trails are becoming more and more rampant. Too many loose dogs and speeding bicycles are creating an unsafe environment for equestrians and pedestrians. We equestrians recognize the need for trail safety, and significant measures to insure it. These critical topics need to be addressed in the new General Plan. Thank You.
72	As an avid fan of getting outdoors, I spend significant time in the Auburn SRA, most of which is on my bike. There is a good trail system already in place, which is fantastic, and many opportunities to build and expand the current network of trails that are open to both hiking and biking. As one example, I would be in support of building new singletrack trails, including progressive and advanced MTB specific trails as well as flow trails with small features. In addition, it would be valuable to designate existing trails or create new singletrack trails for mountain bikes to connect Foresthill and Auburn, Confluence to Cool, Confluence to Overlook, Auburn Lake Trails to Confluence, and Auburn to Granite Bay, to connect the trail system in ways that allow for additional points of access and significantly longer rides. Overnight, bike-in camping with potable water at various points would also be valuable.
73	Mountain Biking is a fast growing sport brining more people of all ages outside. We need more trails and opportunities inside Auburn SRA to help foster the growing ranks of riders who come to the area. I regularly come from the Bay Area to ride, and then spend time, in Auburn.
74	Legalize trail access for mountain bikers on more trails. Utilize the vast volunteer forces for trail maintenance.
75	As a designated State Recreation Area, this park is already devoted to outdoor recreation. What must happen is balance between allowing recreation and preserving the natural habitats that make the park so attractive. As an equestrian user I prefer emphasis on non-motorized uses in all but a few specially designated areas (such as Mammoth Bar OHV). This is not true wilderness any more, but does provide some of that experience to those of us who don't choose to spend days and nights in the real back country. Thank you for allowing this opportunity to comment.
76	Please place an emphasis on recreation activities such as mountain biking. It's wonderful place to get people outdoors.
77	The heart of ASRA is in the canyons of the NF and MF American River and management and environmental planning needs to look closely at the physical characteristics of these canyons. These canyons are steep, wild, dangerous, but also beautiful. They need as much environmental protection as possible while at the same time allowing the public to recreate and enjoy them. The MF should be a wild and scenic river all the way to Lake Clementine. Trails that are currently designated for horses and hikers should keep that designation. Sharing the trails that follow these steep canyons with bikes won't work because bike tires create ruts causing erosion on steep slopes. Bikers like to speed causing topsoil to fly off of the trail causing serious erosion, and exposing roots as well that soon become hazards to hooves and shoes. Mountain bikers also like to create banked turns which destroys the trail for walking users. Biker speed is not compatible with other users and forces other users off of the trail system due to unsafe conditions. The current hiker/equestrian trail designations should remain in place in the Plan due to these narrow canyon trails with steep drop offs. Keep the WST and the Wendell Robie Trail as designated for hikers and equestrians in the new Plan in order to protect the resource for future users. Most of the mountain bike trails should remain on the north side of the MF American River, at Mammoth Bar, and on the trails that they currently use. This would keep equestrians and bikers separate and reduce the number of incidents.

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	<p>We need more rangers, more patrol vehicles, mounted rangers to reduce infractions by users, keep users safe, reduce fire hazard due to illegal use. We need a safe park with balanced recreation opportunities for all users, not a change in use that will create more incidents. Our rangers need more support in order to do their job.</p> <p>Also, any ASRA or BOR employee, as well as any consultant from any outside agency who may be conducting the CEQA/NEPA, EIS, EIR, who has any say about any changes to the current plan, should have hiked or ridden every trail in ASRA so that they can make intelligent decisions, regarding the new Plan.</p> <p>I have visited several State Parks and National Parks and they usually have one main visitor center. ASRA should put one visitor center at the Dam Overlook which has lots of parking and easy access. Pleasant Street should again be opened to vehicles to take the traffic load off of Maidu Drive. Vehicles could then leave the "visitor center" at the Dam Overlook Site and drive to China Bar without disturbing the Skyridge neighborhood.</p>
78	<p>Trail access for equestrians use. I believe all users have the right to trails, but there are some trails that need to remain for hikers and equestrians, some for all and some should be put aside for mountain bikers. This is for the safety of all.</p>
79	<p>Please preserve the Western States Trail east of the river crossing at Poverty bar/Rucky Chucky in PERPETUITY as a non wheeled use trail. Please allow only horseback riders, runners, and hikers.</p> <p>Two world famous events, the Tevis and the Western States 100 Mile Run, put the Auburn State Recreation Area 'on the map' worldwide and lead to Auburn being awarded the title of Endurance Capital of the World. All year around runners and riders heavily use this narrow, single track, canyon face trail to train for these world famous events. If any wheeled use was allowed on this section of the Western States trail, it could spell the end of these two world renowned events.</p> <p>Please put SAFETY before public pressure in all your policy decisions. Thank you.</p>
80	<p>It would be great to have a mountain bike trail to the eastern boundary of the SRA to allow access to the National Forest beyond.</p>
81	<p>Please preserve the Western States Trail east of the river crossing at Poverty bar/Rucky Chucky in PERPETUITY as a non wheeled use trail. Please allow only horseback riders, runners, and hikers.</p> <p>Two world famous events, the Tevis and the Western States 100 Mile Run, put the Auburn State Recreation Area 'on the map' worldwide and lead to Auburn being awarded the title of Endurance Capital of the World. All year around runners and riders heavily use this narrow, single track, canyon face trail to train for these world famous events. If any wheeled use was allowed on this section of the Western States trail, it could spell the end of these two world renowned events.</p> <p>Please put SAFETY before public pressure in all your policy decisions. Thank you.</p>
82	<p>It is CRUCIAL that we place the emphasis on natural and cultural resources protection and restoration. By continuing to expand hoops and thrills for recreational use, we will become just another outdoor amusement park. We are UNIQUE as we are, should be proud of it and continue to work towards saving it.</p> <p>Please consider this option and do what is right. Thank you ...</p>

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83	This is the public's land to use and recreate on. Taking away more access and limiting the thing the public can to on thir own land is not the place of the the State. Gold Panning and Sluicing needs to be re-instated in this area at once as well.
84	Need more rangers for enforcement. Build separate trails for bikes instead of allowing them on current horse/hiking trails that are steep and narrow. Keep bikes off WS Trail. DON'T use alternate days for bike and horses as it doesn't work.
85	More Rangers needed in ASRA for enforcement. It appears that Rangers are needed in the Confluence area because of the number of visitors and problems. Rangers are needed in some of the remote areas of ASRA. Bikes should not be allowed on single track trails in ASRA. These trails are too steep and narrow for multi-use. Also bike should not be permitted in the Western States Trails. Create new "bikes only" trails similar to what was accomplished at Lake Oroville SRA. Don't use alternating day usage in ASRA.
86	Create more single track developed for mountain biking.
87	To keep the Western States Tevis trail non motorized.
88	Increased access to trails for bicycles. Increased mutli-use trail opportunities.
89	Conservation
90	Equitable access for bicycles
91	I have lived in Cool since 1984, so I've seen some changes. The American River canyon confluence has become increasingly congested with automobile traffic as recreation enthusiast vie for a place to park in the no-fee area on the Cool side. Can this be changed to a fee area as to help alleviate some of the traffic? Also, if the if the Vehicle code is a maximum of 15 MPH, and 5 MPH on blind curves, why are signs not posted for mountain bikes riders? I have seen, and been involved in many close calls due to mountain bike riders excessive speed. Thank you, Cheryl Domenichini Cool, CA
92	Please preserve the Western States Trail east of the river crossing at Poverty bar/Rucky Chucky in PERPETUITY as a non wheeled use trail. Please allow only horseback riders, runners, and hikers.

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93	<p>Every time I visit the Redding California area, they have added half a dozen new multi- use trails. The recreation areas there are sprawling, and it is an economically depressed area.</p> <p>Auburn has probably less than 10% of the trail systems that Redding has, yet Auburn has so much area and potential for expansion while doing it in an ecologically safe manner. Whenever I can, I leave the Auburn are to go mountain biking because there is such a lack of opportunity here. I know of many people who do the same.</p> <p>The area desperately needs to update its recreational image which would both greatly increase local use to the area, as well as draw in visitors from the outside.</p>
94	<p>Close it to wheeled vehicles to protect hikers and horseback riders.</p>
95	<p>Keeping equestrian trails open. STOP CHARGING FOR PARKING AND LET THE PEOPLE USE THE PARKS> YOUR RUINING IT FOR ALL THE PEOPLE WITH LESS MONEY !!!!! ONLY</p>
96	<p>Please preserve the Western States Trail east of the river crossing at Poverty bar/Rucky Chucky in PERPETUITY as a non wheeled use trail. Please allow only horseback riders, runners, and hikers.</p> <p>Two world famous events, the Tevis and the Western States 100 Mile Run, put the Auburn State Recreation Area 'on the map' worldwide and lead to Auburn being awarded the title of Endurance Capital of the World. All year around runners and riders heavily use this narrow, single track, canyon face trail to train for these world famous events. If any wheeled use was allowed on this section of the Western States trail, it could spell the end of these two world renowned events.</p>
97	<p>Please preserve the Western States Trail east of the river crossing at Poverty bar/Rucky Chucky in PERPETUITY as a non wheeled use trail. Please allow only horseback riders, runners, and hikers.</p> <p>Two world famous events, the Tevis and the Western States 100 Mile Run, put the Auburn State Recreation Area 'on the map' worldwide and lead to Auburn being awarded the title of Endurance Capital of the World. All year around runners and riders heavily use this narrow, single track, canyon face trail to train for these world famous events. If any wheeled use was allowed on this section of the Western States trail, it could spell the end of these two world renowned events.</p> <p>Please put SAFETY before public pressure in all your policy decisions. Thank you.</p>
98	<p>Update the signs in the park to show who can be on certain trails. For example: no bikes, or no ATVs, or no horses, etc.</p>
99	<p>Please preserve the Western States Trail east of the river crossing at Poverty Bar (CA Street Trail) in PERPETUITY as a non-wheeled use trail. Please allow only horseback riders, runners, and hikers.</p> <p>Two world famous endurance events, the Tevis and the Western States 100 Run, put the Auburn State Recreation Area 'on the map' worldwide and lead to Auburn being awarded the title of Endurance Capital of the World. All year around runners and riders heavily use this narrow, single track,</p>

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	<p>canyon face trail to train for these world famous events. If any wheeled use was allowed on this section of the Western States trail, it would spell the end of these two world renowned events.</p> <p>Please put SAFETY before public pressure in all your policy decisions. Thank you</p>
100	<p>Opening and keeping open trails for OHV, hikers, dirt bikers, equestrians and all activities California is closing TOO many places to all who recreate and we need these places open for all.</p>
101	<p>Please work towards improving bicycle access and adding/retaining multi-use trails.</p>
102	<p>Please preserve the Western States Trail east of the river crossing at Poverty bar/Rucky Chucky in PERPETUITY as a non wheeled use trail. Please allow only horseback riders, runners, and hikers.</p> <p>Two world famous events, the Tevis and the Western States 100 Mile Run, put the Auburn State Recreation Area 'on the map' worldwide and lead to Auburn being awarded the title of Endurance Capital of the World. All year around runners and riders heavily use this narrow, single track, canyon face trail to train for these world famous events. If any wheeled use was allowed on this section of the Western States trail, it could spell the end of these two world renowned events.</p> <p>Please put SAFETY before public pressure in all your policy decisions. Thank you.</p>
103	<p>Equestrian safety</p>
104	<p>Please preserve the Western States Trail east of the river crossing at Poverty bar/Rucky Chucky in PERPETUITY as a non wheeled use trail. Please allow only horseback riders, runners, and hikers.</p>
105	<p>Make all the areas open all year including the blocked caves and rock climbing areas. That also includes Cherokee Bar. Keep the horse trails closed to mountain bikes.</p>
106	<p>Develop more multi-use trails. Expand options for mountain biking. Create long mountain bike trail loops into the upper management zones to relieve pressure on the popular Foresthill Divide/Conflunece areas.</p>
107	<p>Equestrian staging areas.</p> <p>Enforcement of single-use trails for safety.</p> <p>Trash receptacles.</p>
108	<p>More patrol, horseback or police, to protect the environment and recreational opportunities in the Auburn SRA. also, more trail maintenance for equestrian users.</p>

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109	Auburn needs to convert most trails to multiple use. Shared trails are more economical, minimize adverse environmental impacts and build a trail community. The User Conflict Appendix in State Parks PEIR provides ample evidence that bikes, horses and hikers can share the trails. Mountain bikers should have equity of trail miles, diversity of trail features and connectivity. Please don't be swayed by acrimony and prejudice against bikes.
110	- Open all existing and future trails to bikes. (whether via change in use, odd/even day sharing, etc.) - Build new singletrack trails, including progressive and advanced MTB specific trails as well as trails with small features.- Designat
111	<p>As a trail user that frequents the ASRA and cares about its future and the management of the Park, thank you for providing the opportunity to express my opinions on the upcoming General Plan. The issues I would like to see prioritized in the Plan are as follows.</p> <p>There is currently a large disparity in the appropriation of resources within the Park. Despite being the second most common user group in the Park, cycling is only allowed on a fraction of singletrack located in the ASRA. Off-road cycling is a low-impact, human-powered, legitimate recreation group with more than 35 million annual U.S. participants (Outdoor Industry Association). Science has shown that the environmental impact of bicyclists is similar to that of hikers. Cyclists, more so than any other user group, give back to their local trail systems by volunteering on public land, providing an untapped resource for a budget bound park system that is, through no fault of its own, looking at a backlog of maintenance needs that it cant seem to meet. Furthermore, the often-heard argument that bicycles shouldnt be allowed on many trails do to user conflicts and other safety concerns has been discredited in California State Parks own study in 2012. Combined with an exponential growth in annual visitors seeking outdoor recreation, much of the Parks trail network is overtaxed, and for cyclists, disproportionately and unfairly allocated. With multiple options to rectify this disparity at the disposal of Parks, I see no reason this unjust allotment of available trails can not be remedied immediately. Change in use, odd/even days, and/or seasonal sharing are just a few examples of techniques that could rectify this imbalance at little to no fiscal cost. Considering the ASRA is a state designated recreation area, I am highly opposed to the ideas put forth in the Resource Management Emphasis. As an outdoor enthusiast, I understand the need to protect certain natural resources. However, given that this space has been set aside as an area appropriate for high levels of human impact, I would prefer that it be managed as such. The physical condition of many trails within the Park needs to be addressed. Given the lack of funding and resources available to Parks, I understand that it is unlikely for much of the maintenance needs of the Park to be met by Parks employees. As such, I ask that Parks develop an agreement with FolsomAuburnTrail Riders Action Coalition (FATRAC) to allow skilled, accredited volunteers to lead maintenance work days within the Park on an as-needed basis; allowing work to be performed on short notice. This type of partnership is commonplace for many trail networks, and has been a proven success in other SRAs, as the Central Coast Concerned Mountain Bikers (CCCMB) have demonstrated in and around San Louis Obispo. Allowing for trail users to give back to the trail system will increase user safety, decrease erosion, and heighten the parks popularity, thus increasing revenue potential. I would like to see new singletrack trails built. As of 2016, Placer Countys population has grown by roughly 220%, according to the US Census. Yet in a similar time frame, practically zero miles of singletrack have been added to the ASRA. Like the issues around maintaining trails, volunteer labor and donations are readily available to assist in the planning and execution of new trails, with the potential of little to no fiscal cost to Parks. State Parks should work with nonprofits such as Placer Land Trust, American River Conservancy and public agencies (federal, County) to protect land along and near the river through any means necessary. And State Parks should be willing to acquire, own and manage land as part of this effort.</p>
112	Maintain equestrian trails.

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113	<p>Safety issues are surmounting with too many bike riders riding on hiking/equestrian trails and speeding. Safety is of utmost concern on single track trails and blind curves. A plan needs to be developed to catch and prosecute all park users who disregard park laws especially with regards to trail usage and speed limits. Currently nothing is being done. Accidents have happened and will only increase as the area usage increases. The general plan should include a management plan to address current and future safety issues before any new development is even considered. ASRA lands and trails should also be kept as natural as possible as it is unique in being the largest remaining open space in our community and is home to a vast array of wildlife.</p>
114	<p>The State Park System needs to address and enforce, TRAIL SAFETY AND LAW ENFORCEMENT. Such as: Use of bridges, camping, trails, waterways etc. is meaningless unless our safety to use these venues are addressed. Issues such as equestrian signs being vandalized, bikes traveling at excessive speeds, and insufficient trail maintenance has not been addressed and needs to be resolved in the General Plan by providing for a consistent presence of law enforcement on trails to reinforce the rules, ordinances and laws that apply to the safety of people and property utilizing the ASRA trails and staging areas. Consistent enforcement means ALL RANGERS adhere to the laws and place the same expectations on all park users. Numerous trails have severely deteriorated due to rain run off, bikes, and lack of proper maintenance. It is an aid to the state park system that outside organizations help with maintenance of trails, but not their responsibility. Park Watch is not effectively used. Trail issues go unattended for months after reports are submitted, or not attended to at all.</p>
115	<p>Open all existing and future trails to bikes. (whether via change in use, odd/even day sharing, etc.)</p> <ul style="list-style-type: none"> - Build new singletrack trails, including progressive and advanced MTB specific trails as well as trails with small features. - Designate existing trails or create new singletrack trails for mountain bikes to connect Foresthill and Auburn, Confluence to Cool, Confluence to Overlook, Auburn Lake Trails to Confluence, and Auburn to Granite Bay - Develop an agreement with FATRAC allowing them to provide ongoing, routine maintenance on park trails on an as-needed, short notice basis
116	<p>Please preserve the Western States Trail east of the river crossing at Poverty bar/Rucky Chucky in PERPETUITY as a non wheeled use trail. Please allow only horseback riders, runners, and hikers.</p> <p>Two world famous events, the Tevis and the Western States 100 Mile Run, put the Auburn State Recreation Area 'on the map' worldwide and lead to Auburn being awarded the title of Endurance Capital of the World. All year around runners and riders heavily use this narrow, single track, canyon face trail to train for these world famous events. If any wheeled use was allowed on this section of the Western States trail, it could spell the end of these two world renowned events.</p> <p>Please put SAFETY before public pressure in all your policy decisions. Thank you.</p>
117	<p>Improvement and maintenance of equestrian and multi use trails. Resources for enforcement of safety issues</p>
118	<p>I think greater emphasis should be given to preserving the Tevis Trail for horseback, and hiking opportunities. Opening up the narrow trail to mountain bikes could be a real problem</p>

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119	It is odd to me that you show a father and child as your photo. And appears to be a person of color. There are fewer and fewer quiet spots for a father and child to sit by the river and contemplate. And there are rarely, if any, people of color. I have been crossing "No Hands Bridge" since 1959 - and remember the floods. I have watched the Mountain Bikers take over our trails under the guise of Multi-use Trails. I've watched horses fall to their death, be injuring, and riders in wheel chairs and those with head injuries because of Mountain Bikers. Until there is realistic enforcement of the rules of the road/the rules of the trails - I only support expanding facilities and parking in those areas that are already destroyed, such as Mammoth Bar and the "multi use" trails across the road which are virtually unusable by any other user than Mountain Bikes (although promised they would be multi use). I have ideas for enforcement - but that was not one of the questions. Your question was about "USE" ... and I hope I have answered that.
120	Safety, safety, safety! For all, horses, bikes, hikers and those who can't swim.
121	Emphasis should be placed on maintaining/improving the existing facilities, roads, trails and resources while improving/expanding parking areas before adding additional use areas. Some roads and trails are in bad or less then desirable shape from such things as over use and erosion which should be corrected. With all the major wildfires over the last few years the Park could certainly expand on fuels reduction by clearing dense concentrations of shrubs and small trees from the understory canopy of larger trees. Some areas just have dead shrubs or down woody material that should also be removed. Opportunities exist for constructing some shaded fuel breaks along some major ridges or key roads and trails to allow for defense from a wildfire should one occur. Finally, there is noxious weed control. There are large areas of star thistle in the Knickerbocker area as well as other parts of the Park. There are also areas with Scotch/French broom that could be treated.
122	Keep the existing equestrian trail system pure. Its a huge part of what makes living here so great!
123	Let focus on expanding multi use recreational access and facilities as needed to support that access.
124	As a long time resident and president of the Divide Horsemen's Association, I am interested in equestrian access and all issues which affect open space and trail use. Our club welcomes all trail users however excessive bicycle speed, downed barbed wire, and loose dogs seem to be the hazards that cause the most complaint. Good job on the trail and down tree clearing. Please contact me if we can be of any help. We have a small trail patrol unit which helps out BLM on the Cronan/Magnolia trails. Jill Katie Yaranon
125	More multi-use access to trails. Most, if not all, of the trails in the Auburn SRA are amenable to cycling, and should the plan should be amended to allow for maximizing taxpayer benefit of this resource.
126	Please, please, please retain Equestrian trails, mixed use between mountain bikes and horses would be a deadly combination.
127	Please keep the "California Loop" section to the finish line of the Western States Trail restricted to riders, runners and hikers. Access to bike riders in this narrow trail area would damage the trail and present safety issues.
128	While I believe that the MFAR provides great recreation for all types of users, the Western States Trail should be considered sacrosanct as a runners, hikers, equestrian trail. This trail was built for and by the equestrians and runners and is home to world renown iconic Western States Run and the

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	Tevis Cup. If this trail is opened to bikes there will be accidents and the runners will run in fear and the equestrians will abandon the trail. Equestrians have been abandoning other multi-use trails for fear of the bicycles, it would be devastating to loose the Western State Trail also.
129	<p>Please preserve the Western States Trail east of the river crossing at Poverty bar/Rucky Chucky as a non wheeled use trail. Please allow only runners, hikers and horses.</p> <p>All year around runners and riders heavily use this narrow, single track, canyon face trail to train for WS100 and Tevis, not to mention hikers with or without dogs. The trails are in many places under 3' wide with a rock cliff on one side and a sheer drop off on the other and many turns with little visibility. The trail is predominantly downhill from Foresthill and is a two way trail.</p> <p>I am a hiker, bike rider and horse rider. I spent years in the East and North bay happily sharing trails with everyone. I ride only horses trained to deal with bikes and motorcycles - over the years one of each has run directly into my horse on trails. No one was hurt and all stayed cordial. I've lived here for six years after coming up to enjoy the trails since the early 90s.</p> <p>This is one of the few trails that I've frequented that I would say is truly unsafe for multi use with bicycles. The trail lends itself to downhill speeds of at least 15mph on a bike, although the average would likely be 20mph. Given the short visibility and narrow trail, there is little room for braking before actually hitting someone.</p> <p>It may be possible to have different days for use, but the difficulty of reaching everyone far and wide would have to be organized well along with offering ongoing education.</p> <p>Thank you.</p>
130	One of my major concerns about the area is the erosion due to extreme equestrian use, and some of the bikers! The trails are very rutted. It seems that the equestrian trails are in need of some sort of erosion control. Perhaps there should be a permit required, similar to rafting companies, for horse trailers to park, and perhaps some volunteer work by the equestrian users so that they can have a connection to the erosion that is caused by equestrian use, and the restoration required to maintain the trails.
131	Please preserve the Western States Trail east of the river crossing at Peverty Bar/Rucky Chuck in PERPETUITY as a non-wheeled use Trail. Please only allow horse riders, runners and hikers.
132	Maintain mtb access.
133	Preserve WST East of River crossing - Poverty Bar/ Rucky Chucky in perpetuity as a non- wheeled- use trail. Please allow horseback riders, runners and hikers only.
134	Mountain biking should be included. To say it is dangerous is a falsification. I have never been mowed down by a mountain biker riding, but I have been chased down by a horny make horse during a hike. I dont want to have to worry about hot blooded animals that cant be controlled by their owners. I have a much better time hiking alongside mountain bikers. At least they say hi.

What are your priorities for the Auburn General Plan/Resource Management Plan?

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135	Preserve the WST east of the river crossing Poverty Bar/Rucky Chucky in perpetuity as a non wheeled use trail. Please allow horseback riders, runners and hikers only.
136	Individual miners need equal access to all of the Auburn SRA. I am a amateur gold prospector who would like access to metal detect and use a small sluice box. I am a responsible individual and all areas that I mine are returned to original condition. Please accommodate small gold miners in the plan. I am a native Californian and want equal access for all people who responsibly use our resources.
137	The use of the trails need to be carefully analyzed. Some trails can be shared by all and others due to their narrowness need to be controlled. Who is out there....hikers with strollers and young children, runners, horseback riders, bicycles, motorcycles, and four wheelers. Almost all tax payers with the right to use the trails. But...why not work on the trails so all can use them. As a child on horseback we actually created some of the trails that are now well used in the Bay Area hills. We can create more here. For instance as I ride down parts of what is called the Tevis Trail I see plenty of opportunity to create a parallel trail. Something I don't understand. We recognize old Native American Trails, mining trails, deer trails, etc. but refuse to consider creating a new trail. What was established a 100 years ago has been historic. Why not carefully let us establish new trails that can also become history a 100 years from now? By creating parallel trails horses and bikes can travel on separate trails. On freeways we have fast lanes, slow lanes, and bypasses. Why can't this work on the trail. Some trails we share other have bypasses where the fast quiet bike splits from the trail that the slower hikers and horses (spookers because of the fast moving quiet bikes) are on. The split can be vice versa..
138	Parking. Parking that does not include parking on the sides of Highway 49.
139	Maintaining wst for equines and runners only.
140	Safety for equestrians - not all trails are safe for horses and mountain bikes. Single track trails are great for hiking and horseback riding but mountain bikes are dangerous and can cause serious accidents when bikes come around corners at high speeds. Often there is no where to go for hikers and horses are flight animals and escape is dangerous at best. Technical trails need to be designated horse/hikers or mountain bikes.
141	As a frequent trail runner, hiker and equestrian utilizing a plethora of Auburn SRA trails, Ive witnessed first-hand the advantages and indeed disadvantages of inviting wheeled use and sharing on the trails. My conclusion is the best future outcome for balancing resource management and recreational use is to accept our differences, be respectful to our land and each other and partner to assure the long-term viability of our use. Lets all carry the burden of maintenance as a team so we can enjoy the fruit of our labor. Those that choose not to give, shouldnt expect to receive. A simple quota-based system of volunteer hours required per sport, represented by their respective organizations, and monitored by a joint, independent body (or Auburn SRA) would provide the necessary check and balance to ensure each constituent is contributing at the expected level - or risk being asked to cease use.
142	Keep the park clean and as natural as it is now. Only access to non motorized users. It's natural undisturbed settings should be kept! Litter should also be addressed as the park will have an increase in visitors in the future.

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143	All trails should be multiuse and horses should not be allowed on trails where meeting other users would be dangerous. Meeting a horse with rider on the trail is often more intimidating and more dangerous than any other trail user.
144	Hiking, biking, and horseback riding, and other human/animal powered activities (like climbing) only would be wonderful to preserve our peaceful outdoor experience. I'm opposed to OHV.
145	Please preserve the Western States Trail east of the river crossing at Poverty bar/Rucky Chucky in PERPETUITY as a non wheeled use trail. Please allow only horseback riders, runners, and hikers
146	<p>Maintaining and expanding equestrian/hiking exclusive trail access, facilities and events, especially Tevis race trails; maintain separate areas for cyclists. Considering how many millions of miles of road, trail, and park access bikes have both in urban/suburban and natural areas that are FORBIDDEN to horses, I think it is important to provide machine free areas for equestrians and hikers. This is important especially in California, where development always seems to trump conservation and equine pursuits. City people move into recently developed areas then complain about manure on trails, flies, rights of way, ad nauseum, and before you know, another horse trail shuts its gate. Not too long ago (25 years), California was second only to Texas in state income from equine activities. Not anymore. Not only that, but on steep, rocky narrow trails, the sudden appearance of a fast bike --and especially motorized bikes, ATVs etc.--around a bend could cause a horse to react dangerously and result in death. Hikers and runners are much slower and more natural so generally share trails well with horses. Tevis trail integrity should be maintained as cycle-free as the birthplace of endurance racing.</p> <p>"Auburn State Recreation Area General Plan Survey URGENT! Public Comment closes January 8, 2018 Did you know the Auburn State Recreation Area management district includes the Tevis Trail / Western States Trail from Foresthill to the finish line? Input on the future management of the trail from Tevis and WSER supporters is vital. The link below takes you to the survey. Please, TODAY, at minimum, scroll down and complete the final very short survey titled: Park Wide Question https://www.parks.ca.gov/?page_id=29768&pd_url=https%3A%2F%2Fwww.peakdemocracy.com%2Fportals%2F285%2Fissue_5716#peak_democracy In the comment section ask for the following: Please preserve the Western States Trail east of the river crossing at Poverty bar/Rucky Chucky in PERPETUITY as a non wheeled use trail. Please allow only horseback riders, runners, and hikers. Two world famous events, the Tevis and the Western States 100 Mile Run, put the Auburn State Recreation Area 'on the map' worldwide and lead to Auburn being awarded the title of Endurance Capital of the World. All year around runners and riders heavily use this narrow, single track, canyon face trail to train for these world famous events. If any wheeled use was allowed on this section of the Western States trail, it could spell the end of these two world renowned events.</p>

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	Please put SAFETY before public pressure in all your policy decisions. Thank you."
147	<p>Preserve the Western States Trail east of the river crossing at Poverty bar/Rucky Chucky in PERPETUITY as a non wheeled use trail. Please allow only horseback riders, runners, and hikers.</p> <p>Two world famous events, the Tevis and the Western States 100 Mile Run, put the Auburn State Recreation Area 'on the map' worldwide and lead to Auburn being awarded the title of Endurance Capital of the World. All year around runners and riders heavily use this narrow, single track, canyon face trail to train for these world famous events. If any wheeled use was allowed on this section of the Western States trail, it could spell the end of these two world renowned events.</p> <p>Please put SAFETY before public pressure in all your policy decisions. Thank you.</p>
148	More mountain bike and multi use trails would create an area for all to enjoy.
149	I only ride horses, that is my priority. Bikes have many other options while horses have less options all the time
150	<p>I experienced the Western States Trial this year on horseback. Many training miles and completing the world renowned Tevis Cup. Thankfully I have a trusty steed on this very difficult and technical course. The impression of this trail is vivid in my mind and brings up a major concern and fear I am having about increasing recreational use; wheeled sports. The part of the trail my concern is stemming from is east of the river crossing at Poverty Bar. Please continue to preserve this piece of trail for hikers, runners and horseback riders. By allowing wheeled activities onto this trail compromises the safety of other users. And with not only the Tevis Cup using this trail but the Western States 100 Mile race, these famous events are now vulnerable to a much bigger disaster than anticipated. The heavily used, year-round, narrow single track, miles of trail on the edge of canyons, slippery shell and blind turns.</p> <p>Please take in to consideration the history of this trail and continue to preserve it in such a manor. Please do not compromise the safety of hikers, runners and horseback riders and the longevity of these two, famous races.</p>
151	Preserve the historic equestrian trails. No motorized bikes or vehicles in park. No bikes allowed I. Equestrian/ pedestrian trails. Must Mai rain trail safety . More park rangers .
152	It seems as though the number of visitors (predominantly in the summer) has greatly increased. Most of this seasonal traffic is due to people wanting to access the river. Providing safe places for families to park and access the water is imperative. I think that camping facilities in Cool are not as high of a priority as they would be mostly used for events/races as the draw during the hot summers is to the river. Cool would serve as a great location for a visitor's center and more community facilities such as restrooms, shady picnic areas, BBQ pit, amphitheater and horseback riding arena. The visitor's center could double as an interpretive center and help educate people about the local plants and wildlife. The riding arena would provide a place to warm-up and train horses in order to minimize accidents on the trail. I utilize the trails in the Knickerbocker area for hiking, biking and horseback riding. Currently, Ironically, I haul my young horses to the Loomis Basin Horsemen's Arena in order to participate in obstacle/trail training and bike desensitization clinics. With the high use of both bike and horseback riders on the trail, providing a location to host training

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	opportunities would help to increase education and minimize conflict on the trail. I would be happy to help organize such events if we had the facilities to do so.
153	Having more multi-use trail systems available to all users. Limiting equestrian use on narrow trails.
154	I live in Southern California but use the Auburn SRA frequently. The number 1 priority is to preserve the Western States Trail east of Poverty Bar. This is one trail that should be preserved for hikers, horses, and runners only. Allowing mountain bikes on that particular trail is dangerous especially for horses. The trail is narrow, single track, and on a canyon face. Horses can be easily spooked and fall down the steep slopes toward the river. Runners and hikers also use this trail. Fast mountain bikes are also an accident risk for these users. Safety is imperative. Help keep the Western States Trail, from Foresthill to Poverty Bar, SAFE by not allowing wheeled use in this trail section.
155	The general plan must allow for maintaining the resources(trails) that we have. The multiuse access from Auburn to Cool needs to be considered since it was taken away by the pump station at the old dam construction site
156	Open all existing and future trails to bikes. (whether via change in use, odd/even day sharing, etc.) - Build new singletrack trails, including progressive and advanced MTB specific trails as well as "flow" trails with small features. - Designate existing trails or create new singletrack trails for mountain bikes to connect Foresthill and Auburn, Confluence to Cool, Confluence to Overlook, Auburn Lake Trails to Confluence, and Auburn to Granite Bay - Develop an agreement with FATRAC allowing them to provide ongoing, routine maintenance on park trails on an as-needed, short notice basis
157	Please place emphasis on Equestrian safety.
158	Please have the trails open to all user groups - runners/hikers, horses and bicyclists.
159	- Open all existing and future trails to bikes. (whether via change in use, odd/even day sharing, etc.) - Build new singletrack trails, including progressive and advanced MTB specific trails as well as trails with small features. - Designate
160	There should be more mountain bike trails cut in. With various difficulties.
161	The Auburn SRA is a precious resource for recreation opportunities. If trails, access, and facilities can be added or improved, that is wonderful - but not at the expense of cultural and natural resources. Natural and cultural resources should take priority. We also need to make sure that recreational activities do not over-stress the natural resources.
162	Please preserve the Western States Trail east of the river crossing at Poverty bar/Rucky Chucky in PERPETUITY as a non wheeled use trail. Please allow only horseback riders, runners, and hikers.

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163	Attention should be given to providing safe trails for Equestrians, Pedestrians and bicyclists.
164	Reduced fees. Less growth of the California State Park involvement in the area. Allow for basic gold prospecting to save historic legacy. Emphasis on local use, not trying to make an attraction for people from people other than Placer and adjoining counties. Since the possibility of having an Auburn Dam is fading with every year the Auburn State Recreation Management should really only be that, management not growth.
165	Please preserve the Western States Trail east of the river crossing at Poverty bar/Rucky Chucky in PERPETUITY as a non wheeled use trail. Please allow only horseback riders, runners, and hikers.
166	All non-motorized trails in the recreation area should be open to mountain bikers!
167	Encourage multi use facilities and your programs
168	<p>Please preserve the Western States Trail east of the river crossing at Poverty Bar (CA Street Trail) in PERPETUITY as a non-wheeled use trail. Please allow only horseback riders, runners, and hikers.</p> <p>Two world famous events, the Tevis and the Western States 100 Run, put the Auburn State Recreation Area 'on the map' worldwide and lead to Auburn being awarded the title of Endurance Capital of the World. All year around runners and riders heavily use this narrow, single track, canyon face trail to train for these world famous events. If any wheeled use was allowed on this section of the Western States trail, it would spell the end of these two world renowned events.</p> <p>Please put SAFETY before public pressure in all your policy decisions. Thank you</p>
169	<p>I use the park for many activities.</p> <p>1 mountain bike</p> <p>2 trail running</p> <p>3 gold panning (Id love to use my slouch box again</p> <p>4 hunting and fishing</p> <p>Dont let horse people run everyone else off with their sense of intitlment</p>
170	<p>I believe the new Auburn State Recreation Area General Plan can be a vital link between our community and its enjoyment of the American River canyons. As the park grows in popularity, it is crucial to have a system in place to keep the wild places beautiful and the over-used spaces more thoughtfully managed.</p> <p>As our society turns toward health conscious recreation the Auburn SRA is well suited to help improve public health in a natural semi-wilderness setting. Interpretive education, stewardship programs and collaboration with community partners are essential ingredients to successful State Parks experiences.</p>

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	<p>Challenging trails, rock climbing and whitewater paddling through our scenic foothill American River canyons are some of the unique experiences the Auburn SRA has to offer. A comprehensive trails plan and dedicated trails and river manager are important to the future well-being of the park. A realistic flexible approach is important to providing a quality experience for the ever-growing number of users without damaging natural or cultural resources. Signage, facilities and park regulation enforcement are key tools to protecting the canyons natural resources while leading to quality memorable experiences.</p> <p>I would like to see an alternative that places equal emphasis on recreation and resource management. I favor guidelines and actions that will allow for enhanced non-motorized recreational opportunities (limited to the types of activities that are currently allowed in the park), and without impacting in any significant way the semi-wilderness atmosphere that characterizes much of Auburn SRA. I also believe conservation of the parks natural and cultural resources has to be a high priority.</p>
171	<p>Please realize that horse's do an extreme amount of damage to trails and are only used by a small minority of trail users. Realize that hiking and bicycling are activities that can reach the most people and cause the least amount of trail damage. Please put SAFETY and trail maintenance before public pressure in all your policy decisions by greatly restricting equestrian use on all existing and new trails.</p>
172	<p>Please provide more bike trails.</p>
173	<p>As a trail rider who comes to the area in order to ride parts of the Tevis trail, my priority is to preserve the safety of the trail east of Rucky Chucky. It is a narrow trail that is best used only by horses and humans. Wheeled access would physically destroy it in addition to the obvious safety hazard involving wheeled vehicles.</p>
174	<p>There should be some thought for parallel trails that wheeled users could use to stay off the narrow cliff hanging trails that are dangerous when shared.</p>
175	<p>Please preserve the Western States Trail east of the river crossing at Poverty Bar/Rucky Chucky in Perpetuity as a non wheeled use trail. Please allow only horeseback riders, runners and hikers.</p>
176	<p>With in the park, there should be a public shooting range. State and federal lands in this area have all but shut down range target practice. A target range needs to be built, and managed by either state or private parties. There is a range on public land that only law enforcement can use. The same is needed for public use.</p>
177	<ul style="list-style-type: none"> - Open all existing and future trails to bikes. (whether via change in use, odd/even day sharing, etc.) - Build new singletrack trails, including progressive and advanced MTB specific trails as well as trails with small features. - Designat
178	<p>The plan needs to have a very robust approach to fire management and response. If we place more people in the ASRA, we need a much stronger plan for prevention, protection and evacuation.</p>

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179	This area should be kept as it is now. Opening it up will only deteriorate all that has been saved and erosion will mushroom. A little here a little there and soon it will be gone forever.
180	River access. For example, the play park.
181	Please allow bicycles strollers and wheelchairs
182	Please preserve the Western States trail intact all the way to Auburn, for horses, runners and hikers. This is a historic trail that has brought notoriety to Auburn for decades. For safety and historical culture, please do not allow this trail to be used for other purposes. That is the country where my grandparents, parents siblings and I have called home for years. My brother, and many of his friends run and ride that trail on a regular basis. It is life to the county, and known world wide as a premiere endurance trail. Please do not let that legacy be destroyed.
183	<p>I live on the East Coast, but have traveled West with my horses to ride the Tevis Cup ride. It is stunning beautiful and has been one of the most amazing things I ever have experienced in my entire life. Please preserve the Western States Trail east of the river crossing at Poverty bar/Rucky Chucky in PERPETUITY as a non wheeled use trail. Please allow only horseback riders, runners, and hikers.</p> <p>Two world famous events, the Tevis and the Western States 100 Mile Run, put the Auburn State Recreation Area 'on the map' worldwide and lead to Auburn being awarded the title of Endurance Capital of the World. All year around runners and riders heavily use this narrow, single track, canyon face trail to train for these world famous events. If any wheeled use was allowed on this section of the Western States trail, it could spell the end of these two world renowned events.</p> <p>Please put SAFETY before public pressure in all your policy decisions. Thank you.</p>
184	<p>Please preserve the Western States Trail east of the river crossing at Poverty Bar (CA Street Trail) in PERPETUITY as a non-wheeled use trail. Please allow only horseback riders, runners, and hikers.</p> <p>Two world famous events, the Tevis and the Western States 100 Run, put the Auburn State Recreation Area 'on the map' worldwide and lead to Auburn being awarded the title of Endurance Capital of the World. All year around runners and riders heavily use this narrow, single track, canyon face trail to train for these world famous events. If any wheeled use was allowed on this section of the Western States trail, it would spell the end of these two world renowned events.</p> <p>Please put SAFETY before public pressure in all your policy decisions. Thank you</p>
185	The use and surrounding human populations are exploding. A hands off approach will probably not work, and neither will shutting down access. Management should take this into account while seeing this as an opportunity to engage traditionally underrepresented groups in environmental stewardship.
186	Although all recreational users claim to be harmless to resources, the use of wheeled vehicles on trails and roads are highly destructive. Even non-powered bicycles raise great amounts of dust in summer, and put ruts on trails when they are wet. Mountain biking advertising always shows high-powered riders speeding, sliding, raising dust, and doing gymnastics that take them off the trail. The use of these vehicles results in users' abilities to

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	<p>go much deeper into areas than the average hiker or horseback rider, and to do much more unnatural destruction to surfaces. Certain areas which are smaller and less dense with sensitive flora and fauna should be set aside for wheeled use. Trails that have been developed in the past by and for hikers and horseback riders should not be subject to the destruction and danger caused by wheeled vehicles. Injuries and death have occurred in this area as a result of allowing unnatural vehicular use in areas where their presence and characteristics are an anathema to the purpose of retaining historic and ecologically stable environment.</p>
187	<p>The mountain bikers can be both dominating and dangerous on the single track trails between Granite Bay and Auburn. I am a runner and in the last couple years I am seeing them in a regular basis on trails marked no bikes. They bike at a speed that makes it dangerous for all that are out there. Last year one hit me with his bike intentionally when i didnt get off the trail immediately for him. A couple months ago we were running in a group of 5 women by rattlesnake. A mountain biker came barreling down. We all jumped out of the way. One woman yelled out no mountain bikes on this trail. He yelled back that he pays taxes too and can be wherever he wants.</p> <p>There seems to be a need for education on the order of right away on the the trail. I was told it was horses first. Then runners. Then mountain bikes. There should also be a ticket (like a car speeding) for mountain bikers on single track trails marked only for horses and runners. They may be more mindful of the rules and others if it involves their pocketbook. Its becoming more crowded on the trails and more dangerous.</p>
188	<p>Please preserve the Western States Trail east of the river crossing at Poverty Bar (CA Street Trail) in PERPETUITY as a non-wheeled use trail. Please allow only horseback riders, runners, and hikers.Â</p> <p>Two world famous events, the Tevis and the Western States 100 Run, put the Auburn State Recreation Area 'on the map' worldwide and lead to Auburn being awarded the title of Endurance Capital of the World.Â All year around runners and riders heavily use this narrow, single track, canyon face trail to train for these world famous events. If any wheeled use was allowed on this section of the Western States trail, it would spell the end of these two world renowned events.Â</p> <p>Please put SAFETY before public pressure in all your policy decisions. Thank you</p>
189	<p>Mountain bikers should be allowed to keep using the trail systems.</p>
190	<ul style="list-style-type: none"> - Open all existing and future trails to bikes. - Build new singletrack trails, including progressive and advanced MTB specific trails as well as trails with small features. - Designate existing trails or create new singletrack trails for m
191	<p>Please allow mountain bikes on the Western States Trail east of the river crossing at Poverty bar/Rucky Chucky. This is a thoughtful, responsible user group that provides many hours of labor creating trails for all to use.</p>
192	<p>More outdoor programes to educate people on their surroundings, flora/fona, activities, trail edicate, etc. More roving patrols to help prevent vehicle break-ins and vanalism.</p>
193	<p>More access for bikes as well as a management step-up in date equally usage of trails by ALL users.</p>

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194	The plan should allow access for all trail users, including mountain bikes. The use of e-bikes, electronic pedal assist bikes, or motorized vehicles should not be included.
195	As a mountain biker and a person who appreciates the quality of the WS trail, I feel strongly mountain bikes NOT be allowed on the trail. I've seen the destruction of the quality of trail, the changing of the trail and subsequent widening of the trail. I also see a tendency for those on a bike, through focusing on their own experience at the moment, to disregard the comfort and flow of others. It creates a level of anxiety for a pedestrian when you have a wheeled vehicle coming at you with momentum, or on alert to that at all times. I can find other places to ride. This trail experience in addition to the trail integrity needs to be maintained.
196	Allowing mountain bike access, safely making all trails multi-use. Mountain bikers are the number one trail maintenance user group. Allowing mountain bikers on all trails will only further ensure trail advocacy, and maintenance. There are many ways to allow for multi-use on a single trail, but not allowing an entire user group is taking away an important part of the population of trail advocates.
197	Increased access for mountain biking should be addressed in the plan. Mountain Bikers are the best stewards of the land and support the most trail maintenance. Additionally, consider an ordinance requiring animal owners to pack their animal's waste with them. Animal feces covering trails is an unpleasant blight on recreation and a potential health hazard.
198	<p>Please preserve the Western States Trail east of the river crossing at Poverty Bar (CA Street Trail) in PERPETUITY as a non-wheeled use trail. Please allow only horseback riders, runners, and hikers. There are numerous other trails in the area available to wheeled vehicles, this section of the Western States Trail is simply not compatible with this use.</p> <p>Two world famous events, the Tevis and the Western States 100 Run, put the Auburn State Recreation Area 'on the map' worldwide and led to Auburn being awarded the title of Endurance Capital of the World. All year around runners and riders heavily use this narrow, single track, canyon face trail to train for these world famous events. If any wheeled use was allowed on this section of the Western States trail, it would spell the end of these two historic, world renowned events. Each year, participants come from all over the nation and the world to spend time and money in the Auburn area training for and competing in these events.</p> <p>Please put SAFETY before public pressure in all your policy decisions. Thank you</p>
199	Trails need to be looked at from the needs of all trail users. Plan should allow for adaptive management that considers changes in demand and user conflicts. Share all trails that are safe to share. Where trails cannot be shared consider adding segregated bypasses or use odd-even sharing between cyclists and equestrians. Once there is a sense on equity and connectivity among trail users there should be more compliance with trail designations. Use volunteers to perform routine trail maintenance. Allow organizations to adopt a trail for routine maintenance. Most trail user conflicts can be eliminated by providing adequate sight lines and room to pass each other. Resource impacts (erosion) of trails can be reduced by routine trail maintenance. Increase education of trail etiquette. Safety on trails can be increased when trail users work together to create a system that balances access and connectivity. Enforcement and management costs of trails can be reduced when trail users feel access is balanced. I also feel like there is a real opportunity to provide primitive camping opportunities for backpackers and bikepackers.

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200	Opening up access to mountain bikers will help push tourists into Auburn thus increasing revenue (especially from a group of people who have a greater amount of wealth in general) and also spread out trail use among several trails instead of a select few.
201	Include input from all community users: cyclists, runners, horse riders, etc, to plan and build the best, most sustainable trail systems for ALL, while providing education, outreach, and volunteer opportunities to support user ownership and pride
202	allowing multi-use, so that mountain bikers can enjoy the trails as well. please
203	Please make these trails true multi use and allow access by all user groups, including mountain bikers.
204	Bicycles should be allowed access on alternating days.
205	Share all the resources without asking if you ride a horse, run, bike, or hike. Please.
206	Please preserve the Western States Trail east of the river crossing at Poverty bar/Rucky Chucky in PERPETUITY as a non wheeled use trail. Please allow only horseback riders, runners, and hikers
207	Separate wheeled (bicycles, atv) from foot (human, equine) either entirely or by days.
208	Use shared between horse, bike and walk/run is a priority. Trails can be properly managed so there are no conflicts...such as stretches of bike only, or horse only. Ive seen trail use split by days which is great!
209	Maintenance of the Western States foot race and Tevis routes as non-motor only.
210	Keep this section of trail open to hikers, backpackers, runners and horses. NO CYCLISTS!!
211	It is a State Recreation Area, not a Wildlife Preserve. The inability to maintain the existing trails because of either over-interpretation of policies, or a certain "no can do" attitude from employees, is ridiculous and DANGEROUS. There also needs to be equitable miles of trails for each user group, whether that is building new trails (in 2 years, not 15 years from concept to completion), or implementing change-in-use on existing trails, even if that involves directional trail use or shared weekly, monthly or seasonal schedules. You simply cannot accept that the 1st or 2nd largest user group -- which will cover more miles in an outing than most everyone else -- will keep working on the limited number of trails they have. Yes, I'm talking about mountain biking. I realize you have an aging, very scared and very vocal equestrian community that scares you sh!tless, but keeping things status quo will continue to be a disaster as it leads to poaching and conflict. You have to work with your user groups and trail management toolbox to implement trail use policies that work very well elsewhere. Why not ASRA?
212	Please preserve the Western States Trail east of the river crossing at Poverty Bar/Rucky Chucky in PERETUITY as a non-wheeled use trail. Please allow only horseback riders, runners, and hikers.

What are your priorities for the Auburn General Plan/Resource Management Plan?

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213	<p>Please preserve the Western States Trail east of the river crossing at Poverty bar/Rucky Chucky in PERPETUITY as a non wheeled use trail. Please allow only horseback riders, runners, and hikers.</p> <p>Two world famous events, the Tevis and the Western States 100 Mile Run, put the Auburn State Recreation Area 'on the map' worldwide and lead to Auburn being awarded the title of Endurance Capital of the World. All year around runners and riders heavily use this narrow, single track, canyon face trail to train for these world famous events. If any wheeled use was allowed on this section of the Western States trail, it could spell the end of these two world renowned events.</p> <p>Please put SAFETY before public pressure in all your policy decisions. Thank you.</p>
214	Continued use for equestrians, with consideration for both equestrians' and cyclists interaction safety
215	Please preserve the Western States Trail east of the river crossing at Poverty bar/Rucky Chucky in PERPETUITY as a non wheeled use trail. Please allow only horseback riders, runners, and hikers.
216	Trail safety that addresses the growing number of equestrian accidents with injuries due to bicycles on the same narrow trails. Their speed, downcast eyes and inability to hear us has become a prominent danger to equestrians. I've been a part of this community and riding the trails here since the 70's and am saddened by the lack of concern for equestrian safety. No wheels please.
217	keep the bike trails!!!
218	I travel to CA to use this trail from NJ. I am hearing that bikes are being considered for use on parts of the Western States trail. As a personal friend of mine lost his horse to a fall from this trail, I beg you to consider the safety of horseback riders and not allow bikes, especially on narrow sections with drop offs. Thank you very much for your efforts.
219	<p>Keeping the canyon as it is as much as possible.</p> <p>Please preserve the Western States Trail east of the river crossing at Poverty bar/Rucky Chucky in PERPETUITY as a non wheeled use trail. Please allow only horseback riders, runners, and hikers.</p> <p>Two world famous events, the Tevis and the Western States 100 Mile Run, put the Auburn State Recreation Area 'on the map' worldwide and lead to Auburn being awarded the title of Endurance Capital of the World. All year around runners and riders heavily use this narrow, single track, canyon face trail to train for these world famous events. If any wheeled use was allowed on this section of the Western States trail, it could spell the end of these two world renowned events. these trails are not suited for mountain bikes.</p> <p>Please put SAFETY before public pressure in all your policy decisions. Thank you.</p>
220	Please preserve the Western States Trail east of the river crossing at Poverty bar/Rucky Chucky in PERPETUITY as a non wheeled use trail. Please allow only horseback riders, runners, and hikers.
221	Keeping the WS/Tevis trail open to the public for riders, runners, hikers. Other equestrian trails as well.

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222	Safe equestrian opportunities
223	Reduction of traffic issues in the confluence area.
224	Place a greater emphasis on providing outdoor recreation opportunities; mountain biking in particular.
225	I am concerned about the Western States Trail and safety issues with bicycles. There has already been at least one person critically injured in the last few years. Safety first. No bikes on the western states trail where the Tevis is held. Bikes need a trail that is wide so when they encounter a horse the bicyclist can stop and get off the trail. Safety. Do not make a poor decision that results in a death.
226	No wheels!!
227	<p>Please preserve the Western States Trail east of the river crossing at Poverty bar/Rucky Chucky in PERPETUITY as a non wheeled use trail. Please allow only horseback riders, runners, and hikers.</p> <p>Two world famous events, the Tevis and the Western States 100 Mile Run, put the Auburn State Recreation Area 'on the map' worldwide and lead to Auburn being awarded the title of Endurance Capital of the World. All year around runners and riders heavily use this narrow, single track, canyon face trail to train for these world famous events. If any wheeled use was allowed on this section of the Western States trail, it could spell the end of these two world renowned events.</p> <p>Please put SAFETY before public pressure in all your policy decisions. Thank you.</p>
228	<p>Please preserve the Western States Trail east of the river crossing at Poverty bar/Rucky Chucky in PERPETUITY as a non wheeled use trail. Please allow only horseback riders, runners, and hikers.</p> <p>Two world famous events, the Tevis and the Western States 100 Mile Run, put the Auburn State Recreation Area 'on the map' worldwide and lead to Auburn being awarded the title of Endurance Capital of the World. All year around runners and riders heavily use this narrow, single track, canyon face trail to train for these world famous events. If any wheeled use was allowed on this section of the Western States trail, it could spell the end of these two world renowned events.</p> <p>Please put SAFETY before public pressure in all your policy decisions. Thank you.</p>
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230	For the safety and serenity of ALL- NO motorized vehicles should EVER be allowed on those trails!!
231	Safety for hikers, bicyclers, horseback riders. Preservation of existing resources and trails - No motor powered vehicle use off of the paved roads.
232	<p>As a trail user that frequents the ASRA and cares about its future and the management of the Park, thank you for providing the opportunity to express my opinions on the upcoming General Plan. The issues I would like to see prioritized in the Plan are as follows:</p> <p>There is currently a large disparity in the appropriation of resources within the Park. Despite being the second most common user group in the Park, cycling is only allowed on a fraction of singletrack located in the ASRA. Off-road cycling is a low -impact, human-powered, legitimate recreation group with more than 35 million annual U.S. participants (Outdoor Industry Association). Science has shown that the environmental impact of bicyclists is similar to that of hikers. Cyclists, more so than any other user group, give back to their local trail systems by volunteering on public land, providing an untapped resource for a budget bound park system that is, through no fault of its own, looking at a backlog of maintenance needs that it cant seem to meet. Furthermore, the often -heard argument that bicycles shouldnt be allowed on many trails do to user conflicts and other safety concerns has been discredited in California State Parks own study in 2012. Combined with an exponential growth in annual visitors seeking outdoor recreation, much of the Parks trail network is overtaxed, and for cyclists, disproportionately and unfairly allocated. With multiple options to rectify this disparity at the disposal of Parks, I see no reason this unjust allotment of available trails can not be remedied immediately. Change in use, odd/even days, and/or seasonal sharing are just</p> <p>a few examples of techniques that could rectify this imbalance at little to no fiscal cost. Considering the ASRA is a state designated recreation area, I am highly opposed to the ideas put forth in the Resource Management Emphasis. As an outdoor enthusiast, I understand the need to protect certain natural resources. However, given that this space has been set aside as an area appropriate for high levels of human impact, I would prefer that it be managed as such. The physical condition of many trails within the Park needs to be addressed. Given the lack of funding and resources available to Parks, I understand that it is unlikely for much of the maintenance needs of the Park to be met by Parks employees. As such, I ask that Parks develop an agreement with Folsom - Auburn Trail Riders Action Coalition (FATRAC) to allow skilled, accredited volunteers to lead</p> <p>maintenance work days within the Park on an as -needed basis; allowing work to be performed on short notice. This type of partnership is commonplace for many trail networks, and has been a proven success in other SRAs, as the Central Coast Concerned Mountain Bikers (CCCMB) have demonstrated in and around San Louis Obispo. Allowing for trail users to give back to the trail system will increase user safety, decrease erosion, and heighten the parks popularity, thus increasing revenue potential. I would like to see new singletrack trails built. As of 2016, Placer Countys population has grown by roughly 220%, according to the US Census. Yet in a similar time frame, practically zero miles of singletrack have been added to the ASRA. Like the issues around maintaining trails, volunteer labor and donations are readily available to assist in the planning and execution of new trails, with the potential of little to no fiscal cost to Parks. State Parks should work with nonprofits such as Placer Land Trust, American River Conservancy and public agencies (federal, County) to protect land along and near the river through any means necessary. And State Parks should be willing to acquire, own and manage land as part of this effort.</p>
233	<p>Please allow only horseback riders, runners, and hikers.</p> <p>Two world famous events, the Tevis and the Western States 100 Mile Run, put the Auburn State Recreation Area 'on the map' worldwide and lead to Auburn being awarded the title of Endurance Capital of the World. All year around runners and riders heavily use this narrow, single track, canyon</p>

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	<p>face trail to train for these world famous events. If any wheeled use was allowed on this section of the Western States trail, it could spell the end of these two world renowned events.</p> <p>Please put SAFETY before public pressure in all your policy decisions. Thank you.</p>
234	<p>I feel Park lands or open spaces should be accessible for All to enjoy. Hike bike equestrian camp picnic etc. The more facilities to encourage use the better.</p>
235	<p>Protection from wheeled vehicles of all types. Preserve trails for feet, paws and hooves.</p>
236	<p>Please preserve the Western States Trail east of the river crossing at Poverty bar/Rucky Chucky in PERPETUITY as a non wheeled use trail. Please allow only horseback riders, runners, and hikers.</p> <p>Two world famous events, the Tevis and the Western States 100 Mile Run, put the Auburn State Recreation Area 'on the map' worldwide and lead to Auburn being awarded the title of Endurance Capital of the World. All year around runners and riders heavily use this narrow, single track, canyon face trail to train for these world famous events. If any wheeled use was allowed on this section of the Western States trail, it could spell the end of these two world renowned events.</p> <p>Please put SAFETY before public pressure in all your policy decisions. Thank you.</p>
237	<p>Please preserve the Western States Trail east of the river crossing at Poverty bar/Rucky Chucky in PERPETUITY as a non wheeled use trail. Please allow only horseback riders, runners, and hikers.</p> <p>Two world famous events, the Tevis and the Western States 100 Mile Run, put the Auburn State Recreation Area 'on the map' worldwide and lead to Auburn being awarded the title of Endurance Capital of the World. All year around runners and riders heavily use this narrow, single track, canyon face trail to train for these world famous events. If any wheeled use was allowed on this section of the Western States trail, it could spell the end of these two world renowned events.</p> <p>Please put SAFETY before public pressure in all your policy decisions. Thank you.</p>
238	<p>The Tevis 100 mile endurance ride is a tradition that has inspired me to start endurance riding with my horses and some day I would hope to ride the same trails as the original Tevis route. Please preserve the Western States Trail east of the river crossing at Poverty bar/Rucky Chucky in PERPETUITY as a non wheeled use trail. Please allow only horseback riders, runners, and hikers.</p> <p>Two world famous events, the Tevis and the Western States 100 Mile Run, put the Auburn State Recreation Area 'on the map' worldwide and lead to Auburn being awarded the title of Endurance Capital of the World. All year around runners and riders heavily use this narrow, single track, canyon face trail to train for these world famous events. If any wheeled use was allowed on this section of the Western States trail, it could spell the end of these two world renowned events.</p> <p>Please put SAFETY before public pressure in all your policy decisions. Thank you.</p>

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240	<p>Please preserve the Western States Trail east of the river crossing at Poverty bar/Rucky Chucky in PERPETUITY as a non wheeled use trail. Please allow only horseback riders, runners, and hikers.</p> <p>with the arrow tracks and dangerous edges though people would love to believe everyone is courteous, that simply isnt the truth. For the safety of everyone it would be in best interest to maintain the trail as for equine and human foot traffic only.</p>
241	<p>Keep cyclists out! I've had to jump into poison oak several times in the Lower Quarry section due to high speed bikes with no regard for others using the trail!</p>
242	<p>Do NOT interfere with the Tevis cup ride - it is itself historical. I also see no reason you cannot preserve & manage areas without destroying the 100 Mile Run, & for those who want to 'save it for the children' I want it explained in detail how the future children are more deserving of enjoying things than those here now before I buy a particle of that argument.</p>
243	<p>Please preserve the Western States Trail east of the river crossing at Poverty bar (CA Street Trail) in PERPETUITY as a non-wheeled use trail. Please allow only horseback riders, runners, and hikers.</p>
244	<p>The plan needs to address the historical fact that hikers and horse back riders have used these trails even before the ASRA was established. I have been riding these trails since the 60's and lived here since 1970. We are & have been facing unsafe conditions from the Mountain Bikers, they are a larger group and have trouble understanding that Horses and Bikes on single track trails are not a good mix. The horse perceives this object hurtling at or coming up behind them as a predator and will enter flight or fight mode. It is dangerous for all involved. The Western States and Pioneer Express trails would not even exist if Wendell Robie and other horse people had not blazed, built and maintained the trails, now with the help of the WS Run group.</p>
245	<p>I believe that wheeled vehicles should not be permitted on the Western States trail. Bikes and hikers and horses can not use the same trails safely. Only public events already occurring should be permitted and grandfathered in.</p>
246	<p>Please preserve the Western States Trail east of the river crossing at Poverty bar/Rucky Chucky in PERPETUITY as a non wheeled use trail. Please allow only horseback riders, runners, and hikers.</p>

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247	Runners. Hikers. Horseback Riding only
248	The park must catch up to the current use by providing facilities and supervision to mitigate the destruction already occurring throughout the area. Additional recreation only after providing the needed facilities to protect the area.
249	Please, please, preserve the Western States Trail east of the river crossing at Poverty bar/Rucky Chucky in PERPETUITY as a non-wheeled use trail. Please allow only horseback riders, runners, and hikers. Tevis and the Western States 100 Mile Run, put the Auburn State Recreation Area 'on the map' worldwide and lead to Auburn being awarded the title of Endurance Capital of the World. All year around runners and riders heavily use this narrow, single track, canyon face trail to train for these world famous events. If any wheeled use was allowed on this section of the Western States trail, it could spell the end of these two world renowned events. Please put SAFETY before public pressure in all your policy decisions. Thank you.
250	save equine trails
251	Preserve to area for horseback riding and keep bicycles and motorized vehicles/bikes out of the area.
252	Please keep the current portions of the Western States Trail in the ASRA area which are NOT permitted from bikes, bike-free. Please do NOT allow bikes on the California Loop portions of the trail in particular. It is too dangerous for multi-use sports.
253	Emphasis on safety. Speeding bikes due not belong on the same trails as equestrians & hikers. 95 % of bikers are polite & yield to hikers & equestrians, but some do not & someone is going to be hurt or killed.
254	Trails should be open to hikers and equestrians only, no bikes. Mountain bikes represent a significant safety risk to other users, as multiple accidents and complaints have shown. Please provide strict enforcement of same, as well as banning drones. We need an escape from machines, not even more intrusions on the natural world.
255	Please preserve the Western States Trail east of the river crossing at Poverty bar/Rucky Chucky in PERPETUITY as a non wheeled use trail. Please allow only horseback riders, runners, and hikers.

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	<p>Two world famous events, the Tevis and the Western States 100 Mile Run, put the Auburn State Recreation Area 'on the map' worldwide and lead to Auburn being awarded the title of Endurance Capital of the World. All year around runners and riders heavily use this narrow, single track, canyon face trail to train for these world famous events. If any wheeled use was allowed on this section of the Western States trail, it could spell the end of these two world renowned events.</p> <p>There are plenty of off-road areas available for people who want to bring their vehicles into the unpaved areas, and I say this as a person who has a wrangler in which I off-road.</p> <p>Please put SAFETY before public pressure in all your policy decisions. Thank you.</p>
256	<p>Expansion of mountain biking opportunities - especially a MTB/hiking connection trail to the Confluence for Cool. There should be no reduction on MTB opportunities whatsoever. Any displacement of this use will impact other trail use and create unsafe conditions for trail users</p>
257	<p>Please preserve the Western States Trail east of the river crossing at Poverty bar/Rucky Chucky in PERPETUITY as a non wheeled use trail. Please allow only horseback riders, runners, and hikers.</p> <p>Two world famous events, the Tevis and the Western States 100 Mile Run, put the Auburn State Recreation Area 'on the map' worldwide and lead to Auburn being awarded the title of Endurance Capital of the World. All year around runners and riders heavily use this narrow, single track, canyon face trail to train for these world famous events. If any wheeled use was allowed on this section of the Western States trail, it could spell the end of these two world renowned events.</p> <p>Please put SAFETY before public pressure in all your policy decisions. Thank you.</p>
258	<p>Please preserve the Western States Trail east of the river crossing at Poverty bar (CA Street Trail) in PERPETUITY as a non-wheeled use trail. Please allow only horseback riders, runners, and hikers.</p> <p>Two world famous events, the Tevis and the Western States 100 Run, put the Auburn State Recreation Area 'on the map' worldwide and lead to Auburn being awarded the title of Endurance Capital of the World. All year around runners and riders heavily use this narrow, single track, canyon face trail to train for these world famous events. If any wheeled use was allowed on this section of the Western States trail, it would spell the end of these two world renowned events.</p> <p>Please put SAFETY before public pressure in all your policy decisions. Thank you</p>
259	<p>Please permanently designate the Western States trail from Foresthill to Poverty bar as a non-motorized equestrian, hiking and running trail only.</p>
260	<p>Additional trails to add to whats in the park</p>
261	<p>It is vital that all outdoor enthusiasts be allowed and encouraged to share and utilize the trails. This is already being done and requires little effort besides civility and cooperation. No single group is more entitled than the other. For those of us who are multiple-sport athletes, whether we are running, cycling, riding horses or hiking with our children, the trails are there for all of us and we can all enjoy and share.</p>
262	<p>That ALL trails be made multi use for hikers, cyclists and horseback.</p>

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263	<p>Please preserve the Western States Trail east of the river crossing at Poverty bar/Rucky Chucky in PERPETUITY as a non wheeled use trail. Please allow only horseback riders, runners, and hikers.</p> <p>Two world famous events, the Tevis and the Western States 100 Mile Run, put the Auburn State Recreation Area 'on the map' worldwide and lead to Auburn being awarded the title of Endurance Capital of the World. All year around runners and riders heavily use this narrow, single track, canyon face trail to train for these world famous events. If any wheeled use was allowed on this section of the Western States trail, it could spell the end of these two world renowned events.</p> <p>Please put SAFETY before public pressure in all your policy decisions. Thank you.</p>
264	<p>Please continue to utilize the Western States trail for horses and pedestrians only. There are already so few trails where this is the case and many trails for bikers to use. It is an extreme safety issue!! It is the horsemen who developed this trail and put endurance on the map for Auburn.</p>
265	<p>Please, please, preserve the Western States Trail east of the river crossing at Poverty Bar (CA Street Trail) in PERPETUITY as a non-wheeled use trail. Please allow only horseback riders, runners, and hikers. This trail is a part of history and has been preserved for the use of runners, riders, and hikers for many years. The addition of wheeled vehicles will make this part of the trail "unsafe" for the runners, riders and hikers who developed this trail and would like to continue to use it in a "safe" manner. Wheeled vehicles have proven to tear up trails and cause a great deal of accidents because of their presence on the trail.</p>
266	<p>Please preserve the Western States Trail east of the river crossing at Poverty Bar (CA Street Trail) in PERPETUITY as a non-wheeled use trail. Please allow only horseback riders, runners, and hikers.</p> <p>Two world famous events, the Tevis Cup 100 mile equestrian ride and the Western States 100 Run, put the Auburn State Recreation Area 'on the map' worldwide and lead to Auburn being awarded the title of Endurance Capital of the World. All year round, runners and riders heavily use this narrow, single track, canyon face trail to train for these world famous events. If any wheeled use was allowed on this section of the Western States trail, it would spell the end of these two world renowned events.</p> <p>Please put SAFETY before public pressure in all your policy decisions. Thank you.</p>
267	<p>Ensure access for bicycles and handicap transportation is not cut off like it currently is in certain areas, I am impaired and the only way I can access is with a bike or transport scooter which currently is illegal on trails marked no bicycles this is not in compliance with access for the impaired. There should be a wider and more inclusive useage instead of exclusive.</p>
268	<p>Please preserve the Western States Trail east of the river crossing at Poverty bar/Rucky Chucky in PERPETUITY as a non wheeled use trail. Please allow only horseback riders, runners, and hikers.</p>
269	<p>Please keep the area of the Tevis Cup and the foot races as top priority as these brought attention to Auburn. Please do not allow vehicles in or on those areas. It will end those functions. The area should be kept for horse riders and hikers that would not do damage to the areas as would vehicles.</p> <p>Thank you for your time</p>

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	Anne Monroe
270	Although we use some bike trails we prefer some areas remain natural for the Tevis and equestrian only.
271	Focus recreational emphasis on bike legal singletrack trail development.
272	The plan must focus on maintaining access for mountain bikes, not reducing trail access for bikes.
273	Please do not allow motorized vehicles on this narrow path.
274	Please preserve the Western States Trail east of the river crossing at Poverty bar/Rucky Chucky in PERPETUITY as a non wheeled use trail. Please allow only horseback riders, runners, and hikers.
275	Save and protect WS trail from wheeled vehicles.
276	Please preserve the Western States Trail east of the river crossing at Poverty bar/Rucky Chucky in PERPETUITY as a non wheeled use trail.
277	<p>Auburn SRA is situated near ever increasing population centers. Many visitors have little experience with the outdoors. They need leadership and guidance regarding what nature is all about, what it can offer and how to RESPECT the ecosystem as a whole. Ranger Scott Liske is doing some education by offering ranger-led hikes. More of this needs to be done. RESPECT for other user groups is needed as well. This isn't part of a GP. It's part of getting along with others and treating the land well. Somehow, people have lost their way in this regard.</p> <p>Mountain bike/hiker/equestrian conflict is rampant in ASRA. As an equestrian, it feels like mountain bikers have all the power to push their expansion since State Parks/BOR management don't ride horses and thus do not give fair emphasis to equestrian users. The FATRAC organization has offered bullet-point comments for its members to offer seeking expanded use of the Western States Trail and the addition of single track connector trails. MOUNTAIN BIKE USE ON THE HISTORIC WESTERN STATES TRAIL AND CONFLUENCE SINGLE TRACK IS UNSAFE FOR EQUESTRIANS!! (e.g. Crystal Costa accident) I have nothing against mountain bike recreation. But don't enhance it to the detriment of existing user groups. It's already been happening as it's now difficult to navigate horses through all the recreationists currently using the Confluence. New trails can be constructed in the upland where it is safer to establish new single track. Let equestrians keep the trails they have been using for generations. Don't continue to push us out!!</p> <p>Horseback riding is a passive, family-friendly activity enjoyed by people aged 7 to 70. In recent years, fewer equestrians have felt safe using the canyon trails due principally to increased use by those unfamiliar with horses, ineffective conflict management by State Parks and trail poaching by typically young, male bike riders. ASRA has a generations-long history of equestrian use and is very popular today. State Parks has never effectively addressed this conflict at the Confluence.</p> <p>PLEASE do NOT allow recreational use of drones!!! I was out walking the other day, wondering what the noise was. We discovered someone was operating a drone above us. It's incredibly annoying and an invasion of privacy. The public has little knowledge of legal drone use and is reckless in its operation. I really hate confrontations. But I will confront someone who is filming me without my consent. Drone operation is counter to the State Parks' mission, "To provide for the health, inspiration and education of the people of California by helping to preserve the state's extraordinary</p>

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	<p>biological diversity, protecting its most valued natural and cultural resources, and creating opportunities for high-quality outdoor recreation." A recreational drone is merely a toy, not "high quality" recreation.</p> <p>Explore grant opportunities and other funding mechanisms to reduce fuel loads and invasive weeds. Denali Beard never has enough money to make serious progress in this area.</p> <p>I'm not a fan of establishing ANY campground in ASRA for reasons stated in other sections. However, if camp facilities are approved, please include equestrian use in any design. This trail system has tremendous appeal to the equestrian community, a major user group.</p>
278	<p>Firstly, Auburn State Recreation Area shouldn't have been on KCRA advertising hikes over the weekend. The traffic and parking issues at the bottom of the canyon on Highway 49 we're already bad enough. Second, in preserving natural, cultural, and historical use of the trail, this needs to include the Tevis Cup and the western states 100-mile run, because both events are historically significant to the area and need to be protected and preserved with the same rigor as everything else. Lastly, trails that have gone into tremendous disrepair need to be fixed and restored. For example, Maine Bar from the River Road to the top where it connects with the high trail hasn't been restored it's just basically been ignored, in addition, the Robie Trail from Browns Bar to the Quarry has been largely ignored for decades and is in terrible condition. So the level of use of a trail is not an indication of whether or not it deserves to be maintained the same as a heavily-used trail. Thank you for reading my comments, and I look forward to the Auburn State Recreation Area providing opportunities that are both equitable and exercise good judgment.</p>
279	<p>I think the trail should remain foot traffic and horses only. Much of the trail is single track ama it is not safe to add bicycles to the mix.</p>
280	<p>Non wheeled use only. Please. But it is important to preserve it for those who use it regularly and for those like me who want to.</p>
281	<p>Please preserve the Western States Trail east of the river crossing at Poverty bar/Rucky Chucky in PERPETUITY as a non wheeled use trail. Please allow only horseback riders, runners, and hikers.</p> <p>Two world famous events, the Tevis and the Western States 100 Mile Run, put the Auburn State Recreation Area 'on the map' worldwide and lead to Auburn being awarded the title of Endurance Capital of the World. All year around runners and riders heavily use this narrow, single track, canyon face trail to train for these world famous events. If any wheeled use was allowed on this section of the Western States trail, it could spell the end of these two world renowned events.</p> <p>Please put SAFETY before public pressure in all your policy decisions. Thank you.</p>
282	<p>Maintain trails for hiking and horse trails only. Adding bicycles will create a life-threatening hazard for horse riders and their horses. This area draws riders from all over the country and is world-renowned for the annual endurance events held there. I am planning to travel there from Arkansas with my horse this summer. I will not visit and ride there if trail use includes bicycles on such narrow trails and steep terrain.</p>
283	<p>Safe trails for horses and mountain bikers to use, but separate if necessary. We all should be able to enjoy the trails safely. There is room for everybody. I have been horseback riding these trails for 25 years, and running on them for 10 years. Much has changed and I no longer ride some of the trails due to safety concerns. I hope all trail users can work together and find an equitable solution for all who enjoy this area.</p>

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284	<p>Please preserve the Western States Trail east of the river crossing at Poverty bar/Rucky Chucky in PERPETUITY as a non wheeled use trail. Please allow only horseback riders, runners, and hikers.</p> <p>Two world famous events, the Tevis and the Western States 100 Mile Run, put the Auburn State Recreation Area 'on the map' worldwide and lead to Auburn being awarded the title of Endurance Capital of the World. All year around runners and riders heavily use this narrow, single track, canyon face trail to train for these world famous events. If any wheeled use was allowed on this section of the Western States trail, it could spell the end of these two world renowned events.</p> <p>Please put SAFETY before public pressure in all your policy decisions. Thank you.</p>
285	<p>Please preserve the Western States Trail east of the river crossing at Poverty bar/Rucky Chucky in PERPETUITY as a non wheeled use trail. Please allow only horseback riders, runners, and hikers.</p> <p>Two world famous events, the Tevis and the Western States 100 Mile Run, put the Auburn State Recreation Area 'on the map' worldwide and led to Auburn being awarded the title of Endurance Capital of the World. All year around runners and riders heavily use this narrow, single track, canyon face trail to train for these world famous events. If any wheeled use was allowed on this section of the Western States trail, it could spell the end of these two world renowned events.</p> <p>Please put SAFETY before public pressure in all your policy decisions. Thank you.</p>
286	<p>Please, Please, Please preserve the Western States Trail east of the river crossing at Poverty bar/Rucky Chucky in PERPETUITY as a NON WHEELED USE trail. PLEASE allow only horseback riders, runners, and hikers.</p> <p>Two world famous events, the Tevis 100 Mile Endurance Ride and the Western States 100 Mile Run, put the Auburn State Recreation Area 'on the map' worldwide and lead to Auburn being awarded the title of Endurance Capital of the World. All year around runners and riders heavily use this narrow, single track, canyon face trail to train for these world famous events. If any wheeled use was allowed on this section of the Western States trail, it could spell the end of these two world renowned events.</p> <p>This is soooo important and can affect many people from all over the country as well as the world. Not only the amazing athletes (human and equine alike) who come to participate in these highly rated events known and respected worldwide, along with volunteers (of which I am one) who come from all over to help make these events run smoothly & safely, all the while being very conscious of trail conservation & preservation. In addition are the thousands of spectators who watch & follow these events both in person and on-line, many with dreams to some day be able to participate in one or both of these events.</p> <p>The the Western States Trail east of the river crossing at Poverty bar/Rucky Chucky is an important part of these two historic events (both in the past and those of the future) and really need to be kept as a non-wheeled use trail. Riders & runners train on this trail throughout the year and allowing wheeled use on this trail would cause an extreme safety hazard.</p> <p>Please put SAFETY before public pressure in all your policy decisions. Thank you for your careful consideration on this matter.</p>
287	<p>Keeping rider and hikers safe</p>

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288	<p>Maintain a family-friendly atmosphere and do NOT allow nudity in the SRA.</p> <p>Encourage responsible visitor behavior using interpretation as a management tool.</p> <p>Provide equitable services at all fee sites, when appropriate. For example, the same fee is required for a rough road and miserable porta-potties at Upper Clementine as is paid for roadside parking and permanent toilets at the Confluence.</p>
289	<p>Please preserve the Western States Trail east of the river crossing at Poverty bar/Rucky Chucky in PERPETUITY as a non wheeled use trail. Please allow only horseback riders, runners, and hikers.</p>
290	<p>It is vital that the Western States Trail remain a hiking & riding trail and not be opened up to bicycles. There are hundreds of miles of dirt roads available to bicycles and WST is one of a few places left to ride a horse. Not only would the delicate tread of the trail be destroyed by wheels it would be unsafe for both runners, hikers and equestrians to share the trail with bicycles.</p> <p>Two world class events, the Tevis Cup Ride & the WS 100 run could both be put in jeopardy if the trail between Poverty Bar and Foresthill is opened to bicycles</p>
291	<p>trail safely for all trail users --- but probably not fesible on the same trails in some areas for hikers, bikers and equestrians --- maybe some trail user designation</p>
292	<p>Please preserve the Western States Trail east of the river crossing at Poverty bar/Rucky Chucky in PERPETUITY as a non wheeled use trail. Please allow only horseback riders, runners, and hikers.</p> <p>Two world famous events, the Tevis and the Western States 100 Mile Run, put the Auburn State Recreation Area 'on the map' worldwide and lead to Auburn being awarded the title of Endurance Capital of the World. All year around runners and riders heavily use this narrow, single track, canyon face trail to train for these world famous events. If any wheeled use was allowed on this section of the Western States trail, it could spell the end of these two world renowned events.</p> <p>Please put SAFETY before public pressure in all your policy decisions. Thank you.</p>
293	<p>Please preserve the trail east of the river crossing at poverty bar/rucky chucky for NON WHEELED/ non motorized use only- In purpetuity.</p>
294	<p>The plan must address safety for park users. Currently there are conflicts between some users who demonstrate they do not care about how they put other users in danger.</p> <p>All trail users must be respectful of safety concerns and behave appropriately. Education and enforcement is necessary to achieve this goal. Ultimately consequences must be considered for those who disregard the safety of others.</p>
295	<p>Please preserve the Western States Trail east of the river crossing at Poverty bar/Rucky Chucky in PERPETUITY as a non wheeled use trail. Please allow only horseback riders, runners, and hikers.</p>

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	<p>Two world famous events, the Tevis and the Western States 100 Mile Run, put the Auburn State Recreation Area 'on the map' worldwide and lead to Auburn being awarded the title of Endurance Capital of the World. All year around runners and riders heavily use this narrow, single track, canyon face trail to train for these world famous events. If any wheeled use was allowed on this section of the Western States trail, it could spell the end of these two world renowned events.</p> <p>Please put SAFETY before public pressure in all your policy decisions. Thank you.</p>
296	<p>Please preserve the Western States Trail east of the river crossing at Poverty bar/Rucky Chucky in PERPETUITY as a non wheeled use trail. Please allow only horseback riders, runners, and hikers.</p> <p>Two world famous events, the Tevis and the Western States 100 Mile Run, put the Auburn State Recreation Area 'on the map' worldwide and lead to Auburn being awarded the title of Endurance Capital of the World. All year around runners and riders heavily use this narrow, single track, canyon face trail to train for these world famous events. If any wheeled use was allowed on this section of the Western States trail, it could spell the end of these two world renowned events.</p> <p>Please put SAFETY before public pressure in all your policy decisions. Thank you.</p>
297	<p>Please focus on resource protection with trail access for hikers, horse riders and general nature lovers like bird watchers.</p>
298	<p>Please preserve the Western States Trail east of the river crossing at Poverty bar/Rucky Chucky in PERPETUITY as a non wheeled use trail. Please allow only horseback riders, runners, and hikers. Because of the narrow nature of this trail a horse meeting a bicycle on this trail could end in a tragic accident.</p> <p>Two world famous events, the Tevis and the Western States 100 Mile Run, put the Auburn State Recreation Area 'on the map' worldwide and lead to Auburn being awarded the title of Endurance Capital of the World. All year around runners and riders heavily use this narrow, single track, canyon face trail to train for these world famous events. If any wheeled use was allowed on this section of the Western States trail, it could spell the end of these two world renowned events.</p> <p>Please put SAFETY before public pressure in all your policy decisions. Thank you</p>
299	<p>Please preserve the Western States Trail east of the river crossing at Poverty bar/Rucky Chucky in PERPETUITY as a non wheeled use trail. Please allow only horseback riders, runners, and hikers.</p> <p>Two world famous events, the Tevis and the Western States 100 Mile Run, put the Auburn State Recreation Area 'on the map' worldwide and lead to Auburn being awarded the title of Endurance Capital of the World. All year around runners and riders heavily use this narrow, single track, canyon face trail to train for these world famous events. If any wheeled use was allowed on this section of the Western States trail, it could spell the end of these two world renowned events.</p> <p>Please put SAFETY before public pressure in all your policy decisions. Thank you.</p>
300	<p>Please do not allow any wheeled vehicles, it should be limited to horseback riding, hikers and runners.</p>

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301	<p>1. No events on public trails when trails are muddy. These trails are meant mainly for recreation, NOT racing. The damage from mountain bike races at Cool and Granite Bay is tremendous and has been documented.</p> <p>2. Separation of trails to hiking/equestrian and biking. No biking on hiking/equestrian trails. Having a mix of bikes, hikers and horses too much of a danger which is backed up by countless documented accidents, injuries and deaths to hikers, pedestrians and equestrians from mountain bikers. Hikers and equestrians move compatible speeds. Mountain bikes go too fast and 30 years of trying to make this work on public trails has been a huge failure.</p> <p>It simply is not safe and many of the trails are NOT suitable for multi use due to narrow width, lack of good sightlines and dropoffs. Please preserve the Western States Trail east of the river crossing at Poverty bar/Rucky Chucky in PERPETUITY as a non wheeled use trail. Please allow only horseback riders, runners, and hikers. SAFETY needs to come first</p>
302	Protect the environment and the safety of pedestrians, keep bikes and motorized vehicles off the trails.
303	Play close attention to safety, especially of equestrians and their mounts on multi-use trails. This can be done effectively by preserving non-wheeled access on the Western States Trail California Loop section.
304	<p>Please preserve the Western States Trail east of the river crossing at Poverty bar/Rucky Chucky in PERPETUITY as a non wheeled use trail. Please allow only horseback riders, runners, and hikers.</p> <p>Two world famous events, the Tevis and the Western States 100 Mile Run, put the Auburn State Recreation Area 'on the map' worldwide and lead to Auburn being awarded the title of Endurance Capital of the World. All year around runners and riders heavily use this narrow, single track, canyon face trail to train for these world famous events. If any wheeled use was allowed on this section of the Western States trail, it could spell the end of these two world renowned events.</p> <p>Please put SAFETY before public pressure in all your policy decisions. Thank you.</p>
305	<p>Please preserve the Western States Trail east of the river crossing at Poverty bar/Rucky Chucky in PERPETUITY as a non wheeled use trail. Please allow only horseback riders, runners, and hikers.</p> <p>Two world famous events, the Tevis and the Western States 100 Mile Run, put the Auburn State Recreation Area 'on the map' worldwide and lead to Auburn being awarded the title of Endurance Capital of the World. All year around runners and riders heavily use this narrow, single track, canyon face trail to train for these world famous events. If any wheeled use was allowed on this section of the Western States trail, it could spell the end of these two world renowned events.</p> <p>Please put SAFETY before public pressure in all your policy decisions. Thank you.</p>
306	Please allow only horseback riders, runners, and hikers on the Western States Trail east of the river crossing at Poverty bar/Rucky Chucky in PERPETUITY. Two world famous events, the Tevis and the Western States 100 Mile Run, put the Auburn State Recreation Area 'on the map' worldwide. All year around runners and riders heavily use this narrow, single track, canyon face trail, if any wheeled use was allowed on this section of the Western States trail, it could be very dangerous!!!

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	Please put SAFETY before public pressure in all your policy decisions. Thank you.
307	Are staff aware of the emergence of eBikes and the impact this will have on our natural resources? Currently, there are some, but not an over abundance, of regular mountain bikes on the area trails. With eBikes, people who do not have technical skills or athletic ability will have access to more technical trail. With "assist" bikes, trails in the mountainous areas can be accessed by more bikers, as the new trail ebike versions will eliminate the need to be extremely fit to climb our big hills. For those of you who run, or ride on the more technical (treacherous) cliff edges in our area, this could be catastrophic. The bikers do not make noise, and many brag about how fast (supposedly up to 40mph), they can get on the trail. There are many runners who have had near misses with these bikers in the AR system, and riders who have had to negotiate with bikers on narrow cliffy trail. Think about the heritage of endurance riding and running, or just about the joy being out in nature with your young family. Mechanical elements belong on roads, not on our heritage trail systems.
308	Although I often ride a mtn bike, and often ride my horse *with* my husband on his mtn bike, so enjoy multi-use trails - on some (narrow drop off trails), the two don't mix well at all. Please preserve the Western States Trail east of the river crossing at Poverty Bar (CA Street Trail) in PERPETUITY as a non-wheeled use trail. Please allow only horseback riders, runners, and hikers.
309	Please preserve and protect ALL of the Western States Trail that is in the Auburn SRA. Make sure that only Hikers and Equestrians are allowed in this area.
310	Please preserve the Western States Trail east of the river crossing at Poverty bar/Rucky Chucky in PERPETUITY as a non wheeled use trail. Please allow only horseback riders, runners, and hikers. Two world famous events, the Tevis and the Western States 100 Mile Run, put the Auburn State Recreation Area 'on the map' worldwide and lead to Auburn being awarded the title of Endurance Capital of the World. All year around runners and riders heavily use this narrow, single track, canyon face trail to train for these world famous events. If any wheeled use was allowed on this section of the Western States trail, it could spell the end of these two world renowned events. Please put SAFETY before public pressure in all your policy decisions. Thank you.
311	Horses and runners only. No wheels.
312	
313	Keep the Western States trail route free of bikes and motorized vehicles.
314	The Western States Trail has got to remain free of wheeled traffic. The trails are narrow and have steep drops into the river. Allowing bikes on this trail will lead to dead people and dead horses.
315	California Park Service,

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	<p>Please preserve the Western States Trail east of the river crossing at Poverty bar/Rucky Chucky in PERPETUITY as a non wheeled use trail. Please allow only horseback riders, runners, and hikers.</p> <p>Two world famous events, the Tevis and the Western States 100 Mile Run, put the Auburn State Recreation Area 'on the map' worldwide and lead to Auburn being awarded the title of Endurance Capital of the World. All year around runners and riders heavily use this narrow, single track, canyon face trail to train for these world famous events. If any wheeled use was allowed on this section of the Western States trail, it could spell the end of these two world renowned events.</p> <p>Please put SAFETY before public pressure in all your policy decisions. Thank you.</p>
316	<p>Designate existing trails or create new singletrack trails for mountain bikes to connect Foresthill and Auburn, Confluence to Cool, Confluence to Overlook, Auburn Lake Trails to Confluence and Auburn to Granite Bay</p>
317	<p>Concern about bikes and vehicles on trails while hiking or running as a safety issue. Also about impact I have observed from overuse and bikes on hiking trails.</p>
318	<p>Please preserve the Western States Trail east of the river crossing at Poverty bar/Rucky Chucky in PERPETUITY as a non wheeled use trail. Please allow only horseback riders, runners, and hikers.</p> <p>Two world famous events, the Tevis and the Western States 100 Mile Run, put the Auburn State Recreation Area 'on the map' worldwide and lead to Auburn being awarded the title of Endurance Capital of the World. All year around runners and riders heavily use this narrow, single track, canyon face trail to train for these world famous events. If any wheeled use was allowed on this section of the Western States trail, it could spell the end of these two world renowned events.</p> <p>Please put SAFETY before public pressure in all your policy decisions. Thank you.</p>
319	<p>Please preserve the Western States Trail east of the river crossing at Poverty Bar (CA Street Trail) in PERPETUITY as a non-wheeled use trail. Please allow only horseback riders, runners, and hikers.</p> <p>Two world famous events, the Tevis and the Western States 100 Run, put the Auburn State Recreation Area 'on the map' worldwide and lead to Auburn being awarded the title of Endurance Capital of the World. All year around runners and riders heavily use this narrow, single track, canyon face trail to train for these world famous events. If any wheeled use was allowed on this section of the Western States trail, it would spell the end of these two world renowned events.</p> <p>Please put SAFETY before public pressure in all your policy decisions. Thank you</p>
320	<p>Keep dirt bikes, motors, on their own trails. Classes for bike riders and equestrians to live and ride together.</p>
321	<p>All portions of the Western States Trail that are currently for horses and hikers only need to remain that way for the safety of equestrians and hikers. There is no room on those trails for safe passing. There are places that would place human life in danger if a horse spooked off the trail or a bicycle</p>

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	was unable to stop from running into a hiker or equestrian. Alternate days are not sufficient to remedy this issue. These have historically been used by hikers and equestrians and need to remain that way.
322	Pls add and maintain mountain biking trails since most park visitors are mountain bike riders.
323	Horse riders, hikers and runners. Too dangerous to have wheels on that narrow stretch. Thank you
324	<p>Please preserve the Western States Trail east of the river crossing at Poverty Bar (CA Street Trail) in PERPETUITY as a non-wheeled use trail. Please allow only horseback riders, runners, and hikers.</p> <p>Two world famous events, the Tevis and the Western States 100 Run, put the Auburn State Recreation Area 'on the map' worldwide and lead to Auburn being awarded the title of Endurance Capital of the World. All year around runners and riders heavily use this narrow, single track, canyon face trail to train for these world famous events. If any wheeled use was allowed on this section of the Western States trail, it would spell the end of these two world renowned events.</p> <p>Please put SAFETY before public pressure in all your policy decisions. Thank you</p>
325	Please do not allow wheeled vehicles - horses, hikers and runners only.
326	<p>Please preserve the Western States Trail east of the river crossing at Poverty bar/Rucky Chucky in PERPETUITY as a non wheeled use trail. Please allow only horseback riders, runners, and hikers.</p> <p>Two world famous events, the Tevis and the Western States 100 Mile Run, put the Auburn State Recreation Area 'on the map' worldwide and lead to Auburn being awarded the title of Endurance Capital of the World. All year around runners and riders heavily use this narrow, single track, canyon face trail to train for these world famous events. If any wheeled use was allowed on this section of the Western States trail, it could spell the end of these two world renowned events.</p> <p>Please put SAFETY before public pressure in all your policy decisions. Thank you.</p>
327	Please preserve the Western States Trail east of the river crossing at Poverty bar/Rucky Chucky in PERPETUITY as a non wheeled use trail. Please allow only horseback riders, runners, and hikers.
328	Horse and horse person safety on single track trails.
329	<p>Please preserve the Western States Trail east of the river crossing at Poverty Bar (CA Street Trail) in PERPETUITY as a non-wheeled use trail. Please allow only horseback riders, runners, and hikers.</p> <p>Two world famous events, the Tevis and the Western States 100 Run, put the Auburn State Recreation Area 'on the map' worldwide and lead to Auburn being awarded the title of Endurance Capital of the World. All year around runners and riders heavily use this narrow, single track, canyon face trail to train for these world famous events. If any wheeled use was allowed on this section of the Western States trail, it would spell the end of these two world renowned events.</p>

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	Please put SAFETY before public pressure in all your policy decisions. Thank you
330	Please preserve the Western States Trail east of the river crossing at Poverty bar/Rucky Chucky in PERPETUITY as a non wheeled use trail. Please allow only horseback riders, runners, and hikers.
331	In general, improve access to mountain bikers: allow them on more trails and build additional trails. Do not allow E-bikes as these are motorcycles given the amount of power they provide: on trails with two way traffic E-bikes cause the distance between up hill and down hill traffic to close to fast thus increasing the potential for injury.
332	Lets keep motorized vehicles out!
333	Please preserve the Western States Trail east of the river crossing at Poverty bar/Rucky Chucky in PERPETUITY as a non wheeled use trail. Please allow only horseback riders, runners, and hikers. Two world famous events, the Tevis and the Western States 100 Mile Run, put the Auburn State Recreation Area 'on the map' worldwide and lead to Auburn being awarded the title of Endurance Capital of the World. All year around runners and riders heavily use this narrow, single track, canyon face trail to train for these world famous events. If any wheeled use was allowed on this section of the Western States trail, it could spell the end of these two world renowned events. Please put SAFETY before public pressure in all your policy decisions. Thank you.
334	Trail safety. Multiuse on roads. Pedestrian/non mechanical on single tracks. Speed limits. Trail ettiquite education. Supervision of rules/use
335	No bikes on trails! Ive seen so many trails destroyed by Mountian.Bikes!
336	We need to keep are none wheel trails for hikers and horse back riders opening more of the horse/ hikers trails to bikes is dangerous. Their are so few as it is.
337	Please keep the bikes off the precious trails! The Tevis trails should be for runners and horses. In many places, adding bikes will kill the availability for horses or runners to use the trails safely. There are many other places for the bikers. Please!
338	- Open all existing and future trails to bikes. (whether via change in use, odd/even day sharing, etc.) - Build new singletrack trails, including progressive and advanced MTB specific trails as well as "flow" trails with small features. - Designate
339	Please preserve the Western States Trail east of the river crossing at Poverty bar/Rucky Chucky in PERPETUITY as a non wheeled use trail. Please allow only horseback riders, runners, and hikers.

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340	<p>Please preserve the Western States Trail east of the river crossing at Poverty bar/Rucky Chucky in PERPETUITY as a non wheeled use trail. Please allow only horseback riders, runners, and hikers.</p> <p>Two world famous events, the Tevis and the Western States 100 Mile Run, put the Auburn State Recreation Area 'on the map' worldwide and lead to Auburn being awarded the title of Endurance Capital of the World. All year around runners and riders heavily use this narrow, single track, canyon face trail to train for these world famous events. If any wheeled use was allowed on this section of the Western States trail, it could spell the end of these two world renowned events.</p> <p>Please put SAFETY before public pressure in all your policy decisions. Thank you.</p>
341	<p>Please preserve the Western States Trail east of the river crossing at Poverty bar/Rucky Chucky in PERPETUITY as a non wheeled use trail. Please allow only horseback riders, runners, and hikers.</p> <p>Two world famous events, the Tevis and the Western States 100 Mile Run, put the Auburn State Recreation Area 'on the map' worldwide and lead to Auburn being awarded the title of Endurance Capital of the World. All year around runners and riders heavily use this narrow, single track, canyon face trail to train for these world famous events. If any wheeled use was allowed on this section of the Western States trail, it could spell the end of these two world renowned events.</p> <p>Please put SAFETY before public pressure in all your policy decisions. Thank you.</p>
342	<p>Please preserve the Western States Trail east of the river crossing at Poverty Bar (CA Street Trail) in PERPETUITY as a non-wheeled use trail. Please allow only horseback riders, runners, and hikers.</p> <p>Two world famous events, the Tevis and the Western States 100 Run, put the Auburn State Recreation Area 'on the map' worldwide and lead to Auburn being awarded the title of Endurance Capital of the World. All year around runners and riders heavily use this narrow, single track, canyon face trail to train for these world famous events. If any wheeled use was allowed on this section of the Western States trail, it would spell the end of these two world renowned events.</p>
343	<p>Separate mt bike trails from horses along the western states trail.</p>
344	<p>Determine a way to limit the number of visitors to reduce traffic and littering. For lack of an extended explanation, "keep it local" is the best analogy. "Outsiders" visiting don't respect the area and by creating a "tourist-like" attraction area you are creating a way for the area to become polluted, mis-managed and not cost effective. This should be a natural preserved like area and treated as such for those to enjoy a "pack it in, pack it out" environment.</p>
345	<p>More mtn bike accessible trails. The riders bring great energy to the area, and commerce to the entire area.</p>
346	<p>Keep wheeled transportation off the trail below foresthill</p>
347	<p>Allow only runners , horses , hikers. No to wheeled devices.</p>

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348	<p>I think mountain biking needs to be a huge focus. this draws a lot of people to the area for the local businesses and I think if we look at areas like San Louis Obispo, we can see how this can be done well, successfully and be a huge net positive.</p> <p>I use the region for hiking, backpacking, mountain biking, fishing, camping and so much more. I think we need to do all we can to keep using the areas listed in sustainable ways that continue to provide access and use for these purposes and more.</p> <p>Get the mountain biking community involved... we're a STRONG community willing to put in the work that others don't even approach.</p>
349	<p>Please preserve the Western States Trail east of the river crossing at Poverty bar/Rucky Chucky in PERPETUITY as a non-wheeled use trail. Please allow only horseback riders, runners, and hikers.</p> <p>Two world famous events, the Tevis and the Western States 100 Mile Run, put the Auburn State Recreation Area 'on the map' worldwide and lead to Auburn being awarded the title of Endurance Capital of the World. All year around runners and riders heavily use this narrow, single track, canyon face trail to train for these world famous events. If any wheeled use was allowed on this section of the Western States trail, it could spell the end of these two world renowned events.</p> <p>These events also bring income to the local economy as athletes visit the area to train on these trails throughout the year and again during the events. Loss of these events would reduce visitors lured to the natural, untouched trails that preserve Auburn's historic heritage and one-of-a-kind environment. Allowing off-road verticals on these trails would destroy the draw and cost Auburn millions by creating safety issues.</p> <p>Please put SAFETY before public pressure in all your policy decisions. Thank you.</p>
350	keep mountain bikes and any wheeled vehicles out
351	Horse trails should remain.
352	Please preserve the Western States Trail east of the river crossing at Poverty Bar/Rucky Chucky in perpetuity as a non wheeled use trail. Please allow only horseback riders, runners, and hikers for the safety of everyone.
353	<p>Please preserve the Western States Trail east of the river crossing at Poverty bar/Rucky Chucky in PERPETUITY as a non wheeled use trail. Please allow only horseback riders, runners, and hikers.</p> <p>Two world famous events, the Tevis and the Western States 100 Mile Run, put the Auburn State Recreation Area 'on the map' worldwide and lead to Auburn being awarded the title of Endurance Capital of the World. All year around runners and riders heavily use this narrow, single track, canyon face trail to train for these world famous events. If any wheeled use was allowed on this section of the Western States trail, it could spell the end of these two world renowned events.</p> <p>Please put SAFETY before public pressure in all your policy decisions.</p> <p>Thank you Diane Stevens</p>

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354	Please preserve the Western States Trail and prohibit use of wheeled vehicle access to this iconic trail. I am a mountain biker, but feel that the WSER Trail should be limited to hikers and equestrians
355	The trail from Foresthill to Auburn should be maintained as a hiker, runner and equestrian only trail forever!
356	Keep the California Loop of the Western States Trail off limits to wheeled use. Hiking and horseback only.
357	I feel that the Western states trail east of the river crossing at poverty bar should be saved as a trail for hikers runners and horseback riders only. I feel the use of any wheeled vehicles in this area is not safe and has the potential for accidents
358	Please preserve the Western States Trail east of the river crossing at Poverty bar/Rucky Chucky in PERPETUITY as a non wheeled use trail. Please allow only horseback riders, runners, and hikers.
359	<p>Auburn State Recreation Area General Plan Survey URGENT! Public Comment closes January 8, 2018</p> <p>Did you know the Auburn State Recreation Area management district includes the Tevis Trail / Western States Trail from Foresthill to the finish line? Input on the future management of the trail from Tevis and WSER supporters is vital.</p> <p>The link below takes you to the survey. Please, TODAY, at minimum, scroll down and complete the final very short survey titled: Park Wide Question https://www.parks.ca.gov/?page_id=29768&pd_url=https%3A%2F%2Fwww.peakdemocracy.com%2Fportals%2F285%2Fissue_5716#peak_democracy</p> <p>In the comment section ask for the following: Please preserve the Western States Trail east of the river crossing at Poverty bar/Rucky Chucky in PERPETUITY as a non wheeled use trail. Please allow only horseback riders, runners, and hikers.</p> <p>Two world famous events, the Tevis and the Western States 100 Mile Run, put the Auburn State Recreation Area 'on the map' worldwide and lead to Auburn being awarded the title of Endurance Capital of the World. All year around runners and riders heavily use this narrow, single track, canyon face trail to train for these world famous events. If any wheeled use was allowed on this section of the Western States trail, it could spell the end of these two world renowned events.</p>
360	<p>Please preserve the Western States Trail east of the river crossing at Poverty bar/Rucky Chucky in PERPETUITY as a non wheeled use trail. Please allow only horseback riders, runners, and hikers.</p> <p>Two world famous events, the Tevis and the Western States 100 Mile Run, put the Auburn State Recreation Area 'on the map' worldwide and lead to Auburn being awarded the title of Endurance Capital of the World. All year around runners and riders heavily use this narrow, single track, canyon</p>

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	<p>face trail to train for these world famous events. If any wheeled use was allowed on this section of the Western States trail, it could spell the end of these two world renowned events.</p> <p>Please put SAFETY before public pressure in all your policy decisions. Thank you.</p>
361	<p>Please preserve the Western States Trail east of the river crossing at Poverty bar/Rucky Chucky in PERPETUITY as a non wheeled use trail. Please allow only horseback riders, runners, and hikers.</p>
362	<p>Please preserve the Western States Trail east of the river crossing at Poverty bar/Rucky Chucky in PERPETUITY as a non wheeled use trail. Please allow only horseback riders, runners, and hikers.</p>
363	<p>Please preserve the Western States Trail east of the river crossing at Poverty bar/Rucky Chucky in PERPETUITY as a non wheeled use trail. Please allow only horseback riders, runners, and hikers.</p> <p>Two world famous events, the Tevis and the Western States 100 Mile Run, put the Auburn State Recreation Area 'on the map' worldwide and lead to Auburn being awarded the title of Endurance Capital of the World. All year around runners and riders heavily use this narrow, single track, canyon face trail to train for these world famous events. If any wheeled use was allowed on this section of the Western States trail, it could spell the end of these two world renowned events.</p> <p>Please put SAFETY before public pressure in all your policy decisions. Thank you.</p>
364	<p>Please preserve the Western States Trail east of the river crossing at Poverty bar/Rucky Chucky in PERPETUITY as a non wheeled use trail. Please allow only horseback riders, runners, and hikers.</p> <p>Two world famous events, the Tevis and the Western States 100 Mile Run, put the Auburn State Recreation Area 'on the map' worldwide and lead to Auburn being awarded the title of Endurance Capital of the World. All year around runners and riders heavily use this narrow, single track, canyon face trail to train for these world famous events. If any wheeled use was allowed on this section of the Western States trail, it could spell the end of these two world renowned events.</p> <p>Please put SAFETY before public pressure in all your policy decisions. Thank you.</p>
365	<p>Runners. Hikers. Horseback Riding. Only</p>
366	<p>Please preserve the Western States Trail east of the river crossing at Poverty bar/Rucky Chucky in PERPETUITY as a non wheeled use trail. Please allow only horseback riders, runners, and hikers.</p> <p>Two world famous events, the Tevis and the Western States 100 Mile Run, put the Auburn State Recreation Area 'on the map' worldwide and lead to Auburn being awarded the title of Endurance Capital of the World. All year around runners and riders heavily use this narrow, single track, canyon face trail to train for these world famous events. If any wheeled use was allowed on this section of the Western States trail, it could spell the end of these two world renowned events.</p> <p>Please put SAFETY before public pressure in all your policy decisions. Thank you.</p>

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367	<p>Please preserve the Western States Trail east of the river crossing at Poverty bar/Rucky Chucky in PERPETUITY as a non wheeled use trail. Please allow only horseback riders, runners, and hikers.</p> <p>Two world famous events, the Tevis and the Western States 100 Mile Run, put the Auburn State Recreation Area 'on the map' worldwide and lead to Auburn being awarded the title of Endurance Capital of the World. All year around runners and riders heavily use this narrow, single track, canyon face trail to train for these world famous events. If any wheeled use was allowed on this section of the Western States trail, it could spell the end of these two world renowned events.</p> <p>Please put SAFETY before public pressure in all your policy decisions. Thank you.</p>
368	<p>No wheeled access to Western States Trail. Please leave something for those of us who don't want to dodge mountain bikes every single place we go and try to have a relaxing hike or horse ride.</p>
369	<p>Please preserve the Western States Trail east of the river crossing at Poverty bar/Rucky Chucky in PERPETUITY as a non wheeled use trail. Please allow only horseback riders, runners, and hikers.</p> <p>Two world famous events, the Tevis and the Western States 100 Mile Run, put the Auburn State Recreation Area 'on the map' worldwide and lead to Auburn being awarded the title of Endurance Capital of the World. All year around runners and riders heavily use this narrow, single track, canyon face trail to train for these world famous events. If any wheeled use was allowed on this section of the Western States trail, it could spell the end of these two world renowned events.</p> <p>Please put SAFETY before public pressure in all your policy decisions. Thank you.</p>
370	<p>Please preserve the Western States Trail east of the river crossing at Poverty bar/Rucky Chucky in PERPETUITY as a non wheeled use trail. Please allow only horseback riders, runners, and hikers.</p> <p>Two world famous events, the Tevis and the Western States 100 Mile Run, put the Auburn State Recreation Area 'on the map' worldwide and lead to Auburn being awarded the title of Endurance Capital of the World. All year around runners and riders heavily use this narrow, single track, canyon face trail to train for these world famous events. If any wheeled use was allowed on this section of the Western States trail, it could spell the end of these two world renowned events.</p> <p>Please put SAFETY before public pressure in all your policy decisions. Thank you.</p>
371	<p>Please preserve the Western States Trail east of the river crossing at Poverty bar/Rucky Chucky in PERPETUITY as a non wheeled use trail. Please allow only horseback riders, runners, and hikers.</p>
372	<p>The Western States trail that runs from Foresthill to the river needs to remain restricted for bikes. This trail is part of the history of this land and has been a horse trail for 100s of years. This trail is narrow with cliff side and riverside being only 18in. Allowing bikes on this trail will make it too dangerous for horses as even a small spook could send horse and rider off a cliff. This would be a great detriment to the history of the area that supports the original and world renown endurance ride the Tevis Cup. Please consider safety before community pressure. Bikes have plenty of places to ride as our beloved horse trails continue to disappear. Thank you.</p>

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373	<p>Please preserve the Western States Trail east of the river crossing at Poverty bar/Rucky Chucky in PERPETUITY as a non wheeled use trail. Please allow only horseback riders, runners, and hikers.</p> <p>Two world famous events, the Tevis and the Western States 100 Mile Run, put the Auburn State Recreation Area 'on the map' worldwide and lead to Auburn being awarded the title of Endurance Capital of the World. All year around runners and riders heavily use this narrow, single track, canyon face trail to train for these world famous events. If any wheeled use was allowed on this section of the Western States trail, it could spell the end of these two world renowned events.</p> <p>Please put SAFETY before public pressure in all your policy decisions. I use this trail and train on this trail for the Western States 100 mile ride every year. I think it is important that cyclists have trails to ride on as well, but there are a multitude of multi-use and cycling-only trails in the area. We need to preserve this historic trail for equestrian and hiker/runner use due to its narrow nature and steep drop offs. Thank you.</p>
374	<p>Please preserve the Western States Trail east of the River Crossing at Poverty Bar/Rucky Chucky in PERPETUITY as a NON-WHEELED use trail. Please allow only horse back riders, runners and hikers. Thank you.</p>
375	<p>Please preserve the Western States Trail east of the river crossing at Poverty bar/Rucky Chucky in PERPETUITY as a non wheeled use trail. Please allow only horseback riders, runners, and hikers.</p>
376	<p>Neither motorized bikes nor mountain bikes should be allowed on single track trails. Both are harmful to the trail, creating ruts and erosion. More importantly, bike usage creates a huge safety issue- especially with equestrians.</p>
377	<p>No wheeled access. This is a major endurance running and riding trail, for recreation that should be prioritised after environmental protection.</p>
378	<p>Please, no bicycles - this area has historically been used by hikers, runners and equestrians. Adding bike use would be dangerous for all users.</p>
379	<p>Please preserve the Western States Trail east of the river crossing at Poverty bar/Rucky Chucky in PERPETUITY as a non wheeled use trail. Please allow only horseback riders, runners, and hikers.</p> <p>Two world famous events, the Tevis and the Western States 100 Mile Run, put the Auburn State Recreation Area 'on the map' worldwide and lead to Auburn being awarded the title of Endurance Capital of the World. All year around runners and riders heavily use this narrow, single track, canyon face trail to train for these world famous events. If any wheeled use was allowed on this section of the Western States trail, it could spell the end of these two world renowned events.</p> <p>Please put SAFETY before public pressure in all your policy decisions. Thank you.</p>
380	<p>The Western States trail should be preserved as a hiking and horse trail in perpetuity for safety and to preserve the heritage of this world famous trail and it's events. A separate and equally wonderful trail should be created for mountain bikes with no motorized vehicles allowed on it.</p> <p>Sincerely, Sue Gardner. Auburn.</p>

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381	Please preserve the Western States Trail east of the river crossing at Poverty bar/Rucky Chucky in PERPETUITY as a non wheeled use trail. Please allow only horseback riders, runners, and hikers.
382	<p>Please preserve the Western States Trail east of the river crossing at Poverty bar/Rucky Chucky in PERPETUITY as a non wheeled use trail. Please allow only horseback riders, runners, and hikers.</p> <p>Two world famous events, the Tevis and the Western States 100 Mile Run, put the Auburn State Recreation Area 'on the map' worldwide and lead to Auburn being awarded the title of Endurance Capital of the World. All year around runners and riders heavily use this narrow, single track, canyon face trail to train for these world famous events. If any wheeled use was allowed on this section of the Western States trail, it could spell the end of these two world renowned events.</p> <p>Please put SAFETY before public pressure in all your policy decisions.</p> <p>Thank you.</p>
383	Please do NOT allowed wheeled vehicle access such as mountain bikes on the Western States Trail. It is too narrow and steep in locations to have safe interactions between hikers and equestrians and this user group.
384	Keeping motorized vehicles off Western States trail and keep our Tevis horses safe
385	Safety between cyclists and equestrians.
386	place a greater emphasis on providing outdoor recreation opportunities, and mountain biking in particular
387	Mt bike access is critical for free trail building and trail maintenance. Allowing Mt bikers singletrack access spreads out park users and allows less crowding.
388	<p>Increased access and the building of new single track trails for mountain biking (human powered, not e-bikes). I would like to see at least some trails specifically built for (though not limited to) mountain biking.</p> <p>Increased opportunities for volunteer based trail maintenance.</p> <p>No new facilities (except for new access to potable water sources, and possibly pit-toilets, waste and recycling bins).</p>
389	Please make sure that mountain biking on singletrack stays enjoyable and available in a plan that also considers the environment and even equestrians (like my sister. :) I, personally, would like to see mountain biking expanded and improved. Auburn (and the surrounding area) is a world class mountain biking area that deserves thoughtful and continued development.
390	As a lifelong resident of the Auburn area I'm not always happy about how popular the ASRA has become as a regional outdoor recreation hub as I have to share with a lot more people than I did 20 years ago. However, I am very fortunate to live near such an amazing outdoor recreation area and recognize that more people are going to continue to use the area for recreation regardless of which way the GP update goes. The area has tons of

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	<p>access and potential for amenities, and if it is to be successfully managed in a way that preserves the park for future generations it will have to "spread out" so that it is not so intensive at the Confluence and other heavy use areas; additional improved facilities (e.g. parking, restrooms, potable water, toilets, trails, camping, etc.) need to be developed so that use of the area can be managed. Adding these recreation amenities also helps the local economy, of course, and improves the livability for everyone.</p> <p>On a final note, I and many other local MTBR's recognize that ASRA has limited resources, that the trails get heavy use, and that trail maintenance is a huge burden on the park staff. I have worked with ASRA in the past on various trail maintenance and trail improvement projects with varying degrees of success. I have also inquired about getting a general permit to allow me to perform simple routine maintenance (e.g. prune trailside brush, fix blown out sections of trail) but never received any response. Many of us in the MTB community regularly do low-level maintenance that we feel will not get us in trouble (too much) and is necessary to keep the trails safe for everyone. It would be really nice if ASRA could find a way to certify skilled trail maintenance volunteers (like me) and have a short form approval process to be approved for trail maintenance projects. As part of the project I suggest photo/video documentation of trail condition prior to and after completion of maintenance projects in addition to written description of maintenance/repair work to be performed. Please strongly consider this very good idea. Cheers!</p>
391	Kindly keep existing bike trails open.
392	More mountain bike trails please! The community is growing and loved to ride and give back to the Auburn community!
393	<p>Maintain trails to prevent erosion, some have become watercourses.</p> <p>Where reasonable, maintain public access roads such that low-clearance (= fuel efficient) vehicles can use them.</p> <p>Supply potable water in canyon. At the least, inform public of its lack, in park literature and signage. Water is the #1 thing that visitors to the CanyonKeepers' docent tent want.</p> <p>Limit max # days to camp/season instead of making more campsites.</p> <p>Control invasive weeds, especially broom.</p> <p>Fix/maintain signs indicating trail user types.</p> <p>Let land continue to recover from dam project instead of treating it as a ruined place to build on.</p>
394	None of these options express my priorities. The public needs more outdoor recreation opportunities in our region but too often the opportunities are created and the natural resources permanently suffer as a result of abuse, over-use, lack of enforcement and damage-control. Controlled access and safety are high priorities along with resource protection. So please don't build ANYTHING without adequate funding to support on-going use and to prevent over-use/abuse. (A nearby recreation area has allowed over-use and environmental degradation to occur without any change in policy or enforcement. I do not want that future for ASRA or future generations of recreationists.)
395	Please separate wheeled and non wheeled users on trail systems dominated by single track trails. SAFETY, environmental impact, and quality of life are of primary concern.

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	<p>Please continue to preserve the Western States Trail east of the river crossing at Poverty bar IN PERPETUITY as a non wheeled use trail. Open to horseback riders, runners, and hikers only. The two iconic events the Tevis and the Western States 100 put the ASRA 'on the map' worldwide and lead to Auburn being awarded the title of Endurance Capital of the World. Year around runners and riders heavily use this narrow single track, canyon face trail to train for these world famous events.. Any wheeled use allowed on this section of trail would spell the end of these two iconic world renowned events.</p> <p>Please put SAFETY before public pressure in all your policy decisions. Thank you</p>
396	<p>Considering the ASRA is a state designated recreation area, I am highly opposed to the ideas put forth in the Resource Management Emphasis. As an outdoor enthusiast, I understand the need to protect natural resources. However, given that this space has been set aside as an area appropriate for high levels of human impact, I would prefer that it be managed as such. This "resource management" emphasis appears to be nothing more than an excuse to maintain the status quo with regards to trail use and access. There is currently a large disparity in the appropriation of resources within the Park.</p> <p>Off-road cycling is a low-impact, human-powered, legitimate recreation group with more than 35 million annual U.S. participants (Outdoor Industry Association). Multiple studies have shown that the environmental impact of bicyclists is similar to that of hikers. Furthermore, the often-heard argument that bicycles shouldnt be allowed on many trails do to user conflicts and other safety concerns has been discredited in California State Parks own study in 2012. Mountain Bikers make up a large percentage of total trail users, generate considerable revenue, perform extensive trail maintenance and repair, and deserve equal access to trails. Cyclists, more so than any other user group, give back to their local trail systems by volunteering on public land, providing an untapped resource for a budget bound park system that is, through no fault of its own, looking at a backlog of maintenance needs that it cant seem to meet. Much of the Parks trail network is overtaxed, and for cyclists, disproportionately and unfairly allocated. With multiple options to rectify this disparity at the disposal of Parks, I see no reason this unjust allotment of available trails can not be remedied immediately. Change in use, odd/even days, and/or seasonal sharing are just a few examples of techniques that could rectify this imbalance at little to no fiscal cost.</p> <p>The physical condition of many trails within the Park also needs to be addressed. Given the lack of funding and resources available to Parks, I understand that it is unlikely for much of the maintenance needs of the Park to be met by Parks employees. As such, I ask that Parks develop an agreement with Folsom-Auburn Trail Riders Action Coalition (FATRAC) to allow skilled, accredited volunteers to lead maintenance work days within the Park on an as-needed basis; allowing work to be performed on short notice. This type of partnership is commonplace for many trail networks, and has been a proven success in other SRAs, as the Central Coast Concerned Mountain Bikers (CCMB) have demonstrated in and around San Louis Obispo. Allowing for trail users to give back to the trail system will increase user safety, decrease erosion, and heighten the parks popularity, thus increasing revenue potential.</p> <p>I would like to see new singletrack trails built. As of 2016, Placer Countys population has grown by roughly 220%, according to the US Census. Yet in a similar time frame, practically zero miles of singletrack have been added to the ASRA, and no trails have been opened for multi-use access. Like the issues around maintaining trails, volunteer labor and donations are readily available to assist in the planning and execution of new trails, with the potential of little to no fiscal cost to Parks. State Parks should work with nonprofits such as Placer Land Trust, American River Conservancy and public agencies (federal, County) to protect land along and near the river through any means necessary. And State Parks should be willing to acquire, own</p>

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	<p>and manage land as part of this effort. At the very least, the ASRA can begin by optimally using the current trails and resources available, which means opening trails to mountain bikers, a large and widespread user group that will responsibly and regularly use, maintain, and repair existing trails at no cost to the ASRA or taxpayers.</p> <p>If you truly are concerned about resource management and are planning to continue using it as a reason to limit additional use by cyclists, my recommendation is to ban horses as well. Equestrians are a small population, only less than 4 million in all of the US. Yet their trail use has a dramatic and adverse impact to me as a hiker. I have had to wade through puddles or walk on unsafe edges of the trail to avoid damaged areas due to their negative impact on erosion of the trail during the wet season. I have been faced with piles of horse manure in the middle of the trail with no way to get around them. I have had to negotiate unsafe passage by groups of horses taking up the whole trail, leaving me concerned that at any time they might spook and kick me. At the least horses should be banned during the rainy season and equestrians should be required to scoop their poop. At the least, horses should be limited to alternate day use so I can hike in peace without having to nervously pass a spooky horse on the trail. Anything less than that is preferential treatment of one user group over another, and in this case a wealthy, elite minority group over the masses.</p> <p>Click here to Reply or Forward</p>
397	<p>Trail access to the river should be maintained to allow those unathletic hikers to climb more safely (some areas are too narrow and/or steep for some visitors to make it down to the river). Maybe widen the access trails a bit and dig in some rustic steps to help us keep our footing. Initiate periodic acoustic concerts in the natural amphitheater setting of the quarry area. See how popular the Red Rock, Colorado concerts have been. Ours could be, on a smaller scale, popular and successful also; and the revenue to the community from the visitors could be very helpful to our local economy.</p>
398	<p>Restore the park to it's original plan set in 1992 . Remember this is BLM land, not State property.</p>
399	<p>In regards to recreation opportunities I think we need to keep all trails open everyone (Hikers, Bikers & Horses). We all enjoy the outdoors and these lands belong to all of us so it's only fair that we all get to use them, maintain them together so we can all enjoy the beautiful recreations opportunities this area offers us.</p>
400	<p>Don't add what you cannot maintain, patrol and protect. Increased public access risks forest fire, environmental damage and personal injury plus it uses valuable State Parks personnel.</p> <p>What is needed is more State funding for our priceless State Parks system, to repair, protect and build it for future generations.</p>
401	<p>I would ask that the resource be managed for high levels of human impact as these areas have already been set aside for such purposes. This would include camping, hiking, cycling, etc. Maintaining, improving, and increasing sites and multi-use trail systems would be preferred. These areas are ideal for promoting physical fitness and a greater sense community through recreation in the parks. They also offer an opportunity for education about environmental maintenance and care.</p>
402	<p>trail upkeep around park so land isn't as highly impacted in areas where trails are groomed</p>

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403	trail maintenance
404	There is a large base of mountain bike riders who enjoy the Auburn SRA. We are active in volunteering to maintain the trails, and I know that many would pay for the right to ride many of the trails. Please help us help you! Think creatively how Auburn SRA management can utilize the mountain bikers to both protect the Auburn SRA resources, as well as improve and maintain the trail system!
405	I feel that the area is not managed well enough to increase visitors and facilities. There has been a large increase in trash around the river. I think there should be no additional camping, it puts the whole region at risk for devastating fires. Restrooms and trash cans are necessary. All new trails should be multi use trails. Mountain biking, hiking and trail running are what the majority of visitors will be looking for.
406	Specifically, the emphasis on providing outdoor recreation opportunities in the plan needs to preserve the current allowance/locations for mountain biking and create/open new areas for mountain biking as well.
407	I am very interested in a greater emphasis on providing outdoor mountain biking in particular
408	more mountain bike access on existing trails and create new mountain bike trails
409	Improving equity in trails access for mountain bikers should be prioritized. Over 20 years ago mountain bikers committed to doing volunteer work on ASRA trails. Volunteers formed FATRAC and dedicated 1000s of hours of volunteer work, and provided grant funding to do trail work. FATRAC volunteers formed a bike patrol, ARMBA. In recent years it became more difficult to do volunteer work or even think of expanding the few miles of trails available to biking. Trail stewardship is extremely important to area trail users. It should be easier for volunteers to do ongoing trail maintenance. New trails should be planned for and constructed and existing trails should be improved. More existing trails, like Western States and Rail Bed, should be shared use. Considering the visitor numbers, this place is ripe for new trails. Since the building of the Foresthill Divide Loop and the Connector Trail little attention has been given to building new trails. Trails make for a healthy community which values the scenic American River so close to Auburn. Trails allow families, educators, interpreters and students access to the most amazing Confluence. Volunteers like FATRAC, PARC and the Canyon Keepers have done excellent work to preserve an excellent resource. Meeting their asks should be an priority in the next 20 years.
410	Add more OHV facilities. Add a Zipline course.
411	This is the most complicated survey I have taken (and I have done plenty). Having to go to each zone, some with only one question, was ridiculous. Confusing, YES. The Park Democracy options were very confusing. The third option, NO just show without my name, is recommended not to be used. And second option, YES, show without my name requires one to log in and create an account. It seems a sneaky way to get personal information. I had one person complain that they didn't want to share their personal info and didn't understand why they had to log in and create an account. The person simply gave up!

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	I wonder how many others have just given up on this Survey. In addition, this is a terrible time of year to conduct such an important survey; people are busy with the holidays. The comment period should be extended and the survey made user friendly. Sincerely, Jim Ricker, President - North Fork American River Alliance
412	More mountain bike trails which can be used by hikers.
413	As a trail user that frequents the ASRA and cares about its future and the management of the Park, thank you for providing the opportunity to express my opinions on the upcoming General Plan. The issues I would like to see prioritized in the Plan are as follows. There is currently a large disparity in the appropriation of resources within the Park. Despite being the second most common user group in the Park, cycling is only allowed on a fraction of singletrack located in the ASRA. Off-road cycling is a low-impact, human-powered, legitimate recreation group with more than 35 million annual U.S. participants (Outdoor Industry Association). Science has shown that the environmental impact of bicyclists is similar to that of hikers. Cyclists, more so than any other user group, give back to their local trail systems by volunteering on public land, providing an untapped resource for a budget bound park system that is, through no fault of its own, looking at a backlog of maintenance needs that it cant seem to meet. Furthermore, the often-heard argument that bicycles shouldnt be allowed on many trails do to user conflicts and other safety concerns has been discredited in California State Parks own study in 2012. Combined with an exponential growth in annual visitors seeking outdoor recreation, much of the Parks trail network is overtaxed, and for cyclists, disproportionately and unfairly allocated. With multiple options to rectify this disparity at the disposal of Parks, I see no reason this unjust allotment of available trails can not be remedied immediately. Change in use, odd/even days, and/or seasonal sharing are just a few examples of techniques that could rectify this imbalance at little to no fiscal cost. Considering the ASRA is a state designated recreation area, I am highly opposed to the ideas put forth in the Resource Management Emphasis. As an outdoor enthusiast, I understand the need to protect certain natural resources. However, given that this space has been set aside as an area appropriate for high levels of human impact, I would prefer that it be managed as such. The physical condition of many trails within the Park needs to be addressed. Given the lack of funding and resources available to Parks, I understand that it is unlikely for much of the maintenance needs of the Park to be met by Parks employees. As such, I ask that Parks develop an agreement with FolsomAuburn Trail Riders Action Coalition (FATRAC) to allow skilled, accredited volunteers to lead maintenance work days within the Park on an as-needed basis; allowing work to be performed on short notice. This type of partnership is commonplace for many trail networks, and has been a proven success in other SRAs, as the Central Coast Concerned Mountain Bikers (CCCMB) have demonstrated in and around San Louis Obispo. Allowing for trail users to give back to the trail system will increase user safety, decrease erosion, and heighten the parks popularity, thus increasing revenue potential. I would like to see new singletrack trails built. As of 2016, Placer Countys population has grown by roughly 220%, according to the US Census. Yet in a similar time frame, practically zero miles of singletrack have been added to the ASRA. Like the issues around maintaining trails, volunteer labor and donations are readily available to assist in the planning and execution of new trails, with the potential of little to no fiscal cost to Parks. State Parks should work with nonprofits such as Placer Land Trust, American River Conservancy and public agencies (federal, County) to protect land along and near the river through any means necessary. And State Parks should be willing to acquire, own and manage land as part of this effort
414	Open all existing and future trails to bikes. (whether via change in use, odd/even day sharing, etc.) Build new singletrack trails, including progressive and advanced MTB specific trails as well as "flow" trails with small features.

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	Designate e
415	<p>More consideration should be given to maximize mountain biking. This user group does more maintenance and partnership with the ASRA by far over any other group. In addition, there is a growing population of MTBers as opposed to other recreational hobby participation which are in the decline. The economic impact of mountain biking benefits the parks and local communities.</p> <p>Rock climbing is another group which should be considered for increase usage of ASRA managed lands.</p> <p>Generally speaking, I don't support significant changes to the facilities or management of areas for day use. It would be great to open up more existing trails and allow more MTB trails to be built.</p>
416	<p>Should address (add) recreation connectivity between ASRA and FLSRA.</p> <p>State Parks should work with nonprofits such as Placer Land Trust, American River Conservancy and public agencies (federal, County) to protect land along and near the river through any means necessary. And State Parks should be willing to acquire, own and manage land as part of this effort.</p> <p>As a trail user that frequents the ASRA and cares about its future and the management of the Park, thank you for providing the opportunity to express my opinions on the upcoming General Plan. The issues I would like to see prioritized in the Plan are as follows.</p> <p>There is currently a large disparity in the appropriation of resources within the Park. Despite being the second most common user group in the Park, cycling is only allowed on a fraction of singletrack located in the ASRA. Off-road cycling is a low-impact, human-powered, legitimate recreation group with more than 35 million annual U.S. participants (Outdoor Industry Association). Science has shown that the environmental impact of bicyclists is similar to that of hikers. Cyclists, more so than any other user group, give back to their local trail systems by volunteering on public land, providing an untapped resource for a budget bound park system that is, through no fault of its own, looking at a backlog of maintenance needs that it cant seem to meet. Furthermore, the often-heard argument that bicycles shouldnt be allowed on many trails do to user conflicts and other safety concerns has been discredited in California State Parks own study in 2012.</p> <p>Combined with an exponential growth in annual visitors seeking outdoor recreation, much of the Parks trail network is overtaxed, and for cyclists, disproportionately and unfairly allocated. With multiple options to rectify this disparity at the disposal of Parks, I see no reason this unjust allotment of available trails can not be remedied immediately. Change in use, odd/even days, and/or seasonal sharing are just a few examples of techniques that could rectify this imbalance at little to no fiscal cost.</p> <p>Considering the ASRA is a state designated recreation area, I am highly opposed to the ideas put forth in the Resource Management Emphasis. As an outdoor enthusiast, I understand the need to protect certain natural resources. However, given that this space has been set aside as an area appropriate for high levels of human impact, I would prefer that it be managed as such.</p> <p>The physical condition of many trails within the Park needs to be addressed. Given the lack of funding and resources available to Parks, I understand that it is unlikely for much of the maintenance needs of the Park to be met by Parks employees. As such, I ask that Parks develop an agreement with Folsom-Auburn Trail Riders Action Coalition (FATRAC) to allow skilled, accredited volunteers to lead maintenance work days within the Park on an as-needed basis; allowing work to be performed on short notice. This type of partnership is commonplace for many trail networks, and has been a proven success in other SRAs, as the Central Coast Concerned Mountain Bikers (CCCMB) have demonstrated in and around San Louis Obispo.</p>

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	<p>Allowing for trail users to give back to the trail system will increase user safety, decrease erosion, and heighten the parks popularity, thus increasing revenue potential.</p> <p>I would like to see new singletrack trails built. As of 2016, Placer Countys population has grown by roughly 220%, according to the US Census. Yet in a similar time frame, practically zero miles of singletrack have been added to the ASRA. Like the issues around maintaining trails, volunteer labor and donations are readily available to assist in the planning and execution of new trails, with the potential of little to no fiscal cost to Parks.</p>
417	<p>Existing trails and new trails should be multi use, with increased education to reduce user conflict. Properly built and maintained trails will hold up to regular use by hikers, mountain bikers and equestrians.</p> <p>Developing an agreement with FATRAC and allowing them to provide ongoing, routine maintenance on park trails will ensure that trails are properly built and maintained.</p>
418	Allow mountain biking on all trails in the Auburn SRA
419	The General Plan should propose state Wild and Scenic River designation of the North and Middle Forks (excepting Clementine Dam and Reservoir) to ensure that the federal government can never build the Auburn Dam, which would flood the canyons and most of the ASRA.
420	Work with local mountain bike groups to create and manage trails for hikers and bikers. Work with equestrian groups for trail access on odd or even days and/or weekends for hikers and mountain bikers.
421	Improving the trail system to allow for multi-use where possible.
422	<p>As a trail user at the ASRA who cares about its future and the management of the Park, thank you for providing the opportunity to express my opinions on the upcoming General Plan. The issues I would like to see prioritized in the Plan are as follows.</p> <p>There is currently a large disparity in the appropriation of resources within the Park. Despite being the second most common user group in the Park, cycling is only allowed on a fraction of singletrack located in the ASRA. Off-road cycling is a low-impact, human-powered, legitimate recreation group with more than 35 million annual U.S. participants (Outdoor Industry Association). Science has shown that the environmental impact of bicyclists is similar to that of hikers. Cyclists give back to their local trail systems by volunteering on public land, providing an untapped resource for a budget bound park system that is looking at a backlog of maintenance needs that it cant seem to meet. Furthermore, the often-heard argument that bicycles shouldnt be allowed on many trails due to user conflicts and other safety concerns has been discredited in California State Parks own study in 2012.</p> <p>Combined with an exponential growth in annual visitors seeking outdoor recreation, much of the Parks trail network is overtaxed, and for cyclists, disproportionately and unfairly allocated. With multiple options to rectify this disparity at the disposal of Parks, I see no reason this unjust allotment of available trails can not be remedied immediately. Change in use, odd/even days, and/or seasonal sharing are just a few examples of techniques that could rectify this imbalance at little to no fiscal cost.</p>

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423	<p>As a trail user that frequents the ASRA and cares about its future and the management of the Park, thank you for providing the opportunity to express my opinions on the upcoming General Plan. The issues I would like to see prioritized in the Plan are as follows. There is currently a large disparity in the appropriation of resources within the Park. Despite being the second most common user group in the Park, cycling is only allowed on a fraction of singletrack located in the ASRA. Off-road cycling is a low-impact, human-powered, legitimate recreation group with more than 35 million annual U.S. participants (Outdoor Industry Association). Science has shown that the environmental impact of bicyclists is similar to that of hikers. Cyclists, more so than any other user group, give back to their local trail systems by volunteering on public land, providing an untapped resource for a budget bound park system that is, through no fault of its own, looking at a backlog of maintenance needs that it cant seem to meet. Furthermore, the often-heard argument that bicycles shouldnt be allowed on many trails do to user conflicts and other safety concerns has been discredited in California State Parks own study in 2012. Combined with an exponential growth in annual visitors seeking outdoor recreation, much of the Parks trail network is overtaxed, and for cyclists, disproportionately and unfairly allocated. With multiple options to rectify this disparity at the disposal of Parks, I see no reason this unjust allotment of available trails can not be remedied immediately. Change in use, odd/even days, and/or seasonal sharing are just a few examples of techniques that could rectify this imbalance at little to no fiscal cost. Considering the ASRA is a state designated recreation area, I am highly opposed to the ideas put forth in the Resource Management Emphasis. As an outdoor enthusiast, I understand the need to protect certain natural resources. However, given that this space has been set aside as an area appropriate for high levels of human impact, I would prefer that it be managed as such.</p> <p>The physical condition of many trails within the Park needs to be addressed. Given the lack of funding and resources available to Parks, I understand that it is unlikely for much of the maintenance needs of the Park to be met by Parks employees. As such, I ask that Parks develop an agreement with Folsom-Auburn Trail Riders Action Coalition (FATRAC) to allow skilled, accredited volunteers to lead maintenance work days within the Park on an as-needed basis; allowing work to be performed on short notice. This type of partnership is commonplace for many trail networks, and has been a proven success in other SRAs, as the Central Coast Concerned Mountain Bikers (CCCMB) have demonstrated in and around San Louis Obispo. Allowing for trail users to give back to the trail system will increase user safety, decrease erosion, and heighten the parks popularity, thus increasing revenue potential. I would like to see new singletrack trails built. As of 2016, Placer Countys population has grown by roughly 220%, according to the</p>

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	<p>US Census. Yet in a similar time frame, practically zero miles of singletrack have been added to the ASRA. Like the issues around maintaining trails, volunteer labor and donations are readily available to assist in the planning and execution of new trails, with the potential of little to no fiscal cost to Parks.</p> <p>State Parks should work with nonprofits such as Placer Land Trust, American River Conservancy and public agencies (federal, County) to protect land along and near the river through any means necessary. And State Parks should be willing to acquire, own and manage land as part of this effort.</p>
424	<p>Mountain bikers are the 2nd most common user group in ASRA, but bikes are only allowed on a small fraction of single track trails in ASRA. This disparity and unjust allotment of available trails and permitted bike use needs to be addressed and rectified. Population growth and popularity of this recreational activity has increased exponentially yet no new single track trails have been added to ASRA to accommodate this user group. I would like to see more access to existing trails where appropriate, more new mountain bike or multi-use trails built within ASRA, and connectivity from Auburn to Cool and Auburn to FSRA. Additionally, I support and agree with the position and statements submitted by Folsom Auburn Trail Riders Action Coalition (FATRAC) to the ASRA regarding this matter. Thank you for your time and consideration.</p>
425	<p>Allow bikes to share all trails with horses.</p>
426	<p>The plan should ensure trail-based recreation by all users, including especially Mountain Bikes but also equestrians and OHV users, is maintained or increased.</p>
427	<p>Yes the plan should place equal emphasis on recreation opportunities and resource management. With that being said there needs to be opportunities for all users to be able use these facilities and feel safe. The horse community built these trails and unfortunately are being shoved out. We need to have access for both and generally the horse folks stay off the mountain bike trails. I ride both and have seen mtn. bikes on none mtn. bike trails and yet to see a horses on a mtn. bike trail. Provide more trails for them to use up the north fork of the American River. Encourage education on both sides. Put a manned kiosk on the weekends at the NO-Hands bridge gate by hwy. 49 for education and trail etiquette for the general public.</p>
428	<p>The Park is in rough shape. Signs, maps, restrooms, and trails all need attention. It seems that the only area that gets attention is the confluence. Trails need to be connected in all directions. South Auburn needs mountain biking trails to connect up to the confluence area. Need to work with the City to improve the Overlook at a gateway to the SRA.</p>
429	<p>Place a greater emphasis on providing outdoor recreation opportunities, and mountain biking in particular.</p>
430	<p>Open all existing and future trails to bikes. (whether via change in use, odd/even day sharing, etc.) Build new singletrack trails, including progressive and advanced MTB specific trails as well as "flow" trails with small features. Designate</p>

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431	<p>The more participation we can get from the public in our trail system the more interest the public will have in utilizing, expanding and paying for these systems. We need to provide a welcoming environment for both locals and tourists to enjoy the incredible recreational opportunities we have in the area. Increased participation helps both the trail systems and the local economies.</p> <p>There should be a plan in place for mountain bike / equestrian interaction. On wide fire roads, both mountain bikes and equestrians should be able to use simultaneously on technical single track there must be some type of separation, whether separate trails or separate days.</p>
432	<p>Existing roads should be improved and better maintained. Some existing roads should be opened to public access on an expanded basis, while at least one currently closed road (from Cool to the river at Rocky Point) should also be opened to the public. I recommend for inclusion in the proposed plan the following numbered proposed actions listed in the 11/27/17 Alternatives Summary Table: 38, 41, 42, 46, 47, 52, 55, and 59. Signage, facilities and park regulation enforcement are key tools to protecting the natural resources that lead to quality memorable experiences.</p>
433	<p>Open all existing and future trails to bikes. (whether via change in use, odd/even day sharing, etc.)</p> <p>Build new singletrack trails, including progressive and advanced MTB specific trails as well as trails with small features.</p> <p>Designate existing trails or create new singletrack trails for mountain bikes to connect Foresthill and Auburn, Confluence to Cool, Confluence to Overlook, Auburn Lake Trails to Confluence, and Auburn to Granite Bay</p> <p>Develop an agreement with FATRAC allowing them to provide ongoing, routine maintenance on park trails on an as-needed, short notice basis</p>
434	<p>trails need - must - have better identification as to their use. many non-bike trails have bike tracks and/or signage is gone.</p>
435	<p>Mountain bike and multi-use trail systems should be maintained and enhanced to provide better connections, loops and access.</p>
436	<p>place a greater emphasis on providing outdoor recreation opportunities, and mountain biking</p>
437	<p>More mixed use trails to compensate for increasing population levels.</p>
438	<p>More mixed use trails to compensate for increasing population levels.</p>
439	<p>The Auburn SRA is one of the premier mountain bike destinations in the west, and a key resource for CA. Continuing to support responsible mountain biking increases public awareness and support for natural resources, and also encourages healthy lifestyles.</p>
440	<p>Access for responsible mountain biking. Some accommodation for off-leash dog walking.</p>
441	<p>Place a greater emphasis on providing outdoor recreation opportunities, mountain biking & Dirt biking, in particular. Without these opportunities we will miss this wonderful resource and attraction to this area.</p>
442	<p>Access to more trails for mountain biking to relieve pressure on existing trails. Making the area more accessible to mountain biking tourism would have an economic benefit for the area.</p>

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443	Mountain bike partnership with FATRAC.
444	Additional recreational opportunities are needed for mountain biking in the Auburn area.
445	<p>Knickerbocker Zone (aka: Olmstead Loop and the Cool area): I support....</p> <ol style="list-style-type: none"> 1) Incorporate existing, non-system trails into the ASRA and adding new trails to accommodate increased recreational use of the area. 2) Create a bike-legal, singletrack trail that connects the Confluence area trails up to the Olmstead Loop, and/or allow mountain bikes on the Western States Trail up to Cool. 3) I Support the proposed new trail along the North Fork Arm of Folsom Lake from Olmstead Loop to Peninsula area within Folsom SRA. Confluence Zone (aka: Confluence-Culvert-Stagecoach Trail area): I support.... <ol style="list-style-type: none"> 1) Improving the Clementine Trail as the first segment of a multi-use trail from Confluence to Ponderosa Crossing. 2) Incorporating existing, non-system trails into the ASRA and building new trails to accommodate increased recreational use of the area. 3) Providing additional parking, crosswalks, and shuttle or transit services near the Hwy 49 bridge. 4) Add potable water source(s) at Confluence Auburn Interface Zone (aka: China Bar, Overlook, Western States Trail, Cardiac/Cardiac Bypass, Railbed Trails): We support... <ol style="list-style-type: none"> 1) Constructing or improving a bike legal trail between Cool and the China Bar Area. 2) Constructing or improving new bike legal trail routes across canyon using existing Mt. Quarries Bridge. 3) Limiting vehicles in the China Bar to promote increased, multi-use recreation in the area. 4) Constructing a permanent Auburn-to-Cool Trail river crossing, but this should happen AFTER new trails are built or existing trail connections improved for bikes in the area. 5) Making Railbed Trail and the lower portion of Western States Trail bike-legal. <p>Cherokee Bar/Ruck-a-Chucky Zone: We supportâ€¦</p> <ol style="list-style-type: none"> 1) Constructing a trail bridge across the river at the Greenwood Bridge site, to include access on the bridge and both sides of the Western States Trail for bikes. <p>Foresthill Divide Management Zone: I support...</p> <ol style="list-style-type: none"> 1) Increased bike access to trails and specifically allowing for alternative-day or one-way directional use of Western States Trail along the "California Loop" section of WST. 2) Adding additional multi-use trails branching from the Foresthill Divide Loop Trail. <p>Lake Clementine Zone: I support:</p> <ol style="list-style-type: none"> 1) Constructing a bike legal singletrack trail from the Confluence to Ponderosa Crossing. <p>Lower Middle Fork Zone: We support...</p>

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	1) Working with the Auburn Lake Trails community to add trailheads, formalize existing trails and to convert them to multi-use (bike legal) trails. 2) Improving trail access to the river, including bike-legal trails where feasible to the terrain.
446	Open all existing and future trails to bikes. (whether via change in use, odd/even day sharing, etc.). Build new singletrack trails, including progressive and advanced MTB specific trails as well as "flow" trails with small features. Designate existing trails or create new singletrack trails for mountain bikes to connect Foresthill and Auburn, Confluence to Cool, Confluence to Overlook, Auburn Lake Trails to Confluence, and Auburn to Granite Bay. Develop an agreement with FATRAC allowing them to provide ongoing, routine maintenance on park trails on an as needed, short notice basis.
447	With the growth of the region, the plan needs to address restoring and maintaining the existing trail network already in use. As the population grows, New multi use trails to support increased users and expand for future generations should be set in motion.
448	Allow more multi-use and specifically mountain bike trails and access including bike use on sections of the WST. I would like to see mountain bike trails to allow connections between Foresthill and Auburn, a Confluence to Cool mountain bike single track section. Please continue to work with FATRAC for trail maintenance and other trail issues.
449	Mountain biking needs to be maintained and expanded. Certainly it needs to be done in a manner that protects the surrounding environment.
450	Need more trails to keep up with growing population of mountain bikers so there will be less collisions and injuries. Some parts on nice weekends are like traffic gridlock almost.
451	Please be sure to give mountain hikers equal access. Go out there some weekend and count the number of bikers. It's a quiet, non-destructive use of the area.
452	Improving access so ASRA can be enjoyed by everyone.
453	I would like to see more trails added east of the current trails and closer to Foresthill. Foresthill needs the economic boost and trails could bring more people up. There are many places where new trail systems could be placed that currently aren't being used. I would also like easier access to the river and paved accesses to decrease erosion and make the drive down to the river safer.
454	Thank you for providing an opportunity to express my opinion on the upcoming General Plan. The issues I would like to see prioritized in the Plan are 1) a greater emphasis on protecting and/or rehabilitating existing single-track (mountain bike) trails and 2) developing a world-class network of mountain biking trails that are interconnected in the Auburn region. My family recently moved to the area and have enjoyed numerous mountain biking trips to Auburn. We would like to continue enjoying such trips for years to come. The physical condition of many trails within the Park needs to be addressed, particularly after the heavy rains in 2016/2017. Given the lack of funding and resources available to Parks, I understand that it is unlikely for much of the maintenance needs of the Park to be met by Parks employees. As such, I ask that Parks develop an agreement with Folsom Auburn Trail Riders Action Coalition (FATRAC) to allow skilled, accredited

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	<p>volunteers to lead maintenance work days within the Park on an as-needed basis; allowing work to be performed on short notice. Allowing for trail users to give back to the trail system will increase user safety, decrease erosion, and heighten the parks popularity, thus increasing revenue potential.</p> <p>Globally, the demand for mountain biking trails is growing every year. Mountain biking is a sport that is affordable and can be enjoyed by users of all ages. The number of mountain bike trail users continues to grow, however, in recent years a very limited number of singletrack miles have been added to the ASRA. Like the issues around maintaining trails, volunteer labor and donations are readily available to assist in the planning and execution of new trails, with the potential of little to no fiscal cost to Parks.</p> <p>Once again, thank you for the opportunity to comment on the ASRA General Plan and Resource Management Plan.</p>
455	Please expand access for mountain biking.
456	<p>Open all existing and future trails to bikes. (whether via change in use, odd/even day sharing, etc.)</p> <ul style="list-style-type: none"> -Build new singletrack trails, including progressive and advanced MTB specific trails as well as trails with small features. -Designate existing trails or create new singletrack trails for mountain bikes to connect Foresthill and Auburn, Confluence to Cool, Confluence to Overlook, Auburn Lake Trails to Confluence, and Auburn to Granite Bay -Develop an agreement with FATRAC allowing them to provide ongoing, routine maintenance on park trails on an as-needed, short notice basis
457	<ol style="list-style-type: none"> 1) Improve trail access to the river, including bike-legal trails where feasible to the terrain. Build bike-legal trail from confluence up both forks of the river going as far as possible. 2) Construct technical and downhill mountain biking trails and other active recreational opportunities, including a jump/flow trail like Corral Trail in South Lake Tahoe. 3) Build climbing trail from Mammoth Bar to Confluence/Connector Trail to avoid dangerous paved road
458	The plan should provide high value and priority on low impact activities such as walking, hiking, running, mountain biking, and road cycling. Provide doggie pots and doggie bags at key areas.
459	I feel the OHV use has been cut way back over the years and should be a big part of the plan because of all the families and cultures that enjoy it and pay for a big part of the Auburn SRA program.
460	<p>Open all existing and future trails to bikes. (whether via change in use, odd/even day sharing, etc.)</p> <ul style="list-style-type: none"> -Build new singletrack trails, including progressive and advanced MTB specific trails as well as trails with small features. -Designate existing trails or create new singletrack trails for mountain bikes to connect Foresthill and Auburn, Confluence to Cool, Confluence to Overlook, Auburn Lake Trails to Confluence, and Auburn to Granite Bay -Develop an agreement with FATRAC allowing them to provide ongoing, routine maintenance on park trails on an as-needed, short notice basis

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461	Prioritize creation of more bike legal single track throughout ASRA due to its low environmental impact (same as hiking, much less than equestrian), increasing demand for use, and currently unfair allocation restriction of mountain biking vs. other users
462	<p>As a Roseville resident, a family that enjoys mountain biking and FATRAC member, I am in favor of all efforts to expand the mountain biking opportunities in the Auburn SRA. We are so lucky to have such a wonderful area close by that can be used by all types of recreational users. However there haven't been any new trails the past few years and the maintenance of the existing trails could be improved. With the growth of residents in Placer County and the growth of mountain biking in the region, I would very much like to see more resources dedicated to improving the mountain biking experience. As I understand it, mountain bikers are one of the top recreational users of the SRA, so well thought out improvements could be a big boon to the area and further cement Auburn's reputation for world class outdoor enthusiasts.</p> <p>An example of well executed mountain bike trails are at Hidden Falls Regional Park which has turned into a real gem and we've invited out of town friends and family to ride with us there. Our mountain biking friends are envious of the beautiful trails and scenery. The whole park works great, and we just did a two hour ride there today, and the busy weekends are proof that a well designed and organized park can appeal to all users.</p> <p>A few more specific thoughts:</p> <ul style="list-style-type: none"> - Open all existing and future trails to bikes. There may need to be a compromise on this but with mountain bikers being one of the largest user groups in the SRA, more trails should be open and available. - Build new singletrack trails. We're more of a flow trail family but all types of trails should be considered. - Designate existing trails or create new singletrack trails for mountain bikes to connect Foresthill and Auburn, Confluence to Cool, Confluence to Overlook, Auburn Lake Trails to Confluence, and Auburn to Granite Bay - Develop an agreement with FATRAC allowing them to provide ongoing, routine maintenance on park trails <p>Thank you for asking for feedback and reading the responses. We're excited about how great the SRA can be for all recreational users including, and especially, for mountain bikers.</p>
463	Increased trail network, increased trail access, increased camping facilities to keep up with modern outdoor recreation demands.
464	Additional mountain biking/multi-use trails should be opened and added.
465	Providing more trail access to runners, hikers and mountain bikers.
466	<p>with proper management, this area can thrive, co-exist, with both natural restoration and usage. Have areas that are used that may damage the ecosystem, but rotate (same as what farmers do) to restore with ongoing volunteer programs (or mix like a golf course-fairways vs out of bounds). Do not increase vehicle access to the river as this will bring in the types of people that don't care about this area. But do allow for access to trailheads near the road itself, those who don't care wont walk to the sensitive areas. The American River parkway has plenty of parks for this type of usage.</p>
467	Expand hunting areas

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468	Please consider increasing the number of bike-legal trails in this area. Auburn is considered a destination trail by mountain bikers attracting visitors from outside the area. I've volunteered with FATRAC and they are a great organization for you to partner with on expanding cycling in this area.
469	The Auburn State Recreation Area is a beautiful outdoor which should be enjoyed and embraced by a wide variety of people, especially the youth. Too many kids today are literally only on electronics. Lets find practical ways to protect the land, but also allow families and kids to experience the outdoors and understand that there is so much enjoyment and life beyond electronics. I am a parent volunteer at a local high school mountain bike and if it wasn't for mountain biking, many of these kids will never experience the beautiful outdoors as they would only be on their electronics.
470	Auburn is a beautiful place we should promote more for recreation area access to people. Restriction is not helpful because it will result in overcrowding to existing trails. Open Western States Trails to Mt Bikes.
471	All existing and future trails should be open to all users including cyclists. Develop new single track trails to connect major recreation staging areas. Develop agreements with appropriate established organizations to help develop and expand trails, assist in support for necessary routine maintenance, and enhance user facilities and information services.
472	Improved parking and trail signage. Consider one directional trails for certain routes to improve safety
473	Outdoor recreation such as hiking and mountain bike riding.
474	<ul style="list-style-type: none"> - Open all existing and future trails to bikes. (whether via change in use, odd/even day sharing, etc.) - Build new singletrack trails, including progressive and advanced MTB specific trails as well as trails with small features. - Designat
475	Trail safety is my main concern. No new trails have been added to our system for many years, however, the population has grown. Many residents of Sacramento come to the foothills to use our trails. Mountain biking has gained in popularity over the last 10-15 years and no provisions have been made to accommodate these bike enthusiasts. As a result, we have the same trails we've had for years with more than double or triple use and not all uses are compatible. Due to lack of trails for the bike enthusiasts, trails designated as horse/hiker only are being poached by the bikers. An excellent example of this is the trail between Auburn and Cool. There are areas on this trail which are definitely not suitable for multi-use. There are blind corners, curves and steep drop-offs. It is my belief that it is imperative that the bike community be provided with its own trail to between Cool and Auburn. I feel strongly that you cannot take existing trails and designate them as multiuse. If a trail is designated as multiuse, it should be designed as a multiuse trail. The trails at Hidden Falls are an excellent example of designed multiuse trails which work. If existing trails are going to be designated as multiuse, they will need to be modified in order to accommodate that multiuse. There are some areas of the Western States Trail and the Pioneer Express Trail which are not suitable for multiuse. Speed is a major factor for safety on the trails, as is enforcement. Currently there is no way to leave feedback re incidents (good or bad) on the trail. People have collisions, are injured, and most times, get back on their bike/horse and get themselves out. Just because ambulances are not called to the scene does not mean there are no incidents to report. People are not required to

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	<p>identify themselves when an incident does occur. Park Watch is a program already in place and is currently being used by other parks. I suggest you sign up with Park Watch so people have a place to report incidents, including things like downed trees, dangerous wildlife in the area, etc. There needs to be a database with information. It is difficult to manage park/recreation lands when you have no data. How can you make substantive decisions and/or changes to something when you have no base to refer to. Many people move to Placer/Nevada Counties for the outdoor recreation lifestyle. We all love our trails, we just don't want to die on them.</p>
476	<p>As a trail user that frequents the ASRA and cares about its future and the management of the Park, thank you for providing the opportunity to express my opinions on the upcoming General Plan. The issues I would like to see prioritized in the Plan are as follows.</p> <p>There is currently a large disparity in the appropriation of resources within the Park. Despite being the second most common user group in the Park, cycling is only allowed on a fraction of singletrack located in the ASRA. Off-road cycling is a low-impact, human-powered, legitimate recreation group with more than 35 million annual U.S. participants (Outdoor Industry Association). Science has shown that the environmental impact of bicyclists is similar to that of hikers. Cyclists, more so than any other user group, give back to their local trail systems by volunteering on public land, providing an untapped resource for a budget bound park system that is, through no fault of its own, looking at a backlog of maintenance needs that it cant seem to meet. Furthermore, the often-heard argument that bicycles shouldnt be allowed on many trails do to user conflicts and other safety concerns has been discredited in California State Parks own study in 2012.</p> <p>Combined with an exponential growth in annual visitors seeking outdoor recreation, much of the Parks trail network is overtaxed, and for cyclists, disproportionately and unfairly allocated. With multiple options to rectify this disparity at the disposal of Parks, I see no reason this unjust allotment of available trails can not be remedied immediately. Change in use, odd/even days, and/or seasonal sharing are just a few examples of techniques that could rectify this imbalance at little to no fiscal cost.</p> <p>Considering the ASRA is a state designated recreation area, I am highly opposed to the ideas put forth in the Resource Management Emphasis. As an outdoor enthusiast, I understand the need to protect certain natural resources. However, given that this space has been set aside as an area appropriate for high levels of human impact, I would prefer that it be managed as such.</p> <p>The physical condition of many trails within the Park needs to be addressed. Given the lack of funding and resources available to Parks, I understand that it is unlikely for much of the maintenance needs of the Park to be met by Parks employees. As such, I ask that Parks develop an agreement with Folsom-Auburn Trail Riders Action Coalition (FATRAC) to allow skilled, accredited volunteers to lead maintenance work days within the Park on an as-needed basis; allowing work to be performed on short notice. This type of partnership is commonplace for many trail networks, and has been a proven success in other SRAs, as the Central Coast Concerned Mountain Bikers (CCCMB) have demonstrated in and around San Louis Obispo. Allowing for trail users to give back to the trail system will increase user safety, decrease erosion, and heighten the parks popularity, thus increasing revenue potential.</p> <p>I would like to see new singletrack trails built. As of 2016, Placer Countys population has grown by roughly 220%, according to the US Census. Yet in a similar time frame, practically zero miles of singletrack have been added to the ASRA. Like the issues around maintaining trails, volunteer labor and donations are readily available to assist in the planning and execution of new trails, with the potential of little to no fiscal cost to Parks.</p> <p>State Parks should work with nonprofits such as Placer Land Trust, American River Conservancy and public agencies (federal, County) to protect land along and near the river through any means necessary. And State Parks should be willing to acquire, own and manage land as part of this effort.</p>

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477	The creation of a fun, safe place to mountain bike is my main focus. I believe that the trail systems in place are fine the way they are. More development with more recreation opportunities will cost more money. This is not necessary. There are plenty of recreational opportunities available now. Keep things the way that they are and continue allowing hiking and mountain biking to the people of Placer and other counties. We cherish this land and these trails and they bring great joy to those who use them.
478	Open to mountain biking and hunting.
479	Stop letting horses be the top priority when they are the fewest ones out there
480	Mountain biking - I have been riding up there since the mid 90s and we have some of the best potential for great trails
481	More mountain bike trails
482	Make specific hiking trails for equestrians and hikers only. Designate other trails for multi-use (bikes etc)
483	<p>As a trail user that frequents the ASRA and cares about its future and the management of the Park, thank you for providing the opportunity to express my opinions on the upcoming General Plan. The issues I would like to see prioritized in the Plan are as follows. There is currently a large disparity in the appropriation of resources within the Park. Despite being the second most common user group in the Park, cycling is only allowed on a fraction of singletrack located in the ASRA. Off-road cycling is a low-impact, human-powered, legitimate recreation group with more than 35 million annual U.S. participants (Outdoor Industry Association). Science has shown that the environmental impact of bicyclists is similar to that of hikers. Cyclists, more so than any other user group, give back to their local trail systems by volunteering on public land, providing an untapped resource for a budget bound park system that is, through no fault of its own, looking at a backlog of maintenance needs that it cant seem to meet. Furthermore, the often-heard argument that bicycles shouldnt be allowed on many trails do to user conflicts and other safety concerns has been discredited in California State Parks own study in 2012. Combined with an exponential growth in annual visitors seeking outdoor recreation, much of the Parks trail network is overtaxed, and for cyclists, disproportionately and unfairly allocated. With multiple options to rectify this disparity at the disposal of Parks, I see no reason this unjust allotment of available trails can not be remedied immediately. Change in use, odd/even days, and/or seasonal sharing are just a few examples of techniques that could rectify this imbalance at little to no fiscal cost. Considering the ASRA is a state designated recreation area, I am highly opposed to the ideas put forth in the Resource Management Emphasis. As an outdoor enthusiast, I understand the need to protect certain natural resources. However, given that this space has been set aside as an area appropriate for high levels of human impact, I would prefer that it be managed as such. The physical condition of many trails within the Park needs to be addressed. Given the lack of funding and resources available to Parks, I understand that it is unlikely for much of the maintenance needs of the Park to be met by Parks employees. As such, I ask that Parks develop an agreement with the Folsom-Auburn Trail Riders Action Coalition (FATRAC) to allow skilled, accredited volunteers to lead maintenance work days within the Park on an as-needed basis; allowing work to be performed on short notice. This type of partnership is commonplace for many trail networks, and has been a proven success in other SRAs, as the Central Coast Concerned Mountain Bikers (CCCMB) have demonstrated in and around San Louis Obispo. Allowing for trail users to give back to the trail system will increase user safety, decrease erosion, and heighten the parks popularity, thus increasing revenue potential. I would like to see new singletrack trails built. As of 2016, Placer Countys population has grown by roughly 220%, according to the US Census. Yet in a similar time frame, practically zero miles of singletrack</p>

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	<p>have been added to the ASRA. Like the issues around maintaining trails, volunteer labor and donations are readily available to assist in the planning and execution of new trails, with the potential of little to no fiscal cost to Parks. State Parks should work with nonprofits such as Placer Land Trust, American River Conservancy and public agencies (federal, County) to protect land along and near the river through any means necessary. And State Parks should be willing to acquire, own and manage land as part of this effort.</p>
484	<p>While emphasis for the park should be balanced, outdoor recreation such as mountain biking should be prioritized and access expanded. Mountain biking can go hand in hand with resource protection!</p>
485	<p>I live within the region and as a trail user that frequents the ASRA and cares about its future and the management of the Park, thank you for providing the opportunity to express my opinions on the upcoming General Plan. The issues I would like to see prioritized in the Plan are as follows.</p> <p>There is currently a large disparity in the appropriation of resources within the Park. Despite being the second most common user group in the Park, cycling is only allowed on a fraction of singletrack located in the ASRA. Off-road cycling is a low-impact, human-powered, legitimate recreation group with more than 35 million annual U.S. participants (Outdoor Industry Association). Science has shown that the environmental impact of bicyclists is similar to that of hikers. Cyclists, more so than any other user group, give back to their local trail systems by volunteering on public land, providing an untapped resource for a budget bound park system that is, through no fault of its own, looking at a backlog of maintenance needs that it cant seem to meet. Furthermore, the often-heard argument that bicycles shouldnt be allowed on many trails do to user conflicts and other safety concerns has been discredited in California State Parks own study in 2012.</p> <p>Combined with an exponential growth in annual visitors seeking outdoor recreation, much of the Parks trail network is overtaxed, and for cyclists, disproportionately and unfairly allocated. With multiple options to rectify this disparity at the disposal of Parks, I see no reason this unjust allotment of available trails can not be remedied immediately. Change in use, odd/even days, and/or seasonal sharing are just a few examples of techniques that could rectify this imbalance at little to no fiscal cost.</p> <p>Considering the ASRA is a state designated recreation area, I am highly opposed to the ideas put forth in the Resource Management Emphasis. As an outdoor enthusiast, I understand the need to protect certain natural resources. However, given that this space has been set aside as an area appropriate for high levels of human impact, I would prefer that it be managed as such.</p> <p>The physical condition of many trails within the Park needs to be addressed. Given the lack of funding and resources available to Parks, I understand that it is unlikely for much of the maintenance needs of the Park to be met by Parks employees. As such, I ask that Parks develop an agreement with Folsom- Auburn Trail Riders Action Coalition (FATRAC) to allow skilled, accredited volunteers to lead maintenance work days within the Park on an as-needed basis; allowing work to be performed on short notice. This type of partnership is commonplace for many trail networks, and has been a proven success in other SRAs, as the Central Coast Concerned Mountain Bikers (CCCMB) have demonstrated in and around San Louis Obispo. Allowing for trail users to give back to the trail system will increase user safety, decrease erosion, and heighten the parks popularity, thus increasing revenue potential.</p> <p>I would like to see new singletrack trails built. As of 2016, Placer Countys population has grown by roughly 220%, according to the US Census. Yet in a similar time frame, practically zero miles of singletrack have been added to the ASRA. Like the issues around maintaining trails, volunteer labor and donations are readily available to assist in the planning and execution of new trails, with the potential of little to no fiscal cost to Parks.</p>

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	State Parks should work with nonprofits such as Placer Land Trust, American River Conservancy and public agencies (federal, County) to protect land along and near the river through any means necessary. And State Parks should be willing to acquire, own and manage land as part of this effort.
486	I also strongly support FATRAC and their efforts and recommendations.. Please preserve and increase mountain biking areas throughout ASRA.
487	<p>ASRA General Plan Park</p> <p>As a trail user that frequents the ASRA and cares about its future and the management of the Park,thank you for providing the opportunity to express my opinions on the upcoming General Plan. The issues I would like to see prioritized in the Plan are as follows. There is currently a large disparity in the appropriation of resources within the Park. Despite being the second most common user group in the Park, cycling is only allowed on a fraction of singletrack located in the ASRA. Off-road cycling is a low-impact, human-powered, legitimate recreation group with more than 35 million annual U.S. participants (Outdoor Industry Association). Science has shown that the environmental impact of bicyclists is similar to that of hikers. Cyclists, more so than any other user group, give back to their local trail systems by volunteering on public land, providing an untapped resource for a budget bound park system that is, through no fault of its own, looking at a backlog of maintenance needs that it cant seem to meet. Furthermore, the often-heard argument that bicycles shouldnt be allowed on many trails do to user conflicts and other safety concerns has been discredited in California State Parks own study in 2012. Combined with an exponential growth in annual visitors seeking outdoor recreation, much of the Parks trail network is overtaxed, and for cyclists, disproportionately and unfairly allocated. With multiple options to rectify this disparity at the disposal of Parks, I see no reason this unjust allotment of available trails can not be remedied immediately. Change in use, odd/even days, and/or seasonal sharing are just a few examples of techniques that could rectify this imbalance at little to no fiscal cost. Considering the ASRA is a state designated recreation area, I am highly opposed to the ideas put forth in the Resource Management Emphasis. As an outdoor enthusiast, I understand the need to protect certain natural resources. However, given that this space has been set aside as an area appropriate for high levels of human impact, I would prefer that it be managed as such. The physical condition of many trails within the Park needs to be addressed. Given the lack of funding and resources available to Parks, I understand that it is unlikely for much of the maintenance needs of the Park to be met by Parks employees. As such, I ask that Parks develop an agreement with Folsom-Auburn Trail Riders Action Coalition (FATRAC) to allow skilled, accredited volunteers to lead maintenance work days within the Park on an as-needed basis; allowing work to be performed on short notice. This type of partnership is commonplace for many trail networks, and has been a proven success in other SRAs, as the Central Coast Concerned Mountain Bikers (CCCMB) have demonstrated in and around San Louis Obispo.</p> <p>Allowing for trail users to give back to the trail system will increase user safety, decrease erosion, and heighten the parks popularity, thus increasing revenue potential. I would like to see new singletrack trails built. As of 2016, Placer Countys population has grown by roughly 220%, according to the US Census. Yet in a similar time frame, practically zero miles of singletrack have been added to the ASRA. Like the issues around maintaining trails, volunteer labor and donations are readily available to assist in the planning and execution of new trails, with the potential of little to no fiscal cost to Parks.</p> <p>State Parks should work with nonprofits such as Placer Land Trust, American River Conservancy and public agencies (federal, County) to protect land along and near the river through any means necessary. And State Parks should be willing to acquire, own and manage land as part of this effort</p>

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488	<p>I did not see anything about hours of use. I think the park trails should be open after dark, especially in the winter. It is dark when I get off work and I like to hike and ride. We did this for years, but now we get kicked out and are threatened with tickets.</p>
489	<p>Considering the ASRA is a state designated recreation area, I am highly opposed to the ideas put forth in the Resource Management Emphasis. As an outdoor enthusiast, I understand the need to protect natural resources. However, given that this space has been set aside as an area appropriate for high levels of human impact, I would prefer that it be managed as such. This "resource management" emphasis appears to be nothing more than an excuse to maintain the status quo with regards to trail use and access. There is currently a large disparity in the appropriation of resources within the Park.</p> <p>Off-road cycling is a low-impact, human-powered, legitimate recreation group with more than 35 million annual U.S. participants (Outdoor Industry Association). Multiple studies have shown that the environmental impact of bicyclists is similar to that of hikers. Furthermore, the often-heard argument that bicycles shouldn't be allowed on many trails do to user conflicts and other safety concerns has been discredited in California State Parks own study in 2012. Mountain Bikers make up a large percentage of total trail users, generate considerable revenue, perform extensive trail maintenance and repair, and deserve equal access to trails. Cyclists, more so than any other user group, give back to their local trail systems by volunteering on public land, providing an untapped resource for a budget bound park system that is, through no fault of its own, looking at a backlog of maintenance needs that it can't seem to meet. Much of the Parks trail network is overtaxed, and for cyclists, disproportionately and unfairly allocated. With multiple options to rectify this disparity at the disposal of Parks, I see no reason this unjust allotment of available trails can not be remedied immediately. Change in use, odd/even days, and/or seasonal sharing are just a few examples of techniques that could rectify this imbalance at little to no fiscal cost.</p> <p>The physical condition of many trails within the Park also needs to be addressed. Given the lack of funding and resources available to Parks, I understand that it is unlikely for much of the maintenance needs of the Park to be met by Parks employees. As such, I ask that Parks develop an agreement with Folsom-Auburn Trail Riders Action Coalition (FATRAC) to allow skilled, accredited volunteers to lead maintenance work days within the Park on an as-needed basis; allowing work to be performed on short notice. This type of partnership is commonplace for many trail networks, and has been a proven success in other SRAs, as the Central Coast Concerned Mountain Bikers (CCCMB) have demonstrated in and around San Luis Obispo. Allowing for trail users to give back to the trail system will increase user safety, decrease erosion, and heighten the parks popularity, thus increasing revenue potential.</p> <p>I would like to see new singletrack trails built. As of 2016, Placer Countys population has grown by roughly 220%, according to the US Census. Yet in a similar time frame, practically zero miles of singletrack have been added to the ASRA, and no trails have been opened for multi-use access. Like the issues around maintaining trails, volunteer labor and donations are readily available to assist in the planning and execution of new trails, with the potential of little to no fiscal cost to Parks. State Parks should work with nonprofits such as Placer Land Trust, American River Conservancy and public agencies (federal, County) to protect land along and near the river through any means necessary. And State Parks should be willing to acquire, own and manage land as part of this effort. At the very least, the ASRA can begin by optimally using the current trails and resources available, which means opening trails to mountain bikers, a large and widespread user group that will responsibly and regularly use, maintain, and repair existing trails at no cost to the ASRA or taxpayers.</p>

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490	Encourage multi use trails.Hiker/Biker/Horses.Limit campgrounds to help decrease chances of wildfires/polution.Increase day use facilities and interpretive services,as the Auburn SRA is in such close proximity to urban areas.Lets get the kids outside and have them learn to cherish the outdoors.
491	Please place a greater emphasis on providing outdoor recreation opportunities, and mountain biking in particular! Thank you!
492	<p>As a trail user that frequents the ASRA and cares about its future and the management of the Park, thank you for providing the opportunity to express my opinions on the upcoming General Plan. The issues I would like to see prioritized in the Plan are as follows.</p> <p>There is currently a large disparity in the appropriation of resources within the Park. Despite being the second most common user group in the Park, cycling is only allowed on a fraction of singletrack located in the ASRA. Off-road cycling is a low-impact, human-powered, legitimate recreation group with more than 35 million annual U.S. participants (Outdoor Industry Association). Science has shown that the environmental impact of bicyclists is similar to that of hikers. Cyclists, more so than any other user group, give back to their local trail systems by volunteering on public land, providing an untapped resource for a budget bound park system that is, through no fault of its own, looking at a backlog of maintenance needs that it cant seem to meet. Furthermore, the often-heard argument that bicycles shouldnt be allowed on many trails do to user conflicts and other safety concerns has been discredited in California State Parks own study in 2012. I am a hiker, trail runner, and equestrian who spends hours and hours on the trails every week. My interactions with the mountain bikers has always been good. Every user group has it's share of rude, disrespectful people but I have been lucky enough to avoid most of them. My interactions have always been positive.</p> <p>Combined with an exponential growth in annual visitors seeking outdoor recreation, much of the Parks trail network is overtaxed, and for cyclists, disproportionately and unfairly allocated. With multiple options to rectify this disparity at the disposal of Parks, I see no reason this unjust allotment of available trails can not be remedied immediately. Change in use, odd/even days, and/or seasonal sharing are just a few examples of techniques that could rectify this imbalance at little to no fiscal cost.</p> <p>Considering the ASRA is a state designated recreation area, I am highly opposed to the ideas put forth in the Resource Management Emphasis. As an outdoor enthusiast, I understand the need to protect certain natural resources. However, given that this space has been set aside as an area appropriate for high levels of human impact, I would prefer that it be managed as such.</p> <p>The physical condition of many trails within the Park needs to be addressed. Given the lack of funding and resources available to Parks, I understand that it is unlikely for much of the maintenance needs of the Park to be met by Parks employees. As such, I ask that Parks develop an agreement with Folsom-Auburn Trail Riders Action Coalition (FATRAC) to allow skilled, accredited volunteers to lead maintenance work days within the Park on an as-needed basis; allowing work to be performed on short notice. This type of partnership is commonplace for many trail networks, and has been a proven success in other SRAs, as the Central Coast Concerned Mountain Bikers (CCCMB) have demonstrated in and around San Louis Obispo. Allowing for trail users to give back to the trail system will increase user safety, decrease erosion, and heighten the parks popularity, thus increasing revenue potential.</p> <p>I would like to see new singletrack trails built. As of 2016, Placer Countys population has grown by roughly 220%, according to the US Census. Yet in a similar time frame, practically zero miles of singletrack have been added to the ASRA. Like the issues around maintaining trails, volunteer labor and donations are readily available to assist in the planning and execution of new trails, with the potential of little to no fiscal cost to Parks.</p>

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	State Parks should work with nonprofits such as Placer Land Trust, American River Conservancy and public agencies (federal, County) to protect land along and near the river through any means necessary. And State Parks should be willing to acquire, own and manage land as part of this effort.
493	Remove Trump and his life destroying appointees. Facilitate existing recreational use. Funnel such use into specific areas and limit peoples access to more remote and pristine areas.
494	My family and I moved to Auburn a year and a half ago specifically to be closer to the Auburn SRA for mountain biking and trail running. We would like to see an expansion of the trail system for use by bicycles, hikers, and horses. Changes like the recently added "Trail Closed" fence on Hoosier Bar Trail have us very concerned. We don't want to lose access to trails, and want to help build more trails.
495	Multi use trails should be more of a priority to develop and maintain. The rapidly expanding population needs recreation areas and those who have access are more likely to care about the parks. When you deprive a segment of users from trails the lose interest in maintaining them and their taxes going to support them. Multi use has worked in many other states and countries and should be the rule rather than the exception.
496	Bicycles should have equal access to all trails. To increase equality, it may be necessary to build new singletrack trails, including progressive and advanced MTB specific trails, as well as "flow" trails with small features. Trail connectivity is a key feature which is sometimes lacking; for instance, it is unsafe for mountain bike riders to get from the Confluence area up to Cool, or to get from the confluence to the Folsom State Recreation Area (the Peninsula, in particular.) Designate existing trails or create new singletrack trails for mountain bikes to connect Foresthill and Auburn, Confluence to Cool, Confluence to Overlook, Auburn Lake Trails to Confluence, and Auburn to Granite Bay. Better utilize your potential volunteer stakeholders and trail stewards by developing an agreement with FATRAC allowing them to provide ongoing, routine maintenance on park trails on an as-needed, short notice basis. Parking in the confluence is overcrowded and a shuttle system that is bike capable would really help. The youth of today want active, exciting recreation, and MTB provides this. If you do not provide for a world-class MTB experience then you might lose the next generation of stakeholders. Thank you for providing this survey.
497	Maintain and increase bike access
498	place a greater emphasis on providing outdoor recreation opportunities, and mountain biking in particular.
499	The Auburn SRA already has extensive development/disturbance and is close to urban areas. As such it provides a logical and reasonable area for recreation. Do not limit the recreational use but continue to support all trail users by providing facilities and trail maintenance to support that use. The project that I would like to see first would be a bridge across the American River in the Auburn Interface zone.
500	Additional camping options, maybe permitting limited backpacker-only camping in more remote parts of the park. Keep upper Lake Clementine open later, pave the road. Try to figure out some solutions for parking near the confluence, maybe run shuttles down from Auburn. Otherwise I like the park as it is today. Just try to find a balance between having it be a fantastic recreational resource but also from becoming so overrun that it loses the charm that draws us there today.

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501	<p>-Open all existing and future trails to bikes. (whether via change in use, odd/even day sharing, etc.)</p> <p>-Build new singletrack trails, including progressive and advanced MTB specific trails as well as trails with small features.</p> <p>-Designat</p>
502	<p>ASRA, and all park regions, needs to adhere to it's own policy on allowing on-going trail maintenance without the need to CEQA review.</p> <p>Knickerbocker Zone (aka: Olmstead Loop and the Cool area): We support....</p> <ol style="list-style-type: none"> 1) Incorporating existing, non-system trails into the ASRA and adding new trails to accommodate increased recreational use of the area. 2) Creating a bike-legal, singletrack trail that connects the Confluence area trails up to the Olmstead Loop, and/or allow mountain bikes on the Western States Trail up to Cool. 3) Supporting the proposed new trail along the North Fork Arm of Folsom Lake from Olmstead Loop to Peninsula area within Folsom SRA. <p>Confluence Zone (aka: Confluence-Culvert-Stagecoach Trail area): We support....</p> <ol style="list-style-type: none"> 1) Improving the Clementine Trail as the first segment of a multi-use trail from Confluence to Ponderosa Crossing. 2) Incorporating existing, non-system trails into the ASRA and building new trails to accommodate increased recreational use of the area. 3) Providing additional parking, crosswalks, and shuttle or transit services near the Hwy 49 bridge. 4) Add potable water source(s) at Confluence <p>Auburn Interface Zone (aka: China Bar, Overlook, Western States Trail, Cardiac/Cardiac Bypass, Railbed Trails): We support...</p> <ol style="list-style-type: none"> 1) Constructing or improving a bike legal trail between Cool and the China Bar Area. 2) Constructing or improving new bike legal trail routes across canyon using existing Mt. Quarries Bridge. 3) Limiting vehicles in the China Bar to promote increased, multi-use recreation in the area. 4) Constructing a permanent Auburn-to-Cool Trail river crossing, but this should happen AFTER new trails are built or existing trail connections improved for bikes in the area. 5) Making Railbed Trail and the lower portion of Western States Trail bike-legal. <p>Cherokee Bar/Ruck-a-Chucky Zone: We supportâ€¦!</p> <ol style="list-style-type: none"> 1) Constructing a trail bridge across the river at the Greenwood Bridge site, to include access on the bridge and both sides of the Western States Trail for bikes. <p>Foresthill Divide Management Zone: We support...</p> <ol style="list-style-type: none"> 1) Increased bike access to trails and specifically allowing for alternative-day or one-way directional use of Western States Trail along the "California Loop" section of WST. 2) Adding additional multi-use trails branching from the Foresthill Divide Loop Trail.

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	<p>3) Provide "B" line options on the Forest Hill Divide Connector Trail in areas of potential high bike-on-bike/hiker conflict areas such as short sight distance climbing/downhill sections.</p> <p>Lake Clementine Zone: We support:</p> <ol style="list-style-type: none"> 1) Constructing a bike legal singletrack trail from the Confluence to Ponderosa Crossing. <p>Lower Middle Fork Zone: We support...</p> <ol style="list-style-type: none"> 1) Working with the Auburn Lake Trails community to add trailheads, formalize existing trails and to convert them to multi-use (bike legal) trails. 2) Improving trail access to the river, including bike-legal trails where feasible to the terrain. <p>Mineral Bar Zone: (No comments)</p> <p>Upper North Fork Zone: (No comments)</p> <p>Upper Middle Fork Zone: (No comments)</p> <p>Mammoth Bar Zone: We support...</p> <ol style="list-style-type: none"> 1) Retaining the OHV use (either 7 days weekly or alternating days). 2) Relocating the tracks and staging area to Castle Rock or another suitable upland site, and expanding the OHV trails (option c on the survey). 3) Adding campsites (to support additional bicycle-related events such as the Mammoth Bar Enduro). 4) Constructing technical and downhill mountain biking trails and other active recreational opportunities, including a jump/flow trail like Corral Trail in South Lake Tahoe. 5) Add potable water at Mammoth Bar 6) Build climbing trail from Mammoth Bar to Confluence/Connector Trail to avoid dangerous paved road
503	Keep open/accessible trails to mountain bikes and pedestrians. Limit horse trails to separate areas as the horses do a great deal of damage to the trails and the horse dung makes hiking unpleasant.
504	Mountain Bike Trail maintenance, development and improvement
505	<p>Weve been asking for more bike access to Auburn trails for years. Why didnt this even make it into the survey options?</p> <p>This is the third survey Ive filled out. Ive talked with the SRA biking ranger. And Ive seen no change in the 10 years Ive been doing this.</p> <p>Let me be clear. Ive given up on any change to MTB access from state parks. I now spend my time, money and support to the Placer county land trust and TAMBA. They are actually doing positive things for all user groups. I am done wasting my time with state parks, and now ride on land controlled by more responsive land managers.</p>
506	improved access and facilities for trail users, especially runners and mountain bikers.

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507	It would be incredible to see more Recreation areas in Placer County for mountain biking and multi use trails! It amazes me that with the amount of open space, natural beauty and active lifestyles in the west slope of Placer County that access to good trails is so limiting. Would love to see you build trails for all users!
508	Trail maintenance agreements with user groups such as FATRAC that facilitate better trail conditions and resource protection without having all the red tape and having to plan so far in advance. It is not rocket science. There need to be more singletrack trails open to bikes in the Auburn SRA. Potable water should be provided at some trailheads given the amount of use and the high day use fees. Transportation shuttles should be added to decrease congestion.
509	Bicycling should be expanded in all areas..
510	One of the focuses ought to be on mountain bike access and sustainable mountain bike specific trail networks.
511	The recreational opportunities in the SRA area are un-matched in the region. There can be a balance between protection/restoration/recreation without having to "emphasize" one or the other. For example, the existing trail system can be maintained while restoration of needed areas is done and existing critical resources are protected. Closing existing trails for the sake of "preservation" is not the answer.
512	<p>Open all existing and future trails to bikes. (whether via change in use, odd/even day sharing, etc.)</p> <ul style="list-style-type: none"> - Build new singletrack trails, including progressive and advanced MTB specific trails as well as "flow" trails with small features. - Designate existing trails or create new singletrack trails for mountain bikes to connect Foresthill and Auburn, Confluence to Cool, Confluence to Overlook, Auburn Lake Trails to Confluence, and Auburn to Granite Bay - Develop an agreement with FATRAC allowing them to provide ongoing, routine maintenance on park trails on an as-needed, short notice basis
513	Auburn SRA is one of my favorite places to visit. I have worked as a rafting guide on both the Middle and North Forks of the American River, and also mountain bike and rock climb in the area as well. I would like to see more trails built for mountain biking, to alleviate the sheer numbers of bikers currently using the same small number of trails. This would also help spread bikers and hikers out from each other as well, especially on busy weekends. Thank you.
514	Please provide more multi use trails. As an avid trail runner and mountain biker, there are many areas that are not multi use and get very little use. Also consider having a few more water sources.
515	Open all existing trails to mountain bikes and all future trails to mountain bikes. Build new trails with "flow" or add technical features or alternative more advanced options. Designate existing trails or create new singletrack trails for mountain bikes to connect Foresthill and Auburn, Confluence to Cool, Confluence to Overlook, Auburn Lake Trails to Confluence, and Auburn to Granite Bay. Develop an agreement with FATRAC allowing them to provide ongoing, routine maintenance on park trails on an as-needed, short notice basis.
516	More bike legal trails and allowing bikers to construct trails with jumps

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517	<p>I'm a frequent user of the ASRA trails, particularly in the winter and spring when Sierra access is under snow. Thank you for the opportunity to provide input.</p> <p>First and foremost, ASRA is a RECREATION area. Therefore this should be the priority and resource management should be put to this end. New trails should be built in a sustainable style and old trails should be rehabilitated to that standard as much as possible. There is insufficient singletrack open to mountain biking. The allocation is unfair given the size and low impact nature of our user group. Mountain bikers are stewards of the trails and the land. Volunteers should be utilized in the same manner as done successfully by other land managers such as the USFS and in other SRA's via volunteer agreements with knowledgeable and responsible groups like FATRAC. Volunteer labor and financial support are readily available. Mountain bikers are also safe and courteous trail users as borne out by the 2012 California State Park's study. Facts and not hysterical hyperbole should guide policy decisions.</p>
518	<p>Campgrounds closer to the towns seems like a dangerous idea for fire risk. The more people and fires allowed in an area, the more fires that will occur. Please do not allow more campgrounds in the canyon.</p> <p>Please allow bikers on more trails. Perhaps require the use of bells on bikes. Take one leave one bell boxes could be provided by FATRAC at all trail entrances. Or consider allowing bikes on certain trails only on alternate days.</p>
519	<p>As an avid cyclist with children who are also cyclists and friends who also ride, I would like to see an expansion in trails for bicycles. I drive to Downieville and Susanville and other small out of the way towns just to ride, not to mention Lake Tahoe and Truckee. I would like to spend time riding in my own neighborhood. I know others would ride, too, if the trails were expanded. Cyclists are hard working professionals, families, youngsters looking for a positive outlet for their energy . Add the trails and they will be used.</p>
520	<p>I would like to see added resources put into trail maintenance and development, specifically to make the area more accessible and inviting to mountain biking. I am an avid trail runner and cyclist and feel the area could be better developed to give access to more people. I also feel the equestrian access should be limited due to severe amount of trail damage and erosion caused by horses.</p>
521	<p>Open all existing trails to bikes and build new singletrack trails for both biking and hiking. Engage FATRAC and other local organizations to provide volunteer efforts for building and maintenance of new and existing trails--get the community more involved (e.g ARC).</p>
522	<p>As a trail user that frequents the ASRA and cares about its future and the management of the Park, thank you for providing the opportunity to express my opinions on the upcoming General Plan. The issues I would like to see prioritized in the Plan are as follows.</p> <p>There is currently a large disparity in the appropriation of resources within the Park. Despite being the second most common user group in the Park, cycling is only allowed on a fraction of singletrack located in the ASRA. Off-road cycling is a low-impact, human-powered, legitimate recreation group with more than 35 million annual U.S. participants (Outdoor Industry Association). Science has shown that the environmental impact of bicyclists is similar to that of hikers. Cyclists, more so than any other user group, give back to their local trail systems by volunteering on public land, providing an untapped resource for a budget bound park system that is, through no fault of its own, looking at a backlog of maintenance needs that it cant seem</p>

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	<p>to meet. Furthermore, the often-heard argument that bicycles shouldnt be allowed on many trails do to user conflicts and other safety concerns has been discredited in California State Parks own study in 2012.</p> <p>Combined with an exponential growth in annual visitors seeking outdoor recreation, much of the Parks trail network is overtaxed, and for cyclists, disproportionately and unfairly allocated. With multiple options to rectify this disparity at the disposal of Parks, I see no reason this unjust allotment of available trails can not be remedied immediately. Change in use, odd/even days, and/or seasonal sharing are just a few examples of techniques that could rectify this imbalance at little to no fiscal cost.</p> <p>Considering the ASRA is a state designated recreation area, I am highly opposed to the ideas put forth in the Resource Management Emphasis. As an outdoor enthusiast, I understand the need to protect certain natural resources. However, given that this space has been set aside as an area appropriate for high levels of human impact, I would prefer that it be managed as such.</p> <p>The physical condition of many trails within the Park needs to be addressed. Given the lack of funding and resources available to Parks, I understand that it is unlikely for much of the maintenance needs of the Park to be met by Parks employees. As such, I ask that Parks develop an agreement with Folsom- Auburn Trail Riders Action Coalition (FATRAC) to allow skilled, accredited volunteers to lead maintenance work days within the Park on an as-needed basis; allowing work to be performed on short notice. This type of partnership is commonplace for many trail networks, and has been a proven success in other SRAs, as the Central Coast Concerned Mountain Bikers (CCCMB) have demonstrated in and around San Louis Obispo. Allowing for trail users to give back to the trail system will increase user safety, decrease erosion, and heighten the parks popularity, thus increasing revenue potential.</p> <p>I would like to see new singletrack trails built. As of 2016, Placer Countys population has grown by roughly 220%, according to the US Census. Yet in a similar time frame, practically zero miles of singletrack have been added to the ASRA. Like the issues around maintaining trails, volunteer labor and donations are readily available to assist in the planning and execution of new trails, with the potential of little to no fiscal cost to Parks.</p> <p>State Parks should work with nonprofits such as Placer Land Trust, American River Conservancy and public agencies (federal, County) to protect land along and near the river through any means necessary. And State Parks should be willing to acquire, own and manage land as part of this effort.</p> <p>Specifically:</p> <ul style="list-style-type: none"> - Open all existing and future trails to bikes. (whether via change in use, odd/even day sharing,etc.) - Build new singletrack trails, including progressive and advanced MTB specific trails as well as trails with small features. - Designate existing trails or create new singletrack trails for mountain bikes to connect Foresthill and Auburn, Confluence to Cool, Confluence to Overlook, Auburn Lake Trails to Confluence, and Auburn to Granite Bay - Develop an agreement with FATRAC allowing them to provide ongoing, routine maintenance on park trails on an as-needed, short notice basis <p>Thank you for your time!</p>
523	<p>As a trail user that frequents the ASRA and cares about its future and the management of the Park, thank you for providing the opportunity to express my opinions on the upcoming General Plan. The issues I would like to see prioritized in the Plan are as follows.</p> <p>There is currently a large disparity in the appropriation of resources within the Park. Despite being the second most common user group in the Park, cycling is only allowed on a fraction of singletrack located in the ASRA. Off-road cycling is a low-impact, human-powered, legitimate recreation group</p>

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	<p>with more than 35 million annual U.S. participants (Outdoor Industry Association). Science has shown that the environmental impact of bicyclists is similar to that of hikers. Cyclists, more so than any other user group, give back to their local trail systems by volunteering on public land, providing an untapped resource for a budget bound park system that is, through no fault of its own, looking at a backlog of maintenance needs that it cant seem to meet. Furthermore, the often-heard argument that bicycles shouldnt be allowed on many trails do to user conflicts and other safety concerns has been discredited in California State Parks own study in 2012.</p> <p>Combined with an exponential growth in annual visitors seeking outdoor recreation, much of the Parks trail network is overtaxed, and for cyclists, disproportionately and unfairly allocated. With multiple options to rectify this disparity at the disposal of Parks, I see no reason this unjust allotment of available trails can not be remedied immediately. Change in use, odd/even days, and/or seasonal sharing are just a few examples of techniques that could rectify this imbalance at little to no fiscal cost.</p> <p>Considering the ASRA is a state designated recreation area, I am highly opposed to the ideas put forth in the Resource Management Emphasis. As an outdoor enthusiast, I understand the need to protect certain natural resources. However, given that this space has been set aside as an area appropriate for high levels of human impact, I would prefer that it be managed as such.</p> <p>The physical condition of many trails within the Park needs to be addressed. Given the lack of funding and resources available to Parks, I understand that it is unlikely for much of the maintenance needs of the Park to be met by Parks employees. As such, I ask that Parks develop an agreement with FolsomAuburn Trail Riders Action Coalition (FATRAC) to allow skilled, accredited volunteers to lead maintenance work days within the Park on an as-needed basis; allowing work to be performed on short notice. This type of partnership is commonplace for many trail networks, and has been a proven success in other SRAs, as the Central Coast Concerned Mountain Bikers (CCCMB) have demonstrated in and around San Louis Obispo. Allowing for trail users to give back to the trail system will increase user safety, decrease erosion, and heighten the parks popularity, thus increasing revenue potential.</p> <p>I would like to see new singletrack trails built. As of 2016, Placer Countys population has grown by roughly 220%, according to the US Census. Yet in a similar time frame, practically zero miles of singletrack have been added to the ASRA. Like the issues around maintaining trails, volunteer labor and donations are readily available to assist in the planning and execution of new trails, with the potential of little to no fiscal cost to Parks.</p> <p>State Parks should work with nonprofits such as Placer Land Trust, American River Conservancy and public agencies (federal, County) to protect land along and near the river through any means necessary.</p> <p>And State Parks should be willing to acquire, own and manage land as part of this effort</p>
524	<p>More multi use trails to be opened up for all to enjoy. As a member of the cycling community it is very frustrating to have so many trails closed off to bikes. Look to tahoe for an odd/even day plan possibly to help with conflict between users.</p>
525	<p>Continue to allow mountain bike access with opportunities to develop more trails and greater access for mountain bikes in the future</p>
526	<p>Open all existing and future trails to bikes. (whether via change in use, odd/even day sharing, etc.) - Build new singletrack trails, including progressive and advanced MTB specific trails as well as "flow" trails with small features. - Designate existing trails or create new singletrack trails for mountain bikes to connect Foresthill and Auburn, Confluence to Cool, Confluence to Overlook, Auburn Lake Trails to Confluence, and Auburn to</p>

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	Granite Bay - Develop an agreement with FATRAC allowing them to provide ongoing, routine maintenance on park trails on an as-needed, short notice basis
527	More technical mountain bike trails.
528	Finding a balance between recreation and resource management seems like a good starting place (you do have recreation even in the area title so to dismiss that all together would be silly). Allowing for trail maintenance and also the option to build new trails to the existing network is also something that should be considered.
529	More hiking and non motor vehicle trail use should be added. The area is loved by outdoor enthusiasts from all over the Northern California region. It is a spectacular to hike, ride mountain bikes, enjoy the river, day camp, etc. Land use is limited in Northern California, we should embrace outdoor lifestyles more and provide more access and take care of these types of natural areas.
530	<p>There is currently a large disparity in the appropriation of resources within the Park. Despite being the second most common user group in the Park, cycling is only allowed on a fraction of singletrack located in the ASRA. Off-road cycling is a low-impact, human-powered, legitimate recreation group with more than 35 million annual U.S. participants (Outdoor Industry Association). Science has shown that the environmental impact of bicyclists is similar to that of hikers. Cyclists, more so than any other user group, give back to their local trail systems by volunteering on public land, providing an untapped resource for a budget bound park system that is, through no fault of its own, looking at a backlog of maintenance needs that it cant seem to meet. Furthermore, the often-heard argument that bicycles shouldnt be allowed on many trails do to user conflicts and other safety concerns has been discredited in California State Parks own study in 2012.</p> <p>The physical condition of many trails within the Park needs to be addressed. Given the lack of funding and resources available to Parks, I understand that it is unlikely for much of the maintenance needs of the Park to be met by Parks employees. As such, I ask that Parks develop an agreement with FolsomAuburn Trail Riders Action Coalition (FATRAC) to allow skilled, accredited volunteers to lead maintenance work days within the Park on an as-needed basis; allowing work to be performed on short notice. This type of partnership is commonplace for many trail networks, and has been a proven success in other SRAs, as the Central Coast Concerned Mountain Bikers (CCCMB) have demonstrated in and around San Louis Obispo. Allowing for trail users to give back to the trail system will increase user safety, decrease erosion, and heighten the parks popularity, thus increasing revenue potential.</p> <p>I would also like to see new singletrack trails built. As of 2016, Placer Countys population has grown by roughly 220%, according to the US Census. Yet in a similar time frame, practically zero miles of singletrack have been added to the ASRA. Like the issues around maintaining trails, volunteer labor and donations are readily available to assist in the planning and execution of new trails, with the potential of little to no fiscal cost to Parks.</p>
531	Mountain biking, hiking & equestrian activities should all receive equal emphasis.
532	continue the mountain biking access
533	More access for outdoor activities including mountain biking.

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534	Allowing access to these resources for all users (hikers, bikers, equestrians, etc). As our daily lives revolve around desks its so important that we increase access to parks and trails to all users.
535	<p>As a trail user that frequents the ASRA and cares about its future and the management of the Park, thank you for providing the opportunity to express my opinions on the upcoming General Plan. The issues I would like to see prioritized in the Plan are as follows. There is currently a large disparity in the appropriation of resources within the Park. Despite being the second most common user group in the Park, cycling is only allowed on a fraction of singletrack located in the ASRA. Off-road cycling is a low-impact, human-powered, legitimate recreation group with more than 35 million annual U.S. participants (Outdoor Industry Association). Science has shown that the environmental impact of bicyclists is similar to that of hikers. Cyclists, more so than any other user group, give back to their local trail systems by volunteering on public land, providing an untapped resource for a budget bound park system that is, through no fault of its own, looking at a backlog of maintenance needs that it cant seem to meet. Furthermore, the often-heard argument that bicycles shouldnt be allowed on many trails do to user conflicts and other safety concerns has been discredited in California State Parks own study in 2012. Combined with an exponential growth in annual visitors seeking outdoor recreation, much of the Parks trail network is overtaxed, and for cyclists, disproportionately and unfairly allocated. With multiple options to rectify this disparity at the disposal of Parks, I see no reason this unjust allotment of available trails can not be remedied immediately. Change in use, odd/even days, and/or seasonal sharing are just a few examples of techniques that could rectify this imbalance at little to no fiscal cost. Considering the ASRA is a state designated recreation area, I am highly opposed to the ideas put forth in the Resource Management Emphasis. As an outdoor enthusiast, I understand the need to protect certain natural resources. However, given that this space has been set aside as an area appropriate for high levels of human impact, I would prefer that it be managed as such. The physical condition of many trails within the Park needs to be addressed. Given the lack of funding and resources available to Parks, I understand that it is unlikely for much of the maintenance needs of the Park to be met by Parks employees. As such, I ask that Parks develop an agreement with FolsomAuburn Trail Riders Action Coalition (FATRAC) to allow skilled, accredited volunteers to lead maintenance work days within the Park on an as-needed basis; allowing work to be performed on short notice. This type of partnership is commonplace for many trail networks, and has been a proven success in other SRAs, as the Central Coast Concerned Mountain Bikers (CCCMB) have demonstrated in and around San Louis Obispo. Allowing for trail users to give back to the trail system will increase user safety, decrease erosion, and heighten the parks popularity, thus increasing revenue potential. I would like to see new singletrack trails built. As of 2016, Placer Countys population has grown by roughly 220%, according to the US Census. Yet in a similar time frame, practically zero miles of singletrack have been added to the ASRA. Like the issues around maintaining trails, volunteer labor and donations are readily available to assist in the planning and execution of new trails, with the potential of little to no fiscal cost to Parks. State Parks should work with nonprofits such as Placer Land Trust, American River Conservancy and public agencies (federal, County) to protect land along and near the river through any means necessary. And State Parks should be willing to acquire, own and manage land as part of this effort.</p>
536	To conserve wild life and uninterrupted outdoor expirience and to build more trails
537	Please make more trails open to mountain bike so that everyone can enjoy the area. There is no trail open to bikes to connect the Confluence to the Overlook park or to Quarry Trail without riding the hwy. Also there is no bike legal trail to connect the Overlook park to Folsom lake.
538	place a greater emphasis on providing outdoor recreation opportunities, and mountain biking in particular.

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539	<p>As a trail user that frequents the ASRA and cares about its future and the management of the Park, thank you for providing the opportunity to express my opinions on the upcoming General Plan. The issues I would like to see prioritized in the Plan are as follows: There is currently a large disparity in the appropriation of resources within the Park. Despite being the second most common user group in the Park, cycling is only allowed on a fraction of singletrack located in the ASRA. Off-road cycling is a low-impact, human-powered, legitimate recreation group with more than 35 million annual U.S. participants (Outdoor Industry Association). Science has shown that the environmental impact of bicyclists is similar to that of hikers. Cyclists, more so than any other user group, give back to their local trail systems by volunteering on public land, providing an untapped resource for a budget bound park system that is, through no fault of its own, looking at a backlog of maintenance needs that it cant seem to meet. Furthermore, the often-heard argument that bicycles shouldnt be allowed on many trails do to user conflicts and other safety concerns has been discredited in California State Parks own study in 2012. Combined with an exponential growth in annual visitors seeking outdoor recreation, much of the Parks trail network is overtaxed, and for cyclists, disproportionately and unfairly allocated. With multiple options to rectify this disparity at the disposal of Parks, I see no reason this unjust allotment of available trails can not be remedied immediately. Change in use, odd/even days, and/or seasonal sharing are just a few examples of techniques that could rectify this imbalance at little to no fiscal cost. Considering the ASRA is a state designated recreation area, I am highly opposed to the ideas put forth in the Resource Management Emphasis. As an outdoor enthusiast, I understand the need to protect certain natural resources. However, given that this space has been set aside as an area appropriate for high levels of human impact, I would prefer that it be managed as such. The physical condition of many trails within the Park needs to be addressed. Given the lack of funding and resources available to Parks, I understand that it is unlikely for much of the maintenance needs of the Park to be met by Parks employees. As such, I ask that Parks develop an agreement with Folsom Auburn Trail Riders Action Coalition (FATRAC) to allow skilled, accredited volunteers to lead maintenance work days within the Park on an as-needed basis; allowing work to be performed on short notice. This type of partnership is commonplace for many trail networks, and has been a proven success in other SRAs, as the Central Coast Concerned Mountain Bikers (CCCMB) have demonstrated in and around San Louis Obispo. Allowing for trail users to give back to the trail system will increase user safety, decrease erosion, and heighten the parks popularity, thus increasing revenue potential. I would like to see new singletrack trails built. As of 2016, Placer Countys population has grown by roughly 220%, according to the US Census. Yet in a similar time frame, practically zero miles of singletrack have been added to the ASRA. Like the issues around maintaining trails, volunteer labor and donations are readily available to assist in the planning and execution of new trails, with the potential of little to no fiscal cost to Parks. State Parks should work with nonprofits such as Placer Land Trust, American River Conservancy and public agencies (federal, County) to protect land along and near the river through any means necessary. And State Parks should be willing to acquire, own and manage land as part of this effort.</p>
540	<p>I'm not drawn to that area for cultural resource reasons, so I don't place as high of a value on it as I do for recreation opportunities, but I wouldn't want to deny others those opportunities if there is really a measurable demand. I'd like to see more multi-use trails open up to allow more biking in the area. I think more trails would help alleviate congestion. I'd also suggest even or odd day use to help minimize the impact if runners, hikers and equestrians would like to avoid bikes on those trails. It seems that has been really successful on portions of the Tahoe Rim Trail.</p>
541	<p>Maintain and expand the use of legal mountain bike trails</p>

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542	As mountain biker our trails are limited. User conflict is high because we have so few trails. Mountain bikers are far out number equestrians in number of users and if you look throughout the park we probably outnumber hikers as well. We tend to be the most independent of the user groups and need the least assistance from park officials. We also know that mountain bikers are responsible for more trail maintenance than any other user group when given the opportunity. GIVE us the opportunity to grow and care for this park!!
543	<p>Open all existing and future trails to bikes. (whether via change in use, odd/even day sharing, etc.)</p> <ul style="list-style-type: none"> - Build new singletrack trails, including progressive and advanced MTB specific trails as well as trails with small features. - Designate existing trails or create new singletrack trails for mountain bikes to connect Foresthill and Auburn, Confluence to Cool, Confluence to Overlook, Auburn Lake Trails to Confluence, and Auburn to Granite Bay - Develop an agreement with FATRAC allowing them to provide ongoing, routine maintenance on park trails on an as-needed, short notice basis
544	There is a greater need for more multi use trails now. While using trails in auburn over the last 5 years, I feel that we are at capacity for what the trails can safely hold. More demand means that more mountain bike and hike trail systems should be built.
545	Try to improve ALL outdoor recreation in the park. Please continue to include Mountain biking as part of this. Thanks.
546	We want to see more access for mountain bikes in ALL areas of ASRA
547	<p>I am a road biker, mountain biker, rafter, camper, and hiker. It is disappointing that mountain bikers are being managed out of outdoor space in parks. Does any other group of trail users take as much upon themselves when it comes time for trail management like repair and clean up?</p> <p>I never see equestrian groups organizing give back days like rafters and bikers do but they always get preferential treatment when it comes to trail use. That doesn't seem very democratic to me so I am commenting in the hopes that my voice is heard among the others advocating for fair use for mountain bikers.</p>
548	Please provide more opportunities for mountain biking!
549	More trail maintenance days and let FATRAC handle the work and organization of it. More trails, better access, signage.
550	I would specifically like to see additional narrow multi-use trails (aka singletrack) open to hikers and cyclists. And sufficient maintenance on the trails that are already built.
551	The greater Sacramento area has a HUGE mountain bike population- and everyone I know is overly-respectful of the nature areas, trails and wildlife; we pick up trash of others and make a point to stay on the trails...

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	<p>We really need more single track in the area, we have so many local bike shops that support this awesome hobby and the need to keep it growing and enjoyable for future generations!</p> <p>All kinds of trail maintenance days are supported by the riders that use them- everyone is so proud to keep the trails maintained and usable.</p>
552	More mountain bike trails.
553	<ol style="list-style-type: none"> 1. Create a more expeditious process for trail building and trail maintenance. We should not be limited by "birding season" to perform train maintenance only in the winter months. ASRA has an overly-restrictive interpretation of CEQA - requiring re-study of cultural resources on existing trail beds. This creates dangerous conditions for all trail users. Develop an agreement with FATRAC allowing them to provide ongoing, routine maintenance on park trails on an as-needed, short notice basis. 2. Open all existing and future trails to bikes. (whether via change in use, odd/even day sharing, etc.). It is too expensive to develop a bunch of new trails, so where possible, trails should be converted to multi-use. And note that bikes and equestrians can share trails safely, as this occurs now at Hidden Falls and Cronan Ranch - through trail clearing and minor trail repairs to improve lines of sight. 3. Build new singletrack trails, including progressive and advanced MTB specific trails as well as "flow" trails with small features that kids can ride (examples: Hoot Trail by USFS in Nevada City, and Corral Trail by USFS in South Lake Tahoe). 4. Establish trail connections for bikes between Foresthill and Auburn, Confluence to Cool, Confluence to Overlook, Auburn Lake Trails to Confluence, and Auburn to Granite Bay, and between Cool to Confluence. 5. Be more collaborative with the City of Auburn, County of Placer, Placer Land Trust and others to create a recreation network that connects to other parks and trails. 6. Enter into an agreement or partnership with ARD and City of Auburn to establish Overlook Park as the gateway to the Canyon trail system, and add bouldering rocks at Overlook Park (see Teton Boulder Park in Jackson Hole, WY). Do not make the China Bar into another Confluence Area with high traffic going into the Canyon. Instead, make hiking, bicycling, bouldering/climbing, and other recreational activities (such as zip lining) accessible via Overlook Park (since there is a large parking lot there already, and since there is crime and loitering there now due to limited use of that park).
554	Trail safety has become a critical issue with the increased use of trails by hikers, cyclists and equestrians. Many trails within the ASRA are single track and hazardous for mixed use. Cyclists need to be encouraged to have an awareness of, and respect for, hikers and equestrians. This might be accomplished through outreach to cycling groups, bike shops and more signage within the park.
555	Largely things should stay the way they are right now. Excellent trails for running/hiking that are a gem for this area. Greater vehicle traffic would take away from Auburn SRA.
556	Allow beach access for the clothing optional minded recreational area users.

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557	<p>I love to vacation in this area. I reside in Oregon where we have a Rooster Rock State Park with clothing optional beach area. In the summer this area of the park is maxed out on a regular basis. I would love to see the General Plan/Resource Management Plan include an area for clothing optional use. My vacation dollars are spent traveling to locations where I can recreate nude.</p> <p>Shirley Gauthier Springfield, Oregon</p>
558	<p>primarily leave as is - more wild, untouched areas are needed w/no human interference</p>
559	<p>Please recognize and provide space for family-friendly clothing-optional use of the American River, especially in places where traditional use has been clothing-optional.</p>
560	<p>Here is some sample language for your use:</p> <p>I am writing to voice my support for increased use of the traditional nude use area in the Confluence Management Zone, at the Confluence south of the Hwy 49 bridge. Our family supports family friendly nude use along the American River near the confluence would be supported by organized local users who have long supported the American River Canyon park area. An expansion of the area with proper signage, cooperation with users for the establishment of a Friends of American River Canyon Beach Ambassador Program like those successfully implemented at other nude use areas would add to the experience. Improved parking would enhance the accessibility and increase the ability to accommodate users especially on busy seasonally hot weekends. I was born in California and currently live in Pennsylvania, my family travels extensively and would love to see this area, we prefer to visit areas where clothing is not a requirement. Thank you for your time.</p>
561	<p>Keeping Mammoth Bar track and trails open to public</p>
562	<p>Increase the number of miles of trails available to cyclists throughout the park so that there will be less user conflict because there is less concentration in easy to access areas.</p>
563	<p>Thanks for the opportunity to voice our opinions in shaping the management.</p>
564	<p>The area is awesome & I hop the Auburn SRA plan strives to make it condusive to hikers, mountain bikers, kayakers, horse folks & other types of outdoor enthusiasts. I dont want to see it be bolstered as a tourist spot with tours & such. People enjoy it from what they take away from their experience in the outdoors.</p> <p>It would be nice to have camping introduced closer than Ruck-a-chucky but not in an overwhelming & excessive fashion that would cause crowds & strain on the land.</p>
565	<p>Reopening Mammouth Bar parking area. Doesn't need to allow motorized vehicles again, just allow more parking and better access to those trails for hikers and bikers.</p>

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566	Protect the sensitive environment, but plan for and accommodate increasing visitorship in the coming years; fix obvious facility shortcomings (e.g. erosion damage to Mammoth Bar area, deteriorated roads to China Bar, Upper Lake Clementine, Ponderosa Way); improve access to river in key areas, such as Confluence (ADA trail to riverside); make full use of your extensive cadre of volunteers - e.g. Canyon Keepers, MAU; do adequate environmental review and clearance of trail system, so routine maintenance and basic trail conditioning can occur without delays or additional studies; more interpretive displays.
567	Reduce motorized vehicle access to the area. Improved trails and other recreation opportunities
568	It would be great to have dedicated trails for MTB and Dirt Bikes and another set for Hikers and Horses. These user groups generally dont mix well do to speed differential. Also most horses get spooked very easily by bikers and leave crap all over the trails. Many hikers leave their dogs off leash which is also very dangerous and disrespectful. Its just safer if these two main user groups are isolated from each other.
569	Improve facilities and access where highest recreation impact is already found to be. Please leave areas of the canyon with low recreational impact the way they are and do not encourage more use of areas that do not see much traffic.
570	<p>I am a 54 year old frequent user of ASRA and live less than 1 mile from the border. I am primarily a mountain biker but also hike many trails in the park. I have noticed a dramatic increase use by mountain bikers since I moved to Auburn in 1989. The trails have become very crowded at times especially on weekends which makes me believe we need access to more existing trails and new trails. ASRA is a huge draw to mountain bikers from the valley and even beyond, including Tahoe & Truckee which do not have the year round riding that we do here. My understanding is that mountain bikers are the second largest user group in ASRA but are only allowed on fraction of the available singletrack. All of the mountain bikers that I encounter on the trails are friendly and courteous and we are not endangering other users. And many bikers are willing to put in the time and effort to maintain and improve the trails and to build new ones as well as to patrol the trails.</p> <p>Combined with an exponential growth in annual visitors seeking outdoor recreation, much of the Parks trail network is overtaxed, and for cyclists, disproportionately and unfairly allocated. With multiple options to rectify this disparity at the disposal of Parks, I see no reason this unjust allotment of available trails can not be remedied immediately. Change in use, odd/even days, and/or seasonal sharing are just a few examples of techniques that could rectify this imbalance at little to no fiscal cost.</p>
571	assure safe trails for hikers and horseback riders
572	Emphasis on mountain biking access and connection trails where no currently in place, such as the backside of lake clementine (in lieu of road) and from culvert trail to confluence trail (in lieu of mammoth bar road), all the way down to mammoth bar staging. More volunteer mountain bike trail days.
573	Many of the equestrian/hiker trails that do not allow mountain bikers should be shifted to allow some use of these trails by mountain bikers. The reason for this shift is that many of the trails that are equestrian/hiker/runner only have highly desirable trails for mountain biking also, some of the areas of the park are not very open to mountain biking (aside from wide fire roads) so mountain bikers cannot access good trails from, for example, the Robie Point area headed downriver, there are possibly more mountain bikers using the trails now than equestrians which reflects an expanding

What are your priorities for the Auburn General Plan/Resource Management Plan?

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	<p>population that wishes to gain access, and in general there is no other reason not to allow use by both equestrians and mountain bikers on trails if proper "rules of the road" are established that would accommodate both equestrians and bikers. Desirable trails which are currently equestrian/hiker/runner only trails include the Pioneer Trail that links Oregon Bar with Rattlesnake, the Western States Trail system near the Bench where a runner (Barbara) was unfortunately killed by a mountain lion, and the trails that come off the Quarry Road trail that link to the trail where Barbara's Memorial Bench is.</p> <p>A "rules of the road" proposal should be developed that is reasonably agreeable to both equestrians and bikers. The rules should be enforced to ensure compliance. Rules could include the following: "mutual respect and civility; wearing of bells by mountain bikers to alert others on the trail; enforcement of the 15 mph speed limit and slowing to 4 mph? or a dead stop by bikers when encountering equestrians; and/or specified days when mountain bikers are allowed on equestrian trails with or without equestrians present. Examples should be sought from elsewhere where biker-designated day restrictions are already in place such as the Tahoe Rim Trail and these examples and lessons incorporated into the ASRA plan with regard to this broadening of trail usage.</p> <p>More broadly, the overall ASRA plan should emphasize (1) human- or horse-powered increased access for runners/hikers/bikers, kayakers (others?) and (2) more limited increases in access points/parking for beach-goers to relieve some of the pressure on the Confluence area. On the last item (increased access for beach-goers), the new access points could perhaps include the area just downstream of the Pump Station on the North Fork American (downriver of the Confluence, as accessed from Cool, and as proposed in one of the ASRA proposals): this area is relatively safe from floods, has ample areas for parking from what I understand, a good area for bathers, and perhaps could be set up for electric and flush toilets to allow more extended stays such as for camping. It may also be possible to allow kayakers to access the Pump Station artificial whitewater course from this area. This area on the Cool side of the river is likely more desirable than the Maidu access point since parking is at least currently limited and it is an extended hike from Maidu road current parking area to the river: once at the River, there is no current location for bathers and beach-goers.</p> <p>With a focus on this Cool/Maidu area still, trail systems could be established to the proposed bridge over the North Fork around this location that would allow hiker/biker/equestrian/runner access from the Auburn to the Cool side of the river.</p> <p>Further, limited parking at the new bike park near Maidu could supplement slightly parking that exists on the proposed Cool side access area. The increased ASRA patrons in the Cool area due to the proposed Cool access point (bringing in more kayakers, hikers, runners, and equestrians) may be viewed as beneficial by Cool area businesses.</p>
574	More emphasis on mountain biking with additional volunteer trail building days. Adding connection trails where current access is road, such as mammoth bar road and clementine road. More variety to the trails including technical downhill.
575	Better parking opportunities
576	A water source for visitors should be provided at the confluence near the bridge and trails, and one at each of the trailheads on Foresthill Divide Loop Trail, and other major trailheads in ASRA. The area can get excessively hot in the summer months and it is a safety issue with the lack of water. People often bring water but it is common to run out for those going a long distance or out a long time.

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577	Better trail designations for mountain biker and equestrian use. Separate the two where trails are narrower than 4'. Provide educational communication signs at trailheads so users understand how to best interact when they come upon each other.
578	promoting the safety of park users
579	- Safety and crime prevention should always be a priority for the plan. What additional measure should be taken to improve safety and crime prevent? - Maintaining a proper balance between communities/neighborhoods and public recreation should be a prior
580	<p>Our home backs up to the ASRA in the Auburn Interface zone and my family hikes & bikes these trails almost every day (and we used to also have a horse). We know what trail etiquette is all about.</p> <p>We would like to see all existing trails open to all people and all riders. We would also like to see more new trails. The more trails there are, the less conflicts you will have!!</p> <p>An option would be to do an odd even day for bikes and horses in some of the more conflicting areas or build trails specifically for biking.</p> <p>An access bridge crossing the river at the old dam site is a great idea but we think it would get very little use for the money spent. We would rather see new trails that would benefit all users to connect these areas before spending the money on a bridge.</p> <p>Trail Maintenance “</p> <p>The groups like FATRAC are great but a lot more maintenance needs to be done. If you get the local clubs and retailers to promote more, the volunteer people will come, especially for building new trails. You just need qualified people to supervise the volunteers.</p> <p>As a Hiker “</p> <p>Everything is great, just need more trail maintenance.</p> <p>As a Biker -</p> <p>We would like to see trails for biking that connects the Auburn Interface (Overlook area), Knickerbocker and Confluence Zone together. Currently we have to ride Hwy 49 to get from one zone to the other and this is very dangerous!!</p> <p>We would also like to see the trail area expanded, maybe a trail going up the north side of the North Fork up to Yankee Jims, and then from Yankee Jims to the Foresthill Divide Loop Trail.</p> <p>We would also like to see some downhill specific trails (although not for us) in the OHV area for those who like to go fast and that would eliminate a lot of the conflicts on other trails where people do hike.</p>
581	protect the resources which make this a great place to visit; add rangers and maintenance staff to do these jobs. Without a great windfall of funds from the heavens, ASRA priorities will have to deal with large fiscal constraints and should reflect this reality.

What are your priorities for the Auburn General Plan/Resource Management Plan?

Comment Number	What else should be addressed in the Auburn SRA General Plan/Resource Management Plan?
582	Work with nonprofits such as Placer Land Trust and public agencies (federal, County) to protect land along the river through any means necessary. State Parks should be willing to acquire, own and manage land as part of this effort. Especially along the North Fork, but also the Middle Fork.
583	Please include a nude use provision in the General Plan. This is a great place to strip down and bask in the sun, swim and go boating totally nude. Nudity is an absolutely healthy and liberating human trait. I would suggest that park rangers or other law enforcement periodically check in at spots used by nudists to verify there is no lewd or illegal activity occurring. Additionally, women and children should feel empowered to partake in nude recreation in complete safety. As more people in society participate in social nude recreation, the more natural it will become: breaking down the awkwardness and myths that surround the simple state of being either partially undressed or completely nude.
584	Need more trails for more visitors
585	I am against any plan that doesn't address the added traffic, noise level and possible crime associated with recreational activities. Including drunken or careless behavior, motor noise associated with quad or off road vehicles, lack of respect by recreational users for the people in the neighborhoods directly adjacent to the Auburn SRA. I'm also against any changes to the environment that affects the wildlife in the area, especially the mountain lion, rattlesnake, and bobcat populations. My thinking is that the gorge behind my house should be left as is EXCEPT to remove the scars put into the canyons by people building the misguided dam project. I understand that this is a ridiculous request, and I have zero expectations that habitat restoration is on the top of the agenda. I really love living here and I enjoy hiking the gorge and walking my dog in this area, but I would walk away from Auburn, if those in power turn this gorge into area that is not respected, filled with people, noise, trash etc. I understand I sound grim and negative, but I've seen too many instances where those who have taken upon themselves to be responsible for what little is left of our natural world screw it up. The problem is, in my opinion, is that no matter the compromise, no matter what is left out or kept in, just your thinking that it needs to be managed, and that you see it as an opportunity for the city, and not for the animals, the trees, the river that call it home. My opinion is that its not an opportunity at all. In fact I think its a privilege. Whatever you all decide, please treat it like that. A privilege.

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Comment Number	5. What else should be addressed in the Auburn Interface Management Zone?
1	Public safety is the top priority. That includes the presence of law enforcement; trail markers and official signs, and trail maintenance and repair.
2	please open the gate to china bar daily and add more parking at end of oregon bar road
3	Please spend the money on patrolling the trails to keep them safe. I no longer feel safe hiking or riding equines due to some of the mountain bikers. Most are courteous, however the few who are not, don't seem to care if they hurt anyone. Some are on single track trails that are posted no bikes - but there they are!!!
4	Please do not build any new roads through this beautiful park and do not increase our risk of forest fire with campgrounds. Please do not bring additional vehicular traffic into the park. Let its users explore it through active means.
5	This area has lower usage and as such should be lower on the priority list. Usage could be increased with improved access to cyclists and hikers.
6	<p>American Whitewater is a national non-profit 501(c)(3) river conservation organization founded in 1954 with a mission to conserve and restore Americas whitewater resources and to enhance opportunities to enjoy them safely. With over 6,000 members and 100 locally based affiliate clubs, American Whitewater represents the conservation interests of thousands of whitewater enthusiasts across the nation. A significant percentage of our members reside in and travel to California for its whitewater resources, and enjoy recreating along over forty miles of river canyon on the North & Middle Fork of the American River. As such, American Whitewater appreciates having the opportunity to provide comment on the Auburn State Recreation Area General Plan/Resource Management Plan regarding the Auburn Interface Management Zone.</p> <p>Whitewater paddlers enjoy the resources on the North Fork American River year around with some of the best opportunities for recreational flow occurring during the shorter days in early winter and early spring (January/February and April/May). There are two specific whitewater river features of interest; the PCWA Pump Station Rapids that can be used at flows ranging from 330 cfs to 2000 cfs for Class II & III boaters; the G-Wave which is a river wide surfing feature appearing when flows reach 25,000 cfs that properly equipped Class IV boaters utilize on the rare occasions that the wave appears.</p> <p>Additionally, the USDA-FS, Forest Service Final Conditions and Recommendations Provided Under 18 CFR § 4.34 (b)(1) in connection with PCWA's Application for Relicensing for the Middle American River Project (FERC No. 2079) references conditions that will provide weekday recreation streamflows June through September that will run down the Middle American River to the North Fork American River in this management zone for up to 5 weekdays a week depending on water year type.</p> <p>Natural Winter flows, Spring runoff and hydropower license required stream flows cannot be enjoyed by the public without river access. Therefore, CA State Parks should keep access at China Bar Access Gate open seven days a week. Funding for staffing at the China Bar Access Gate is available now from the Placer County Water Agency mitigation funding provided through an agreement between the U.S. Department of the Interior Bureau of Land Management and the U.S. Department of the Interior Bureau of Reclamation. This agreement specifically sites opportunities for whitewater recreation in its recital: WHEREAS, the Parties have determined that the daily operation of the MFP frequently</p>

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	<p>produced, and continues to produce, conditions which enable opportunities for whitewater boating and other recreation activities within the Downstream Reach.</p> <p>If possible CA State Parks should repair and reopen access to the Birdsall whitewater takeout. If this is not possible, CA State Parks should continue to work with PCWA on access to the River at the Pump Station. This would facilitate another access point to replace Birdsall and would allow park and play recreation at the Rock Island Rapids from the Auburn side of the river. Also, in the past, the Rock Island Rapids have been the site of the Auburn River Festival. To help attract venues like this, CA State Parks should consider improving the manmade whitewater features and provide infrastructure for a whitewater slalom course.</p> <p>Finally, CA State Parks should maintain the Oregon Bar take-out grading the path from the river as needed to provide safe egress for all water craft type to the parking near gate 174.</p>
7	This area is already quite congested and in danger of overuse.
8	<p>Additional recreation facilities could be supported in the area of Auburn River Overlook Park, and the flat, concrete area immediately below Overlook Park. However there really are not other places around the trails or along the river that can support the recreation facilities listed (disk golf, volleyball, or amphitheater).</p> <p>The flat concrete covered field just below Overlook Park would be a perfect spot for a swimming pool.</p>
9	The river take out needs permanent repairs
10	<p>NO bridge--keep it natural.</p> <p>Either get mountain bikers off all trails less than six feet wide or enforce speed limits.</p> <p>Either require all dogs be on leash or ban dogs from ASRA.</p> <p>Stop sport and trophy hunting of wildlife. Citizens want to view them--follow CA State Parks policies of no hunting.</p>
11	Restore and upgrade public access (incl. vehicular access and parking) to the river downstream of the PCWA Pump Station and closed Auburn Dam diversion tunnel. This is needed so that people seeking to float this restored section of the river with rafts, kayaks and canoes can take out without having to paddle on flatwater on Folsom Reservoir down the Rattlesnake Bar. Repair high water damage to the riverbank and previous public access remaining from Winter 2016-17.
12	If there are campgrounds added, there should be camping for equestrians too.
13	Class one bike path across the river
14	1) Constructing or improving a bike legal trail between Cool and the China Bar Area. 2) Constructing or improving new bike legal trail routes across canyon using existing Mt. Quarries Bridge. 3) Limiting vehicles in the China Bar to promote increased, multi-use recreation in the area. 4)

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Comment Number	5. What else should be addressed in the Auburn Interface Management Zone?
	Constructing a permanent Auburn-to-Cool Trail river crossing, but this should happen AFTER new trails are built or existing trail connections improved for bikes in the area. 5) Making Railbed Trail and the lower portion of Western States Trail bike-legal.
15	Increase connectivity opportunities from the trails within the AIMZ to the City of Auburn.
16	Need a mountain bike trail that allows mountain bikes to get to cool either across No hands or a new bridge. Open railbed trail to MTBs
17	<ol style="list-style-type: none"> 1. Constructor improve a bike legal trail between Cool and the China Bar Area. 2. Construct or improve new bike legal trail routes across canyon using existing Mt. Quarries Bridge. 3. Limit vehicles in the China Bar to promote increased, multi-use recreation in the area. 4. Construct a permanent Auburn-to-Cool Trail river crossing, but this should happen AFTER or in direct connection with a building new trails in the area and/or improving existing trail connections for bikes. Essentially, a new bridge should be the final piece of the puzzle to support a robust trail network in the vicinity, as opposed to an initial building block to work off of. 5. Making Railbed Trail and the lower portion of Western States Trail bike-legal. 6. Allow bikes on Pioneer Express Trail based on an odd/even day schedule with other trail users.
18	<ol style="list-style-type: none"> 1) Construct or improve a bike legal trail between Cool and the China Bar Area. 2) Construct or improve new bike legal trail routes across canyon using existing Mt. Quarries Bridge. 3) Limit vehicles in the China Bar to promote increased, multi-use recreation in the area. 4) Construct a permanent Auburn-to-Cool Trail river crossing, but this should happen AFTER new trails are built or existing trail connections improved for bikes in the area. 5) Make Railbed Trail and the lower portion of Western States Trail bike-legal.
19	Around the year access from China Bar to NF below confluence and access to Pump Station rapids.
20	I'd like to see bike legal trail built to connect Cool and China Bar. If a trail can not be built to connect the two there are existing trails that can be upgraded and converted to multi-use for this purpose.
21	<ol style="list-style-type: none"> 1) Constructing or improving a bike legal trail between Cool and the China Bar Area. 2) Constructing or improving new bike legal trail routes across canyon using existing Mt. Quarries Bridge. 3) Limiting vehicles in the China Bar to promote increased, multi-use recreation in the area. 4) Constructing a permanent Auburn-to-Cool Trail river crossing, but this should happen AFTER new trails are built or existing trail connections improved for bikes in the area.

Comments on Auburn Interface

Comment Number	5. What else should be addressed in the Auburn Interface Management Zone?
	5) Making Railbed Trail and the lower portion of Western States Trail bike-legal.
22	Please limit vehicles in the China Bar to promote increased, multi-use recreation. Before the trail river crossing is constructed, please rebuild or improve existing trail connections for bikes in this region. New bike legal trails should be constructed between Cool and the China Bar area as well as across the canyon using the Mt. Quarries Bridge. Please also make Railbed trail and the lower portion of the Western States Trail bike-legal.
23	Disc Golf please. A great family sport.
24	<p>1) Constructing or improving a bike legal trail between Cool and the China Bar Area.</p> <p>2) Constructing or improving new bike legal trail routes across canyon using existing Mt. Quarries Bridge.</p> <p>3) Limiting vehicles in the China Bar to promote increased, multi-use recreation in the area.</p> <p>4) Constructing a permanent Auburn-to-Cool Trail river crossing, but this should happen AFTER new trails are built or existing trail connections improved for bikes in the area.</p> <p>5) Making Railbed Trail and the lower portion of Western States Trail bike-legal.</p>
25	More parking at Yankee Jim's and Ponderosa, year-round access from China Bar to North Fork below Confluence, and access to Pump station rapids from China Bar and from Cool, or even a portage trail around Murderer's Bar.
26	<p>One barrier to more use of this area is that the gates to China Bar are only open a small fraction of the year on weekends during the summer. Please consider having this open a lot more.</p> <p>Also, I've talked to some older folks with limited mobility in the past and some of them are disappointed that there is no place above Folsom where someone with limited mobility can get to and touch the water. Perhaps there could be a way to provide direct river access for people with limited mobility - maybe at Birdsall or Oregon Bar?</p>
27	Increase the access through the China Bar gate. Number of days that this access is currently open is too limiting.
28	Bridge would be very nice addition. Thank you.
29	The last time I saw China Bar, which granted has been several years, the gate was only open during the summer, and I think maybe even then only on weekends, if memory serves. I remember China Bar as being one of the most developed and least accessible areas of the park, and I don't see a reason for this. I would rather see the gate and kiosk removed, or if it's absolutely necessary, keep the gate but only lock it overnight. Picnic areas could be developed at the mid-level large parking lot.
30	I am only supportive of a second bridge if the east side is opened up to mountain biking.

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Comment Number	5. What else should be addressed in the Auburn Interface Management Zone?
31	Law enforcement seems to be lacking in the area. We need a consistent presence of law enforcement on trails to reinforce the rules for everyone's safety. Signs are being vandalized, bicycles are seen traveling too fast for safety with other users. Trails are not being maintained to be safe.
32	<ol style="list-style-type: none"> 1) Constructing or improving a bike legal trail between Cool and the China Bar Area. 2) Constructing or improving new bike legal trail routes across canyon using existing Mt. Quarries Bridge. 3) Limiting vehicles in the China Bar to promote increased, multi-use recreation in the area. 4) Constructing a permanent Auburn-to-Cool Trail river crossing, but this should happen AFTER new trails are built or existing trail connections improved for bikes in the area. 5) Making Railbed Trail and the lower portion of Western States Trail bike-legal.
33	Some of the lower trails should be extended so horses can get to the water.
34	Construct or improve a bike legal trail between Cool and China Bar Area. Construct or improve new bike legal trails routes across canyon using existing Mt. Quarries Bridge. Limit vehicles in the China Bar to promote increased, multi-use recreation in this area. Construct a permanent Auburn-to-Cool Trail river crossing, but this should happen AFTER new trails are built or existing trail connections are improved for bikes in the area. Make Railbed Trail and the lower portion of Western States Trail bike-legal.
35	The whitewater park should be done over. The current rectangular concrete blocks should be removed and replaced with either shaped concrete or anchored natural boulders to create more diverse and safe river features. Permanent steel in ground anchor post should be installed with insertion compatible steel post (fitting outer circumference to inner circumference on the ground post).
36	Bike legal trail is needed between China Bar and Cool is first priority. Bike legal trails, either new or improvement to existing trails at existing Mt Quarries Bridge would be a great step. Multi-use recreation would be aided by limiting vehicles at China Bar. The canyon, river and trails are the prime recreation attractions. Disc golf and volley ball courts are easily added in other non-canyon parks. Ziplines seems to fit better in a commercial amusement park, not a canyon. A permanent river crossing should be added when trail connections on either side of the river are complete to support its usage. NO bridge to nowhere. Rail bed trail and the lower portion of Western States trail should be bike legal, even if odd-even is needed. SHARE THE TRAILS!
37	<p>Open all trails to multi use on a odd/ even program for mountain bikes</p> <p>Have all user trail work days to keep our trails up</p>
38	Open all existing and future trails to bikes. (whether via change in use, odd/even day sharing, etc.)

Comments on Auburn Interface

Comment Number	5. What else should be addressed in the Auburn Interface Management Zone?
	<p>Build new singletrack trails, including progressive and advanced MTB specific trails.</p> <p>Designate existing trails or create new singletrack trails for mountain bikes to connect Foresthill and Auburn, Confluence to Cool, Confluence to Overlook, Auburn Lake Trails to Confluence, and Auburn to Granite Bay</p> <p>Develop an agreement with FATRAC allowing them to provide ongoing, routine maintenance on park trails on an as-needed, short notice basis</p> <p>Constructing or improving a bike legal trail between Cool and the China Bar Area.</p> <p>2) Constructing or improving new bike legal trail routes across canyon using existing Mt. Quarries Bridge.</p> <p>3) Limiting vehicles in the China Bar to promote increased, multi-use recreation in the area.</p> <p>4) Constructing a permanent Auburn -to-Cool Trail river crossing, but this should happen AFTER new trails are built or existing trail connections improved for bikes in the area.</p> <p>5) Making Railbed Trail and the lower portion of Western States Trail bike-legal.</p>
39	<p>1) Constructing or improving a bike legal trail between Cool and the China Bar Area.</p> <p>2) Constructing or improving new bike legal trail routes across canyon using existing Mt. Quarries Bridge.</p> <p>3) Limiting vehicles in the China Bar to promote increased, multi-use recreation in the area.</p> <p>4) Constructing a permanent Auburn-to-Cool Trail river crossing, but this should happen AFTER new trails are built or existing trail connections improved for bikes in the area.</p> <p>5) Making Railbed Trail and the lower portion of Western States Trail bike-legal.</p>
40	<p>Parking access needs to be improved. Bikes need to be kept off of hiking and equestrian trails that have steep drop-offs or limited line of site and be enforced. Parallel trails for bikes would be best, but usually prohibitive economically.</p>
41	<p>1) Constructing or improving a bike legal trail between Cool and the China Bar Area.</p> <p>2) Constructing or improving new bike legal trail routes across canyon using existing Mt. Quarries Bridge.</p> <p>3) Limiting vehicles in the China Bar to promote increased, multi-use recreation in the area.</p> <p>4) Constructing a permanent Auburn-to-Cool Trail river crossing, but this should happen AFTER new trails are built or existing trail connections improved for bikes in the area.</p> <p>5) Making Railbed Trail and the lower portion of Western States Trail bike-legal.</p>
42	<p>Constructing or improving a bike legal trail between Cool and the China Bar Area. Constructing or improving new bike legal trail routes across canyon using existing Mt. Quarries Bridge.</p>

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Comment Number	5. What else should be addressed in the Auburn Interface Management Zone?
43	Please increase multiuse recreation trails throughout this area. Please build a permanent river crossing for getting from auburn to cool. Please open the lower portion of western states trails to bikes
44	I would be in favor of day parking facilities on the northwest side of the zone to help improve trail access. Mass transit connections in this area would be beneficial as well.
45	We need more rangers in vehicles for safety and either volunteers or rangers as a presence for fire prevention. Camping creates fire danger and this area is not suitable.
46	1) Constructing or improving a bike legal trail between Cool and the China Bar Area. 2) Constructing or improving new bike legal trail routes across canyon using existing Mt. Quarries Bridge. 3) Limiting vehicles in the China Bar to promote increased, multi-use recreation in the area. 4) Constructing a permanent Auburn-to-Cool Trail river crossing, but this should happen AFTER new trails are built or existing trail connections improved for bikes in the area. 5) Making Railbed Trail and the lower portion of Western States Trail bike-legal.
47	This area needs improved trail signage to help people like me avoid taking wrong turns en route from Auburn Overlook to No Hands Bridge. Even my maps don't help every time. :-) I REALLY want that bridge at China Bar. Soon! Before I can't ride or hike anymore! (I'm 66 and time is getting short.) I recommend careful attention to trail maintenance for safety of all users. I know WSTF cares for the WST segment, but other trails need attention too. I am not sure how I feel about camping facilities. I live locally so don't need them, and am unsure how they would impact my use as an equestrian.
48	Absolutely no overnight camping in this area!
49	Very important to put in the bridge. We used to be able to cross the river. When the diversion tunnel was closed we lost access. A bridge was promised at that time but never happened. All user groups desperately need this!
50	Horse/Running/Hiking/Bicycle bridge between Auburn and Cool connecting existing trails. When the Diversion Tunnel was closed a bridge was promised.
51	There is going to be a bike park in or near this area as proposed, yes?

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Comment Number	5. What else should be addressed in the Auburn Interface Management Zone?
52	Increased access to trails for bicycles, please!
53	I am very concerned about additional development of any kind to this nearly pristine area of land. This area is used by a large number of wildlife, including mountain lions and bears. They have nowhere else to go and therefore any additional use will greatly decrease their numbers. Additionally, as a resident of the nearby area I am very concerned about the increased traffic through our small community, particularly the access point off Maidu where my children attend school. Also the fire danger due to the consideration for campsites and campfires is of great concern. This is a very dry area next to many homes. Please leave this small portion of land untouched.
54	Daily access to the river all week long.
55	<ol style="list-style-type: none"> 1) Constructing or improving a bike legal trail between Cool and the China Bar Area. 2) Constructing or improving new bike legal trail routes across canyon using existing Mt. Quarries Bridge. 3) Limiting vehicles in the China Bar to promote increased, multi-use recreation in the area. 4) Constructing a permanent Auburn-to-Cool Trail river crossing, but this should happen AFTER new trails are built or existing trail connections improved for bikes in the area. 5) Making Railbed Trail and the lower portion of Western States Trail bike-legal.
56	Safety issues are surmounting with too many bike riders riding on hiking/equestrian trails and speeding. Safety is of utmost concern on single track trails and blind curves. Money needs to be set aside and a plan developed to catch and prosecute all park users who disregard park laws especially with regards to trail usage and speed limits. Currently nothing is being done. Accidents have happened and will only increase as the area usage increases. The general plan should include a management plan to address current and future safety issues before any new development is even considered. ASRA lands and trails should also be kept as natural as possible as it is unique in being the largest remaining open space in our community and is home to a vast array of wildlife.
57	Improvement and maintenance of equestrian and multiuse trails. Attention to safety and enforcement
58	My reason for the "no" answers are two: 1. I fear that the Mountain Bikers will totally take over the trail (they already have for all intensive purposes) and adding an easy access bridge to literally fly across will only add to more bikes on our narrow trails across the river on the Eldorado side. 2. Fire danger. Having these facilities and camping add to the attraction. Sadly, and I mean sadly, we have the homeless and vagrants that are attracted to Auburn. These facilities would only add to that attraction and with that, added fire danger. Without guarantees of adequate enforcement, I cannot vote yes. I would love a new bridge for ALL users - but we'd be literally run over by the Mountain Bikers.
59	Trails solely for hiking and horse-back riders.

Comments on Auburn Interface

Comment Number	5. What else should be addressed in the Auburn Interface Management Zone?
60	Vehicle access should be provided all year at China Bar. Addition of shaded picnic tables should be made down near lower paved parking lot and possibly facilities for special events. Access and more parking at Oregon Bar near the river if possible.
61	<p>While I am generally in favor of developing a river crossing in this zone I think a river crossing should be the second phase of a project that adds trails to this area, in the absence of new high quality trail development on both sides of the river a bridge would add little value.</p> <p>I do not see a question about it but somehow greater river access needs to be allowed in this zone to the constructed white water park that was built in conjunction with the pump house. The current summer time weekend access is wholly inadequate as flows have subsided by then. A plan to allow boaters to access this area in the winter a spring when lows are at ideal boating levels should be pursued immediately.</p> <p>This is a highly disturbed area due to historic dam construction. It is curious as to why the Rocky point area is demarcated as a "resource zone".</p>
62	More 'no horses' signs.
63	I would like to see more multi use trails and sand volleyball courts
64	<ol style="list-style-type: none"> 1) Constructing or improving a bike legal trail between Cool and the China Bar Area. 2) Constructing or improving new bike legal trail routes across canyon using existing Mt. Quarries Bridge. 3) Limiting vehicles in the China Bar to promote increased, multi-use recreation in the area. 4) Constructing a permanent Auburn-to-Cool Trail river crossing, but this should happen AFTER new trails are built or existing trail connections improved for bikes in the area. 5) Making Railbed Trail and the lower portion of Western States Trail bike-legal.
65	Please follow through on the long discussed trail bridge!
66	Quality river access for river runners
67	<ol style="list-style-type: none"> 1) Constructing or improving a bike legal trail between Cool and the China Bar Area. 2) Constructing or improving new bike legal trail routes across canyon using existing Mt. Quarries Bridge. 3) Limiting vehicles in the China Bar to promote increased, multi-use recreation in the area. 4) Constructing a permanent Auburn-to-Cool Trail river crossing, but this should happen AFTER new trails are built or existing trail connections improved for bikes in the area. 5) Making Railbed Trail and the lower portion of Western States Trail bike-legal.
68	Reduce day use fees.

Comments on Auburn Interface

Comment Number	5. What else should be addressed in the Auburn Interface Management Zone?
69	<p>This complex area consists primarily of the Auburn Dam construction area that was partially restored in 2008 with the closure of the dam diversion tunnel, restoration of the river to its channel and construction of a permanent PCWA pumping station. PARCs emphasis is on constructing a recreational bridge crossing that connects the Auburn and Cool Area trails, providing safe reasonable whitewater access to and from the river, and day use facility improvements throughout. Additionally, infrastructure at the Rock Island Rapids for whitewater slalom course gates should be considered. The Oregon Hill Area has the potential for an ASRA park amphitheater, ADA camping and equestrian facilities. The Promontory Point Area is in need of day use facilities and possibly holds the potential for rock climbing. Restore, preserve, maintain and relocate as necessary the Western States Pioneer Express National Recreation Trail, as it traverses the Auburn SRA from its boundary with the Folsom SRA to the Tahoe National Forest boundary in Foresthill.</p>
70	<p>1. Open access at china bar daily year-round.2. Improve and increase parking at end of road to Oregon Bar3. Improve trail from end of Oregon Bar road to river4. Open access to road to river at the PCWA pump station.</p>
71	<p>1. construct or improve bike legal trail between Cool and the China Bar area 2. construct or improve new bike legal trail routes across canyon using the existing Mt. Quarries Bridge 3. limit vehicles in the China Bar area to promote increased and multi use recreation 4. construct a permanent Auburn to Cool river crossing after new trails are built or existing trail connections are improved for bikes</p>
72	<p>Protect and preserve the historic trail from Beale's Point to Auburn. Do NOT allow wheeled vehicles on narrow single-track trails which are located on cliff faces due to the extreme danger to non-wheeled users.</p>
73	<p>Keeping it as natural as can be. They did so much damage to the area with the Dam project that it is still healing.We need to have access to El Dorado side by adding a bridge that was in the original design.The El Dorado side is so under utilized because of access,the new bridge x-ing would take care of this and add 100's of acres for public use.</p>
74	<p>1) Construct/improve a bike legal trail between Cool and the China Bar Area. 2) Construct/improve new bike legal trail routes across canyon using existing Mt. Quarries Bridge. 3) Limit vehicles in the China Bar to promote increased, multi-use recreation in the area. 4) Construct a permanent Auburn-to-Cool Trail river crossing, but this should happen AFTER new trails are built or existing trail connections improved for bikes in the area. 5) Making Railbed Trail and the lower portion of Western States Trail bike-legal.</p>
75	<p>I support: 1) Constructing or improving a bike legal trail between Cool and the China Bar Area.</p>

Comments on Auburn Interface

Comment Number	5. What else should be addressed in the Auburn Interface Management Zone?
	2) Constructing or improving new bike legal trail routes across canyon using existing Mt. Quarries Bridge. 3) Limiting vehicles in the China Bar to promote increased, multi-use recreation in the area. 4) Constructing a permanent Auburn-to-Cool Trail river crossing, but this should happen AFTER new trails are built or existing trail connections improved for bikes in the area. 5) Making Railbed Trail and the lower portion of Western States Trail bike-legal.
76	1) Constructing or improving a bike legal trail between Cool and the China Bar Area. 2) Constructing or improving new bike legal trail routes across canyon using existing Mt. Quarries Bridge. 3) Limiting vehicles in the China Bar to promote increased, multi-use recreation in the area. 4) Constructing a permanent Auburn-to-Cool Trail river crossing, but this should happen AFTER new trails are built or existing trail connections improved for bikes in the area. 5) Making Railbed Trail and the lower portion of Western States Trail bike-legal.
77	remove barbed wire
78	I don't know this area that well since most of it is not bicycle legal, but at some point, there WILL be a dirt trail all the way around Folsom Lake and something on the west side of the river must be bike legal. I don't associate recreation in the canyon with volleyball whatsoever. That's an odd inclusion.
79	Make Western States trail and Railbed trail legal for bicycles. Create a multi use trail between Cool and China Bar, including bicycle access. Create trails across the canyon using existing bridges.
80	1) Constructing or improving a bike legal trail between Cool and the China Bar Area. 2) Constructing or improving new bike legal trail routes across canyon using existing Mt. Quarries Bridge. 3) Limiting vehicles in the China Bar to promote increased, multi-use recreation in the area. 4) Constructing a permanent Auburn-to-Cool Trail river crossing, but this should happen AFTER new trails are built or existing trail connections improved for bikes in the area. 5) Making Railbed Trail and the lower portion of Western States Trail bike-legal.
81	Increase access days to the river.
82	expand mountain biking opportunities
83	Auburn/China Bar:Comments received and responses to them in the American River Pump Station Project Final EIS/EIR dated June 2002 are relevant to this planning process, especially for the Auburn Interface Zone. Recreation was a component of that plan, including public access to

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Comment Number	5. What else should be addressed in the Auburn Interface Management Zone?
	<p>the river at China Bar, the Birdsall takeout, vehicle access and parking at the batch plant. The concerns raised then are even more relevant now that expanded use of the area is proposed. ASRA planners should be guided by the concerns and conclusions of pump station EIS/EIR. I include that document by reference as part of my comments on the current ASRA planning. Some specific portions of that EIS/EIR (Section 3.1.6) are quoted in my comments below. In general the 2002 document concluded: "Management of the public river access features would include enforcement of rules, regulations, and posted orders to provide a safe and enjoyable experience for all recreationists as well as to minimize potential impacts to adjacent residential areas. Such activities include, but are not limited to, the following: Limited hours of operation Prohibition of alcohol Prohibition of open fires No overnight camping/parking Enforcement of parking, speed limits, noise levels and litter regulations" Neighborhood concerns "Residents of the neighborhoods located along Maidu Drive expressed concern regarding the potential effects upon the area due to: (1) increased traffic resulting in decreased level of service and increased traffic congestion along Maidu Drive, particularly during peak school/worker commute hours; (2) pedestrian safety at the intersection of Maidu Drive/Burlin Way, particularly school children arriving or departing Skyridge Elementary School; (3) spillover traffic onto adjoining neighborhood streets; (4) vehicular air pollutant emissions associated with project construction and public use of the area; (5) noise levels in Maidu Drive neighborhoods due to construction, traffic, and public use in the canyon; (6) litter along Maidu Drive; and (7) illegal and inappropriate activities occurring at the river and within the adjacent neighborhoods. "Traffic As a resident of Riverview Drive, I am particularly concerned about traffic impacts on our street. We are looking at increased traffic due to ARDs bike park to be built on Maidu Drive (See Draft Final Environmental Assessment, June 2002). The parcel currently for sale on Maidu is platted for 24 homes, which will also add traffic. I am concerned that traffic on Riverview, a narrow straight residential street with no sidewalks, on-street parked cars, socializing neighbors, little children, elderly, and numerous walkers, and wildlife will become unsafe and less neighborly unless measures are taken to prevent it becoming a route to the China Bar area. New traffic analyses need to be done taking into approved but unbuilt projects. Litter Maidu Drive has a litter and dumping problem. Sofas appear and disappear. A tire and an exercise machine are hiding in the brush across from ARD. There is trash in the ditch along the southerly portion. The road is in bad condition, especially on its north portion (PCWA to Riverview Dr) where neither ARD or Reclamation have adequately maintained it. Crime With more, and non-local, users of the China Bar access, and possibly additional traffic on the north portion of Maidu Drive, I have additional concern for the safety of children using ARDs Maidu bike park. The Draft Environmental Assessment /Initial Study for the bike park (June 2017) expects 75-80% of its users to be unsupervised. As I and others have commented for the bike park, eyes on the facility are few, and law enforcement unclear. The lower part of Maidu Dr is a tiny piece of Placer County responsibility surrounded by ASRA and the City of Auburn. Auburn PD doesnt patrol it and response times by the Sheriff could be long. ASRAs enforcement-capable staff are already stretched thin. Increased public use of this area should not happen without adequate public safety response. I do not want to see Riverview Drive become a thoroughfare for non-residents coming to China Bar, out of concern for crime as well as speeders. ARD has tried to reduce the impact of the Canyon View Community Center on our street by providing directions to use Maidu Drive, which is somewhat helpful. China Bar gate should be locked at night per current practice, with no overnight use. Fire Increased use of the China Bar area will increase fire danger. Cooking, recreational fires, and intentional or accidental ignition through careless acts will endanger nearby residents. Up-canyon winds on hot afternoons will carry that fire uphill and toward town. The gate should be closed to vehicles around July 4 to minimize community fire danger. China Bar Gate "Entrance Gate and Booth - Hours of Operation † The entrance to the area would include a booth, staffed by seasonal CDPR employees. The entrance would be gated and open only during designated hours of operation. CDPR has indicated that hours of operation would correspond to the anticipated boating-related use of the project area and availability of funding to staff the entrance station. Vehicular access to the project area would be</p>

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Comment Number	5. What else should be addressed in the Auburn Interface Management Zone?
	<p>restricted at all other times (the entrance gate would be locked). Vehicular access to the project area would be limited by the capacity of the proposed parking area (see Parking). CDPR employees (park aids) and volunteers would monitor vehicle access, turnaround use and parking lot capacity. During peak use periods, CDPR park rangers would patrol the area twice daily. CDPR also has indicated that the Auburn SRA Canyon Keepers would be requested to assist in patrolling and monitoring project area use." This element of the 2002 EIR was barely adhered to before ASRA decided not to staff the gate. Hours of operation were 8 am sunset, weekends May-September, but this recently changed to year-round access 4 days a week even though boaters are not using this access since the Birdsall takeout was destroyed last winter. I do not understand why these changes from the promises in the 2002 document were allowed to occur. China Bar gate access should not be expanded to daily opening. Many pedestrians and bikes use the China Bar access road. Many races use the road as well. It is a good alternative to muddy, or stream-filled trails (Cardiac bypass, for one) in winter. Keep the current gate schedule (open F-M) and preserve the peaceful walk/ride down the road on other days. "Parking enforcement also would include prohibiting road-side parking along project area roads or trails and a sweep of the parking areas prior to gate closure to determine whether all cars had exited the area. Vehicle access would be limited to the batch plant parking area (see Parking) and the access routes described below. Off-road vehicle use would be prohibited. Spur roads along the primary access route would be blocked with barriers to prevent off-road vehicle travel and keep vehicles on the main access road." It is not uncommon for us to hear motorbikes in the canyon below us on pleasant weekend mid-afternoons. They are not adequately excluded from non-public roads below Riverview Drive."...park rangers would enforce roadway speed limits, to be posted at 15 to 20 miles per hour through the project area. Drivers found speeding or in violation of the parking rules would be ticketed." The posted speed limit of 15 mph below the entrance gate is not adhered to by most drivers, especially in the downhill direction/straighter sections. The park employee who told us about stopping a 40-mph speeder near sunset on 8/6/17 unfortunately no authority to issue a speeding ticket. Motorists need to be warned AT the entry gate about pedestrians ON the road, of blind corners, and the speed limit. Bobcat, deer, turkey, coyote, bear, mountain lions and other wildlife use the road too, and they also need protection. Speed limits should be strictly enforced, as was stipulated in 2002. Batch PlantThe current parking area at the batch plant is adequate and should not be expanded. Ive never seen more than 2-3 cars at it and see no need to add spaces.A limited number of picnic tables (10-15) at the batch plant area with some shade structures could be built. No other amenities except trash, toilets, and parking should exist. ASRA is not a city park, and volleyball, firepits, amphitheaters, horseshoes etc do not belong here. Its users come to enjoy trails, the river, scenery, flora and fauna. Such users tend to respect and care for the park instead of littering, vandalizing, or otherwise endangering it. The deeper fenced ponds and large gravel piles are a potential safety hazard. The shallow seasonal pond next to the parking area is a haven for winter wildlife (birds, frogs, polliwogs). I am concerned that bikes will use the existing batch plant landscape of disturbed terrain and stockpiles and lead to further degradation. Off-trail use by bikes should be prevented.Birdsall takeout was significantly damaged in last winters storms. From what Ive seen (from Robie Firebreak trail near pump station, 3/28/17) the road above the takeout is 2/3 compromised at the visible slide and crack. The takeout and lower road section are on top of crumbling rock and I dont believe this is a durable spot to put a road, bridge, takeout, or a dam."The area at the former concrete batch â€¦ large rocks or other barriers would be installed around the perimeter to prevent vehicles from traveling outside of designated parking areas. A fuel break would be developed around the parking area as a fire prevention measure. "It is currently possible to drive to the cliff-edge picnic tables and other areas outside the parking lot. This needs to be fixed."No overnight recreational vehicle use, nighttime parking or camping would be permitted in the parking lots or project area." I strongly oppose camping and fires in this area. It is too close to canyon-side homes and the town of Auburn. Barbecues should be prohibited. The China Bar gate</p>

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	should be locked at sunset per current practice. Provide toilets, trash bins, and very limited # of picnic tables at Auburn side of bridge, if a bridge is built.
84	There should not be a bike pump facility in this area. This will create too much traffic and the area will loose the wonderful terrain that now exists.
85	Ensure access for bicycles and handicap transporation is not cut off and allowed which it is not currently in all areas, I am impaired and the only way I can access is with a bike or transport scooter.
86	Need bike legal trail connections between Overlook and China Bar, China Bar and Knickerbocker MZ, and Overlook and Confluence MZ. Fast track multiple use on Railbed Trail and lower Western States. Look towards trail access equity between equestrians and cyclists, revisit designations and consider new trails or short bypasses to increase sharing. In some cases new equestrian trails may allow other trails to be used by cyclists. Look to temporary trail solutions using existing trails while funding is sought for China Bar Bridge and new trails. Consider odd-even sharing on trails not suitable for sharing or until a second segregated trail can be built. Trail access equity and connectivity could greatly increase compliance with posted trail designations. Look to add Hiker-Biker sites to any developed campsites. Look for primitive camping sites for backpacking and bikepacking. Also consider paved bike route from Cool to Auburn using new bridge at China Flat.
87	A bike pump park was just approved by the Auburn Rec District. The ARD is providing the active recreation facilities within their Auburn sphere of influence. No additional active recreation facilities are needed and it is not within State Parks' mission to provide these recreation services. China Bar used to be one of the most remote spots on the river due to the steep access. This is no longer the case. There are user groups who desire quiet, natural spaces. Please consider this when developing your plan.The Pioneer Express Trail is a single-track with steep drop-offs and is hazardous for multi-use. Yet State Parks seems to encourage trail poaching by mountain bikers there by allowing use to the base of Cardiac Hill without much in the way of signage to prohibit bike use farther along the trail. Ask visitors to use a one-earbud policy to keep situational awareness and improve visitor safety. I don't understand why this isn't encouraged by Park staff. It's a reasonable request.As mountain bike use continues to increase with overwhelmingly young, male-dominated users, recognize that hiker/equestrians are passive, family-friendly users too. These bikers often need education in how to approach other user groups. Please provide that education!! ASRA is already at capacity on weekends. Please do not allow camping. The risk of fire is too serious and the character of Knickerbocker will be forever changed. Wildlife currently have respite areas to escape human encroachment. Camping will expand the user footprint and reduce respite areas.I do support a multi-use bridge over the river to connect the trail system.
88	Allow mountain biker access to the equestrian-only trails at least 3 days per week (one day being a weekend day). Ensure that the bridge allows mountain biker continuous access to single track on either side of the bridge: access should not be constrained to fire roads only (as is now largely the case when accessing single track from the Robie Point area: Robie Point excludes mountain bikers from all but the fire roads.

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	Allow larger events such as the whitewater kayaking Annual Auburn Whitewater event in the Rocky Point area, with access to campgrounds etc for such events.
89	<ul style="list-style-type: none"> * Constructing or improving a bike legal trail between Cool and the China Bar Area. * Constructing or improving new bike legal trail routes across canyon using existing Mt. Quarries Bridge. * Limiting vehicles in the China Bar to promote increased, multi-use recreation in the area. * Constructing a permanent Auburn-to-Cool Trail river crossing, but this should happen AFTER new trails are built or existing trail connections improved for bikes in the area. * Making Railbed Trail and the lower portion of Western States Trail bike-legal.
90	Please open more of these trails to mountain bikers or allow for trail building here to increase the number of rideable trails in the ASRA.
91	Trail safety. Multiuse on roads. Speed limits. Trail etiquette signs. Pedestrian only on single track
92	This unique area is so beautiful and a wonderful escape for quiet contemplation.. I do not believe that increasing vehicle access and building more structures would enhance its natural beauty
93	<p>As a mountain biker, I'd LOVE to see more mountain bike access provided - we're a strong group, we're here to help build and maintain trails.</p> <p>As such, we'd love to be more involved and we'd love to see opportunities grown for not only our own usage, but for that to be shared with others visiting the area.</p>
94	Keep it natural and mtn bike friendly!
95	<ol style="list-style-type: none"> 1) Constructing or improving a bike legal trail between Cool and the China Bar Area. 2) Constructing or improving new bike legal trail routes across canyon using existing Mt. Quarries Bridge. 3) Limiting vehicles in the China Bar to promote increased, multi-use recreation in the area. 4) Constructing a permanent Auburn-to-Cool Trail river crossing, but this should happen AFTER new trails are built or existing trail connections improved for bikes in the area. 5) Making Railbed Trail and the lower portion of Western States Trail bike-legal.
96	A bridge across the river to access the Cool side would be great. Make Rail Bed trail bike legal to No Hands Bridge.
97	<ol style="list-style-type: none"> 1) Constructing a bike trail between Cool and the China Bar Area. 2) Constructing bike trail routes across canyon using existing Mt. Quarries Bridge.

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Comment Number	5. What else should be addressed in the Auburn Interface Management Zone?
	3) Limiting vehicles in the China Bar to promote increased, multi-use recreation in the area. 4) Constructing a permanent Auburn-to-Cool Trail river crossing after new trails are built. 5) Making Railbed Trail and the lower portion of Western States Trail bike-legal.
98	More mtb trails, great grade for trails and keeps mtbers from flocking to the heavy foot traffic areas. More mtb trails all around.
99	1) Constructing or improving a bike legal trail between Cool and the China Bar Area. 2) Constructing or improving new bike legal trail routes across canyon using existing Mt. Quarries Bridge. 3) Limiting vehicles in the China Bar to promote increased, multi-use recreation in the area. 4) Constructing a permanent Auburn-to-Cool Trail river crossing. 5) Making Railbed Trail and the lower portion of Western States Trail bike-legal.
100	Construct or improve a bike legal trail between Cool and the China Bar Area. Constructing or improving new bike legal trail with routes across canyon using existing Mt. Quarries Bridge. Limiting vehicles in the China Bar to promote increased, multi-use recreation in the area. Constructing a permanent Auburn-to-Cool Trail river crossing. Making Railbed Trail and the lower portion of Western States Trail bike-legal.
101	1) Constructing or improving a bike legal trail between Cool and the China Bar Area. 2) Constructing or improving new bike legal trail routes across canyon using existing Mt. Quarries Bridge. 3) Constructing a permanent Auburn-to-Cool Trail river crossing 4) Making Railbed Trail and the lower portion of Western States Trail bike-legal.
102	Construct/improve bike legal trail between Cool and the China Bar Area. Construct/improve new bike legal trail routes across canyon using existing Mt. Quarries Bridge. Limit vehicles in the China Bar to promote increased, multi-use recreation in the area. Construct permanent Auburn-to-Cool Trail river crossing, but this should happen AFTER new trails are built or existing trail connections improved for bikes in the area. Make Railbed Trail and the lower portion of Western States Trail bike-legal.
103	There needs to be a legal bike trail between Cool and the China Bar Area. As well as, constructing or improving new bike legal trail routes across canyon using existing Mt. Quarries Bridge. Constructing a permanent Auburn-to-Cool Trail river crossing (per question 1). Making Railbed Trail and the lower portion of Western States Trail bike-legal.

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104	Given lack of adequate funding to create and maintain much additional facilities, focus on a bridge crossing of some sort, even if it is only open part of the year.
105	More/better signage to guide users. I see areas along 49 with parked cars, but don't know where the trail starts and other information.
106	Provide park and play road access and parking to the Whitewater Park. The current road access and parking makes using the Whitewater Park unfeasible unless you launch at the Confluence.
107	Please keep all existing mountain bike trails and add more trails during this expansion project
108	<p>As an avid mountain biker, and member of FATRAC, here are things I'd like to see:</p> <ol style="list-style-type: none"> 1) Constructing or improving a bike legal trail between Cool and the China Bar Area. 2) Constructing or improving new bike legal trail routes across canyon using existing Mt. Quarries Bridge. 3) Limiting vehicles in the China Bar to promote increased, multi-use recreation in the area. 4) Constructing a permanent Auburn-to-Cool Trail river crossing, but this should happen AFTER new trails are built or existing trail connections improved for bikes in the area. 5) Making Railbed Trail and the lower portion of Western States Trail bike-legal.
109	1. If you have to cut back manpower due to underfunding, then you should cut back public access. An accidental fire in this area could get out of control and devastate Auburn and the surrounding area.
110	Connectivity for bikes! Singletrack options for bikes should be re-designated or constructed in the China Bar area to connect to both Knickerbocker, and back to the Confluence area. Connections to the Boardman Canal and Pioneer Express trails for bikes should also be designated. With so many existing parallel singletrack trails in this area, a bike legal option is a necessity. It should also be noted that the current bicycle connection option from the east end of the Robie Point fire road to the ranger station and Manzanita Trail is to use Hwy 49 which has no shoulder and is dangerous for both bicycles and motorists when shared. A much safer option would be to allow bike access to the singletrack directly across from the ranger station. I support more and different forms of low impact use in the management area to better serve and disperse our growing population. But I don't think adding motor vehicle access roads to new facilities and campsites in areas that are currently prized for their ability to get away from industrial development is the answer. Development must be balanced; I support more vehicle access close to town but not to new "car camping" or RV sites further into the canyon.
111	I would ask that the resource be managed for high levels of human impact as these areas have already been set aside for such purposes. This would include camping, hiking, cycling, etc. Maintaining, improving, and increasing sites and multi-use trail systems would be preferred. These areas are ideal for promoting physical fitness and a greater sense community through recreation in the parks. They also offer an opportunity for education about environmental maintenance and care.

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Comment Number	5. What else should be addressed in the Auburn Interface Management Zone?
112	<p>Indian Hill Road has a school at the top and it can already be difficult to pull out and leave Grand Oaks development during certain times of the day. A stop light and a reduction in speed at the top of Indian Hill Rd. would be needed to accommodate the increase in traffic. There is also an elementary school off Maidu Rd and it is already difficult to cross the road from the South Ridge side. Another stop light or four way stop plus sidewalks would be needed to accommodate the safety of children walking to school. Camping would put local residents and children at the elementary school at risk. The school is not fenced in, for the safety of the students a fence around the school should be added and a increase in law enforcement would be necessary. Keep the area natural and any new trails should include mountain biking. All new trails should be multi use, with an emphasis that they are multi use. There is also already a staging area by the Overlook. A second one is not necessary. The population of equestrians is too small to add any equestrian only regions. Mountain biking, hiking and running is what 99.99% of the population will be doing.</p>
113	<p>allow mountain bikers access to all trails including the western states trail</p>
114	<p>There needs to be a bike legal trail between Cool and the China Bar Area. This could mean constructing or improving new bike legal trail routes across canyon using existing Mt. Quarries Bridge. Discourage cars from accessing China Bar to the use of the area low impact and nonmotorized recreation. The Auburn-to-Cool Trail river crossing should be in phases with all area trails improved first, then a bridge phase (in case money for a bridge never materializes.) While waiting for the bridge, the Mountain Quarries Bridge should be made bike-legal. Finally, please make Railbed Trail and the lower portion of Western States Trail bike</p> <p>-legal. These trails generally have good line of sight, are wide in many stretches, and have the best potential to provide good multi-use in this important area right at Auburn.</p>
115	<p>Limit equestrian access to reduce trail damage and unsanitary horse feces on the trails.</p> <p>Provide increased signage and enforcement for equestrians travelling on unauthorized trails. Illegal and unsafe equestrian trail use has led to an unnecessary rescue near Tamaroo Bar in 2016, and another horse falling to it's death in 2017 on the Riverview trail less than 100 yards from the Western States Trail on a trail clearly marked "No Horses" .</p> <p>Provide mt bike access to all trails on the Auburn Interface zone EXCEPT for the Western States trail.</p> <p>There is currently a large disparity in the appropriation of resources within the Park. Despite being the second most common user group in the Park, cycling is only allowed on a fraction of singletrack located in the ASRA, and ALMOST NO singletrack access in the Auburn Interface zone adjacent to many park users living in south Auburn. Off-road cycling is a low-impact, human-powered, legitimate recreation group with more than 35 million annual U.S. participants (Outdoor Industry Association). Science has shown that the environmental impact of bicyclists is similar to that of hikers. Cyclists, more so than any other user group, give back to their local trail systems by volunteering on public land, providing an untapped resource for a budget bound park system that is, through no fault of its own, looking at a backlog of maintenance needs that it cant</p>

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	<p>seem to meet. Furthermore, the often-heard argument that bicycles shouldn't be allowed on many trails do to user conflicts and other safety concerns has been discredited in California State Parks own study in 2012. It is clearly time for off road cyclists to have equal access to ASRA trails in south Auburn.</p> <ol style="list-style-type: none"> 1) Constructing or improving a bike legal trail between Cool and the China Bar Area. 2) Constructing or improving new bike legal trail routes across canyon using existing Mt. Quarries Bridge. 3) Limiting vehicles in the China Bar to promote increased, multi-use recreation in the area. 4) Constructing a permanent Auburn-to-Cool Trail river crossing, but this should happen AFTER new trails are built or existing trail connections improved for bikes in the area. 5) Making Railbed Trail and the lower portion of Western States Trail bike-legal.
116	allow mountain biking on all trail ways.
117	<ol style="list-style-type: none"> 1) Construct or improve a bike legal trail between Cool and the China Bar Area. 2) Construct or improve new bike legal trail routes across canyon using existing Mt. Quarries Bridge. 3) Limit vehicles in the China Bar to promote increased, multi-use recreation in the area. 4) Construct a permanent Auburn-to-Cool Trail river crossing, but this should happen AFTER new trails are built or existing trail connections improved for bikes in the area. 5) Making Railbed Trail and the lower portion of Western States Trail bike-legal.
118	Note that active recreation areas should ideally be near existing open roads, rather than adding new vehicle access far into the park. Add multi use trails from the confluence to the Maidu drive area, and a multi use trail from the confluence to FLSRA on the west side of the river. Open the railroad grade as a multi-use trail. Add a bicycle skills area near Maidu drive, and a flow trail down to the confluence area.
119	More consideration should be given to maximize mountain biking. This user group does more maintenance and partnership with the ASRA by far over any other group. In addition, there is a growing population of MTBers as opposed to other recreational hobby participation which are in the decline. The economic impact of mountain biking benefits the parks and local communities.
120	<p>Construct or improve a bike legal trail between Cool and the China Bar Area.</p> <p>Construct or improve new bike legal trail routes across canyon using existing Mt. Quarries Bridge.</p> <p>Limit vehicles in the China Bar to promote increased, multi-use recreation in the area.</p> <p>Construct a permanent Auburn-to-Cool Trail river crossing, but this should happen AFTER new trails are built or existing trail connections improved for bikes in the area.</p> <p>Make Railbed Trail and the lower portion of Western States Trail bike-legal.</p>

Comments on Auburn Interface

Comment Number	5. What else should be addressed in the Auburn Interface Management Zone?
121	<p>The physical condition of many trails within the Park needs to be addressed. Given the lack of funding and resources available to Parks, I understand that it is unlikely for much of the maintenance needs of the Park to be met by Parks employees. As such, I ask that Parks develop an agreement with Folsom Auburn Trail Riders Action Coalition (FATRAC) to allow skilled, accredited volunteers to lead maintenance work days within the Park on an as-needed basis; allowing work to be performed on short notice. This type of partnership is commonplace for many trail networks, and has been a proven success in other SRAs, as the Central Coast Concerned Mountain Bikers (CCCMB) have demonstrated in and around San Louis Obispo. Allowing for trail users to give back to the trail system will increase user safety, decrease erosion, and heighten the parks popularity, thus increasing revenue potential. I would like to see new singletrack trails built. As of 2016, Placer Countys population has grown by roughly 220%, according to the US Census. Yet in a similar time frame, practically zero miles of singletrack have been added to the ASRA. Like the issues around maintaining trails, volunteer labor and donations are readily available to assist in the planning and execution of new trails, with the potential of little to no fiscal cost to Parks.</p>
122	<p>Allow mountain biking of all trails in the Auburn Interface Management Zone.</p>
123	<p>Work with local mountain bike groups to create and manage trails for hikers and bikers. Work with equestrian groups for trail access on odd or even days and/or weekends for hikers and mountain bikers.</p>
124	<p>Open use for all trails.</p>
125	<p>Auburn Interface Zone (aka: China Bar, Overlook, Western States Trail, Cardiac/Cardiac Bypass, Railbed Trails): We support...</p> <ol style="list-style-type: none"> 1) Constructing or improving a bike legal trail between Cool and the China Bar Area. 2) Constructing or improving new bike legal trail routes across canyon using existing Mt. Quarries Bridge. 3) Limiting vehicles in the China Bar to promote increased, multi-use recreation in the area. 4) Constructing a permanent Auburn-to-Cool Trail river crossing, but this should happen AFTER new trails are built or existing trail connections improved for bikes in the area. 5) Making Railbed Trail and the lower portion of Western States Trail bike-legal.
126	<ol style="list-style-type: none"> 1) Construct or improve a bike legal trail between Cool and the China Bar Area. 2) Construct or improve new bike legal trail routes across canyon using existing Mt. Quarries Bridge. 3) Limit vehicles in the China Bar to promote increased, multi-use recreation in the area. 4) Construct a permanent Auburn-to-Cool Trail river crossing, but this should happen AFTER new trails are built or existing trail connections improved for bikes in the area. 5) Make Railbed Trail and the lower portion of Western States Trail bike-legal.

Comments on Auburn Interface

Comment Number	5. What else should be addressed in the Auburn Interface Management Zone?
127	1) Construct or improve a bike legal trail between Cool and the China Bar Area. 2) Construct or improving new bike legal trail routes across canyon using existing Mt. Quarries Bridge. 3) Limit vehicles in the China Bar to promote increased, multi-use recreation in the area. 4) Construct a permanent Auburn-to-Cool Trail river crossing, but this should happen AFTER new trails are built or existing trail connections improved for bikes in the area. 5) Make Railbed Trail and the lower portion of Western States Trail bike-legal.
128	This area needs a lot of help. The overlook park needs to be re-done with better facilities to enjoy picnicking and the views. Please work with the City on this as it is a gateway to the SRA. Create better signage showing trails from the overlook in to the SRA. Add signage throughout regarding the need for dog owners to pick up waste. Keep the road down to the river open on a more consistent basis. The sign on the gate is not what is adhered to. Fix the damaged dirt road down to the river (near China Bar)
129	Even though we are not in the county of Placer or Eldorado, we do use these facilities quit often. The trails have gotten over used and to much traffic. These trails were developed by horse folks for horse people. We are not old horse nags that would write this, we are younger folks that grew up on these trails and would hate to see changes and/or overuse by more folks and we respect the history of these trails. The horse community can not even get out and enjoy these trails the way they were meant to be used anymore.
130	Open up ALL existing trails to multi use including mountain bikes.
131	1) Constructing or improving a bike legal trail between Cool and the China Bar Area. 2) Constructing or improving new bike legal trail routes across canyon using existing Mt. Quarries Bridge. 3) Limiting vehicles in the China Bar to promote increased, multi-use recreation in the area. 4) Constructing a permanent Auburn-to-Cool Trail river crossing, but this should happen AFTER new trails are built or existing trail connections improved for bikes in the area. 5) Making Railbed Trail and the lower portion of Western States Trail bike-legal.
132	There should be a plan in place for mountain bike / equestrian interaction. On wide fire roads, both mountain bikes and equestrians should be able to use simultaneously on technical single track there must be some type of separation, whether separate trails or separate days.
133	I like the idea of more recreation zone not sure about a zip line
134	non-vehicle bridge would be great. I like the plans already for China Bar side (camp, day use, etc.). we need to get more bikes off the canyon roads and give a safer passage from auburn to cool. sad to see the Salt Creek area just wasted. lots of areas for equestrian camp sites.
135	More singletrack mountain bike trails! Work with FATRAC to design and maintain at little or no cost to the park.

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Comment Number	5. What else should be addressed in the Auburn Interface Management Zone?
136	Place a greater emphasis on providing outdoor recreation opportunities, mountain biking in particular
137	<p>Constructing or improving a bike legal trail between Cool and the China Bar Area.</p> <p>Constructing or improving new bike legal trail routes across canyon using existing Mt. Quarries Bridge.</p> <p>Limiting vehicles in the China Bar to promote increased, multi-use recreation in the area.</p> <p>Constructing a permanent Auburn-to-Cool Trail river crossing, but this should happen AFTER new trails are built or existing trail connections improved for bikes in the area.</p> <p>Making Railbed Trail and the lower portion of Western States Trail bike-legal.</p>
138	A hike-in, bike-in campground would support through-hikers and bikers
139	<ol style="list-style-type: none"> 1) Construct or improve a bike legal trail between Cool and the China Bar Area. 2) Construct or improve new bike legal trail routes across canyon using existing Mt. Quarries Bridge. 3) Limit vehicles in the China Bar to promote increased, multi-use recreation in the area. 4) Construct a permanent Auburn-to-Cool Trail river crossing, but this should happen AFTER new trails are built or existing trail connections improved for bikes in the area. 5) Make Railbed Trail and the lower portion of Western States Trail bike-legal.
140	<ol style="list-style-type: none"> 1) Constructing or improving a bike legal trail between Cool and the China Bar Area. 2) Constructing or improving new bike legal trail routes across canyon using existing Mt. Quarries Bridge. 3) Limiting vehicles in the China Bar to promote increased, multi-use recreation in the area. 4) Constructing a permanent Auburn-to-Cool Trail river crossing, but this should happen AFTER new trails are built or existing trail connections improved for bikes in the area. 5) Making Railbed Trail and the lower portion of Western States Trail bike-legal.
141	Allow for multipurpose trails to be connected with the other zones in the park.
142	<ol style="list-style-type: none"> 1) Improving the Clementine Trail as the first segment of a multi-use trail from Confluence to Ponderosa Crossing. 2) Incorporating existing, non-system trails into the ASRA and building new trails to accommodate increased recreational use of the area. 3) Providing additional parking, crosswalks, and shuttle or transit services near the Hwy 49 bridge. 4) Add potable water source(s) at Confluence
143	Open some of the closed trails to mountain bikers, please.

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Comment Number	5. What else should be addressed in the Auburn Interface Management Zone?
144	1) Constructing or improving a bike legal trail between Cool and the China Bar Area. 2) Constructing or improving new bike legal trail routes across canyon using existing Mt. Quarries Bridge. 3) Limiting vehicles in the China Bar to promote increased, multi-use recreation in the area. 4) Constructing a permanent Auburn-to-Cool Trail river crossing, but this should happen AFTER new trails are built or existing trail connections improved for bikes in the area. 5) Making Railbed Trail and the lower portion of Western States Trail bike-legal.
145	1) Constructing or improving a bike legal trail between Cool and the China Bar Area. 2) Constructing or improving new bike legal trail routes across canyon using existing Mt. Quarries Bridge. 3) Limiting vehicles in the China Bar to promote increased, multi-use recreation in the area. 4) Constructing a permanent Auburn-to-Cool Trail river crossing, but this should happen AFTER new trails are built or existing trail connections improved for bikes in the area. 5) Making Railbed Trail and the lower portion of Western States Trail bike-legal.
146	1) Constructing or improving a bike legal trail between Cool and the China Bar Area. 2) Constructing or improving new bike legal trail routes across canyon using existing Mt. Quarries Bridge. 3) Limiting vehicles in the China Bar to promote increased, multi-use recreation in the area. 4) Constructing a permanent Auburn-to-Cool Trail river crossing, but this should happen AFTER new trails are built or existing trail connections improved for bikes in the area. 5) Making Railbed Trail and the lower portion of Western States Trail bike-legal.
147	Increase access for mountain bikes to existing trails. Open more trails
148	Over use.
149	1) Construct or improve a bike legal trail between Cool and the China Bar Area. 2) Construct or improve new bike legal trail routes across canyon using existing Mt. Quarries Bridge. 3) Limit vehicles in the China Bar to promote increased, multi-use recreation in the area. 4) Construct a permanent Auburn-to-Cool Trail river crossing, but this should happen AFTER new trails are built or existing trail connections improved for bikes in the area. 5) Make Railbed Trail and the lower portion of Western States Trail bike-legal.

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Comment Number	5. What else should be addressed in the Auburn Interface Management Zone?
150	please provide mountain bike legal trail between Cool and China Bar Area. Make additional areas including WS Trail open and legal to mountain bikes
151	Constructing or improving a bike legal trail between Cool and the China Bar Area.2) Constructing or improving new bike legal trail routes across canyon using existing Mt. Quarries Bridge. 3) Limiting vehicles in the China Bar to promote increased, multi-use recreation in the area.4) Constructing a permanent Auburn-to-Cool Trail river crossing, but this should happen AFTER new trails are built or existing trail connections improved for bikes in the area.5) Making Railbed Trail and the lower portion of Western States Trail bike-legal.
152	I support Auburn Interface Zone (aka: China Bar, Overlook, Western States Trail, Cardiac/Cardiac Bypass, Railbed Trails): We support... 1) Constructing or improving a bike legal trail between Cool and the China Bar Area. 2) Constructing or improving new bike legal trail routes across canyon using existing Mt. Quarries Bridge. 3) Limiting vehicles in the China Bar to promote increased, multi-use recreation in the area. 4) Constructing a permanent Auburn-to-Cool Trail river crossing, but this should happen AFTER new trails are built or existing trail connections improved for bikes in the area. 5) Making Railbed Trail and the lower portion of Western States Trail bike-legal.
153	Building the dam would be better use.
154	Add hunting areas
155	Please consider a bike-legal route across the canyon using the existing Mt. Quarries Bridge. Also, please make the railbed trail along the lower portion of the Western States trail bike legal.
156	Allow mountain biking in this zone on all trails
157	1) Constructing or improving a bike legal trail between Cool and the China Bar Area. 2) Constructing or improving new bike legal trail routes across canyon using existing Mt. Quarries Bridge. 3) Limiting vehicles in the China Bar to promote increased, multi-use recreation in the area. 4) Constructing a permanent Auburn-to-Cool Trail river crossing, but this should happen AFTER new trails are built or existing trail connections improved for bikes in the area. 5) Making Railbed Trail and the lower portion of Western States Trail bike-legal.
158	Add or improve a bike legal trail between China Bar and Cool. Add new bike legal trail across Mt Quarries bridge.

Comments on Auburn Interface

Comment Number	5. What else should be addressed in the Auburn Interface Management Zone?
	Open existing trails and new ones to all users.
159	Nothing really pressing. Great network over all
160	<ol style="list-style-type: none"> 1) Constructing or improving a bike legal trail between Cool and the China Bar Area. 2) Constructing or improving new bike legal trail routes across canyon using existing Mt. Quarries Bridge. 3) Limiting vehicles in the China Bar to promote increased, multi-use recreation in the area. 4) Constructing a permanent Auburn-to-Cool Trail river crossing, but this should happen AFTER new trails are built or existing trail connections improved for bikes in the area. 5) Making Railbed Trail and the lower portion of Western States Trail bike-legal
161	<p>This area is such an underutilized gem! There are so many trails that need improvement and connection to create loops. These trails either need to be multi-use or switch days with mtn bikers / hikers and equestrians. With mountain biking gaining in popularity and the Placer County population exploding, there's no reason that these trails should be for hikers/ equestrians only, leaving boring fire roads to the bikers. There is an amazing economic opportunity for the area to service the growing sport of mountain biking. And with a master plan mind-set, this can be achieved in conjunction with maintaining the beauty of the area, while addressing the safety of ALL trail users. I'd like to clarify my answer on #2 - I think we DO need a day use facility in this area, but NOT at the locations suggested. I think it would be better served at overlook park. Also, in general, the Auburn Area needs more campgrounds, so although I have reservations about adding a campground behind my neighborhood, I think they are needed in this area. Could there be a campground closer to the pump station roads, rather than China Bar?The China Bar single track trails need to extend along the river, and north towards the dam site and then all the way to the confluence. As I mentioned before, it's important to create trails that connect as loops and also have access down to the river.</p>
162	<ol style="list-style-type: none"> 1) Constructing or improving a bike legal trail between Cool and the China Bar Area. 2) Constructing or improving new bike legal trail routes across canyon using existing Mt. Quarries Bridge. 3) Limiting vehicles in the China Bar to promote increased, multi-use recreation in the area. 4) Constructing a permanent Auburn-to-Cool Trail river crossing, but this should happen AFTER new trails are built or existing trail connections improved for bikes in the area. 5) Making Railbed Trail and the lower portion of Western States Trail bike-legal.
163	<ol style="list-style-type: none"> 1) Constructing or improving a bike legal trail between Cool and the China Bar Area. 2) Constructing or improving new bike legal trail routes across canyon using existing Mt. Quarries Bridge. 3) Limiting vehicles in the China Bar to promote increased, multi-use recreation in the area.

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Comment Number	5. What else should be addressed in the Auburn Interface Management Zone?
	<p>4) Constructing a permanent Auburn-to-Cool Trail river crossing, but this should happen AFTER new trails are built or existing trail connections improved for bikes in the area.</p> <p>5) Making Railbed Trail and the lower portion of Western States Trail bike-legal.</p>
164	<p>1) Constructing or improving a bike legal trail between Cool and the China Bar Area.</p> <p>2) Constructing or improving new bike legal trail routes across canyon using existing Mt. Quarries Bridge.</p> <p>3) Limiting vehicles in the China Bar to promote increased, multi-use recreation in the area.</p> <p>4) Constructing a permanent Auburn-to-Cool Trail river crossing, but this should happen AFTER new trails are built or existing trail connections improved for bikes in the area.</p> <p>5) Making Railbed Trail and the lower portion of Western States Trail bike-legal.</p>
165	<p>Keeping and maintaining trails for mountain bike use is my main priority. As to the questions above, if the Auburn Interface thinks more people will use the facilities and get to the outdoors more, then I am for it. Otherwise I personally may not use the facilities.</p>
166	<p>Keep existing access for mountain biking and open more trails for cycling.</p>
167	<p>I support...</p> <p>1) Constructing or improving a bike legal trail between Cool and the China Bar Area.</p> <p>2) Constructing or improving new bike legal trail routes across canyon using existing Mt. Quarries Bridge.</p> <p>3) Limiting vehicles in the China Bar to promote increased, multi-use recreation in the area.</p> <p>4) Constructing a permanent Auburn-to-Cool Trail river crossing, but this should happen AFTER new trails are built or existing trail connections improved for bikes in the area.</p> <p>5) Making Railbed Trail and the lower portion of Western States Trail bike-legal.</p>
168	<p>Need a bike legal way to get to Cool without taking hwy 49. Please make the railbed trail legal to bikes. There are so many great areas on the Auburn side of the river that it would be good to be able to do so via MTB.</p>
169	<p>I Support the following:</p> <p>1) Constructing or improving a bike legal trail between Cool and the China Bar Area.</p> <p>2) Constructing or improving new bike legal trail routes across canyon using existing Mt. Quarries Bridge. 3) Limiting vehicles in the China Bar to promote increased, multi-use recreation in the area.</p> <p>4) Constructing a permanent Auburn-to-Cool Trail river crossing, but this should happen AFTER new trails are built or existing trail connections improved for bikes in the area.</p>

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Comment Number	5. What else should be addressed in the Auburn Interface Management Zone?
	5) Making Railbed Trail and the lower portion of Western States Trail bike-legal. 6) I love being able to connect to several trails, which make for Epic Rides. One comes to mind (The Whole Enchilada), and would love to see connections between this portion of trail system and others that you are soon to be deciding on.
170	Isn't there an area in Auburn where you can put volleyball courts, amphitheaters ect. Really this is a beautiful natural area , that is why people go there. Are you suggesting you should pave it to make money?
171	<p>Open the trails in the Auburn Interface zone to mountain bike access. A bridge here between Auburn and Cool will be inaccessible by the park's biggest user group, mountain bikers. There are numerous trails in this area that could and should be made available for mountain bike access. There are few, if any, modifications that need to be made, and the trails are already being used consistently by mountain bikers (albeit illegally). Opening this area to mountain bike use would relieve parking congestion at the confluence and off Russel Road, and allow easy access for more trail users from the parking area near Railhead Park. Opening this area for mountain bike access will also increase volunteer forces for trail maintenance and repair, as mountain bike riders consistently spend more time repairing, building, and maintaining trails than any other user group. Mountain bike access will not be detrimental to trail conditions, as is often falsely claimed by other user groups. Mountain bikes have been repeatedly found to have similar trail impact to hiking, and far less than equestrian use. Besides being false, claiming bikes damage trails is a poor excuse for keeping trails closed to bikes. Last year during the Tevis Cup, considerable portions of trails in this area were permanently and irrevocably destroyed by horse traffic on wet and vulnerable trail surfaces. The ASRA cannot ethically allow blatant trail abuse like the Tevis Cup to occur, and then claim to be so concerned with trail impact that they will not allow mountain bike access. Opening these trails to mountain bikes will increase recreation opportunities, promote revenue, and increase trail ownership and maintenance. The trails are already being ridden by bicycles and keeping them off-limits only promotes trail user conflict.</p> <p>The ASRA does not need more "recreation facilities", what the ASRA needs is to make the facilities already in place available to all trail users. As of 2016, Placer Countys population has grown by roughly 220%, according to the US Census. Yet in a similar time frame, practically zero miles of singletrack have been added to the ASRA. Additionally, zero miles of existing trail have been opened up for mountain bike access, despite the fact that the number of mountain bike trail users has increased astronomically and mountain bikers now make up the largest percentage of regular trail users in the park. Like the issues around maintaining trails, volunteer labor and donations are readily available to assist in the planning and execution of new trails, with the potential of little to no fiscal cost to Parks.</p>
172	Encourage multi use trails.Hiker/Biker/Horses
173	1) Constructing or improving a bike legal trail between Cool and the China Bar Area. 2) Constructing or improving new bike legal trail routes across canyon using existing Mt. Quarries Bridge.3) Limiting vehicles in the China Bar to promote increased, multi-use recreation in the area.4) Constructing a permanent Auburn-to-Cool Trail river crossing, but this should happen AFTER new trails are built or existing trail connections improved for bikes in the area.5) Making Railbed Trail and the lower portion of Western States Trail bike-legal.
174	1) Constructing or improving a bike legal trail between Cool and the China Bar Area.

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Comment Number	5. What else should be addressed in the Auburn Interface Management Zone?
	2) Constructing or improving new bike legal trail routes across canyon using existing Mt. Quarries Bridge. 3) Limiting vehicles in the China Bar to promote increased, multi-use recreation in the area. 4) Constructing a permanent Auburn-to-Cool Trail river crossing, but this should happen AFTER new trails are built or existing trail connections improved for bikes in the area. 5) Making Railbed Trail and the lower portion of Western States Trail bike-legal.
175	Any facilities here will be impacted by how close town is. I fear some facilities might be a magnet for the homeless and dealing with this might take resources from other park needs. Something to think about?
176	More (or preserve) existing mountain biking trails. Trails are being shut down, but not built in this zone, and it has the best access from town. If a trail is closed due to horse concerns, let us build an alternative. I will do it for free.
177	Improve WW craft access at Oregon Bar or downstream alternative. The existing "takeout" is too steep up the bank when lake is lower, and to far up a steep road. It also eliminates many of the rapids downstream of Oregon Bar at lower lake levels.
178	1) Constructing or improving a bike legal trail between Cool and the China Bar Area. 2) Constructing or improving new bike legal trail routes across canyon using existing Mt. Quarries Bridge. 3) Limiting vehicles in the China Bar to promote increased, multi-use recreation in the area. 4) Constructing a permanent Auburn-to-Cool Trail river crossing, but this should happen AFTER new trails are built or existing trail connections improved for bikes in the area. 5) Making Railbed Trail and the lower portion of Western States Trail bike-legal.
179	I believe that since this is so close to the City of Auburn it would be the best place for additional development. I especially support a bridge connecting the Auburn side to the Cool side.
180	More access to mountain bikes on trails.
181	1) Constructing or improving a bike legal trail between Cool and the China Bar Area.2) Constructing or improving new bike legal trail routes across canyon using existing Mt. Quarries Bridge. 3) Provide vehicle access to Birdsall for whitewater rafting and kayaking.4) Constructing a permanent Auburn-to-Cool Trail river crossing, but this should happen AFTER new trails are built or existing trail connections improved for bikes in the area.5) Making Railbed Trail and the lower portion of Western States Trail bike-legal.
182	1) Construct or improve a bike legal trails between Cool and the China Bar Area. 2) Construct or improving new bike legal trail routes across canyon using existing Mt. Quarries Bridge.

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Comment Number	5. What else should be addressed in the Auburn Interface Management Zone?
	<p>3) Limiting vehicles in the China Bar to promote increased, multi-use recreation in the area.</p> <p>4) Constructing a permanent Auburn-to-Cool Trail river crossing, but this should happen AFTER new trails are built or existing trail connections improved for bikes in the area.</p> <p>5) Making Railbed Trail and the lower portion of Western States Trail bike-legal</p> <p>6) Develop an agreement with FATRAC allowing them to provide ongoing, routine maintenance on park trails on an as needed, short notice basis</p>
183	<p>leave it wild and free and natural as much as possible please. keep current zones of action and only "improve" or add density upstream. Improve the trails quality and deal with fire and other risks.</p>
184	<p>Cardiac Hill is a very popular trail that has been in use for many, many years. It is in danger as a portion of the trail is apparently on private land and the new owner (of several years) has seen fit to close a portion of this trail and reroute in a dangerous fashion. Can Auburn get an easement or acquire the trail portion in some way to keep this long standing pubic thoroughfare open?</p> <p>Thank you.</p>
185	<p>1) Constructing or improving a bike legal trail between Cool and the China Bar Area.</p> <p>2) Constructing or improving new bike legal trail routes across canyon using existing Mt. Quarries Bridge.</p> <p>3) Limiting vehicles in the China Bar to promote increased, multi-use recreation in the area.</p> <p>4) Constructing a permanent Auburn-to-Cool Trail river crossing, but this should happen AFTER new trails are built or existing trail connections improved for bikes in the area.</p> <p>5) Making Railbed Trail and the lower portion of Western States Trail bike-legal.</p>
186	<p>Adding a foot/bike bridge across the River would make Auburn a world class destination for mountain biking and hiking.</p>
187	<p>Leave trails open to MTB and hiking</p>
188	<p>Protect the Cardiac Hill Trail, which is apparently partially on private land and being blocked off for no good reason / rerouted in a dangerous fashion but still on the private land. Maybe som sort of easement could be arranged that the land owner could benefit from or the land could be purchased? This is a very popular trail and a landmark trail in Auburn for many, many years.</p> <p>Thank you.</p>
189	<p>1) Constructing or improving a bike legal trail between Cool and the China Bar Area.</p> <p>2) Constructing or improving new bike legal trail routes across canyon using existing Mt. Quarries Bridge.</p> <p>3) Limiting vehicles in the China Bar to promote increased, multi-use recreation in the area.</p>

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	<p>4) Constructing a permanent Auburn-to-Cool Trail river crossing, but this should happen AFTER new trails are built or existing trail connections improved for bikes in the area.</p> <p>5) Making Railbed Trail and the lower portion of Western States Trail bike-legal.</p>
190	<p>Auburn Interface Zone (aka: China Bar, Overlook, Western States Trail, Cardiac/Cardiac Bypass, Railbed Trails): I support...</p> <p>1) Constructing or improving a bike legal trail between Cool and the China Bar Area.</p> <p>2) Constructing or improving new bike legal trail routes across canyon using existing Mt. Quarries Bridge.</p> <p>3) Limiting vehicles in the China Bar to promote increased, multi-use recreation in the area.</p> <p>4) Constructing a permanent Auburn-to-Cool Trail river crossing, but this should happen AFTER new trails are built or existing trail connections improved for bikes in the area.</p> <p>5) Making Railbed Trail and the lower portion of Western States Trail bike-legal.</p>
191	<p>1) Make Railbed Trail and the lower portion of Western States Trail bike-legal.2) Construct or improve new bike legal trail routes across canyon using existing Mt. Quarries Bridge.3) Limit vehicles in the China Bar to promote increased, multi-use recreation in the area.4) Construct a permanent Auburn-to-Cool Trail river crossing, but this should happen AFTER newtrails are built or existing trail connections improved for bikes in the area.5) Construct or improve a bike legal trail between Cool and the China Bar Area.</p>
	<p>The bridge connection would be a massively huge improvement. Please consider that your top priority in this area.</p>
192	<p>1) Constructing or improving a bike legal trail between Cool and the China Bar Area.</p> <p>2) Constructing or improving new bike legal trail routes across canyon using existing Mt. Quarries Bridge.</p> <p>3) Limiting vehicles in the China Bar to promote increased, multi-use recreation in the area.</p> <p>4) Constructing a permanent Auburn-to-Cool Trail river crossing, but this should happen AFTER new trails are built or existing trail connections improved for bikes in the area.</p> <p>5) Making Railbed Trail and the lower portion of Western States Trail bike-legal.</p>
193	<p>1) Constructing or improving a bike legal trail between Cool and the China Bar Area.</p> <p>2) Constructing or improving new bike legal trail routes across canyon using existing Mt. Quarries Bridge.</p> <p>3) Limiting vehicles in the China Bar to promote increased, multi-use recreation in the area.</p> <p>4) Constructing a permanent Auburn-to-Cool Trail river crossing, but this should happen AFTER new trails are built or existing trail connections improved for bikes in the area.</p> <p>5) Making Railbed Trail and the lower portion of Western States Trail bike-legal.</p>

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Comment Number	5. What else should be addressed in the Auburn Interface Management Zone?
194	<p>I would like to see new singletrack trails built. As of 2016, Placer Countys population has grown by roughly 220%, according to the US Census. Yet in a similar time frame, practically zero miles of singletrack have been added to the ASRA. Like the issues around maintaining trails, volunteer labor and donations are readily available to assist in the planning and execution of new trails, with the potential of little to no fiscal cost to Parks.</p> <ol style="list-style-type: none"> 1) Constructing or improving a bike legal trail between Cool and the China Bar Area. 2) Constructing or improving new bike legal trail routes across canyon using existing Mt. Quarries Bridge. 3) Limiting vehicles in the China Bar to promote increased, multi-use recreation in the area. 4) Constructing a permanent Auburn-to-Cool Trail river crossing, but this should happen AFTER new trails are built or existing trail connections improved for bikes in the area. 5) Making Railbed Trail and the lower portion of Western States Trail bike-legal. 6) Develop an agreement with FATRAC allowing them to provide ongoing, routine maintenance on park trails on an as-needed, short notice basis
195	<p>Please allow mountain biking on these trails. Days with horses could be alternated like in the OHV zone.</p>
196	<ol style="list-style-type: none"> 1) Constructing or improving a bike legal trail between Cool and the China Bar Area. 2) Constructing or improving new bike legal trail routes across canyon using existing Mt. Quarries Bridge. 3) Limiting vehicles in the China Bar to promote increased, multi-use recreation in the area. 4) Constructing a permanent Auburn-to-Cool Trail river crossing, but this should happen AFTER new trails are built or existing trail connections improved for bikes in the area. 5) Making Railbed Trail and the lower portion of Western States Trail bike-legal.
197	<ol style="list-style-type: none"> 1) Constructing or improving a bike legal trail between Cool and the China Bar Area. 2) Constructing or improving new bike legal trail routes across canyon using existing Mt. Quarries Bridge. 3) Limiting vehicles in the China Bar to promote increased, multi-use recreation in the area. 4) Constructing a permanent Auburn-to-Cool Trail river crossing, but this should happen AFTER new trails are built or existing trail connections improved for bikes in the area. 5) Making Railbed Trail and the lower portion of Western States Trail bike-legal. 6) I'm not opposed to questions #2 & #4... but would like to be better informed before making judgement one way or the other.
198	<ol style="list-style-type: none"> 1) Construct/improve a bike legal trail between Cool and the China Bar Area. 2) Construct new bike legal trail routes across canyon using existing Mt. Quarries Bridge. 3) Limi vehicles in the China Bar to promote increased, multi-use recreation in the area. 4) Construct a permanent Auburn-

Comments on Auburn Interface

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	to-Cool Trail river crossing, but this should happen AFTER newtrails are built or existing trail connections improved for bikes in the area.5) Making Railbed Trail and the lower portion of Western States Trail bike-legal
199	I would like to see added resources to be put into trail maintenance and development, specifically to make the area more accessible and inviting to mountain biking. I am an avid trail runner and cyclist and feel the area could be better developed to give access to more people. I also feel the equestrian access should be limited due to severe amount of trail damage and erosion caused by horses.
200	<p>Some things I love to see in this zone are a bike-legal trail between Cool and the China Bar Area, a new bike legal route(s) across the canyon using the existing Mt. Quarries Bridge, the making of Railbed Trail (and the lower portion of the Western States trail) bike-legal, and the construction of a permanent way to connect this area to Cool (via a bridge) but I really think this should be done only AFTER either new trails are built that allow bikes OR existing trails are improved to allow bikes as well.</p> <p>This is one area in particular I feel is severely lacking for cyclists..and much improvement could be made. As of 2016, Placer Countys population has grown by roughly 220%, according to the US Census. Yet in a similar time frame, practically zero miles of singletrack have been added to the ASRA. Like the issues around maintaining trails, volunteer labor and donations are readily available to assist in the planning and execution of new trails, with the potential of little to no fiscal cost to Parks. State Parks should work with nonprofits such as Placer Land Trust, American River Conservancy and public agencies (federal, County) to protect land along and near the river through any means necessary. And State Parks should be willing to acquire, own and manage land as part of this effort.</p>
201	more mountain bike access
202	<p>Construct or improve a bike legal trail between Cool and the China Bar area.</p> <p>Limiting vehicles in the China Bar area to promote increased, multi-use recreation.</p> <p>Making Railbed Trail and the lower portion of Western States Trail bike-legal.</p> <p>Construct or improve new bike legal trail routes across canyon using existing Mt Quarries bridge.</p>
203	<ol style="list-style-type: none"> 1) Constructing or improving a bike legal trail between Cool and the China Bar Area. 2) Constructing or improving new bike legal trail routes across canyon using existing Mt. Quarries Bridge. 3) Limiting vehicles in the China Bar to promote increased, multi-use recreation in the area. 4) Constructing a permanent Auburn-to-Cool Trail river crossing, but this should happen AFTER new trails are built or existing trail connections improved for bikes in the area. 5) Making Railbed Trail and the lower portion of Western States Trail bike-legal.
204	Continue to allow mountain bike access with opportunities to develop more trails and greater access for mountain bikes in the future

Comments on Auburn Interface

Comment Number	5. What else should be addressed in the Auburn Interface Management Zone?
205	Portions of lower railbed trail should be opened up to mountain bike access
206	<p>Please consider</p> <ul style="list-style-type: none"> - Constructing or improving a bike legal trail between Cool and the China Bar Area. - Constructing or improving new bike legal trail routes across canyon using existing Mt. Quarries Bridge. - Limiting vehicles in the China Bar to promote increased, multi-use recreation in the area. - Constructing a permanent Auburn-to-Cool Trail river crossing - that is bike legal - Making Railbed Trail and the lower portion of Western States Trail bike-legal
207	Making Railbed Trail and the lower portion of Western States Trail bike-legal.
208	<p>Construct or improve a multi-use trail between Cool and the China Bar Area. Construct or improve new multi-use trail routes across canyon using existing Mt. Quarries Bridge. Limit vehicles in China Bar to promote increased, multi-use recreation in the area. Construction of a permanent Auburn-to-Cool Trail river crossing should happen after new trails are built or existing trail connections improved for bikes. Make Railbed Trail and the lower portion of Western States Trail bike-legal. Auburn is marketing itself as an endurance destination and canyon amenities should support these efforts toward active, trail-oriented recreation. Maintenance of existing trails should not be overlooked; please partner with existing non-profits with trail maintenance expertise, such as FATRAC, to reduce trail maintenance costs and improve safety. Remove internal roadblocks to using volunteer labor for maintenance. Parking at Russell Road is overburdened and additional parking sites or shuttles are needed.</p>
209	<p>As a frequent visitor and supporter of local businesses when I spend time in the area I support FATRACs recommendations including:</p> <ol style="list-style-type: none"> 1) Constructing or improving a bike legal trail between Cool and the China Bar Area. 2) Constructing or improving new bike legal trail routes across canyon using existing Mt. Quarries Bridge. 3) Limiting vehicles in the China Bar to promote increased, multi-use recreation in the area. 4) Constructing a permanent Auburn-to-Cool Trail river crossing, but this should happen AFTER new trails are built or existing trail connections improved for bikes in the area. 5) Making Railbed Trail and the lower portion of Western States Trail bike-legal.
210	Open up all trails to be multi use so bikes can use them.
211	<p>I support:</p> <ol style="list-style-type: none"> 1) Zip line across the Canyon - consult with the City of Rocklin on how they got a private vendor to run their Quarry Park facility that includes a zipline. https://www.rocklin.ca.us/rocklin-adventures-quarry-park

Comments on Auburn Interface

Comment Number	5. What else should be addressed in the Auburn Interface Management Zone?
	<p>2) Constructing or improving a bike legal trail between Cool and the China Bar Area.</p> <p>3) Constructing or improving new bike legal trail routes across canyon using existing Mt. Quarries Bridge and making Riverview (Railbed) Trail and the lower portion of Western States Trail bike-legal. ASRA doesn't have the time or resources to build bunch of new trails just to separate bikes from horses/hikers. There are many hikers/bikers/runners/equestrians that use China Bar now and share the trails without problems. We can share trails, contrary to the position held by PARC and Loomis Basin Horseman's Association.</p> <p>4) Constructing a permanent Auburn-to-Cool Trail river crossing, but this should happen AFTER new trails are built or existing trail connections improved for bikes in the area. Note however that I really question the viability of building a trail bridge because it will cost millions of dollars. We need trails first, bridge second.</p> <p>5) Limiting vehicles in the China Bar to promote increased, multi-use recreation in the area. Many people hike/walk on the fire roads in China Bar because it is not technical. China Bar Area acts like our own American River Parkway - it's the only area usually closed to cars, where people can walk, bike, hike, etc on pavement with gradual inclines, free of rocks and uneven terrain. I see people of all ages, especially older people, hiking along the road. For this reason, I do NOT support opening up China Bar to vehicles year-round. I would like ASRA and USBR to start to tally the number of hikers/bikers/equestrians who are using the roads in China Bar, as I believe that adding vehicular traffic creates safety issues. Trail users are also impacted by cars, since Cardiac Bypass trail crosses the road in four places. Having hikers + cars/trucks/trailers on the roads will potentially lead to accidents. I have seen cars speeding on the roads, and there are blind corners. I also do not support bringing cars down to the river on either side (Auburn or Cool) because it will bring people who will bring trash. That portion of the river isn't really good to swim in, which is why most people would drive to the river, because it's cold and the river runs fast. The China Bar area is better suited to recreationalists who are willing run/hike/bike and they will be fine with parking at the top.</p> <p>Camping - I strongly oppose adding a campground to the parking area of China Baron the Auburn side. However, I would support event-specific overnight camping for events-only at the area just below Overlook Park (the large flat area that is currently managed under ARD).</p> <p>Equestrians - I do not support creating an equestrian-only parking/staging area in China Bar per the PARC/ACE/LBHA proposal. Equestrians have more than enough space next to Overlook Park. If they need more, ARD gave land to the equestrians right next to that staging area, but that lot is always locked and empty. The proposed staging area is less than one mile from the existing staging area - it make no sense to have another staging area so closeby! I also strongly oppose the PARC plan that would create separate trails for horses/hikers and cyclists. We share the trails now, just fine, in China Bar. The PARC plan would put bikes on fire roads and call them trails. These are not trails, the are roads.</p> <p>Partnership - I strongly believe that ASRA should partner with ARD and the City of Auburn to make Overlook Park the GATEWAY to all trails and other recreation in the Auburn area. Overlook is underutilized and as a result, transients and druggies frequent that park. Yet, there is adequate parking and restroom facilities at Overlook, and it's easily accessible via Pacific Street from Auburn Folsom Road. Note that Pacific Street is already a busy street, which can support an increase in vehicle traffic. If however ASRA/USBR wants to encourage visitors to China Bar via entry at Maidu Drive, this would increase traffic on Skyridge and Riverview Drives, which is unacceptable to the neighborhood (as witnessed by the recent Auburn Bike Park debates). To avoid the traffic concerns from the neighborhood, USBR should encourage ASRA, ARD and the City of Auburn to work together to develop a plan to develop Overlook Park as the Gateway to ASRA, including China Bar. This should include a Kiosk with a map to the trails, and climbing boulders (see Teton Boulder Park as a great example), and all trails and route options should be labelled. I frequently hear people say that they would use China Bar more if they knew where to go, what routes to take, etc. This would be a win-win:</p>

Comments on Auburn Interface

Comment Number	5. What else should be addressed in the Auburn Interface Management Zone?
	decreasing traffic in the Confluence area, while cleaning up Overlook Park, and increasing tourism to the City of Auburn (as the self-proclaimed "Endurance Capital of the World").
212	<ol style="list-style-type: none"> 1) Constructing or improving a bike legal trail between Cool and the China Bar Area. 2) Constructing or improving new bike legal trail routes across canyon using existing Mt. Quarries Bridge. 3) Limiting vehicles in the China Bar to promote increased, multi-use recreation in the area. 4) Constructing a permanent Auburn-to-Cool Trail river crossing, but this should happen AFTER new trails are built or existing trail connections improved for bikes in the area. 5) Making Railbed Trail and the lower portion of Western States Trail bike-legal.
213	I'd like to see more bike-friendly trails in that area or maybe open up trails to bike for even day use like they do successfully for parts of the Tahoe Rim Trail. I wouldn't personally use the disc golf, volleyball court or other facilities, but I'm a fan of thoughtful expanded uses in the area.
214	Zip lining across the canyon over the river would be amazing! That being said I also support more bike legal trails to be constructed or improved between Cool and the China Bar Area, new bike legal trail routes across canyon using existing Mt. Quarries Bridge, and make Railbed Trail and the lower portion of Western States Trail bike-legal. This will help some of the congestion in the Confluence area by adding trail and allowing bikes on more trails on this side of the canyon. I like the idea of the Auburn-to-Cool Trail river crossing, but this should happen AFTER new trails are built or existing trail connections improved for bikes in the area.
215	<ol style="list-style-type: none"> 1) Constructing or improving a bike legal trail between Cool and the China Bar Area. 2) Constructing or improving new bike legal trail routes across canyon using existing Mt. Quarries Bridge. 3) Limiting vehicles in the China Bar to promote increased, multi-use recreation in the area. 4) Constructing a permanent Auburn-to-Cool Trail river crossing, but this should happen AFTER new trails are built or existing trail connections improved for bikes in the area. 5) Making Railbed Trail and the lower portion of Western States Trail bike-legal.
216	<ol style="list-style-type: none"> 1) Constructing or improving a bike legal trail between Cool and the China Bar Area. 2) Constructing or improving new bike legal trail routes across canyon using existing Mt. Quarries Bridge. 3) Limiting vehicles in the China Bar to promote increased, multi-use recreation in the area. 4) Constructing a permanent Auburn-to-Cool Trail river crossing, but this should happen AFTER new trails are built or existing trail connections improved for bikes in the area. 5) Making Railbed Trail and the lower portion of Western States Trail bike-legal.

Comments on Auburn Interface

Comment Number	5. What else should be addressed in the Auburn Interface Management Zone?
217	More access for mountain biking.
218	Build or improve a bike legal trail between Cool and China Bar Area. Build or improve new bike legal trail across canyon using existing Mt.Quarries bridge. Limit vehicles in the China Bar to help promote increased multi-use recreation in the area. Please make Railbed Trail and the lower portion of Western States Trail bike legal. Thank You
219	Again, please make more of these trails multi-use aka mountain bike accessible. It would be awesome to add access to Knickerbocker for ALL trail users. However, that sounds expensive and may be a long term goal.
220	Increase mountain bike trail access by working to legalize unofficial trails and including MTB access in when new trails are created. Also have a plan for maintaining these trails.
221	The trail bridge should be open all year to hikers, bikers, horses. Many people will use in the winter
222	Traffic safety on the paved road down to China Hill is already a problem. The mix of pedestrians, cyclists and motorists going faster than the 15 mph limit is dangerous. Let's keep the focus on enjoyment of the natural environment. People need to be able to unplug and relax without lots of "entertainment". Opportunities already exist in the community for those activities listed in #4, except for zip lines--seriously? Additionally, I'm concerned about additional traffic in my neighborhood (Riverview Dr.) with the development of the China Bar area. If shuttles from the Confluence to Birdsall are being considered, they should run on the east side of the river, where the impact of traffic on city streets would be less.
223	I live on Riverview Drive near Maidu. ARD has just voted to approve a 9-acre Bike Park in my neighborhood-a quiet, established, peaceful area on the canyon-despite almost 100% opposition from the people who live here and who will be negatively impacted in many ways. The way that ARD has ignored and dismissed all of our concerns is shameful and wrong. I am vehemently opposed to further development of this nature in Auburn. Our wildlands and the local wildlife should be protected, not turned into an amusement park under the pretense of "economic development." Please do not allow this exploitation of precious resources to be compromised.
224	The great thing about these green belts is that they allow an access for people to enter into nature with less infringement of human development. By developing them further takes away from the reason folks want to visit in the first place.
225	Protection of this area for wildlife habitat and flora. Protection of this area to maintain peaceful, quiet and natural area for hiking and mountain biking. Protection of this area for the many numbers of Auburns seniors and children who now can hike, ride and run safely on the existing traffic-free roads and connecting trails. Protecting this area from further development needs to start NOW - it is a precious and rare resource that once developed, can never be restored. Further development and recreation i.e. camping grounds and increased car usage will also greatly increase chances of wildfire in an area far too close to homes. In addition, we must acknowledge cars and people/animals cannot safely share the road. Wildlife, long accustomed

Comments on Auburn Interface

Comment Number	5. What else should be addressed in the Auburn Interface Management Zone?
	<p>to a safe habitat, will be hit by cars, and the lives of seniors and children (who have used the area for decades without incident) will be endangered by increased traffic.</p> <p>We do not need a giant adult playground. We already have a disc course in Auburn, tennis, soccer and baseball fields, golf courses, several developed parks and theaters. We DO need to keep our quiet areas for people to hike in peace, and observe and appreciate the earth left in its natural state. THIS IS RARE. We have something rare here, and must protect it.</p>
226	<p>Better access to whitewater facility. Pump track.</p>
227	<p>Change the trail designation to multi user so that bicycles can ride all the way around Folsom Lake</p>
228	<p>Fish planting</p>
229	<p>I would think that a trail bridge would get washed away in every flood event. My dream for this zone would be to have year round access to the whitewater play park at the old dam site. This is an under utilized recreation area due to limited whitewater access. I would support more recreation facilities if there was also access to this part of the river.</p>
230	<p>make the bridge a priority. better take out at oregon bar and birdsall.</p>
231	<p>More single track bike trails. Current trails are becoming crowded and over ridden.</p>
232	<p>There needs to be more trail access for mountain bikers and cyclocross, and model of Sheard trails is currently working on Mount Rose near Lake Tahoe.</p>
233	<p>1) Constructing or improving a bike legal trail between Cool and the China Bar Area.2) Constructing or improving new bike legal trail routes across canyon using existing Mt. Quarries Bridge.3) Constructing a permanent Auburn-to-Cool Trail river crossing, but this should happen AFTER newtrails are built or existing trail connections improved for bikes in the area.4)There should be bicycle legal singletrack from the Auburn Overlook to the Confluence. Currently there are 2 singletrack trails that do this but both are closed to bike. The Railbed trail should be bike legal and extend to No Hands Bridge since equestrians already have Western States Trail.</p>
234	<p>This all depends on location of where these additional facilities would be placed. I'm very much against any cars or campgrounds being allowed in the canyon because of the fire danger it would bring.</p> <p>Regarding the bridge - cheaper and better to place a trail that runs to no hands bridge to cross over to Cool. Keeps traffic and noise down for those of us who live along the Canyon (noise travels)</p> <p>More rec facilities at the Overlook might be nice. Amphitheater might be good - again, depending on placement.</p>

Comments on Auburn Interface

Comment Number	5. What else should be addressed in the Auburn Interface Management Zone?
235	horse friendly bridge crossing the river to provide a loop for multi-use. This will relieve out and back trail congestion on the Western States trail.
236	Camping here is dangerous for the homes above.
237	<p>Camping will bring a significant threat of fire. This could put the whole Auburn area at risk of a catastrophic fire event. Please don't endanger our homes! We've seen the devastation wildfires cause! Sparks from a horse's hooves have already accidentally caused a fire here. We were lucky with that one.</p> <p>If any of these are implemented, how will they be monitored??</p>
238	<p>I hope there is discussion of the increased traffic and congestion with cars and people traveling to the gate on Maidu through a currently quiet, residential zone while also increasing exposure to the neighborhood elementary school. Day use is understandable, but a campground will create 24 hour traffic with people flooding in from the bay area speeding right through the neighborhood at all hours. Instead of hikers, horseback riders, and mountainbikers, the campground will attract a higher percentage of people looking for a place to party. (Anyone who camps in campgrounds knows that there is always a percentage of campers who have no interest in sleeping outdoors. It is just an excuse to party all night) There have also been several incidences in campgrounds in Placer County in recent years due to transient populations using the campground as staging areas. It would definitely require more rangers, more resources, and tireless effort to manage and maintain a campground that would be full of headaches and costs.</p>
239	<p>Keep it as wilderness. People need a place to go that doesnt have mechanized crap (zip lines and all the stuff you can find in abundance in cities. The appeal is being able to hike, bike, run, ride horses or fish - away from all that nonsense). Think of John Muir, and the vision he had to keep places like Yosemite (fairly) pristine. The area is filled with historic sights, and deserves to be left unscathed.</p>
240	<p>Ongoing maintenance of existing assets. Trail maintenance and building on both sides of the river, though a bridge is unnecessary. There is easy access via No Hands bridge.</p> <p>Strongly opposed to a campground. This is a serious fire hazard. This is a great day use area, and should be maintained as such.</p> <p>Also reroute cardiac trail off of private property!</p>
241	<ul style="list-style-type: none"> - Update wildfire protection plan for any new improvements - Add hiking/biking trail map signs - Consider buffers (noise, safety, etc.) to residents and local community adjacent to ASRA - Post dog leash/clean up regulations/laws - Restore native habit
242	-Protection of wildlife corridors.

Comments on Auburn Interface

Comment Number	5. What else should be addressed in the Auburn Interface Management Zone?
	<p>-Wildfire protection</p> <p>- While there are many positive aspects to advance recreational facilities, the negative impacts to the local residents and community should be addressed in the plan.</p>
243	Be sure that maps for the trails are readily available.
244	<p>What this area could really benefit from is more trails that are accessible for mountain bikes. The topography is perfect and with the support in the community this could be wholly managed through volunteer efforts. It is obvious from the bike park public meeting turnouts that people want to ride their bikes more in this area and that it is a entire family activity.</p>
245	<p>Our home backs up to the ASRA in the Auburn Interface zone and my family hikes & bikes these trails almost every day (and we used to also have a horse). We know what trail etiquette is all about.</p> <p>We would like to see all existing trails open to all people and all riders. We would also like to see more new trails. The more trails there are, the less conflicts you will have!!</p> <p>An option would be to do an odd even day for bikes and horses in some of the more conflicting areas or build trails specifically for biking.</p> <p>An access bridge crossing the river at the old dam site is a great idea but we think it would get very little use for the money spent. We would rather see new trails that would benefit all users to connect these areas before spending the money on a bridge.</p> <p>Trail Maintenance</p> <p>The groups like FATRAC are great but a lot more maintenance needs to be done. If you get the local clubs and retailers to promote more, the volunteer people will come, especially for building new trails. You just need qualified people to supervise the volunteers.</p> <p>As a Hiker</p> <p>Everything is great, just need more trail maintenance.</p> <p>As a Biker -</p> <p>We would like to see trails for biking that connects the Auburn Interface (Overlook area), Knickerbocker and Confluence Zone together. Currently we have to ride Hwy 49 to get from one zone to the other and this is very dangerous!!</p> <p>We would also like to see the trail area expanded, maybe a trail going up the north side of the North Fork up to Yankee Jims, and then from Yankee Jims to the Foresthill Divide Loop Trail.</p> <p>We would also like to see some downhill specific trails (although not for us) in the OHV area for those who like to go fast and that would eliminate a lot of the conflicts on other trails where people do hike.</p>
246	<p>Considering the Increase in use and the opening of China Bar to alleviate congestion at Confluence, All trails should me multi-use or additional trails added. Currently, the trails plan does not account for the demographics in users. Equestrians continue to be the lowest population of trail users with nearly 80% of trail access.</p>

Comments on Auburn Interface

Comment Number	5. What else should be addressed in the Auburn Interface Management Zone?
247	Please make provisions for areas allowable for nudism. There are plenty of nudist/naturist groups whom love this area and frequent this area. I belong to the Naturist Society and a local group called the River Dippers. We are normal active people who love to be outdoors. Unfortunately our options are becoming limited where we can legally be outdoors nude.
248	Shaded fuel break management.
249	Work with nonprofits such as Placer Land Trust and public agencies (federal, County) to protect land along the river through any means necessary. State Parks should be willing to acquire, own and manage land as part of this effort.

Comments on Knickerbocker

Comment Number	4. What else should be addressed in the Knickerbocker Management Zone?
1	Add to staging area an equestrian round pen and wash rack. An arena would also be great. Plant lots of trees.
2	Please spend the money on patrolling the trails to keep them safe. I no longer feel safe hiking or riding equines due to some of the mountain bikers. Most are courteous, however the few who are not, don't seem to care if they hurt anyone. Some are on single track trails that are posted no bikes - but there they are!!!
3	Please do not build any new roads through this beautiful park and do not increase our risk of forest fire with campgrounds.
4	Provide additional support in the area to allow people and animals (eg. horses, dogs) to use the area; but do not allow vehicles to drive down. Vehicles spoil the remote access and tranquility of the area. Do include a trail bridge to connect the knickerbocker area to the Auburn side of the river. Allow more places to have access via bicycle but do not allow more cars.
5	Trails need some love
6	<p>American Whitewater is a national non-profit 501(c)(3) river conservation organization founded in 1954 with a mission to conserve and restore Americas whitewater resources and to enhance opportunities to enjoy them safely. With over 6,000 members and 100 locally based affiliate clubs, American Whitewater represents the conservation interests of thousands of whitewater enthusiasts across the nation. A significant percentage of our members reside in and travel to California for its whitewater resources, and enjoy recreating along over forty miles of river canyon on the North & Middle Fork of the American River. As such, American Whitewater appreciates having the opportunity to provide comment on the Auburn State Recreation Area General Plan/Resource Management Plan regarding the Knickerbocker Management Zone.</p> <p>Whitewater paddlers enjoy the resources on the North Fork American River year around with some of the best opportunities for recreational flow occurring during the shorter days in early winter and early spring (January/February and April/May). There are two specific whitewater river features of interest; the PCWA Pump Station Rapids that can be used at flows ranging from 330 cfs to 2000 cfs for Class II & III boaters; the G-Wave which is a river wide surfing feature appearing when flows reach 25,000 cfs that properly equipped Class IV boaters utilize on the rare occasions that the wave appears.</p> <p>Additionally, the USDA-FS, Forest Service Final Conditions and Recommendations provided under 18 CFR Â§ 4.34 (b)(1) in connection with PCWA's Application for Relicensing for the Middle American River Project (FERC No. 2079) references conditions that will provide weekday recreation straemflows June through September that will run down the Middle American River to the North Fork American River in this management zone for up to 5 weekdays a week depending on water year type.</p> <p>Natural Winter flows , Spring runoff and hydropower license required stream flows cannot be enjoyed by the public without access. Therefore, in the Knickerbocker Management Zone CA State Parks should provide year-round vehicle access to the PCWA Pump Station Rapids on the North Fork American River at Rocky Point. Entrance should also be provided daily. Access to the El Dorado County side of the North Fork American River would give river users another option and alleviate overcrowding at parking gates 137 and 139 at the heavily impacted Confluence.</p>
7	Either get mountain bikers off all trails less than six feet wide or enforce speed limits.

Comments on Knickerbocker

Comment Number	4. What else should be addressed in the Knickerbocker Management Zone?
	<p>Either require all dogs be on leash or ban dogs from ASRA. Stop sport and trophy hunting of wildlife. Citizens want to view them--follow CA State Parks policies of no hunting.</p>
8	<p>A bridge across the river would be helpful. Also, a connection to the trails in Folsom Lake SRA would be nice.</p>
9	<p>Leave it open and a wilderness as much as possible.</p>
10	<p>1) Incorporating existing, non-system trails into the ASRA and adding new trails to accommodate increased recreational use of the area. 2) Creating a bike-legal, singletrack trail that connects the Confluence area trails up to the Olmstead Loop, and/or allow mountain bikes on the Western States Trail up to Cool. 3) Supporting the proposed new trail along the North Fork Arm of Folsom Lake from Olmstead Loop to Peninsula area within Folsom SRA.</p>
11	<p>Expand bike trails Odd even day access for bike and horse usage on currently 'horse only' trails.</p>
12	<p>1) Incorporate existing, non-system trails into the ASRA and add new trails to accommodate increased recreational use of the area. 2) Create a bike-legal, singletrack trail that connects the Confluence area trails up to the Olmstead Loop, and/or allow mountain bikes on the Western States Trail up to Cool. 3) I support the proposed new trail along the North Fork Arm of Folsom Lake from Olmstead Loop to Peninsula area within Folsom SRA.</p>
13	<p>1. Incorporating existing, non-system trails into the ASRA and adding new trails to accommodate increased recreational use of the area. 2. Creating a bike-legal, singletrack trail that connects the Confluence area trails up to the Olmstead Loop, and/or allow mountain bikes on the Western States Trail up to Cool. 3. Supporting the proposed new trail along the North Fork Arm of Folsom Lake from Olmstead Loop to Peninsula area within Folsom SRA.</p>
14	<p>1) Incorporating existing, non-system trails into the ASRA and adding new trails to accommodate increased recreational use of the area. 2) Creating a bike-legal, singletrack trail that connects the Confluence area trails up to the Olmstead Loop, and/or allow mountain bikes on the Western States Trail up to Cool. 3) Supporting the proposed new trail along the North Fork Arm of Folsom Lake from Olmstead Loop to Peninsula area within Folsom SRA.</p>
15	<p>I'd like to see all of the existing trails incorporated into the Auburn State Recreation Area and the addition of some new trails to accommodate the increased usage. Another thing that should be looked at is a new single track for cyclists from Olmstead to the Confluence and from the Confluence to Folsom State Recreational Area. If new trails can't built for the entire distance then maybe re-status parts of the Western States Trail to multi-use so that cyclists can use those existing trails. I understand that safety is a concern for advocates of keeping cyclists off of the</p>

Comments on Knickerbocker

Comment Number	4. What else should be addressed in the Knickerbocker Management Zone?
	trails so I wouldn't mind having a requirement for cyclists to have a bell on their bike and that ear buds be banned while on the trails. If you can't hear what's going on around you then you are potentially putting yourself and others at risk due to not being able to hear others on the trails.
16	Continue to support the Cool/Olmstead trail system. It is a great hiking, horse-riding, and mountain biking resource; and brings people in from outside Auburn and Cool to spend their money here
17	<p>Please preserve the Western States Trail east of the river crossing at Poverty bar (CA Street Trail) in PERPETUITY as a non-wheeled use trail. Please allow only horseback riders, runners, and hikers.</p> <p>Two world famous events, the Tevis and the Western States 100 Run, put the Auburn State Recreation Area 'on the map' worldwide and lead to Auburn being awarded the title of Endurance Capital of the World. All year around runners and riders heavily use this narrow, single track, canyon face trail to train for these world famous events. If any wheeled use was allowed on this section of the Western States trail, it would spell the end of these two world renowned events.</p> <p>Please put SAFETY before public pressure in all your policy decisions. Thank you ~ Cindy Twyman</p>
18	<p>Constructing an equestrian facility such as an arena or stalls south of the parking area at Olmstead Loop (behind the fire station) is recommended.</p> <p>Other suggestions include horse camping opportunities or overnight parking (understanding that a fee may be required).</p> <p>Constructing a bridge below the previous dam site would allow an additional location for access to both sides of the American River is recommended.</p> <p>Constructing wash racks at Olmstead Loop, similar to the wash racks at Granite Bay is recommended.</p> <p>Enforcement of current and new requirements is important. For instance, it would be a benefit to have both mounted horse and bike patrol in the ASRA to enforce ASRA rules such as horses have the right-of-way over bikers and hikers.</p> <p>In addition, both horse and bike patrol can better enforce the leash requirements for dogs. Loose dogs without proper restraints can potentially endanger horses and equestrian riders.</p> <p>Some of the trail system in ASRA should continue to be horses-only such as parts of the Western States Trail System -Tevis and not be opened to other trail users due to safety concerns of equestrians riders and horses.</p>
19	<ol style="list-style-type: none"> 1) Incorporating existing, non-system trails into the ASRA and adding new trails to accommodate increased recreational use of the area. 2) Creating a bike-legal, singletrack trail that connects the Confluence area trails up to the Olmstead Loop, and/or allow mountain bikes on the Western States Trail up to Cool. 3) Supporting the proposed new trail along the North Fork Arm of Folsom Lake from Olmstead Loop to Peninsula area within Folsom SRA.

Comments on Knickerbocker

Comment Number	4. What else should be addressed in the Knickerbocker Management Zone?
20	I would like to see existing, non-system trails incorporated into the ASRA to accommodate increases in recreational uses. A bike-legal singletrack trail that connects Confluence area trails to the Olmstead loop would benefit all ASRA users. The proposed new trail from the North Fork Arm of Folsom Lake from Olmstead to the Peninsula (FSRA) should be supported by ASRA.
21	1) Incorporating existing, non-system trails into the ASRA and adding new trails to accommodate increased recreational use of the area. 2) Creating a bike-legal, singletrack trail that connects the Confluence area trails up to the Olmstead Loop, and/or allow mountain bikes on the Western States Trail up to Cool. 3) Supporting the proposed new trail along the North Fork Arm of Folsom Lake from Olmstead Loop to Peninsula area within Folsom SRA.
22	Vehicle access to the river would ideally be restricted to those with mobility issues. Currently it appears very difficult for those with mobility issues to access and enjoy the scenic river beauty. As our population ages having vehicle access would assist in providing an avenue for our local residents, and others, to continue enjoying outdoor recreation.
23	Possibly interpretive signage along trails.
24	1) Incorporating existing, non-system trails into the ASRA and adding new trails to accommodate increased recreational use of the area. 2) Creating a bike-legal, singletrack trail that connects the Confluence area trails up to the Olmstead Loop, and/or allow mountain bikes on the Western States Trail up to Cool. 3) Supporting the proposed new trail along the North Fork Arm of Folsom Lake from Olmstead Loop to Peninsula area within Folsom SRA.
25	Law enforcement re: unleashed animals, bicycles going to fast, no trail etiquette.
26	Incorporate existing, non-system trails into the ASRA and adding new trails to accommodate increase recreational use of the area. Creating a bike=legal, single track that connects the Confluence area trails up to the Olmstead Loop, and/or allow mountain bikes on the Western States Trail up to Cool. For me personally, this would be fabulous as I cannot hike long distances due to having both hips replaced, but I can travel further and experience the area on a mountain bike. Bike legal trails would allow me to enjoy more of what our area has to offer.
27	Law enforcement re: unleashed dogs, bicycles going to fast, not following trail etiquette.
28	1) Incorporating existing, non-system trails into the ASRA and adding new trails to accommodate increased recreational use of the area. 2) Creating a bike-legal, singletrack trail that connects the Confluence area trails up to the Olmstead Loop, and/or allow mountain bikes on the Western States Trail up to Cool. 3) Supporting the proposed new trail along the North Fork Arm of Folsom Lake from Olmstead Loop to Peninsula area within Folsom SRA.
29	Open ALL existing and future trails to bikes. (whether via change in use, odd/even day sharing, etc.) Many will claim this shouldnt be done due to safety concerns; but keep in mind that State Parks OWN survey on trail user conflict in 2012 essentially stated that conflicts are not an issue.

Comments on Knickerbocker

Comment Number	4. What else should be addressed in the Knickerbocker Management Zone?
	<p>Even so, by implementing an on/off shared use agreement in the form of odd/even days as just one example, the issue of 'safety' can easily be mitigated at zero cost.</p> <p>A singletrack, bike legal trail between Cool and Confluence is a must. Allow bike access on WST to do so.</p> <p>Build new singletrack trails, including progressive and advanced MTB specific trails</p> <p>Designate existing trails or create new singletrack trails for mountain bikes to connect Foresthill and Auburn, Confluence to Cool, Confluence to Overlook, Auburn Lake Trails to Confluence, and Auburn to Granite Bay</p> <p>Develop an agreement with FATRAC allowing them to provide ongoing, routine maintenance on park trails on an as-needed, short notice basis</p>
30	All equestrian should wear a helmet and their horse wear poop bag in multi use areas
31	Young children on bikes, hikers and equestrians currently use the road for trail access and an easy walk, ride or bicycle path especially when conditions are wet and muddy. Adding cars would pose too many hazards and add a steady stream in and out that will do nothing to enhance the trail experience only endanger the public. Equestrian campsites don't need RV hookups, just a place to park and put up portable corrals. The "50 Campsites" should include equestrian campsites. My husband and I use the equestrian trails at least once a week in the winter and more in the summer.
32	<p>1) Incorporating existing, non-system trails into the ASRA and adding new trails to accommodate increased recreational use of the area.</p> <p>2) Creating a bike-legal, singletrack trail that connects the Confluence area trails up to the Olmstead Loop, and/or allow mountain bikes on the Western States Trail up to Cool.</p> <p>3) Supporting the proposed new trail along the North Fork Arm of Folsom Lake from Olmstead Loop to Peninsula area within Folsom SRA.</p>
33	Mountain biking!! User growth is huge. Bring trails not in the 'system' into the ASRA. Existing trails should be made bike legal. Add new trails, specifically connect the Olmstead loop to the confluence area. Make the Western States trail bike legal. Help bring the dream off an Olmstead Loop to Peninsula area a reality. Lower North Fork access for Vehicles = Cars-NO Bikes-Yes!
34	Improved mountain biking access. There is currently on way to legally connect mountain biking trails from the Knickerbocker area to other areas of ASRA. There is several under utilized trails that connect the Knickerbocker loop to Quarry Trail and Hwy 49. Allowing bike access to these trails would expand our access and help move bikes off of other over used trails.
35	<p>Would be appreciative of the following:</p> <p>1) Incorporating existing, non-system trails into the ASRA and adding new trails to accommodate increased recreational use of the area.</p> <p>2) Creating a bike-legal, singletrack trail that connects the Confluence area trails up to the Olmstead Loop, and/or allow mountain bikes on the Western States Trail up to Cool.</p> <p>3) Supporting the proposed new trail along the North Fork Arm of Folsom Lake from Olmstead Loop to Peninsula area within Folsom SRA.</p>

Comments on Knickerbocker

Comment Number	4. What else should be addressed in the Knickerbocker Management Zone?
36	Add an equestrian campground with 20-25 pull through sites. Keep equestrian and bike trails separate in steep areas. Build separate bike and pedestrian/equestrian trails to Peninsula Campground.
37	This area needs improved trail signage. I also hope for progress on the Auburn-to-Cool foot/bike/equestrian bridge over the river. The Knickerbocker area is a wonderful place to ride, hike or bike and I would not like to see TOO much improvement in facilities.
38	Patrolling; accountability for mis-users. The trails are great, it's used very well.
39	Placer County has virtually no overnight equestrian campgrounds. Overnight accommodations allow for animals to be ridden without forcing them to make a long trailer ride. It keeps pollution down, as we can do multi-day rides without driving back and forth.
40	Absolutely no overnight camping in this area!
41	Gold Panning and Sluicing needs to be re-instated in this area at once.
42	We need a mt. bike trail from Kinckerbocker to the confluence. A bridge where the river diverge used to be would be great too.
43	Non-system trails in and around the Knickerbocker area - either close or add them to ASRA. Trail maintenance is needed because of the high usage by user groups. More enforcement is needed to keep bikes off the Western States Trail.
44	Trail maintenance needed because of high usage. Increase enforcement to keep bikes off WS Trail.
45	Keep it how it is.
46	Please extend the trail network into Knickerbocker and DO NOT exclude bicycles
47	Keep water troughs for equines
48	There are few horse access points in our area, so I would like to see more horse trailer parking access areas provided.
49	Allow water activities such as water rodeos etc. at the China Bar rec area. Public access to a bridge across the river in this area would be wonderful.
50	1) Incorporating existing, non-system trails into the ASRA and adding new trails to accommodate increased recreational use of the area. 2) Creating a bike-legal, singletrack trail that connects the Confluence area trails up to the Olmstead Loop, and/or allow mountain bikes on the Western States Trail up to Cool.

Comments on Knickerbocker

Comment Number	4. What else should be addressed in the Knickerbocker Management Zone?
	3) Supporting the proposed new trail along the North Fork Arm of Folsom Lake from Olmstead Loop to Peninsula area within Folsom SRA.
51	<p>1. Star thistle overgrowth. Allow goats to graze & eat it down like at Cronan. Widen trails to make passage easier & avoid existing star thistle.</p> <p>2. More trail patrol either by hiker, bike or horseback.</p> <p>3. Don't develop area, leave it as natural as can be. We love it out there just like it is!</p>
52	Currently park users that poach trails and speed are not prosecuted even though they have caused accidents and, at the very least, a disturbed park experience for those wishing to enjoy the natural world. A plan needs to be in place to stop this and put safety first. Secondly, keep all trails and land as natural as possible as this is one of the last of it's kind.
53	Since most of this is m/u trail, close use during and after rain. Maintain trail to multi use trail standards. Heavy fines for volunteer created trail. The speed limit for mountain bikes should be reflected as what use be on Auburn SRA's web site. Multi use trail speed for mountain bikes is 15 mph with 5 mph when meeting all other trail users, and yielding to all other trail users. This section of trail should have regular patrolling by Park Ranger. A good opportunity for Park Rangers to interface and educate the recreational trail public. This an excellent opportunity to do interpretive education for birding, park wildlife, trees, plants, geology, and history. Prime concerns should be recreational trail user's safety and stewardship of Public Lands.
54	Leave as it is, only those with park permits should be allowed to park. No camping, need to preserve the natural environment, camping leads to litter, fires and vandalisim. Allow mountain bikers to ride, their events bring local revinue and oportunity for all ages as well respect the environment they ride. keep kids on leashes, I have seen kids go unsupervised on trails and destroy the environment as well as throw things at wildlife as if it was there right. have the horse riders pick up after the horses, don't like being forced to walk in horse poo and urine that spans the width of the trail.
55	Improvement and maintenance of equestrian and multipurpose trails. Attention to safety and enforcement
56	<p>Except for special events, trails around Cool in the Knickerbocker area should be preserved primary for foot and equestrian use. The parking lot is full most weekends with horse trailers and it is the center of the equestrian sport in the Park. When a so-called "multi-use" trail was built on the other side of the Canyon above Mammoth Bar is quickly became so heavily used by mountain bikes that equestrians abandoned using it. It was just too dangerous. That will be the fate ultimately of allowing mountain bikes on all trails. The trails in Auburn Lake Trails are precipitous and were intended for equestrian and hiking use.</p> <p>They should continue to be limited to those uses. Alternate days and other voluntary sharing has historically been ignored by biking enthusiasts as have signs saying "NO BIKES" and speed limits. Mountain bikers far outnumber horseback riders. Challenging single track trails for mountain bikes without speed limits are needed. but they should be placed on the other side of the Canyon where they can connect to existing trails and parking. Existing trails that are former roads and are wide like the quarry road trail can be shared. Single track trails with no room to pass are not safe multi-use trails.</p>

Comments on Knickerbocker

Comment Number	4. What else should be addressed in the Knickerbocker Management Zone?
57	The area is nice, quiet and semi-primitive. Adding vehicle access would distract from this atmosphere. Foot access via a footbridge across the river however would be a little more acceptable. Some small amount of development for in and around the existing parking lot would be acceptable especially since a lot of events occur there. Maybe a dozen campsites but 50 is way to much.
58	Removal of barbed wire from main trails and intersections. Speed limits especially on no line of sight trails. More dogs must be leashed signs. Basic horse courtesy sign information ie. announce yourself when approaching horses, ask to pass riders, leash your dog (if unleashed) would be the main hazards I always encounter.
59	More graveled area for equestrian parking. A dumpster for horse manure removal. Better horse washing stations. Fixing the severely eroded trails in the area.
60	When I am hiking in this area I notice that there are no trail signs, or the signs are in need of maintenance and repair, and there are trails that seem to have appeared post any maps. I also notice quite a bit of erosion due to the high equestrian use in the area.
61	<p>More Mtn Biking access,1) Incorporating existing, non-system trails into the ASRA and adding new trails to accommodate increased recreational use of the area.</p> <p>2) Creating a bike-legal, singletrack trail that connects the Confluence area trails up to the Olmstead Loop, and/or allow mountain bikes on the Western States Trail up to Cool.</p> <p>3) Supporting the proposed new trail along the North Fork Arm of Folsom Lake from Olmstead Loop to Peninsula area within Folsom SRA.</p>
62	<p>More bridges to accommodate foot traffic, bikes and horses through riparian zones. Last year's rains made many of the trails on the Olmstead Loop virtually impassable for many months. Many events are held on the trails, year-round, and regardless of weather. Additional bridges would lessen the impact of this traffic on trails and prevent the erosion of the creek beds. In addition, signs should be posted advising people to stay off trails when they are wet. In the summer months, star thistle makes many of the single track trails impassable. Does the ASRA have a program in place to address invasive plants? Our property backs up to the ASRA and so fuel reduction is also of concern with many years of drought leaving dead and downed trees as well as fire suppression leaving accumulated brush and understory. In general, I feel like the existing trails and property needs improvements and better management before encouraging more use. I was surprised to see campground facilities being proposed in Cool when most of the use is at the confluence during the summer. Additional river access must be provided to vehicles but it is unclear what "from Cool" would look like. In my opinion, more access should be made available at the Confluence and China Bar areas as most visitors are coming from Sacramento/Auburn.</p>
63	<p>1) Incorporating existing, non-system trails into the ASRA and adding new trails to accommodate increased recreational use of the area. 2) Creating a bike-legal, singletrack trail that connects the Confluence area trails up to the Olmstead Loop, and/or allow mountain bikes on the Western States Trail up to Cool. 3) Supporting the proposed new trail along the North Fork Arm of Folsom Lake from Olmstead Loop to Peninsula area within Folsom SRA.</p>

Comments on Knickerbocker

Comment Number	4. What else should be addressed in the Knickerbocker Management Zone?
64	<p>Creating a bike-legal, singletrack trail that connects the Confluence area trails up to the Olmstead Loop, and/or allow mountain bikes on the Western States Trail up to Cool.</p> <p>Supporting the proposed new trail along the North Fork Arm of Folsom Lake from Olmstead Loop to Peninsula area within Folsom SRA.</p>
65	<p>Use in the Knickerbocker MZ has dramatically increased since 1991. The system of ranch roads now show considerable erosion as a result of improper water runoff management. A system of random trails have randomly developed as there are not guidelines for utilization of existing systems. An inventory of the trails should be conducted to reroute as needed or retired.</p> <p>A route for both bicycles and horses should be constructed linking Cool to Auburn. The original plan for the dam, included passage across the dam.</p>
66	<p>Increase multi-use trails on all trails. See user days - mountain bikers are high and trails are low.</p>
67	<p>Fuels reduction could be done in areas for reduced chance of destructive wildfires should they occur in the area. Areas with dead shrubs and dense understory should be treated and shaded fuel breaks constructed along some access roads and major ridges. Noxious weeds (Scotch/French broom and star thistle) should also be treated. Trails need regular maintenance for access and erosion prevention.</p>
68	<p>Reduced day use fees.</p>
69	<p>Continue multi use for walkers,hikers,bikers,horses.</p>
70	<p>The trails are in need of signage, maintenance, rehab and low bridge or gravel causeway features at many of the stream crossing locations. To protect the natural, scenic and diverse quality recreational values of Knickerbocker 50 campsites with park rules, regulations and interpretive information seems reasonable. To allow for the influx of visitors that participate in competitive sports events and who would like to spend the night a low impact event camping area is recommended. An event camping area would provide minimal services: parking for cars and campers, tent camping, some picnic tables, toilet facilities and water if available. Vehicle access to the river for whitewater recreation at Rocky Point is recommended with some facility improvements. Pave the road if this area is designated for camping.</p> <p>NOTE: If trail conflicts reach an unacceptable level between mountain bikers and equestrians, odd/even days of use management should be considered.</p>
71	<p>Trail safety is a priority. Provide separate trails for hikers and equestrians from cyclists when needed for the safety of all users. Maintenance and protection of natural resources is also a priority. Parks should be adequately funded to enforce rules, close non-planned trails and restore over-used trails as needed.</p> <p>Regarding question 3....if you had offered the option "c. Yes, provide public shuttle vehicle access only to the river" I would have answered yes. This is an example of too few choices!</p>
72	<p>1. Incorporating existing, non system trails into the ASRA and adding new trails for increased recreational use</p>

Comments on Knickerbocker

Comment Number	4. What else should be addressed in the Knickerbocker Management Zone?
	<p>2. Create a bike legal, single track trail mthat connects Confluence area trails up to Olmstead Loop and/or allow mountain bikes on the Western States trail up to Cool</p> <p>3. Support the proposed new trail along the North Fork Arm of Folsom Lake from Olmstead Loop to the Peninsula area within Folsom SRA</p>
73	Trail access to the river and a crossing downstream from the Mountain Quarry Railroad (No Hands) Bridge to allow a loop trail from Cool to Auburn and return. More horse trailer parking would be nice.
74	<p>1) Incorporate existing, non-system trails into the ASRA and adding new trails to accommodate increased recreational use of the area.</p> <p>2) Create a bike-legal, singletrack trail that connects the Confluence area trails up to the Olmstead Loop, and/or allow mountain bikes on the Western States Trail up to Cool.</p> <p>3) Support the proposed new trail along the North Fork Arm of Folsom Lake from Olmstead Loop to Peninsula area within Folsom SRA.</p>
75	<p>I support:</p> <p>1) Incorporating existing, non-system trails into the ASRA and adding new trails to accommodate increased recreational use of the area.</p> <p>2) Creating a bike-legal, singletrack trail that connects the Confluence area trails up to the Olmstead Loop, and/or allow mountain bikes on the Western States Trail up to Cool.</p> <p>3) Supporting the proposed new trail along the North Fork Arm of Folsom Lake from Olmstead Loop to Peninsula area within Folsom SRA.</p>
76	<p>Add and maintain mountain bike trails. If possible also add some gravel trails for gravel bike riders.</p> <p>1) Incorporating existing, non-system trails into the ASRA and adding new trails to accommodate increased recreational use of the area.</p> <p>2) Creating a bike-legal, singletrack trail that connects the Confluence area trails up to the Olmstead Loop, and/or allow mountain bikes on the Western States Trail up to Cool.</p> <p>3) Supporting the proposed new trail along the North Fork Arm of Folsom Lake from Olmstead Loop to Peninsula area within Folsom SRA.</p>
77	With the increased traffic and interaction between horses, hikers and bikers on the Knickerbocker trails, some signs are needed to inform people how to safely interact. Many hikers and bikers are unaware of the need to give way and be sure to give some verbal sign as they approach and pass horses. This can be dangerous to them and also to the rider. Car traffic also seems to be unaware that they are not supposed to park in the horse area. An additional porta-potty or restroom up in the non-trailer parking lot would help out with this. No need to get crazy with new structures but some shade over a picnic table would be great.
78	Remove barbed wire
79	There needs to be a trail that connects from the Confluence to the Knickerbocker zone that allows mountain bikers. For starters, you should make the Western States Trail between the Confluence and Olmstead Trail bike legal UPHILL ONLY. (You'll need to make "Paige Harper Trail" and Quarry Trail bike legal for returning riders.

Comments on Knickerbocker

Comment Number	4. What else should be addressed in the Knickerbocker Management Zone?
	You also have tons of land in this zone that are suitable for adding more miles of bike legal trails.
80	1) Incorporating existing, non-system trails into the ASRA and adding new trails to accommodate increased recreational use of the area. 2) Creating a bike-legal, singletrack trail that connects the Confluence area trails up to the Olmstead Loop, and/or allow mountain bikes on the Western States Trail up to Cool. 3) Supporting the proposed new trail along the North Fork Arm of Folsom Lake from Olmstead Loop to Peninsula area within Folsom SRA.
81	Expand the trail system in this area, including official and unofficial trails that already exist. Connect the confluence area with the Olmstead area with bicycle legal trails. Allow bicycles on Western States to Cool, possibly on alternating days if necessary to avoid conflict. I don't think this is truly necessary, but can be used as a backup contingency plan.
82	Allow and plan for event camping.
83	Event camping should be planned and allowed.
84	There needs to be an expansion of trails for mountain bike use.
85	Better Trail Signage in this area would be great.
86	Ensure access for bicycles and handicap transportation is not cut off, I am impaired and the only way I can access is with a bike or transport scooter.
87	Need bike legal trail connection(s) to Confluence, at least one bike legal connection should accommodate cyclists of all abilities and type of bike. Highway 49 is not a reasonable connection. PG&E road not sufficient by itself. Suggest fast tracking one connection even if temporary using existing trails even if uphill only. Might be able to work with Caltrans as this is a bicycle transportation need as well as a recreation need. Also look towards a bicycle legal trail connection to Peninsula Campground. Most of the better trails in Knickerbocker MZ are non-system trails. Suggest most be adopted as multiple use or if not shareable consider establishing equitable allocations between equestrians and cyclists. Add new trails to better connect existing trails and add new capacity in Knickerbocker MZ. Plenty of room for new trails on south side of river between Knickerbocker MS, Auburn Interface MZ and Confluence MZ. Look to add Hiker-Biker sites to any developed campsites. Look for primitive camping sites for backpacking and bikepacking.
88	Continue to provide and improve on-line event information. Knickerbocker has an event nearly every weekend in the summer months. Other users need knowledge about these events.

Comments on Knickerbocker

Comment Number	4. What else should be addressed in the Knickerbocker Management Zone?
	<p>Resource damage from creek crossings. The equestrian community would greatly appreciate having creek crossings that can safely support horses and get them out of the creeks. You have a community willing and able to provide financial and labor resources to make that happen. Make that happen.</p> <p>Map the barbed wire cultural resource and remove it. It gets buried under vegetation and is a serious safety hazard.</p> <p>Consider the use of grazing animals once again to keep vegetation under control. In the past, when half of the area was grazed, very little star thistle grew. Now the area is so far gone with medusahead and thistle, I'm not sure it could ever be recovered.</p> <p>Ask visitors to use a one-earbud policy to keep situational awareness and improve visitor safety. I don't understand why this isn't encouraged by Park staff. It's a reasonable request.</p> <p>As mountain bike use continues to increase with overwhelmingly young, male-dominated users, recognize that hiker/equestrians are passive, family-friendly users. These bikers often need education in how to respectfully approach other user groups. Please provide that education!!</p> <p>Please do not allow camping. There are not enough park staff to do it well and it will change the entire character of Knickerbocker. The threat of fire is too great.</p> <p>Improve trail signage. People often ask me where they are and how to get back to the fire station.</p> <p>I am a user who visits this park on a daily basis and have been visiting ASRA for over 30 years.</p>
89	Consider odd/even day management of trail use if sharing trails between mountain bikers and equestrians becomes unacceptable
90	<p>Access should be provided to relieve congestion at the Confluence.</p> <p>Access should allow for kayaker and mountain biker access to trails and the river.</p> <p>Any trails which are equestrian only should be modified to allow for mountain biking at least 3 days per week.</p>
91	<ul style="list-style-type: none"> * Incorporating existing, non-system trails into the ASRA and adding new trails to accommodate increased recreational use of the area. * Creating a bike-legal, singletrack trail that connects the Confluence area trails up to the Olmstead Loop, and/or allow mountain bikes on the Western States Trail up to Cool. * Supporting the proposed new trail along the North Fork Arm of Folsom Lake from Olmstead Loop to Peninsula area within Folsom SRA.
92	Please increase the access to trails for mountain bikers. The number of mountain bikers has increased substantially over the years and is a sport open to all and yet these individuals are treated like second rate citizens compared to the older and more affluent equestrian group despite the fact that in 2018 there are far more mountain bikers than equestrians
93	Trail safety. No multiuse on single tracks
94	As a mountain biker, I'd LOVE to see more mountain bike access provided - we're a strong group, we're here to help build and maintain trails.

Comments on Knickerbocker

Comment Number	4. What else should be addressed in the Knickerbocker Management Zone?
	As such, we'd love to be more involved and we'd love to see opportunities grown for not only our own usage, but for that to be shared with others visiting the area.
95	Please do not extend vehicle access. There are other ways to reach the river if a person has limited mobility. Otherwise, please encourage families to hike or bike in or ride a horse.
96	Allow mountain bike travel!
97	a place to leave manure would be great and beneficial to those local farmers that desire to pick up from a central location. otherwise put up signage that manure needs to be removed.
98	1) Incorporating existing, non-system trails into the ASRA and adding new trails to accommodate increased recreational use of the area. 2) Creating a bike-legal, singletrack trail that connects the Confluence area trails up to the Olmstead Loop, and/or allow mountain bikes on the Western States Trail up to Cool. 3) Support the proposed new trail along the North Fork Arm of Folsom Lake from Olmstead Loop to Peninsula area within Folsom SRA.
99	Allow bike travel from the Confluence to Olmstead loop on the existing trail or make a new one.
100	1) new trails to accommodate increased recreational use of the area. 2) bike-legal singletrack trail that connects the Confluence area trails up to the Olmstead Loop, and/or allow mountain bikes on the Western States Trail up to Cool. 3) new trail along the North Fork Arm of Folsom Lake from Olmstead Loop to Peninsula area.
101	Connecting Mt bike singletrack to all sectors, to relieve pressure from many users on limited trails.
102	1) Incorporate existing, non-system trails into the ASRA and adding new trails to accommodate increased recreational use of the area. 2) Create a bike-legal, singletrack trail that connects the Confluence area trails up to the Olmstead Loop, and/or allow mountain bikes on the Western States Trail up to Cool. 3) Support the proposed new trail along the North Fork Arm of Folsom Lake from Olmstead Loop to Peninsula area within Folsom SRA.
103	This peaceful, public landscape should be preserved. Keep the interior of Knickerbocker area undeveloped so that users can enjoy this historic and beautiful foothill landscape with all its wildlife. Vehicle access to the river should ONLY be for emergency access and maintenance. Many trails over at Knickerbocker get seriously, deeply muddy for a long time after it rains. The paved section of the road provides a useful alternative. It is also the only route in ASRA that Im aware of that provides a quiet, scenic experience for handicapped users seeking a safe and level surface. Others who benefit include solo runners and walkers who feel safer where theres good visibility and footing.

Comments on Knickerbocker

Comment Number	4. What else should be addressed in the Knickerbocker Management Zone?
	<p>Any new facilities such as picnic sites or structures should be located close to the main parking area and Hwy 49. Do not allow camping. Add a moderate number (10-20) of picnic tables and shade structures near the main trailhead. Dont develop areas where bluebirds have moved back in.</p> <p>No picnic tables, parking, or camping at the river. This is an area that is recovering from dam and pump station construction. Vegetation is beginning to take hold, but this will take time and perhaps could use some human help. Appendix C, Section 3.1.5 of the 2002 PCWA pump station EIR stated, "Restoration of natural river functions, including growth of native vegetation species, is considered a long-range goal of the river restoration component. As stated in the Draft EIS/EIR, the river would be expected to scour pools and side channels and deposit finer sediments in localized backwater areas and overbank depressions. These areas eventually would be expected to provide suitable growing sites for willows, alders, and cottonwoods that occur in the canyon."</p> <p>I oppose all but minimal river-edge development on the El Dorado county side. Noise and visual pollution to Auburn-side observers would be the result. Noise carries surprisingly well: from my home on Riverview Drive, I hear the river 900 feet below. I heard the constant back-up beeping of construction trucks for about 3 years during the pump station/river restoration. A few days ago when a truck ventured down to the river via the Salt Creek Trail, I clearly heard its tires crunching on fallen rock as it drove over a small rockslide into the road. A busy beach scene with a parking lot would be a noisy, unwelcome change.</p> <p>If bridge is built, keep toilet and trash on the Auburn side.</p> <p>Improve the parking access and trailhead signage at CateCroft and by the school. Add trash bin, toilet, and fee collection there.</p> <p>Provide interpretation: natural history and history of the area, native Americans, ranches, orchards, Lukens Mine, dam site, etc.</p> <p>Build bridges over the worst/muddiest crossings on Knickerbocker and Salt Creeks.</p>
104	<p>There are many trails in this zone that are not considered official trails by State Parks. As many of these trails should be adopted into the system and improved, as necessary, to be used as multi-use trails, enhancing trail resources. New multi-use trails and when appropriate, new connector trails between existing trails, should be developed. Build a trail that has been purposed and discussed for decades between the Peninsula CG area and the Knickerbocker area. A multi-use singletrack trail to connect the Confluence area with the Olmstead loop. Allow bikes access to the Western States trail in this area and the trails within the Auburn Lake trails area, to allow connection of Confluence area with Olmstead loop.</p>
105	<ol style="list-style-type: none"> 1) Incorporating existing, non-system trails into the ASRA and adding new trails to accommodate increased recreational use of the area. 2) Creating a bike-legal, singletrack trail that connects the Confluence area trails up to the Olmstead Loop, and/or allow mountain bikes on the Western States Trail up to Cool. 3) Supporting the proposed new trail along the North Fork Arm of Folsom Lake from Olmstead Loop to Peninsula area within Folsom SRA.
106	<p>I would like to see the ASR create a bike-legal, singletrack trail that connects the Confluence area trails up to the Olmstead Loop, and/or allow mountain bikes on the Western States Trail up to Cool. I also support the proposed new trail along the North Fork Arm of Folsom Lake from Olmstead Loop to Peninsula area within Folsom SRA.</p>

Comments on Knickerbocker

Comment Number	4. What else should be addressed in the Knickerbocker Management Zone?
107	State park pass /day use fee applicable. Would be good for business's in Cool
108	<p>Regarding question #1., I would choose c. or b. in that order, BUT ONLY IF the additional facilities are located up near Cool (where the equestrian parking and restroom is situated), and ONLY IF the State will provide adequate funding to patrol and maintain the new facilities.</p> <p>Because of the fire danger to the canyon and the city of Auburn, I totally oppose any facilities or vehicle access to the river.</p>
109	<p>Connectivity! Highway 49 is a very unsafe and un-enjoyable way to access the Knickerbocker/Olmstead trails by bicycle from the Confluence. Addressing this would go a long way to help distribute the concentration of bicycle users who access the ASRA from the Confluence and/or Auburn. This could be done by allowing bike access on portions of the Western States Trail, either continually or in an alternating day structure as has been successful elsewhere, and by building new singletrack trail between the existing bike legal trails. While I support the building of a new bridge at the Dam Site to add access in the long term, there needs to be a resolution to this issue in the near future. The No Hands Bridge (or the Rail Road Bridge) and the trails that connect to it are wide, with moderate grades and good site lines that would easily support multi-use designations. It should also be noted that the mountain bike user community is a huge asset that State Psrks could rely on for the securing of grant money, man-hours to construct, and the volunteers to maintain and steward trails that will solve this disconnected management zone.</p> <p>I also support connections to this zone to be developed from the south west along the North Fork of the American River canyon from Peninsula Campground and the Folsom SRA. I believe high quality, long distance trails that interconnect between backcounty camping sites would be a draw to multiple types of users from around the area, increasing State Parks usage fees while also dispersing those users throughout the recreation area.</p> <p>The flat, wide area of Olmstead also lends itself well to new or less experienced mountain bikers, and could be further developed to provide the additional recreational experiences that these user are looking for that are hard to develop in the steep canyons. These could include "skills development centers" such as pump tracks and obstacle courses with man-made features. Developing this along with other day use and camping facilities could provide additional revenue to State Parks through summer camps or training events.</p> <p>Camp site development in Knickerbocker, and throughout ASRA, should provide smaller hike or bike-in sites that don't support vehicle access and parking (except by park and emergency personnel). The fee to use these sites should also be reduced in comparison to RV sites accordingly, such as many other park camping sites are doing to support lower impact means of camp travel.</p>
110	<p>Safety for runners and horses. Rules for bikes. Like having events there. Coolest Ride and tie . Water tough out by knickerbocker/four corners. Allow goat maintenance for star thistle control. . I use Olmstead for running and riding 3-4 times per week</p>
111	<p>More parking space, with clear directions separating trailer parking and car parking. Surveillance cameras or monitoring to deter theft. Post written instructions on how to safely greet and pass horses on a narrow part of the trail (get input from an equestrian group for suggestions).</p>
112	<p>Keep it natural. More traffic creates more pollution and damage to the natural beauty of the area. Also camping will put us all at risk for fire danger. More traffic will create an increase need for law enforcement in the area. Highway 49 cannot handle much more traffic.</p>

Comments on Knickerbocker

Comment Number	4. What else should be addressed in the Knickerbocker Management Zone?
113	<p>Knickerbocker Zone (aka: Olmstead Loop and the Cool area): We support....</p> <ol style="list-style-type: none"> 1) Incorporating existing, non-system trails into the ASRA and adding new trails to accommodate increased recreational use of the area. 2) Creating a bike-legal, singletrack trail that connects the Confluence area trails up to the Olmstead Loop, and/or allow mountain bikes on the Western States Trail up to Cool. 3) Supporting the proposed new trail along the North Fork Arm of Folsom Lake from Olmstead Loop to Peninsula area within Folsom SRA.
114	<p>allow access for mountain bikers on all existing trails within the park regardless of trail width. Mountain bikers should have the same (equal) access as other people (ie: equestrian users).</p>
115	<p>--For safety reasons, so bikes aren't stuck riding Hwy 49, please construct or improve a bike legal trail between Cool and the Auburn. It would be preferable and a money-saver to simply allow bicycles on the Mountain Quarries Bridge and the Western State</p>
116	<p>Improve trail signage</p>
117	<p>Limit equestrian access to reduce trail damage and unsanitary horse feces.</p> <ol style="list-style-type: none"> 1) Incorporating existing, non-system trails into the ASRA and adding new trails to accommodate increased recreational use of the area. 2) Creating a bike-legal, singletrack trail that connects the Confluence area trails up to the Olmstead Loop, and/or allow mountain bikes on the Western States Trail up to Cool. 3) Supporting the proposed new trail along the North Fork Arm of Folsom Lake from Olmstead Loop to Peninsula area within Folsom SRA.
118	<ol style="list-style-type: none"> 1) Incorporate existing, non-system trails into the ASRA and add new trails to accommodate increased recreational use of the area. 2) Create a bike-legal, singletrack trail that connects the Confluence area trails up to the Olmstead Loop, and/or allow mountain bikes on the Western States Trail up to Cool. 3) I support the proposed new trail along the North Fork Arm of Folsom Lake from Olmstead Loop to Peninsula area within Folsom SRA.
119	<p>Add multi use trails from the confluence down river to FLSRA (and father southwest), ideally on both sides of the river. Add a multi use trail from the confluence to Cool staging area.</p>
120	<p>More consideration should be given to maximize mountain biking. This user group does more maintenance and partnership with the ASRA by far over any other group. In addition, there is a growing population of MTBers as opposed to other recreational hobby participation which are in the decline. The economic impact of mountain biking benefits the parks and local communities</p>
121	<p>Open all trails to mountain bike access</p>

Comments on Knickerbocker

Comment Number	4. What else should be addressed in the Knickerbocker Management Zone?
122	<p>Incorporate existing, non-system trails into the ASRA and add new trails to accommodate increased recreational use of the area.</p> <p>Create a bike-legal, singletrack trail that connects the Confluence area trails up to the Olmstead Loop, and/or allow mountain bikes on the Western States Trail up to Cool.</p> <p>Support the proposed new trail along the North Fork Arm of Folsom Lake from Olmstead Loop to Peninsula area within Folsom SRA.</p>
123	<p>Improve trail signage.</p> <p>Continue the practice of mixed use trails (bikes, horses, hikers), but consider dedicating a few trails (i.e. less than 15%) for equestrian or biking use only.</p> <p>Increase maintenance of trails to reduce erosion and improve wet weather conditions.</p> <p>Make a trail connection for bicycles to the Confluence region.</p> <p>Make a trail connection to the Folsom State Park on the Peninsula.</p>
124	<p>Allow mountain biking on all the trails in the Knickerbocker Management Zone.</p>
125	<p>Work with local mountain bike groups to create and manage trails for hikers and bikers. Work with equestrian groups for trail access on odd or even days and/or weekends for hikers and mountain bikers.</p>
126	<p>Improved trail signage.</p>
127	<ol style="list-style-type: none"> 1) Incorporating existing, non-system trails into the ASRA and adding new trails to accommodate increased recreational use of the area. 2) Creating a bike-legal, singletrack trail that connects the Confluence area trails up to the Olmstead Loop, and/or allow mountain bikes on the Western States Trail up to Cool. 3) Supporting the proposed new trail along the North Fork Arm of Folsom Lake from Olmstead Loop to Peninsula area within Folsom SRA.
128	<p>Trail maintenance is what is needed most. This is a popular equestrian area and I hope it remains as such.</p>
129	<p>It would be great to have a dedicated horse area that might include overnight camping.</p>
130	<ol style="list-style-type: none"> 1) Incorporate existing, non-system trails into the ASRA and adding new trails to accommodate increased recreational use of the area. 2) Create a bike-legal, singletrack trail that connects the Confluence area trails up to the Olmstead Loop, and/or allow mountain bikes on the Western States Trail up to Cool. 3) Support the proposed new trail along the North Fork Arm of Folsom Lake from Olmstead Loop to Peninsula area within Folsom SRA.
131	<p>Incorporate existing, non-system trails into the ASRA and adding new trails to accommodate increased recreational use of the area. 2) Create a bike-legal, singletrack trail that connects the Confluence area trails up to the Olmstead Loop, and/or allow mountain bikes on the Western States</p>

Comments on Knickerbocker

Comment Number	4. What else should be addressed in the Knickerbocker Management Zone?
	Trail up to Cool. 3) Support the proposed new trail along the North Fork Arm of Folsom Lake from Olmstead Loop to Peninsula area within Folsom SRA.
132	Even though we are not in the county of Placer or Eldorado, we do use these facilities quit often. The trails have gotten over used and to much traffic. These trails were developed by horse folks for horse people. We are not old horse nags that would write this, we are younger folks that grew up on these trails and would hate to see changes and/or overuse by more folks and we respect the history of these trails. The horse community can not even get out and enjoy these trails the way they were meant to be used anymore.
133	Open up access from the Confluence to Cool for mountain biking.
134	1) Incorporating existing, non-system trails into the ASRA and adding new trails to accommodate increased recreational use of the area. 2) Creating a bike-legal, singletrack trail that connects the Confluence area trails up to the Olmstead Loop, and/or allow mountain bikes on the Western States Trail up to Cool. 3) Supporting the proposed new trail along the North Fork Arm of Folsom Lake from Olmstead Loop to Peninsula area within Folsom SRA.
135	There should be a plan in place for mountain bike / equestrian interaction. On wide fire roads, both mountain bikes and equestrians should be able to use simultaneously on technical single track there must be some type of separation, whether separate trails or separate days.
136	Water for horses and places to tie. Sepsrate parking area for horse trsilers
137	If trail conflicts reach an unacceptable level between mtn. bikers and equestrians the General Plan should consider odd even days of use management.
138	Mixed use trails, love to add singletrack for mountain bikes!
139	More bike trails, and Bike specific areas.
140	Add signage to the trail system
141	Create a bike-legal, singletrack trail that connects the Confluence area trails up to the Olmstead Loop, and/or allow mountain bikes on the Western States Trail up to Cool. Support the proposed new trail along the North Fork Arm of Folsom Lake from Olmstead Loop to Peninsula area within Folsom SRA.
142	1) Incorporate existing, non-system trails into the ASRA and adding new trails to accommodate increased recreational use of the area. 2) Create a bike-legal, singletrack trail that connects the Confluence area trails up to the Olmstead Loop, and/or allow mountain bikes on the Western States Trail up to Cool. 3) Support the proposed new trail along the North Fork Arm of Folsom Lake from Olmstead Loop to Peninsula area within Folsom SRA.

Comments on Knickerbocker

Comment Number	4. What else should be addressed in the Knickerbocker Management Zone?
143	1) Incorporating existing, non-system trails into the ASRA and adding new trails to accommodate increased recreational use of the area. 2) Creating a bike-legal, singletrack trail that connects the Confluence area trails up to the Olmstead Loop, and/or allow mountain bikes on the Western States Trail up to Cool. 3) Supporting the proposed new trail along the North Fork Arm of Folsom Lake from Olmstead Loop to Peninsula area within Folsom SRA.
144	1) Incorporating existing, non-system trails into the ASRA and adding new trails to accommodate increased recreational use of the area. 2) Creating a bike-legal, singletrack trail that connects the Confluence area trails up to the Olmstead Loop, and/or allow mountain bikes on the Western States Trail up to Cool. 3) Supporting the proposed new trail along the North Fork Arm of Folsom Lake from Olmstead Loop to Peninsula area within Folsom SRA.
145	I would like to see more mountain bike trails and bring other trails into the ASRA. I would like to see a single track mountain bike trail that connects the Confluence to Olmstead Loop and allow bikes on the WST to Cool.
146	Open some of the trails currently closed to mountain bikers.
147	1) Incorporating existing, non-system trails into the ASRA and adding new trails to accommodate increased recreational use of the area. 2) Creating a bike-legal, singletrack trail that connects the Confluence area trails up to the Olmstead Loop, and/or allow mountain bikes on the Western States Trail up to Cool. 3) Supporting the proposed new trail along the North Fork Arm of Folsom Lake from Olmstead Loop to Peninsula area within Folsom SRA.
148	1) Incorporating existing, non-system trails into the ASRA and adding new trails to accommodate increased recreational use of the area. 2) Creating a bike-legal, singletrack trail that connects the Confluence area trails up to the Olmstead Loop, and/or allow mountain bikes on the Western States Trail up to Cool. 3) Supporting the proposed new trail along the North Fork Arm of Folsom Lake from Olmstead Loop to Peninsula area within Folsom SRA.
149	1) Incorporate existing, non-system trails into the ASRA and add new trails to accommodate increased recreational use of the area. 2) Create a bike-legal, singletrack trail that connects the Confluence area trails up to the Olmstead Loop, and/or allow mountain bikes on the Western States Trail up to Cool. 3) I support the proposed new trail along the North Fork Arm of Folsom Lake from Olmstead Loop to Peninsula area within Folsom SRA.
150	fees at open parking
151	Incorporating existing, non-system trails into the ASRA and adding new trails to accommodate increased recreational use of the area. 2) Creating a bike-legal, singletrack trail that connects the Confluence area trails up to the Olmstead Loop, and/or allow mountain bikes on the Western States Trail up to Cool.

Comments on Knickerbocker

Comment Number	4. What else should be addressed in the Knickerbocker Management Zone?
	3) Supporting the proposed new trail along the North Fork Arm of Folsom Lake from Olmstead Loop to Peninsula area within Folsom SRA.
152	Create bike-legal single track to connect Confluence area trails up to Olmsted Loop and allow mountain bike access along WS Trail up to Cool. New trail along the North Fork of Folsom Lake from Olmsted to Peninsula area. Overall add new multi-use trails to accommodate increased recreation demands.
153	I support: 1) Incorporating existing, non-system trails into the ASRA and adding new trails to accommodate increased recreational use of the area. 2) Creating a bike-legal, singletrack trail that connects the Confluence area trails up to the Olmstead Loop, and/or allow mountain bikes on the Western States Trail up to Cool. 3) Supporting the proposed new trail along the North Fork Arm of Folsom Lake from Olmstead Loop to Peninsula area within Folsom SRA.
154	Please keep the trails available to mountain biking, as this is a beautiful area to enjoy on a bike, with room for everyone.
155	Provide handicap access to river
156	Allow hunting on the property
157	Please provide bike legal singletrack trails between the Olmstead Loop and the Auburn ASRA.
158	Open to Mt Bikes
159	1) Incorporating existing, non-system trails into the ASRA and adding new trails to accommodate increased recreational use of the area. 2) Creating a bike-legal, singletrack trail that connects the Confluence area trails up to the Olmstead Loop, and/or allow mountain bikes on the Western States Trail up to Cool. 3) Supporting the proposed new trail along the North Fork Arm of Folsom Lake from Olmstead Loop to Peninsula area within Folsom SRA
160	Add existing non-system trails into the ASRA and add new trails. Create a multi-use single track to connect the Confluence to Olmstead loop. Add the proposed new trail along the North Fork of Folsom Lake from Olmstead loop to Peninsula Area.
161	Nothing.its a great area, just needs more parking on peak times during the winter
162	I would support incorporating trails that already exist into to ASRA such as non system trails to allow for increased recreational use. The creation of a new bicycle legal singletrack trail that connects the Auburn Confluence to the Olmstead loop and allow MTB traffic on the WST up to the town of Cool. I support a trail along the N. Fork to Folsom Lake from the Olmstead loop to the peninsula campground.

Comments on Knickerbocker

Comment Number	4. What else should be addressed in the Knickerbocker Management Zone?
163	1) Incorporating existing, non-system trails into the ASRA and adding new trails to accommodate increased recreational use of the area. 2) Creating a bike-legal, singletrack trail that connects the Confluence area trails up to the Olmstead Loop, and/or allow mountain bikes on the Western States Trail up to Cool. 3) Supporting the proposed new trail along the North Fork Arm of Folsom Lake from Olmstead Loop to Peninsula area within Folsom SRA
164	1) Incorporating existing, non-system trails into the ASRA and adding new trails to accommodate increased recreational use of the area. 2) Creating a bike-legal, singletrack trail that connects the Confluence area trails up to the Olmstead Loop, and/or allow mountain bikes on the Western States Trail up to Cool. 3) Supporting the proposed new trail along the North Fork Arm of Folsom Lake from Olmstead Loop to Peninsula area within Folsom SRA
165	1) Incorporating existing, non-system trails into the ASRA and adding new trails to accommodate increased recreational use of the area. 2) Creating a bike-legal, singletrack trail that connects the Confluence area trails up to the Olmstead Loop, and/or allow mountain bikes on the Western States Trail up to Cool. 3) Supporting the proposed new trail along the North Fork Arm of Folsom Lake from Olmstead Loop to Peninsula area within Folsom SRA.
166	1) Incorporating existing, non-system trails into the ASRA and adding new trails to accommodate increased recreational use of the area. 2) Creating a bike-legal, singletrack trail that connects the Confluence area trails up to the Olmstead Loop, and/or allow mountain bikes on the Western States Trail up to Cool. 3) Supporting the proposed new trail along the North Fork Arm of Folsom Lake from Olmstead Loop to Peninsula area within Folsom SRA.
167	1) Incorporating existing, non-system trails into the ASRA and adding new trails to accommodate increased recreational use of the area. 2) Creating a bike-legal, singletrack trail that connects the Confluence area trails up to the Olmstead Loop, and/or allow mountain bikes on the Western States Trail up to Cool. 3) Supporting the proposed new trail along the North Fork Arm of Folsom Lake from Olmstead Loop to Peninsula area within Folsom SRA.
168	1) Incorporating existing, non-system trails into the ASRA and adding new trails to accommodate increased recreational use of the area. 2) Creating a bike-legal, singletrack trail that connects the Confluence area trails up to the Olmstead Loop, and/or allow mountain bikes on the Western States Trail up to Cool. 3) Supporting the proposed new trail along the North Fork Arm of Folsom Lake from Olmstead Loop to Peninsula area within Folsom SRA.
169	keeping and maintaining existing trail systems and allowing hikers as well as mountain bikes is my mail priority, especially when taking this survey.
170	Need a bike legal trail between Auburn and Cool. Need additional bike legal trails around Cool.

Comments on Knickerbocker

Comment Number	4. What else should be addressed in the Knickerbocker Management Zone?
171	We need MORE recreation and trails for cyclists, hikers and equestrians. This is a terrific area to increase recreational uses. Also, we need potable water stations. Please consider installing water bottle filling stations. Thank you.
172	I support... 1) Incorporating existing, non-system trails into the ASRA and adding new trails to accommodate increased recreational use of the area. 2) Creating a bike-legal, singletrack trail that connects the Confluence area trails up to the Olmstead Loop, and/or allow mountain bikes on the Western States Trail up to Cool. 3) Supporting the proposed new trail along the North Fork Arm of Folsom Lake from Olmstead Loop to Peninsula area within Folsom SRA.
173	I Support: 1) Incorporating existing, non-system trails into the ASRA and adding new trails to accommodate increased recreational use of the area. 2) Creating a bike-legal, singletrack trail that connects the Confluence area trails up to the Olmstead Loop, and/or allow mountain bikes on the Western States Trail up to Cool. 3) Supporting the proposed new trail along the North Fork Arm of Folsom Lake from Olmstead Loop to Peninsula area within Folsom SRA. 4) I love being able to connect to several trails, which make for Epic Rides. One comes to mind (The Whole Enchilada), and would love to see connections between this portion of trail system and others that you are soon to be deciding on.
174	Hiking , Biking and horse trails
175	Incorporating existing, non-system trails into the ASRA and adding new trails to accommodate increased recreational use of the area.
176	multi use of trails.Hiker/Mtnbiker/Horses
177	I would like to see an increase in multi-use singletrack for hiking, mountain biking, and equestrian use. There is not enough singletrack in the ASRA and this area is a good candidate for expansion of existing trails and building new ones. The relatively gentle rolling terrain would allow for an extensive trail network such as the one at Hidden Falls, which receives thousands of visitors a month and now generates revenue for the county through the weekend parking reservation system they have in place. The Knickerbocker area is a good candidate for a similar trail system as it is close to El Dorado Hills and the Eastern parts of Folsom where there are countless outdoor recreation enthusiasts. As of 2016, Placer Countys population has grown by roughly 220%, according to the US Census. Yet in a similar time frame, practically zero miles of singletrack have been added to the ASRA. Like the issues around maintaining trails, volunteer labor and donations are readily available to assist in the planning and execution of new trails, with the potential of little to no fiscal cost to Parks.
178	-Open all existing and future trails to bikes. -Create a bike-legal singletrack trail that connects the Confluence area trails up to the Olmstead Loop, and allow mountain bikes on the Western States Trail up to Cool.

Comments on Knickerbocker

Comment Number	4. What else should be addressed in the Knickerbocker Management Zone?
	-Add new trail along the North Fork A
179	1) Incorporating existing, non-system trails into the ASRA and adding new trails to accommodate increased recreational use of the area. 2) Creating a bike-legal, singletrack trail that connects the Confluence area trails up to the Olmstead Loop, and/or allow mountain bikes on the Western States Trail up to Cool. 3) Supporting the proposed new trail along the North Fork Arm of Folsom Lake from Olmstead Loop to Peninsula area within Folsom SRA.
180	Expand and maintain mountain bike access. My vote to not allow vehicle river access stems from fears that such access makes for more trash, vandalism, and alcohol problems that we don't have sufficient rangers to police now.
181	vehicle access to the river would be helpful for rafting and kayaking.
182	1) Incorporating existing, non-system trails into the ASRA and adding new trails to accommodate increased recreational use of the area. 2) Creating a bike-legal, singletrack trail that connects the Confluence area trails up to the Olmstead Loop, and/or allow mountain bikes on the Western States Trail up to Cool. 3) Supporting the proposed new trail along the North Fork Arm of Folsom Lake from Olmstead Loop to Peninsula area within Folsom SRA. 4) Open existing and future trails to bikes.
183	I want to state that I don't have a strong opinion on question 3. But I again support a bridge across the American River from the Auburn side so this area could be accessed by hiker, mountain bikers, and horse riders.
184	1) Incorporating existing, non-system trails into the ASRA and adding new trails to accommodate increased recreational use of the area. 2) Creating a bike-legal, singletrack trail that connects the Confluence area trails up to the Olmstead Loop, and/or allow mountain bikes on the Western States Trail up to Cool. 3) Supporting the proposed new trail along the North Fork Arm of Folsom Lake from Olmstead Loop to Peninsula area within Folsom SRA.
185	1) Incorporating existing, non-system trails into the ASRA and adding new trails to accommodate increased recreational use of the area. 2) Creating a bike-legal, singletrack trail that connects the Confluence area trails up to the Olmstead Loop, and/or allow mountain bikes on the Western States Trail up to Cool. 3) Supporting the proposed new trail along the North Fork Arm of Folsom Lake from Olmstead Loop to Peninsula area within Folsom SRA. 4) Develop an agreement with FATRAC allowing them to provide ongoing, routine maintenance on park trails on an as-needed, short notice basis
186	1) Incorporating existing, non-system trails into the ASRA and adding new trails to accommodate increased recreational use of the area. 2) Creating a bike-legal, singletrack trail that connects the Confluence area trails up to the Olmstead Loop, and/or allow mountain bikes on the Western States Trail up to Cool.

Comments on Knickerbocker

Comment Number	4. What else should be addressed in the Knickerbocker Management Zone?
	3) Supporting the proposed new trail along the North Fork Arm of Folsom Lake from Olmstead Loop to Peninsula area within Folsom SRA.
187	User created trails should be adopted and designated for bicycle use. Consider creating new trails open to bicycle use.
188	MTB use
189	<p>Comprehensive mountain bicycling facilities, including:</p> <ol style="list-style-type: none"> 1) Incorporating existing, non-system trails into the ASRA and adding new trails to accommodate increased recreational use of the area. 2) Creating a bike-legal, singletrack trail that connects the Confluence area trails up to the Olmstead Loop, and/or allow mountain bikes on the Western States Trail up to Cool. 3) Supporting the proposed new trail along the North Fork Arm of Folsom Lake from Olmstead Loop to Peninsula area within Folsom SRA.
190	<ol style="list-style-type: none"> 1) Incorporating existing, non-system trails into the ASRA and adding new trails to accommodate increased recreational use of the area. 2) Creating a bike-legal, singletrack trail that connects the Confluence area trails up to the Olmstead Loop, and/or allow mountain bikes on the Western States Trail up to Cool. 3) Supporting the proposed new trail along the North Fork Arm of Folsom Lake from Olmstead Loop to Peninsula area within Folsom SRA.
191	<ol style="list-style-type: none"> 1) Support the proposed new trail along the North Fork Arm of Folsom Lake from Olmstead Loop to Peninsula area within Folsom SRA. 2) Create a bike-legal, singletrack trail that connects the Confluence area trails up to the Olmstead Loop, and/or allow mountain bikes on the Western States Trail up to Cool. 3) Incorporate existing, non-system trails into the ASRA and add new trails to accommodate increased recreational use of the area.
192	Please add more mountain bike legal trails. A legal trail to connect the confluence and Olmstead loop.
193	The trails should be open to bikes. Specifically creating a bike-legal trail connecting the confluence with the Olmstead loop
194	<ol style="list-style-type: none"> 1) Incorporating existing, non-system trails into the ASRA and adding new trails to accommodate increased recreational use of the area. 2) Creating a bike-legal, singletrack trail that connects the Confluence area trails up to the Olmstead Loop, and/or allow mountain bikes on the Western States Trail up to Cool. 3) Supporting the proposed new trail along the North Fork Arm of Folsom Lake from Olmstead Loop to Peninsula area within Folsom SRA
195	<p>I would like to see new singletrack trails built. As of 2016, Placer Countys population has grown by roughly 220%, according to the US Census. Yet in a similar time frame, practically zero miles of singletrack have been added to the ASRA. Like the issues around maintaining trails, volunteer labor and donations are readily available to assist in the planning and execution of new trails, with the potential of little to no fiscal cost to Parks.</p> <ol style="list-style-type: none"> 1) Incorporate existing, non-system trails into the ASRA and add new trails to accommodate increased recreational use of the area.

Comments on Knickerbocker

Comment Number	4. What else should be addressed in the Knickerbocker Management Zone?
	<p>2) Creating a bike-legal, singletrack trail that connects the Confluence area trails up to the Olmstead Loop, and/or allow mountain bikes on the Western States Trail up to Cool.</p> <p>3) Supporting the proposed new trail along the North Fork Arm of Folsom Lake from Olmstead Loop to Peninsula area within Folsom SRA.</p>
196	<p>1) Incorporating existing, non-system trails into the ASRA and adding new trails to accommodate increased recreational use of the area.</p> <p>2) Creating a bike-legal, singletrack trail that connects the Confluence area trails up to the Olmstead Loop, and/or allow mountain bikes on the Western States Trail up to Cool.</p> <p>3) Supporting the proposed new trail along the North Fork Arm of Folsom Lake from Olmstead Loop to Peninsula area within Folsom SRA.</p>
197	<p>1) Incorporating existing, non-system trails into the ASRA and adding new trails to accommodate increased recreational use of the area.</p> <p>2) Creating a bike-legal, singletrack trail that connects the Confluence area trails up to the Olmstead Loop, and/or allow mountain bikes on the Western States Trail up to Cool.</p> <p>3) Supporting the proposed new trail along the North Fork Arm of Folsom Lake from Olmstead Loop to Peninsula area within Folsom SRA.</p>
198	<p>1) Incorporating existing, non-system trails into the ASRA and adding new trails to accommodate increased recreational use of the area.</p> <p>2) Creating a bike-legal, singletrack trail that connects the Confluence area trails up to the Olmstead Loop, and/or allow mountain bikes on the Western States Trail up to Cool.</p> <p>3) Supporting the proposed new trail along the North Fork Arm of Folsom Lake from Olmstead Loop to Peninsula area within Folsom SRA.</p>
199	<p>I would like to see added resources to be put into trail maintenance and development, specifically to make the area more accessible and inviting to mountain biking. I am an avid trail runner and cyclist and feel the area could be better developed to give access to more people. I also feel the equestrian access should be limited due to severe amount of trail damage and erosion caused by horses.</p>
200	<p>The Knickerbocker Management zone is an awesome multi-use area...the Olmstead Loop trail is a great example of a multi-use shared trail, however it would be great if some of the existing (non-system?) trails that are sprinkled around the Knickerbocker area could be incorporated into ASRA. I say this because I believe there is a need for adding new trails in order to accomodate increased use/increased people.</p> <p>Another thing that is sorely needed is a bike-legal, singletrack (not wide fireroad) trail that connects from the Confluence area trails on up to the Olmstead area. As it stands now, if a bike rider wanted to legally ride from either of these spots to the other, they would have to ride their bikes up and down the busy Hwy 49 which is dangerous. Hikers and equestrians have had the ability and luxury to connect to these areas legally for years via the existing trails, but sadly, no option exists for mountain bikers to do so...I never quite understood why, so would love to see that changed.</p> <p>Lastly, I've heard about the new proposed trail along the North Fork arm of Folsom Lake from Olmstead Loop to the Peninsula area within Folsom SRA. This would be amazing if it came to fruition and would be a major step in turning this zone into a destination spot that in turn would help to boost the local economy by attracting riders that otherwise, wouldn't bother to come and visit. A few times, I've ridden from Folsom SRA</p>

Comments on Knickerbocker

Comment Number	4. What else should be addressed in the Knickerbocker Management Zone?
	to the Olmstead Loop but had to do so by riding along Rattlesnake Bar Rd....I always thought and wished that a singletrack connector along the the river would be world-class.
201	allow 4wd vehicles on the roads.
202	Creating a bike-legal, singletrack trail that connects the Confluence area trails up to the Olmstead Loop, and/or allow mountain bikes on the Western States Trail up to Cool. Supporting the proposed new trail along the North Fork arm of Folsom Lake from Olmstead Loop to Peninsula area within Folsom SRA.
203	1) Incorporating existing, non-system trails into the ASRA and adding new trails to accommodate increased recreational use of the area. 2) Creating a bike-legal, singletrack trail that connects the Confluence area trails up to the Olmstead Loop, and/or allow mountain bikes on the Western States Trail up to Cool. 3) Supporting the proposed new trail along the North Fork Arm of Folsom Lake from Olmstead Loop to Peninsula area within Folsom SRA.
204	There is a need for a walking bridge at Knickerbocker Creek and the Olmstead Loop Trail. The water is too high to allow crossing by foot.
205	Please provide more opportunities for mountain biking by either opening existing trails to mountain bikes or allowing new trails to be built. Please also allow for advocate groups to be able to help build and maintain trails in the area. I come to Auburn many times per week for running / mountain biking / river running. I would love to be able to give back to the area through trail maintenance - but my impression is that the park administration actively tries to prevent this - very disappointing and seems like a wasted opportunity to build better relationships with user groups.
206	Increase mountain trails to include challenging "natural" terrain and flow trail that connects to the confluence and foresthill trails.
207	We need a new, single track, bike-legal trail along the North Fork Arm of Folsom Lake from Olmstead Loop to Peninsula area within Folsom SRA. We also need a bike-legal, single track or double track trail that connects the Confluence area to Olmstead Loop; an alternative would be to allow mountain bikes on the Western States Trail up to Cool. The key is to provide connectivity so cyclists do not have to risk their lives riding on the tiny shoulder of SR 49. Lastly, it would be wise to incorporate existing, non-system trails into the ASRA and add new trails to accommodate increased recreational use of the area. Bicyclists should have an equal amount of trail miles as do equestrians.
208	1) Incorporating existing, non-system trails into the ASRA and adding new trails to accommodate increased recreational use of the area. 2) Creating a bike-legal, singletrack trail that connects the Confluence area trails up to the Olmstead Loop, and/or allow mountain bikes on the Western States Trail up to Cool. 3) Supporting the proposed new trail along the North Fork Arm of Folsom Lake from Olmstead Loop to Peninsula area within Folsom SRA.
209	As a frequent visitor and supporter of local businesses when I spend time in the area I support FATRACs recommendations including:

Comments on Knickerbocker

Comment Number	4. What else should be addressed in the Knickerbocker Management Zone?
	<p>1) Incorporating existing, non-system trails into the ASRA and adding new trails to accommodate increased recreational use of the area.</p> <p>2) Creating a bike-legal, singletrack trail that connects the Confluence area trails up to the Olmstead Loop, and/or allow mountain bikes on the Western States Trail up to Cool.</p> <p>3) Supporting the proposed new trail along the North Fork Arm of Folsom Lake from Olmstead Loop to Peninsula area within Folsom SRA.</p>
210	Need mountain bike access from the Confluence to Cool. Either on Western States Trail or build another one.
211	<p>1) Incorporating existing, non-system trails into the ASRA and adding new trails to accommodate increased recreational use of the area.</p> <p>2) Creating a bike-legal, singletrack trail that connects the Confluence area trails up to the Olmstead Loop, and/or allow mountain bikes on the Western States Trail up to Cool.</p> <p>3) Supporting the proposed new trail along the North Fork Arm of Folsom Lake from Olmstead Loop to Peninsula area within Folsom SRA.</p>
212	<p>Open an access point for whitewater recreation along the Lower North Fork American River.</p> <p>Create or use preexisting trail for mountain bikers between Cool and Auburn.</p> <p>Create mountain bike legal trail network that connects Cool, Auburn, and Folsom areas.</p>
213	<p>1) Incorporating existing, non-system trails into the ASRA and adding new trails to accommodate increased recreational use of the area.</p> <p>2) Creating a bike-legal, singletrack trail that connects the Confluence area trails up to the Olmstead Loop, and/or allow mountain bikes on the Western States Trail up to Cool.</p> <p>3) Supporting the proposed new trail along the North Fork Arm of Folsom Lake from Olmstead Loop to Peninsula area within Folsom SRA.</p>
214	A legal single track mountain bike trail connecting the Olmsted loop to North Folsom peninsula
215	Expanding the trail system in this area for all user groups, hikers, mountain bikers, runners, and horses would benefit everyone. Create a bike-legal, singletrack trail that connects the Confluence area trails up to the Olmstead Loop, and/or allow mountain bikes on the Western States Trail up to Cool. As of now, if mtn. bikers wanted to link trails from confluence to Cool they are forced to take Hwy 49 which I've tried, and it scared me to death with the way people drive on that road. Also, if there was a trail from Folsom lake up to Olmstead that was open to bikes, that would accommodate the endurance riders from Folsom area up to the endurance capital of the world in Auburn.
216	<p>1) Incorporating existing, non-system trails into the ASRA and adding new trails to accommodate increased recreational use of the area.</p> <p>2) Creating a bike-legal, singletrack trail that connects the Confluence area trails up to the Olmstead Loop, and/or allow mountain bikes on the Western States Trail up to Cool.</p> <p>3) Supporting the proposed new trail along the North Fork Arm of Folsom Lake from Olmstead Loop to Peninsula area within Folsom SRA.</p>
217	Mountain bike access

Comments on Knickerbocker

Comment Number	4. What else should be addressed in the Knickerbocker Management Zone?
218	Open to mountain bikes. Build MTB specific trails.
219	Mountain bike access to the river via existing trails. This area has very good multi-use trails and we would like to see these further developed along Northern Knickerbocker
220	Great area to expand beginner/intermediate level biking and running trails.
221	Maintenance only
222	Keep vehicle access ~rugged aka natural surface road to keep the character of the natural area. Allow vehicles to access the river from the cool entrance and add campsites down by the river or where appropriate.
223	Incorporate user-built or unsanctioned trails into the trails network. I also support establishing a multi-use trail from Olmstead to Folsom SRA, and from the Confluence up to Cool (there was a plan for this but it was never fulfilled). I do not support allowing cars to drive to the river because it would bring litter and noise into the Canyon. I support allowing cars to drive to a certain point perhaps mid-way down and encourage hiking, biking, etc.
224	<p>1) Incorporating existing, non-system trails into the ASRA and adding new trails to accommodate increased recreational use of the area.</p> <p>2) Creating a bike-legal, singletrack trail that connects the Confluence area trails up to the Olmstead Loop, and/or allow mountain bikes on the Western States Trail up to Cool.</p> <p>3) Supporting the proposed new trail along the North Fork Arm of Folsom Lake from Olmstead Loop to Peninsula area within Folsom SRA.</p>
225	If there is overwhelming influence to get a higher pathway into this zone , then maybe this would be the best are FOR MORE CAMPING AS there is a fire station so close.
226	Please leave in natural state. NO ADDITIONAL DEVELOPMENT!!!
227	Trail connecting to Folsom Lake park to connect with Salmon Falls
228	There is a severe lack of youth sports facilities in ASRA. An ideal location would be south of Northside School to Catecroft. There is ample room for sports fields as well as equestrian facilities, i.e. staging and camping.
229	Small footbridges over the creeks on the Olmstead Loop - develop a path away from the mud - or over the mud.
230	Improved trails for running and biking
231	There should be no vehicle access to the river but there could be picnic tables, bathrooms, shade ramadas and water fountains for visitors who arrive on foot, bike or horse.

Comments on Knickerbocker

Comment Number	4. What else should be addressed in the Knickerbocker Management Zone?
232	provide event camping area for RVs
233	1) Incorporating existing, non-system trails into the ASRA and adding new trails to accommodate increased recreational use of the area. 2) Creating a bike-legal, singletrack trail that connects the Confluence area trails up to the Olmstead Loop, and/or allow mountain bikes on the Western States Trail up to Cool. 3) Supporting the proposed new trail along the North Fork Arm of Folsom Lake from Olmstead Loop to Peninsula area within Folsom SRA.
234	Proximity of neighborhood and Elementary school. Traffic and fire danger. Please keep it the way it is.
235	<ul style="list-style-type: none"> - Wildlife protection (nesting birds and other animals, sensitive species) - Improved single-track mountain bike trail along upper rim - Close use in archaeological/native people sensitive areas. - Update Wildfire Protection Plan - Restore native habi
236	<ul style="list-style-type: none"> - Protection of wildlife species and corridors - Protection of Native peoples sites - Wildfire protection for Cool and surrounding area - A better mountain bike trail along the rim
237	It is nice to have a large area that is still wild and quiet. Walkers, runners, and bikers (bicycles) are good and still allow for wildness. Add cars and campsites and you will have less wildness with increased noise, erosion, and some garbage. There will inevitably be some folks who "camp" with radios and alcohol who think because they are in the wild, they can let loose. Hence less wild. It really is a wonderful area for walking and animal life. Let it be.
238	I enjoy the trails of the Knickerbocker Management Zone as do many walkers, bikers, and horseback riders. I could see value to the community to add a small campground if it was situated at the far end of Knickerbocker Rd. where fewer current users access the zone. Vehicle access to the river from this zone does not seem to make sense given steep conditions and other current access locations.
239	Build new trails or open up more of the existing trails to biking. The more trails there are the less conflicts you will have.
240	Work with nonprofits such as American River Conservancy and public agencies (federal, County) to protect land along and near the river through any means necessary. State Parks should be willing to acquire, own and manage land as part of this effort.
241	Knickerbocker zone is isolated from auburn interface zone. Connects, via bridges, should be added to allow users to access via numerous points.

Comments on the Confluence

Comment Number	6. What else should be addressed in the Confluence Management Zone?
1	Resolving the current dangerous parking situation should be a priority
2	-Add a mountain bike legal trail to connect the confluence to Olmstead loop and another one back down to the quarry trail. -mountain bike features and flow trail improvements added to existing trails.
3	Secure overnight parking, or off-site parking with shuttle service, for backpackers and river runners to do overnight trail and river camping. Construct launch ramp to make it easier for anglers and floaters to launch and recover 14' rafts and drift boats.
4	Do Something to eliminate parking problem on El Dorado side of the bridge.
5	please provide designated boating put-in sites for north and middle forks at confluence
6	Please manage the parking situation on the El Dorado side by the bridge.
7	Please do not bring vehicles into the park from the highway. Let people use active means to explore the park.
8	Improve lower single track portion of Clementine Trail to improve ability for bicycles and hikers to simultaneously use the trail.
9	Parking sometimes seems to be a problem in the confluence area but I have not heard of accidents (car/pedestrian) occurring there. Assuming that is correct, do not change the parking situation. By its nature, it limits the number of people who can access the site at any one time. Please do not allow cars to drive down to the mine/cave area. This will ruin the beautiful nature of the place. Its remoteness is its treasure.
10	Allowing vehicle access beyond the current parking area would be a huge detractor from enjoyment of the area via non-vehicle means.
11	<p>Confluence Management Zone</p> <p>American Whitewater is a national non-profit 501(c)(3) river conservation organization founded in 1954 with a mission to conserve and restore Americas whitewater resources and to enhance opportunities to enjoy them safely. With over 6,000 members and 100 locally based affiliate clubs, American Whitewater represents the conservation interests of thousands of whitewater enthusiasts across the nation. A significant percentage of our members reside in and travel to California for its whitewater resources, and enjoy recreating along over forty miles of river canyon on the North & Middle Fork of the American River. As such, American Whitewater appreciates having the opportunity to provide comment on the Auburn State Recreation Area General Plan/Resource Management Plan regarding the Confluence Management Zone.</p> <p>CA State Parks should identify candidates to run shuttle operations and help them pursue a Clean Air Grant from Placer County AQMD to establish a shuttle program like the Coloma Shuttle on the South Fork American River. An off-site shuttle program could help alleviate crowding at the Confluence and reduce emissions from motorized vehicles. (See cololmashuttle.com).</p>
12	It's be nice if we were allowed to use sluice boxes maybe regulated high bankers for gold mining and allow for bow hunting during specific seasons, there are a lot of recreational oportunities that the confluence offers, thank you

Comments on the Confluence

Comment Number	6. What else should be addressed in the Confluence Management Zone?
13	Trails need some love
14	<p>Either get mountain bikers off all trails less than six feet wide or enforce speed limits.</p> <p>Either require all dogs be on leash or ban dogs from ASRA.</p> <p>Stop sport and trophy hunting of wildlife. Citizens want to view them--follow CA State Parks policies of no hunting.</p>
15	Murderer's Bar rapid is not a natural feature. It was modified by people blasting and mining the area. The resulting boulder sieve has proven deadly in the past. A study should be conducted to determine if the sieves can be filled.
16	Stopping in the middle of hwy 49 to park and pedestrian traffic should be ticketed. Someone is houg to get killed.
17	<p>The parking is an absolute nightmare with cars pulling out onto the Hwy with no warning. The parking along Hwy 49 needs to be eliminated, so visitors are required to park in designated lots where they need to pay.</p> <p>The current situation is very dangerous.</p>
18	Charge all cars and promote "leave no trace". Ask to trailusers to keep their music off the trails.
19	1) Improving the Clementine Trail as the first segment of a multi-use trail from Confluence to Ponderosa Crossing. 2) Incorporating existing, non-system trails into the ASRA and building new trails to accommodate increased recreational use of the area. 3) Providing additional parking, crosswalks, and shuttle or transit services near the Hwy 49 bridge. 4) Add potable water source(s) at Confluence
20	Where do all of these people go to the rest room? I've seen people changing diapers on the trails and discarded there. It seems we have a lot of people coming yo the area that have little regard for others. Increase played parking areas and in crease the cost. This will hrlp eliminate people that can't afford to go and hopefully get a better group of people there. Not typically in favor of higher prices but something has yo be done to get attention. Many people stall traffic waiting to back into parking spaces. Bith dangerous and ileagle.
21	<p>The confluence is a Vortex. It is an area which highlights the awesome natural resources in Auburn and the complexity of its multiple users. Get the Confluence right and you've got a solution to everything else. The trick will be how to manage our resources effectively and meet the needs of all of the various groups seeking access and usage. The Quarry Trail is a perfect example of this. On any given day, runners, cyclists, hikers, horse riders and climbers can all be seen accessing this area. How do you manage this resource to meet the proportional needs of each user group? Not an easy answer and no one user group can win. But there has to be a solution. One that will require give and take from everyone.</p> <p>As a mountain biker I would like to be able to use the trails which are currently off limits to bikes and to uses the trails at dusk. I believe that a census of area usage would show that bikers and hikers/walkers greatly out number runners and horse riders. Rock climbers are a small minority but their usage does not interfere with any other users.</p> <p>I run into many more bikers than any other user group. Horses are the smallest number in my opinion, and unfortunately, have the greatest impact on the trials and other users.</p>

Comments on the Confluence

Comment Number	6. What else should be addressed in the Confluence Management Zone?
	If night riding was legal, biker horse interaction would decrease. If horse usage was limited to odd or even days, the cyclists, runners and hikers would know better when to expect and prepare for interactions and when the coast was clear. No one wants to startle a horse back rider and contribute to an uncomfortable interaction, let alone an fall.
	Safety!!!!!!
22	Crowds and parking. Cars park everywhere to avoid the fee. Lowering the fee might help. If you are just going for a short walk or hike maybe \$5 would be better. Very unsafe especially on summer weekends. People think they are on a sidewalk not a street. Cars pull into and out of spaces with little regard for the traffic on 49
23	Car Vandalism !
24	get rid of the parking fee.
25	More trails to accommodate the increasing number of people. More mtb trails
26	Too much traffic now plus we need to stop the bicycles not if but when someone will get killed.
27	Allow prospecting and mining activities
28	<ol style="list-style-type: none"> 1. Improve the Clementine Trail as the first segment of a multi-use trail from Confluence to Ponderosa Crossing. 2. Incorporate existing, non-system trails into the ASRA and building new trails to accommodate increased recreational use of the area. 3. Provide additional parking, crosswalks, and shuttle or transit services near the Hwy 49 bridge. 4. Add potable water source(s) at Confluence
29	<ol style="list-style-type: none"> 1) Improve the Clementine Trail as the first segment of a multi-use trail from Confluence to Ponderosa Crossing. 2) Incorporate existing, non-system trails into the ASRA and building new trails to accommodate increased recreational use of the area. 3) Add potable water source(s) at Confluence
30	More money/ resources for park staff to better manage crowds. No smoking in park. Charge or have annual pass for parking even along 49 by bridge.
31	<ol style="list-style-type: none"> 1) Improving the Clementine Trail as the first segment of a multi-use trail from Confluence to Ponderosa Crossing. 2) Incorporating existing, non-system trails into the ASRA and building new trails to accommodate increased recreational use of the area. 3) Providing additional parking, crosswalks, and shuttle or transit services near the Hwy 49 bridge. 4) Add potable water source(s) at Confluence

Comments on the Confluence

Comment Number	6. What else should be addressed in the Confluence Management Zone?
32	Signs posting people crossing, posting a 25 mile speed limit or lower, back in parking only
33	I'd like to see all existing trails incorporated into the Auburn State Recreation Area and more trails built to handled the increased use of the area. A place to get some potable water at the confluence would be great as well.
34	I would love to see some of the above features added, but before encouraging anymore visitation to this area, parking needs to be addressed. The way the free parking near the bridge is setup is terrible. Parking should not interfere with traffic flow to the extent it does. This area is extremely unsafe for vehicles, pedestrians and their animals. Without the proper room to have safe parking in this area, it should be a NO PARKING ZONE! IMO parking should be at the top of the priority list therefore no votes on any new features until it is addressed.
35	This is a congested area all year round. Investigating a way to better improve traffic flow is a good idea. Improving the existing parking areas is a good idea. Adding more parking, increasing traffic and additional pedestrians along a highway is a bad idea.
36	There should be free parking. Locals should be issued passes for certain parking areas.
37	Continue to support the Confluence, Stagecoach, and Quarry trails. They are a wonderful set of trails and bring lots of mountain bikers and hikers into the Auburn arfea where they spend their money
38	potable water
39	Parking and pedestrian safety in the confluence area. Rules enforcement and ranger presence. Keeping the area unscathed and natural for generations to come.
40	Public awareness of traffics inability to get out of their way. Dogs on loose leash allowed to wander into road. Small children running into road. Cars backing into parking that need multiple trierd tying up traffic.
41	Trash pick up please.
42	Increased access/parking for all trail users, especially hikers, runners and mountain bikers. Require horses to pack out their feces.
43	Safety issues are paramount. I have seen people use no common sense when parking at or walking along highway 49 at the Confluence. I know it is a popular area and very beautiful, but attracting more people to the area will just cause more safety problems.
44	Small-scale mineral surface extraction should be permitted. This includes small shovels (not just hands), gold panning, and river sluicing.
45	Please delineate the parking on Hwy 49. Major safety problems with drivers trying to back in, while stopped on the road. Make it nose in at a 45 degree angle.
46	Charge a fee for parking on El Dorado side like on Placer side of Confluence

Comments on the Confluence

Comment Number	6. What else should be addressed in the Confluence Management Zone?
47	Gold panning and sluicing
48	The Clementine Trail should be improved to increase multi-use traffic from Confluence to Ponderosa Crossing. Existing, non-system trails should be incorporated into the ASRA to accommodate increased recreational use.
49	1) Improving the Clementine Trail as the first segment of a multi-use trail from Confluence to Ponderosa Crossing. 2) Incorporating existing, non-system trails into the ASRA and building new trails to accommodate increased recreational use of the area. 3) Providing additional parking, crosswalks, and shuttle or transit services near the Hwy 49 bridge. 4) Add potable water source(s) at Confluence
50	Bicycles should not be allowed on Hwy 49 between Cool and Auburn. It is far too dangerous for both cyclists and drivers.
51	There should be No Bicyclists Allowed on Highway 49. It's too dangerous there's not enough bike lane for them. I wish there was a button that said put a dam in, we need the water!!!
52	This is a historical Gold Mining heritage area. Public Recreational mining should still be allowed. The current hands and pans only regulation needs to be dropped and all forms of hand or under 5 HP equipment should be allowed to continue the the endeavor that made California the Golden State. Resident of Foresthill
53	Parallel parking may help keep vehicles from backing up in the middle of the State Highway, as they would be able to pull over off the highway then proceeded to parallel park. It would also give more room for pedestrians to walk along the highway. It's so dangerous now the way it is, someone's going to get killed.
54	The area on the El Dorado side of the bridge during peak tourist hours is poorly managed and dangerous to both tourist and travelers and needs to be addressed.
55	I would like to make a request that the State Park Service consider visitors who have mobility issues, that do NOT fall into the requirements for the ADA. There is an un-served part of the community who would love to take in the beauty and wonder of the Auburn recreation site, yet cannot walk too far or need to be able to take rests. This would not require anything fancy. A simple wooden or metal bench, a well placed redwood log, a large smooth stone or concrete curb. This type of seating would not interfere with the natural beauty of the river front - yet provide a brief respite for visitors with such ailments as: bad hips, arthritic knees, recent foot, ankle or leg injuries. Also visitors with respiratory or cardiac issues would also appreciate a place to catch one's breath. Having benches at the visitor's center and parking areas is insufficient. Additional seating needs to be available along the trails and vistas for full enjoyment of the region.

Comments on the Confluence

Comment Number	6. What else should be addressed in the Confluence Management Zone?
56	Gold panning, sluicing and other gold prospecting activities.
57	The Quarry Road trail is maintained well, but the other trails within the Management Zone are not maintained. There is too much land to cover by State Parks to maintain - apparently. There should be no expansion or modifications until State Parks can commit and prove that they can maintain what is already their responsibility.
58	Seen several user conflicts on trails between horses and hikers. Lack of staff on trails and lack of management by State Parks
59	You have no right to claim this land as state land in the first place! I must object to the State of California's attempt to take over land that is not under their authority to manage. This land is under federal management control, subject to the multiple use policies of the federal government. Recreational use is a restricted use, that is less than the federal multiple use policies that respect the civil rights of the people! This land now needs to be open for mining and claim as required by Congress per the 1872 mining act. This land grab is an act of land thievery by the State of California and all such attempts to take this land should immediately Cease and Desist. We don't need your influence at all on the American River or any other! The Auburn State Recreation Area and its employees need to be disbanded and the land and uses returned to the people because, We Don't Need You! You're simply an added expense put on the tax payers for land that has taken care of itself just fine long before your land grab type of thinking came into existence...
60	Maybe it is possible to regrade or otherwise improve the existing parking at the Quarry trail to increase capacity
61	Allow recreational gold panning/ sluicing
62	I'd like to see a plan that moves pedestrians off of the confluence Hwy 49 bridge area. It can be a tight fit for cars, logging trucks and large delivery vehicles, adding in casual walkers and sightseeing pedestrians is scary and leaves no room for error. Could walking traffic come from already established parking areas in Auburn? Please don't put in more paved parking lots in the canyon. Would love to see this discussed in a public form in Cool or Auburn.
63	Allow all forms of gold prospecting in the ASRA.
64	Ticketing no parking zone offenders on El Dorado County side needs more enforcement as well as those parked in the roadway/over the white line. Discourage More Visitors. It's very unsafe especially for those bringing animals and young children.
65	Create additional parking areas and turnouts to 1) minimize parking on highway, and 2) raise current Quarry Road lot to highway level to discourage vehicle burglaries.
66	Remove all restrictions on prospecting and mining as dictated by the Park Service. Restrict nudist activity below confluence/ Highway 49 bridge. Enforce laws that prohibit smoking of cannabis in public park areas.

Comments on the Confluence

Comment Number	6. What else should be addressed in the Confluence Management Zone?
67	For fun as well as learning for families, please allow for panning and sluicing. Small sluices though. The kids love learning about rocks and families learn together. :heart:
68	Trails on the west/north side of the North Fork.
69	Vehicle break-ins at the fire station.
70	A cross walk at the parking area on the Cool side of the bridge, and parking spaces clearly marked.
71	Have more free parking so people that do not have a lot of extra money can enjoy our public lands
72	1) Improving the Clementine Trail as the first segment of a multi-use trail from Confluence to Ponderosa Crossing. 2) Incorporating existing, non-system trails into the ASRA and building new trails to accommodate increased recreational use of the area. 3) Providing additional parking, crosswalks, and shuttle or transit services near the Hwy 49 bridge.
73	Panning and sluicing for gold should be encouraged
74	Allow sluicing and panning for gold with tools
75	Your work with updating of regulations and otherwise planning the future of our recreation area is admirable. I especially appreciate this opportunity for public input. Park regulations (CAC 14, Section 4322) specifically provides for allowing nude/clothing-optional recreation "in authorized areas set aside for that purpose by the Department." I look forward to such areas finally being established. Suitable areas could begin with those locations where clothing-optional use has long been practiced by local custom and tradition. Thank you!
76	The parking along hwy 49 is the biggest concern. Between people stopping on the hwy to try to back in to parking, pedestrians, and cars pulling out....I see many near misses weekly. It is very dangerous. It's a wonderful area for residents and visitors but safety and ease of passage of residents should be taken into consideration.
77	Please continue to support and expand mountain biking opportunities.
78	Please continue to support mountain biking in the Confluence zone.
79	The idea of a whitewater park for this area has been proposed, and would be wonderful addition for the river and the surrounding community.
80	One side of the street you pay to park and the other side is free this is very confusing to people and should be addressed. In other areas I have been to that allow rock climbing the climbers spread out and feel the area is for climbing only and are not friendly to people who just want to enjoy that area. I would hate to see that happen at the Confluence.

Comments on the Confluence

Comment Number	6. What else should be addressed in the Confluence Management Zone?
81	The fees for parking are far too high!!
82	Some trails need to be widened to allow for better passage between horses and hikers.
83	Allow gold panning and sluicing. I used to be a year parking pass purchaser, but now that you have outlawed this activity that hurts nobody, I refuse to spend my money in this way. You have to remember, this great state is only what it is now, because of the gold rush in the old days. I will not pay to enter any state park in this state or purchase any more year long passes until you bring gold panning and sluicing back. There are thousands of Californians like me that are now boycotting you. \$200+ per year times thousands of us that used to help support you= hundreds of thousands of dollars in lost revenue. We will spend our money elsewhere.
84	I am physically unable to hike or otherwise use the trails etc. But as one who frequently drives to and from cool and auburn, I'd like to see parking and pedestrian activity managed differently. I'm not convinced most users of the area realize they are parking, walking, or crossing on a state highway. And a lot of drivers don't seem to tolerate the activity well. More and better signage? Designated parking spots and crosswalks? Widen the bridge to allow safer crossing on foot?
85	Leave it as is
86	Highway 49 is first and foremost is a highway. the people that have to travel that road to and from there house should not be impacted by people wanting to play.
87	The area is already to crowded on weekends and holidays, it is very dangerous along Highway 49 with people and animals all over the road. Traffic gets backed up while people are trying to park. For those of us who live up here we have to give ourselves at least 20-30 minutes extra to get to wherever we happen to be headed. People do not obey the law they park illegally even when posted no parking.
88	Heavy traffic, competition for limited parking spaces, and pedestrian traffic near the Hwy 49 bridge has led to road rage and many dangerous near misses. Im not sure providing more parking spaces is the answer, but it sure isnt working well now and I would like to see these issues addressed to make that area safer for everyone. Also consider a 3 way stop at the junction of 49 and 193. This would be especially beneficial on the busiest days when many cars are trolling for parking spaces.
89	Any parking spaces near Hwy 49 need to allow for a place to back out of spots. Holding up traffic on the highway while people are backing out is extremely dangerous as are the pedestrians walking in the road.
90	Public Tours would be great with volunteer docents. Don't make it to big or too official. I don't think allowing cars in the Mountain Quarries area is a good idea, but it would be nice if bicycles were allowed as cycling is gaining in interest and it gets people out to enjoy our history. Improve the Clementine Trail as the first segment of a multi-use trail from Confluence to Ponderosa Crossing. Incorporate existing, non-system trails into ASRA and building new trails to accommodate increased recreational use of the area. Adding potable water would be great.

Comments on the Confluence

Comment Number	6. What else should be addressed in the Confluence Management Zone?
91	A multi use trail from the confluence to Ponderosa crossing would be a huge asset. Clementine trail is the first section and should be improved. Any non-system existing trails in the area should be made part of ASRA and new trails should be built for use by ALL user groups. Potable water at a small visitor's center would improve the user experience.
92	<p>Open ALL existing and future trails to bikes. (whether via change in use, odd/even day sharing, etc.) Many will claim this shouldn't be done due to safety concerns; but keep in mind that State Parks OWN survey on trail user conflict in 2012 essentially stated that conflicts are not an issue. Even so, by implementing an on/off shared use agreement in the form of odd/even days as just one example, the issue of 'safety' can easily be mitigated at zero cost.</p> <p>Build new singletrack trails, including progressive and advanced MTB specific trails</p> <p>Designate existing trails or create new singletrack trails for mountain bikes to connect Foresthill and Auburn, Confluence to Cool, Confluence to Overlook, Auburn Lake Trails to Confluence, and Auburn to Granite Bay</p> <p>Develop an agreement with FATRAC allowing them to provide ongoing, routine maintenance on park trails on an as-needed, short notice basis</p> <p>Improving the Clementine Trail as the first segment of a multi-use trail from Confluence to Ponderosa Crossing.</p> <p>2) Incorporating existing, non system trails into the ASRA and building new trails to accommodate increased recreational use of the area.</p> <p>3) Providing additional parking, crosswalks, and shuttle or transit services near the Hwy 49 bridge.</p> <p>4) Add potable water source(s) at Confluence</p>
	<p>Open all trails to multi use.</p> <p>Use an odd / even use for mountain bikes</p> <p>All cyclist and equestrians must wear helmets</p> <p>All horses must wear a poop bag</p>
93	<p>1) Improving the Clementine Trail as the first segment of a multi-use trail from Confluence to Ponderosa Crossing.</p> <p>2) Incorporating existing, non-system trails into the ASRA and building new trails to accommodate increased recreational use of the area.</p> <p>3) Providing additional parking, crosswalks, and shuttle or transit services near the Hwy 49 bridge.</p> <p>4) Add potable water source(s) at Confluence</p>
94	Keep ticketing parking violators in the no parking zones and fine people for littering. The amount of people coming here now are a nuisance.
95	I think all parking areas should require payment of day-use fees.
96	Allow gold panning and sluice boxes back on our public land

Comments on the Confluence

Comment Number	6. What else should be addressed in the Confluence Management Zone?
97	Additional parking would help the congestion. A shuttle would be best, but where would it be from and where would it go? Delineating parking spaces would help. People need to pay for the privilege of parking there. We pay for an annual pass.
98	This area is ridiculously unsafe!!! I can't believe no one has been killed here.... Ppl and animals always walking in the road!
99	I do not want more people coming up here.
100	Parking by the 49 bridge is close enough to the road that sometimes people are walking in the road. If the parking could be deepened just a few more feet so vehicles could pull in a few feet more it would be safer for everybody.
101	1) Improving the Clementine Trail as the first segment of a multi-use trail from Confluence to Ponderosa Crossing. 2) Incorporating existing, non-system trails into the ASRA and building new trails to accommodate increased recreational use of the area. 3) Providing additional parking, crosswalks, and shuttle or transit services near the Hwy 49 bridge. 4) Add potable water source(s) at Confluence
102	Add potable water source(s) at Confluence
103	Please increase recreational bike trails in this zone. Please expand the clementine trail as a multiuse trail to ponderosa crossing. Add Potable water at the confluence
104	Should be able to gold pan
105	It is highly dangerous allowing people to park along "Highway 49". The visitors think they can back up to find a parking spot on a highway.
106	Bicycles on the narrow, no shoulder HWY 49 from Cool to Auburn. With the 3ft passing requirement for bicycles and vehicles this area is unsafe for the two modes of transportation to be utilizing the same roadway.
107	Parking fees should be charged at both crossings. El dorado and Placer sides. Garbage cleanup also.
108	More multi-use trails. A multi-use trail east of the Foresthill Bridge on the north side of the North Fork American River would be a major asset to the area. Open up the singletrack trails off of Quarry Trail to all trail users. Work with the local trail advocacy groups (like FATRAC) to improve trail maintenance using volunteer labor.
109	U should be allowed to mine for gold!
110	Allow gold panning and sluicing at a minimum battery powered power sluices should also be allowed

Comments on the Confluence

Comment Number	6. What else should be addressed in the Confluence Management Zone?
111	Something MUST be done about the parking situation. I've lived in Cool for 27 years, and I've never seen it so bad as it's been the last few years. These people (who we lovingly call "flatlanders") have no clue how to drive these hills, they don't have any problem stopping traffic so they can park, they don't always watch their kids and/or dogs, and they leave trash all over the place. Residents on the Divide do not want more parking or more visitors. No one pays attention to the "no parking" signs, so adding more signs won't fix the problem. I'm not sure what can be done to fix the problem, but something must be done. It won't be long before someone is seriously injured or killed because of the horrible parking situation.
112	Lift the ban on panning and dredging. This state was founded upon finding gold. It is a wonderful family past time and good clean fun. We do more to clean the rivers up than anyone.
113	Pkease provide more trash containers for the area.
114	The main Quarry Trail needs improved maintenance to mitigate existing or developing washouts. Safety for all users is paramount. As an equestrian user, I would not be in favor of motorized vehicle traffic access to the climbing area. For one thing this would require considerable extra expense in road improvement and maintenance.
115	Panning, sluicing, Metal detecting
116	Pedestrians walking along Highway 49 is dangerous and needs to be addressed. It appears as though people begin hiking a trail and walk along the road back to their vehicle, I have given a few hikers who have confirmed this. A suggestion may be to provide maps at the beginning of the trails located near the road or have signs that say no pedestrians on road etc.
117	In summer there are already too many oblivious people, especially young adults parking and walking in an unsafe manner on the south side of the 49 confluence bridge, east side of the bridge. People walk in the highway and do not control pets and small children. They pull out abruptly from parking, leave chairs, coolers etc in or near roadway when loading and unloading. Parking should not be allowed in that area.
118	Increase ranger/CHP patrols along the El Dorado side of highway 49, especially during the summer. Tourists often park in the passing lane or other dangerous areas.
119	Pedestrian access along 49 where people park now with marked walk ways or trails to get people out of the highway and traffic. Sign the area to reduce speed also through the parking area.
120	let panning for gold be open to all areas
121	The parking is a nightmare. The area is really CalTrans jurisdiction and should be what it is supposed to be for - a passing lane. Somehow guide people to a different area, provide more parking across the street and/or discourage the public from this area. Parks is losing thousands of dollars by not charging people to park there. I have written supervisors and county officials in both counties, indicating the dangers of this parking mess. It's only a matter of WHEN, not IF, someone is killed there. I've also contacted the police when I've seen illegal parking all the way past the No Parking signs on Hwy 49. It's up to you, Parks, to do the right thing. Thank you

Comments on the Confluence

Comment Number	6. What else should be addressed in the Confluence Management Zone?
	resident, tax payer, volunteer, concerned citizen
122	Parking in the no parking zones. Close all access when there is no more parking!!! People drown every year, not a fan of increasing the access without more supervision, and all need to charges a use fee. With people comes trash and more impact on 49 road
123	Activities such as non motorized gold prospecting should be allowed. This area has a rich history of gold prospecting and panning sluicing and metal detecting should be allowed. It not one of the closest places too the Sacramento area to dip and. Pan and find a. Little color.
124	Parking near the bridge had proven to be dangerous. There is insufficient space for cars to stop, choose a spot, back in or out, or walk behind parked cars without causing accidents and problems. This spot is too highly trafficked for any parking or stopping.
125	Allow gold panning and sluicing.
126	Stop advertising! Keep it rural. Reduce parking. Permit only. Available to locals first.
127	Traffic and Parking along the Highway 49- the parking along 49 is potentially dangerous to park visitors as well as drivers who are passing through the area. Expansion of opportunities for visitors is great, but... please take care to really look at the parking, traffic flow and traffic density in the area of the Confluence. It is a narrow highway, not a lot of additional room for more visitors/parking, etc.
128	It's already a mess. Add more parking, add more mess!
129	gold panning and sluicing have been part of California Heritage and I have a family that I teach this History to respect are lands and to be able to enjoy our lands freely please keep allowing panning and sluicing in the rivers no motorized equipment
130	Allow gold panning and sluices
131	Parking is the main issue. We live in a beautiful area that others want to enjoy. If parking could be more accessible and less dangerous, it would be great. I have had many people step out in front of me when Ive been on my way home from auburn, so specified crosswalks would be a tremendous help.
132	E bikes-please ban them and enforce.
133	Removing the restriction of hands and pans only for gold prospecting in all of the ASRA..or at least in the not heavily used areas a long the river..
134	The existing parking situation on the south side of the 49 bridge along the side of the highway is unsafe for everyone, visitors and drivers alike. It must be better managed, to avoid tragedy. Visitors frequently stop suddenly in the roadway to try to pull into a parking space, without regard for the other drivers behind them. They also pull out suddenly into traffic when leaving a parking space, either because they forget or don't care that they're pulling out onto a state highway or because they can't see past the cars parked next to them. Visitors also are often walking in the roadway

Comments on the Confluence

Comment Number	6. What else should be addressed in the Confluence Management Zone?
	without regard for traffic, including with their small children darting around, or pushing strollers, or with poorly-controlled dogs. Drivers not familiar with the area are often unaware of how much pedestrian activity there can be and don't drive accordingly. Drivers who are familiar with the area often become impatient and annoyed at the careless actions of visitors parking and walking there, and often do not slow to a safe speed through the zone near the bridge. Parking needs to be much more controlled and better delineated (marked spaces, signs). There needs to be a walkway that is clearly marked along the side of the parking area away from the roadway so that visitors are not walking with their dogs and children directly in traffic. The speed limit should be reduced in that zone near the bridge to 25mph. There should be more signage warning drivers and visitors to be cautious of each other. SRA staff resources should be allocated to interact with visitors at the parking area to request caution and courtesy. The Confluence area is an incredible natural resource on public lands, and should remain accessible to all, but it's become so busy that public safety is being compromised.
	parking on the El Dorado side of the confluence is causing hazardous traffic conditions along with pedestrians not respecting that it is a busy hwy.
135	Panning and sluicing should be allowed and open to all recreational mining!!
136	Parking guidelines in non-parking areas needs to be STRICTLY enforced.... it becomes very dangerous there on weekends. People will continue to park illegally as long as laws are not enforced. If they see patrol cars and tow trucks enforcing the law, they will stop creating a dangerous situation.
137	"Pack out trash" signs. More signs of river danger. Walk in only access to cave.
138	Parking, Safely for cars, people and animals. Traffic is terrible in Summer and now thurout the year. Our local people to Cool can not get home safely cars crossingover center line to park. No charge for parking on Cool side. People walking in the street. Childrenand Animals walkingin Hwy. Not a great idea
139	Gold Panning and Sluicing needs to be allowed again.
140	Gold mining education and panning.
141	vehicles parking in the passing lane on Hwy 49, on the Cool side on busy weekends when there is no parking left near the 49 bridge.
142	Panning & Sluicing Here Is Fun & A Very Valuable Activity~ please Allow~ Thanks~!
143	Too many cars pulling in and out, making U turns in the middle of the highway, backing out into traffic, coming to a complete stop while waiting to park, loose dogs, chidren, etc. Hate to go through that area on weekends. Totally out of control on Hwy 49 apparently because they do not have to pay there. Have had several close calls there with pedestrians and cars.

Comments on the Confluence

Comment Number	6. What else should be addressed in the Confluence Management Zone?
144	dredging, panning, high banking
145	Be mindful and respectful of the people who live in surrounding areas. Most of who moved here to get away from the city and all it brings. More people means more traffic, trash, crime which will destroy the very reasons we moved here.
146	Parking near the 49 bridge on some occasions has become quite dangerous. People are stopping on 49 and off loading or waiting to 'back' into a space. One day soon someone is going to be injured or worse in that area. People are not expecting people to just stop in a traffic lane. I believe it might even be illegal. I've seen people swerve into the oncoming lane to avoid a crash and causing further issues with people in that lane. I've never seen a Ranger or any form of LE down there on crowded weekends
147	Also allow gold panning, sluicing, and dredging. Fishing. Anything outdoors. Horseback riding. Walking, hiking, climbing.
148	You have got to be kidding me. It is a zoo at the Confluence right now and you want to encourage more people. That is a busy intersection already and can be very dangerous. Do you want more people hurt? Bicycles on all these winding roads with blind curves is also a hazard. Find another area less dangerous to promote. Get real. Let's turn nature into an amusement park!
149	<ol style="list-style-type: none"> 1. some kind of traffic mgmt near the confluence on weekends and holidays. 2. provide more picnic tables where feasible 3. provide more paid parking and enforce violations. hugh
150	Please allow sluicing and panning! California has a rich mining history that shouldn't be ignored.
151	Reduce the speed to 35 on the Southside of the 49 Bridge
152	<p>Parking at the confluence is dangerous.</p> <p>Enforce no bikes from Non-hands bridge to both Robie Point and Cool.</p>
153	<p>Parking at Confluence is currently very dangerous.</p> <p>Increase enforcement to keep bikes off horse/hiking trails form Confluence to Overlook and to Cool.</p>
154	<p>Parking has become extremely hazardous on the El Dorado County side with people walking in the highway. No motorized vehicles should be allowed on the Mtn Quarry road as it has become increasing hazardous to equestrians due to the increased popularity of the area. Patrols should be made to prevent mtn bicycles on single track trails where they are not allowed, for example, on the western states trail. As for an interpretive center - "near the Foresthill Bridge" is too vague a location to provide a meaningful comment. Increased public access to this area without increased State Park personnel is problematic as currently the majority of their staff appears to be assigned to this area leaving other areas very understaffed for patrols.</p>

Comments on the Confluence

Comment Number	6. What else should be addressed in the Confluence Management Zone?
155	We need a mt. bike trail from confluence to Knickerbocker.
156	Please consider expanding recreational opportunities for all human powered activity (most notably bicycle opportunities). We need to support the health enhancing benefits of outdoor recreation when so many lack health and fitness. You are after all the Auburn State RECREATION Area.
157	More rangers presence.
158	Remove parking from along Hwy 49 after the bridge. Very dangerous with people, children, pets in the roadway. Provide all parking on the Forrest Hill side of the confluence. Charge a fee for all parking.
159	More enforcement of the parking along Highway 49. Many times people are parked horribly or sticking out into the road. There needs to be more of a sidewalk of some kind because people are always walking directly on the road. And please, please, please start tours of the cave!
160	Allow prospectors the use of sluices and digging tools in the ASRA.
161	This area is already over impacted, ALL PARKING should be Charged NO FREE PARKING! The visitors (not all, but a lot) cause traffic, accidents & leave trash. This area is small & doesn't have the capacity for all the traffic!
162	Allow all forms of recreational prospecting for gold and minerals.
163	There needs to be a safe way for people to cross the bridge. It is not safe!!! And there are to many people not paying attention and walking out into the road. It is a highway, not a parking lot! Before you consider expanding and trying to draw more people to the confluence, fix the parking problem.
164	Please allow gold panning and sluice box use in the area.
165	Management of parking during busy days. Less parking right on 49 because it is extremely dangerous and causes severe traffic. Children and adults walk in the middle of the road and stand at the edge of the road and dont pay attention to traffic. It is getting worse and worse the more popular it becomes. It is becoming a real problem for those of us who have to deal with tourist traffic not knowing how to park.
166	Hello, please discuss the opportunity for gild mining with more then hands and pans. I had frequently went here before the management add the hands and pans only, now we don't go there and the State is losing revenue from the small scale miners. Please allow us to use a shovel and sluice boxes along with a battery operated recirculation clean out sluice. Thank you for your time
167	Please allow gold panning, sluicing with the use og basic digging tools.
168	Reduce/eliminate fees for use of this area, as well as all Auburn SRA areas.
169	Please allow gold panning sluicing below the high water mark. It does not cause any harm.

Comments on the Confluence

Comment Number	6. What else should be addressed in the Confluence Management Zone?
170	More law enforcement onsite at all times. Too many people, bad parking, people stopping and preventing through traffic from proceeding on highway 49 and old Foresthill Road, illegal bbqs along the river, and trashing the place. The place was so much nicer in the early 2000s and now I do not frequent this zoo. Just trying to get to Auburn and Roseville for pets veterinary appts requires to add even more time to get through the disrespectful people who just walk into the road without a care about oncoming traffic and those who just stop in the road waiting for a parking spot.
171	Expand parking, or do not charge for parking in designated areas. Many people park anywhere they can to avoid the \$10.00 parking fee.
172	The natural habitat should be protected. There are so many people visiting that area and parking that it has become unsafe to drive Highway 49 and go over the bridge. We have been living in this area for 40+ years. Unfortunately the visitors need controls put in place. I'm not against the public enjoying this beautiful area but the area needs to somehow be protected from people and animals destroying one of Mother Nature's wonders.
173	The entire situation at the confluence is horendous and very dangerous. Many of us in Cool travel through the confluence to Auburn/80 daily for work, school and shopping. It feels as if the state doesn't care about us here. The tourists' mindset is "I'm in a state park," while our mindset is, "I'm going home." Imagine if a thousand people a day had to drive through Yosemite valley just going home each day, avoiding the kids and dogs in the roadway, and you may start to understand. The parking on the El Dorado side of 49 should be totally eliminated for safety (as people back out into the road constantly and walking there is not safe), then add a real parking lot to the lower horse section area (but only if you put a designated turn lane, as not to impede 49 traffic), and add walking paths under the 49 bridge so people don't walk across 49. Residents here who use 49 daily NEED to be consulted, as what you do there affects us the most. The parking on the Foresthill side is also woefully lacking. Unless you can figure out how to put in real parking to handle the visitors you get now and to make it safe, you should NOT plan to entice more visitors. I assume you are consulting with our EDC district 4 Supervisor Mike Ranalli? If not, we are not represented.
174	The parking area on the Cool side of 49 is dangerous. It is a state highway used by locals, yet there are vanloads of people, kids, and dogs pouring out and completely unaware that this is a main road. Someone is going to be hit and killed someday. I would recommend not allowing parking there at all, or at marking lines so cars must park parallel to the road instead of perpendicular. That would give people more space to get out of their cars with a wider shoulder.
175	allow parking only in the big lot and not on 49 or in the turnouts people that commute to work have to deal with the road being blocked people standing in the road way loading and unloading there cars or just stopping in the middle of the road and turning on there flashers to load or unload people causing a traffic back up as well as people trying to go around then into on coming traffic.
176	Signs posted for mountain bikers - State, County and Park Vehicle Code for Mountain biking the maximum speed on all trails is 15 MPH. The maximum speed is 5 MPH when passing pedestrians, equestrians, and when approaching blind curves.
177	<ol style="list-style-type: none"> 1) Improving the Clementine Trail as the first segment of a multi-use trail from Confluence to Ponderosa Crossing. 2) Incorporating existing, non-system trails into the ASRA and building new trails to accommodate increased recreational use of the area.

Comments on the Confluence

Comment Number	6. What else should be addressed in the Confluence Management Zone?
	3) Add potable water source(s) at Confluence
178	Crosswalks on both sides of Old Foresthill Bridge and rumble strips (100ft) before reaching crosswalks.
179	Expanding the current Kiosk area would be a nice addition. Safety issues are surmounting with too many bike riders riding on hiking/equestrian trails and speeding. Stage coach trail is known for speeding bikes. Most park users have a story of frustration with this. Safety should be paramount to any park improvements and a plan to catch and prosecute all park users who disregard park laws is long overdue. Currently nothing is being done. Accidents have happened and will only increase as the area usage increases. The general plan should include a management plan to address current and future safety issues before any new development is even considered. ASRA lands and trails should also be kept as natural as possible as it is unique in being the largest remaining open space in our community and is home to a vast array of wildlife.
180	I would like to see the Park continue to allow clothing optional use in areas where it has been traditionally accepted.
181	Providing auto access will disturb hiking and equestrian riding along the path. NO VEHICLES!
182	No doubt it is popular and going to grow in popularity. Keep motorized vehicles OUT - try to keep some the canyon the special, magical place it is. It is already a multi-use trail - but can be kept safer by slowing down mountain bikers and horse back riders who ride too fast in that area. This is often an area for dog walkers and families with children. Also Cool Cave area and the Box Canyon need to be protected from the Quarry. The narrow trails leading off the main road should NOT allow Mt. Bikes. Increase reinforcement of the Rules: - No fire arms. No Bikes on narrow track trails.
183	Increased use over the years has made this area very hectic during the summer. Definitely need some additional parking areas/shuttle service. People using eroded areas along edge of Quarry road to access river. Need to add some stair cases in several key areas to allow safe and better access to river. Perhaps allowing a shuttle a couple set times a day to flat area below the Cave would work. To many people hiking/bike riding this trail to have them dodge vehicles all the time and would distract from the enjoyment. .
184	Driving through the confluence area is a daily hazard due to pedestrian and vehicle traffic. Twice I have slowed down to avoid hitting hikers and dog walkers and almost gotten rear ended. Drivers don't expect to stop on a highway and the pedestrians think they are on a picnic. Many times the highway traffic is stopped to allow for parking vehicles. It is a real hazard for us folks who live here and travel across the confluence. The solutions are difficult I realize, but highways should be open for traffic. Is there off road parking possible anywhere to keep park users off the highway??
185	I believe safe cross-walks are needed, however, careful consideration of shuttle service is needed. Where would cars park to take a shuttle? Where would the shuttle go? Perhaps use of a shuttle could expand the areas visited and could alleviate the condensed use in this area, which would be good.
186	<p>1) Improving the Clementine Trail as the first segment of a multi-use trail from Confluence to Ponderosa Crossing.</p> <p>2) Incorporating existing, non-system trails into the ASRA and building new trails to accommodate increased recreational use of the area.</p> <p>3) Providing additional parking, crosswalks, and shuttle or transit services near the Hwy 49 bridge.</p>

Comments on the Confluence

Comment Number	6. What else should be addressed in the Confluence Management Zone?
	4) Add potable water source(s) at Confluence
187	Additional parking and access. Campground?
188	Parking on highway 49 should not be a strategy to accommodate visitors. As the Park knows, they must generate revenue. Their efforts to charge can only take place on County roads. State highways are designed to move traffic. It is clear that early arrivals use highway 49 as a means to avoid park fees. This circumstance causes great consternation!
189	Increasing multi-use trails on all trails will ease parking issues at Confluence by dispersing riders to Cool and other staging areas. See user days - mountain bikers are high and trails are low.
190	Reduce day use fees.
191	Better management of the portable toilets, they are neglected and become a hazard for humans and animals
192	The most popular area of the Auburn SRA is in danger of being loved to death. Traffic and parking congestion, trash, graffiti, alcohol, poorly maintained and social trails are at the top of the list for a remake of this area. Shuttle service from Auburn and an improved visitor information center about the other areas of the park in which to recreate are needed. Better enforcement of park rules, regulations, trail rehab and removal of dangerous metal bridge debris need to be addressed in the General Plan. PARC supports public tours and shuttle service to the Hawver Cave and interpretive panels at the Foresthill Bridge.
193	Designate boating access area at Confluence with loading zone 15 minute parking similar to Marshall Gold boating access. Create boating access trail to middle fork at confluence.
194	<ol style="list-style-type: none"> 1. improve the Clementine Trail as the first part of a multi-use trail from Confluence to Ponderosa Crossing 2. Incorporate existing non-system trails in to the ASRA and build new trails for increased recreational use of the area 3. add potable water source at Confluence
195	<ol style="list-style-type: none"> 1) Improve the Clementine Trail as the first segment of a multi-use trail from Confluence to Ponderosa Crossing. 2) Incorporate existing, non-system trails into the ASRA and building new trails to accommodate increased recreational use of the area. 4) Add potable water source(s) at Confluence
196	<p>I support:</p> <ol style="list-style-type: none"> 1) Improving the Clementine Trail as the first segment of a multi-use trail from Confluence to Ponderosa Crossing. 2) Incorporating existing, non-system trails into the ASRA and building new trails to accommodate increased recreational use of the area. 3) Providing additional parking, crosswalks, and shuttle or transit services near the Hwy 49 bridge.

Comments on the Confluence

Comment Number	6. What else should be addressed in the Confluence Management Zone?
	4) Add potable water source(s) at Confluence
197	<p>More Mountain Bike Trails. Resources provided to Maintain Mountain bike trails. I would love to have a bicycle dirt pump track.</p> <p>1) Improving the Clementine Trail as the first segment of a multi-use trail from Confluence to Ponderosa Crossing.</p> <p>2) Incorporating existing, non-system trails into the ASRA and building new trails to accommodate increased recreational use of the area.</p> <p>3) Providing additional parking, crosswalks, and shuttle or transit services near the Hwy 49 bridge.</p> <p>4) Add potable water source(s) at Confluence</p>
198	Eliminate parking fees!
199	1) Improving the Clementine Trail as the first segment of a multi-use trail from Confluence to Ponderosa Crossing. 2) Incorporating existing, non-system trails into the ASRA and building new trails to accommodate increased recreational use of the area. 3) Providing additional parking, crosswalks, and shuttle or transit services near the Hwy 49 bridge. 4) Add potable water source(s) at Confluence
200	Pay for parking . Safety with vehicles and pedestrians. Litter.
201	<p>You need a bike legal way to connect to Knickerbocker zone.</p> <p>I can't believe you are asking about vehicle access and not bicycle access.</p>
202	Improve the Clementine trail and extend it to Ponderosa Way. In general, extend the trail system with better river and lake access. Provide potable water at the confluence.
203	<p>I would like to see "Horse Crossing" signs at the trail coming up from Quarry Trail and crossing Hwy 49. I haven't been there for awhile but it appears from your map that horse access past the Quarry to Quarry Trail has been cut off. I would like to see at least that kept open. It would be nice to have a few hitchracks spread out along the river trails. Horse clubs are usually glad to donate for these financially or provide some extra labor.</p> <p>I think the Cave tours would be great on a limited basis, like once a month, not a daily event requiring so much manpower and thus motorized access. While it's limiting, I can't see a reasonable way to allow "disabled" access. But, a "GoPro" film tour of the interiors, displayed at the courthouse museum could cover that.</p>
204	<p>1) Improving the Clementine Trail as the first segment of a multi-use trail from Confluence to Ponderosa Crossing.</p> <p>2) Incorporating existing, non-system trails into the ASRA and building new trails to accommodate increased recreational use of the area.</p> <p>3) Providing additional parking, crosswalks, and shuttle or transit services near the Hwy 49 bridge.</p> <p>4) Add potable water source(s) at Confluence</p>

Comments on the Confluence

Comment Number	6. What else should be addressed in the Confluence Management Zone?
205	Please keep motorized vehicles off Quarry Trail: hikers, bikes and horses only.
206	Provide shuttle to and from Mt. Quarries and the confluence area. Kiosk only with interpretive and canyon keepers. Clean dangerous debris from Hwy 49 bridge from river.
207	expand mountain biking opportunities
208	Ensure access for bicycles and handicap transportation included on all trails and not cut off like it currently I am impaired and the only way I can access is with a bike or transport scooter and the trails do not allow me access currently, there has been too much limited access in this area to a single group of people with too many restrictions
209	Need bike legal connection(s) to Knickerbocker MZ. One connection could be the alignment suggested in past Auburn-Cool Crossing Study from No Hands Bridge to Olmstead Loop. Make No Hands Bridge multiple use by signing cyclist and equestrians take turns crossing, that is a simple solution that would work. Long term work with Caltrans to improve Highway 49, including bridge, to increase shoulders for pedestrians and cyclists. Add drinkable water source in one or more parking areas. Look towards connecting Clementine Trail to Ponderosa Way and bridge across NF American River. Look to add Hiker-Biker sites to any developed campsites. Look for primitive camping sites for backpacking and bikepacking.
210	<p>The number of parking spaces drives the carrying capacity of a river resource. State Parks staff have likely established an effective carrying capacity for the Confluence. I spend several years assisting in setting the carrying capacity at South Yuba River access points as Project Manager of the South Yuba River Comprehensive Management Plan. I drive through the canyon a minimum of 3-4 days per week. In my estimation, the Confluence is at capacity on any sunny day, including weekdays. A shuttle service would increase visitation. If the number of visitors exceeds established capacity by offering this option, it should not be used.</p> <p>Make clear the single-track trails that are closed to mountain bikes. Remove user-created trails. Enforce against after-dark bike use on single track, particularly in advance of Tevis.</p> <p>Make the ADA trail on the Middle Fork ADA accessible. Dang, Kenney Glaspie and crew did such a great job making that trail! I used to hike it before it was improved. But the ADA parking is behind a gate. I would have liked to have taken my wheelchair-bound mother on that trail. But parking prohibited it.</p> <p>The Middle Fork trail is a terrific trail for less fit users and provides equestrian access to the Western States trail. If vehicle use is allowed, it would disrupt visitor experience.</p> <p>Mountain bike/hiker/equestrian conflict is rampant at the Confluence. As an equestrian, it feels like mountain bikers have all the power to push their expansion since State Parks/BOR management don't ride horses and thus do not give fair emphasis to equestrian users. The FATRAC organization has offered bullet-point comments for its members to offer seeking expanded use of the Western States Trail and the addition of single track connector trails. MOUNTAIN BIKE USE ON THE HISTORIC WESTERN STATES TRAIL AND CONFLUENCE SINGLE TRACK IS UNSAFE FOR EQUESTRIANS!! (e.g. Crystal Costa accident) I have nothing against mountain bike recreation. But don't enhance it to the detriment of existing user groups. It's already been happening as it's now difficult to navigate horses through all the recreationists populating the Confluence on any given</p>

Comments on the Confluence

Comment Number	6. What else should be addressed in the Confluence Management Zone?
	<p>weekend, regardless of the weather. New trails can be constructed in the upland where it is safer to establish new single track and connectors. Let equestrians keep the trails they have been using for generations. Don't continue to push us out!!</p> <p>Horseback riding is a passive, family-friendly activity enjoyed by people aged 7 to 70. In recent years, fewer equestrians have felt safe using the canyon trails due to increased use by recreationists unfamiliar with horses, ineffective conflict management by State Parks and trail poaching by typically young, male bike riders. ASRA has a generations-long history of equestrian use and is very popular today. Until user conflicts can effectively be managed in this area, no expansion of Confluence parking, access or trails should be considered.</p>
211	Keep it as natural as possible. Heavily used which is good. Bike, Hiking and Horse trail sections should be maintained as is.
212	<p>In my response to 1.c. above, do not provide any more than half again the number of existing parking spaces.</p> <p>Extra traffic should either park elsewhere to access the river (like Rocky Point), and/or a shuttle service should be provided to the Confluence from an already-existing parking lot near the Confluence area.</p>
213	<ul style="list-style-type: none"> * Improving the Clementine Trail as the first segment of a multi-use trail from Confluence to Ponderosa Crossing. * Incorporating existing, non-system trails into the ASRA and building new trails to accommodate increased recreational use of the area. * Add potable water source(s) at Confluence
214	Allow the mountain bike community to build a trail down to the Confluence from Stage Coach Rd.
215	Pls keep trails accessible to mountain bikers
216	Roads multiuse. Single tracks pedestrian only
217	<p>As a mountain biker, I'd LOVE to see more mountain bike access provided - we're a strong group, we're here to help build and maintain trails.</p> <p>As such, we'd love to be more involved and we'd love to see opportunities grown for not only our own usage, but for that to be shared with others visiting the area.</p>
218	Keep it mtn bike friendly, as this is the highest use in the area, and brings in people from all over the region.
219	Please do not allow vehicular traffic on Quarry Trail. This is a great stretch for running, hiking, and biking. Perfect for beginners and attracts MANY families and children
220	<ol style="list-style-type: none"> 1) Improving the Clementine Trail as the first segment of a multi-use trail from Confluence to Ponderosa Crossing. 2) Incorporating existing, non-system trails into the ASRA and building new trails to accommodate increased recreational use of the area.

Comments on the Confluence

Comment Number	6. What else should be addressed in the Confluence Management Zone?
	<p>3) Providing additional parking, crosswalks, and shuttle or transit services near the Hwy 49 bridge.</p> <p>4) Add potable water source(s) at Confluence</p>
221	<p>1) Improving the Clementine Trail from Confluence to Ponderosa Crossing.</p> <p>2) Incorporating existing, non-system trails into the ASRA and building new trails.</p> <p>3) Add potable water sources at the confluence.</p>
222	<p>Mt bikers are very useful for trail maintenance. Let us use trails, build trails, maintain trails. Everyone benefits.</p>
223	<p>Open up Quarry Trail to mountain bike use</p>
224	<p>1) Improving the Clementine Trail as the first segment of a multi-use trail from Confluence to Ponderosa Crossing.</p> <p>2) Incorporating existing, non-system trails into the ASRA and building new trails to accommodate increased recreational use of the area.</p> <p>3) Add potable water source(s) at Confluence</p>
225	<p>Trail maintainace</p>
226	<p>1. Reduce size of no parking area N of 49 bridge to add parking spots. Provide shuttle service on weekends from Auburn to Confluence (stops at Elm/49 and Lincoln/High Sts?). Erect Caltrans signs to warn of pedestrians (or congestion) above Quarry Trailhead turnoff and just before (W of) Auburn side of 49 bridge.</p> <p>2. Visitor center at Foresthill bridge would be a great addition as long as turns into/out of the parking area can be made safely.</p> <p>3. Quarry trail is a very popular walking route and cars would ruin the experience. Erosion has made the road less safe and allowing vehicles on it would add to maintenance costs.</p> <p>4. Hawver Cave is interesting but not beautiful. The best thing about it is the cool breeze that comes out on a hot summer day. There are few natural cave features to be seen, but I don't think most people realize that now it's a reamed-out bore for trucks. I would rather see a video tour of its at a visitor center. The ore collection glory holes, clear-out tunnels, the water course, lake with its odd greenish blue color, vestiges of limestone cavern, why limestone here, caverns nearby, operation of the quarry would all be excellent components of such a video. Pictures of the current-day (not historic) cave could also be put at the interpretive area below the quarry.</p> <p>6. Quarry/climbing area - the toilet is a jarring sight in a strikingly scenic area. Move it to just outside/downhill of the quarry. Keep trash, route map display, and storage boxes in one area to minimize visual impacts.</p> <p>Trash at the Clementine Dam is a problem, especially on the concrete ledges at the side of the dam. Put a bear-proof trash bin by the bench there.</p>
227	<p>A potable water source, if the expense is not too great at Confluence. Improving the Clementine Trail as the first segment of a multi-use trail from Confluence to Ponderosa Crossing would benefit all. Incorporate and improve existing, non-system trails into the ASRA and build new trails and connector trails, to provide increased recreational use/resources in the area.</p>

Comments on the Confluence

Comment Number	6. What else should be addressed in the Confluence Management Zone?
228	<p>I support a bike friendly connection between the Confluence Management Zone and the Knickerbocker Area of Cool.</p> <p>Bicycling along State Route 49 between Cool and the Confluence is not a safe option, therefore an off-street solution must be developed.</p> <p>I support improved and increased parking, and improved pedestrian and bicyclist safety in the confluence area.</p> <p>I support the construction of additional trails to accommodate increasing mountain bike activity.</p>
229	<p>Improve Clementine Trail</p> <p>Incorporate existing, non--system trails and build new trails to accommodate increased recreational use of the area.</p> <p>Additional parking, crosswalks, and shuttle or transit services near the Hwy 49 bridge.</p> <p>Add potable water sources at Confluence</p>
230	<p>A weekend/holiday shuttle service between Cool and Auburn to transport people to and from the confluence area would go a long way towards mitigating safety and traffic congestion problems. Constructing #3 above would negatively impact other recreationists that use the narrow, dusty gravel road--ie hikers, cyclists and equestrians. In addition, the vehicles coming and going from a new parking lot would increase safety risks on Hwy 49.</p>
231	<p>If possible, a water source (for drinking) at Confluence would be great. Improving the Clementine Trail as the first segment of a multi-use trail from Confluence to Ponderosa Crossing would benefit all. Incorporating existing, non-system trails into the ASRA and building new trails to accommodate increased recreational use of the area.</p>
232	<p>Post sign at the entrance to the No Hands Bridge trail saying: State Park Pass purchase at State Parks Office (give local address). Invest in the trails you love!</p> <p>Ask Caltrans (again) to partner with ASRA for paid parking along Hwy 49 via a shared revenue agreement.</p>
233	<p>Periodic concerts in the natural amphitheater area near the rock climbing area would be a great additional attraction the area could offer. Able-bodied concert-goers would hike with their own chairs, blankets, refreshments, etc. to the site. Musicians and handicapped concert-goers could make use of staffed shuttles. The only problem I've had in the planning is the scheduling and commitment of the acoustic bands and musicians.</p>
234	<p>Please keep existing Mountain biking trails and expand when available to do so.</p>
235	<p>As an avid mountain biker, frequent user of the Confluence trails system, and FATRAC member, I would like to see</p> <ol style="list-style-type: none"> 1) Improving the Clementine Trail as the first segment of a multi-use trail from Confluence to Ponderosa Crossing. 2) Incorporating existing, non-system trails into the ASRA and building new trails to accommodate increased recreational use of the area. 3) Providing additional parking, crosswalks, and shuttle or transit services near the Hwy 49 bridge. 4) Add potable water source(s) at Confluence

Comments on the Confluence

Comment Number	6. What else should be addressed in the Confluence Management Zone?
	<p>I also think that some creative ways to share trails should be considered. For example, the highly traveled confluence trail could be designated for hikers only from 12pm to 6pm. I'm sure FATRAC and IMBA have ideas for how to do this that have proved successful.</p> <p>Another idea is to allow FATRAC and IMBA to host gatherings to both raise money for park trails and to do maintenance. The MTB community is pretty passionate, and will participate both with their time and money.</p>
236	<p>Pedestrian and bicycle safety should be addressed before adding more parking. A pedestrian/bike lane is sorely needed in this zone</p>
237	<p>Connectivity to the Knickerbocker management area and to Ponderosa Crossing for bicycles on singletrack. Access to Knickerbocker could be developed using the small isolated State Parks parcel from the Climbing Area up hill to and across Hwy 49.</p> <p>The trails in this management area of the ASRA receive the most use and, due to the exploding population of Placer County, require the most maintenance. Understandably, State Parks cannot perform all of this maintenance itself, and a large backlog of work has resulted. That is why it is necessary for State Parks to enter into agreements with volunteer trail user stewardship groups that can respond quickly to needed repairs. The Folsom Auburn Trail Riders Action Coalition is a skilled and accredited non-profit group that should be able to lead work crews within the park so that erosion is minimized and trail conditions remain safe and enjoyable for users.</p>
238	<p>I would ask that the resource be managed for high levels of human impact as these areas have already been set aside for such purposes. This would include camping, hiking, cycling, etc. Maintaining, improving, and increasing sites and multi-use trail systems would be preferred. These areas are ideal for promoting physical fitness and a greater sense community through recreation in the parks. They also offer an opportunity for education about environmental maintenance and care.</p>
239	<p>There is already too much traffic and visitors in the area. There is no need to increase the amount of visitors. They are leaving trash everywhere and not enough law enforcement to manage the region.</p>
240	<ol style="list-style-type: none"> 1) Improving the Clementine Trail as the first segment of a multi-use trail from Confluence to Ponderosa Crossing. 2) Incorporating existing, non-system trails into the ASRA and building new trails to accommodate increased recreational use of the area. 4) Add potable water source(s) at Confluence
241	<p>allow mountain biker access on all trails including the western states trail.</p>
242	<p>Please consider transit between Auburn and the Confluence to alleviate parking pressure. Try to get a source for potable water for folks congregating at the Confluence, especially if a moderately sized visitor center were to be built. Make sure non-system trails are incorporated into the plan and improve & expand the trails system which is heavily impacted by an extraordinary visitation.</p>
243	<p>Limit equestrian access to reduce trail damage and unsanitary horse feces.</p> <ol style="list-style-type: none"> 1) Improving the Clementine Trail as the first segment of a multi-use trail from Confluence to Ponderosa Crossing. 2) Incorporating existing, non-system trails into the ASRA and building new trails to accommodate increased recreational use of the area.

Comments on the Confluence

Comment Number	6. What else should be addressed in the Confluence Management Zone?
244	Keep and maintain all trails and road for mountain biking.
245	Providing public tours of Mountain Quarries Mine/Hawver Cave would be a great inclusion. Opening up the mine/cave for self-guided exploration and hiking would also be interesting if the safety and stability of the mine can be ensured.
246	1) Improve the Clementine Trail as the first segment of a multi-use trail from Confluence to Ponderosa Crossing. 2) Incorporate existing, non-system trails into the ASRA and building new trails to accommodate increased recreational use of the area. 3) Providing additional parking, crosswalks, and shuttle or transit services near the Hwy 49 bridge. 4) Add potable water source(s) at Confluence
247	Better management of parking along Hwy 49 for safety and also to discourage vehicle break-ins. Install additional trash receptacles where possible - the trash in this area is increasing. Signage for Canyon Creek Falls/Calcutta Falls.
248	Add multi use trails downriver from the confluence on both sides of the river, and ideally provide a narrow multi use trail on the south side of the middle fork somewhere near the quarry road.
249	More consideration should be given to maximize mountain biking. This user group does more maintenance and partnership with the ASRA by far over any other group. In addition, there is a growing population of MTBers as opposed to other recreational hobby participation which are in the decline. The economic impact of mountain biking benefits the parks and local communities. In addition, rock climbing should be allowed in other areas.
250	Enough money is already being made in the Confluence zone. Dont turn it into Disneyland!
251	Improve the Clementine Trail as the first segment of a multi-use trail from Confluence to Ponderosa Crossing. Incorporate existing, non-system trails into the ASRA and build new trails to accommodate increased recreational use of the area. Add potable water source(s) at Confluence
252	The traffic issues at the confluence related to parking, especially along SR 49, needs to be addressed to preserve public safety. Every time I traverse this section of highway, people and their pets are encroaching in the traffic lane without care. As a professional civil engineer, it is my opinion that the traffic hazards created there with respect to pedestrians in the parking area are unacceptable. The chance of pedestrian fatalities here is high, and its only due to random chance that no one has been killed. Most likely the congestion of traffic, and subsequent slow down, have a mild beneficial affect reducing fatalities.

Comments on the Confluence

Comment Number	6. What else should be addressed in the Confluence Management Zone?
253	Allow mountain biking on all trails in the Confluence Management Zone
254	Provide "loading zone" parking for boaters to unload boats to run from the confluence downstream.
255	Work with local mountain bike groups to create and manage trails for hikers and bikers. Work with equestrian groups for trail access on odd or even days and/or weekends for hikers and mountain bikers.
256	Make all trails open use
257	<ol style="list-style-type: none"> 1) Improving the Clementine Trail as the first segment of a multi-use trail from Confluence to Ponderosa Crossing. 2) Incorporating existing, non-system trails into the ASRA and building new trails to accommodate increased recreational use of the area. 3) Providing additional parking, crosswalks, and shuttle or transit services near the Hwy 49 bridge. 4) Add potable water source(s) at Confluence
258	<p>As a trail user that frequents the ASRA and cares about its future and the management of the Park, thank you for providing the opportunity to express my opinions on the upcoming General Plan. The issues I would like to see prioritized in the Plan are as follows. There is currently a large disparity in the appropriation of resources within the Park. Despite being the second most common user group in the Park, cycling is only allowed on a fraction of singletrack located in the ASRA. Off-road cycling is a low-impact, human-powered, legitimate recreation group with more than 35 million annual U.S. participants (Outdoor Industry Association). Science has shown that the environmental impact of bicyclists is similar to that of hikers. Cyclists, more so than any other user group, give back to their local trail systems by volunteering on public land, providing an untapped resource for a budget bound park system that is, through no fault of its own, looking at a backlog of maintenance needs that it cant seem to meet. Furthermore, the often-heard argument that bicycles shouldnt be allowed on many trails do to user conflicts and other safety concerns has been discredited in California State Parks own study in 2012. Combined with an exponential growth in annual visitors seeking outdoor recreation, much of the Parks trail network is overtaxed, and for cyclists, disproportionately and unfairly allocated. With multiple options to rectify this disparity at the disposal of Parks, I see no reason this unjust allotment of available trails can not be remedied immediately. Change in use, odd/even days, and/or seasonal sharing are just a few examples of techniques that could rectify this imbalance at little to no fiscal cost. Considering the ASRA is a state designated recreation area, I am highly opposed to the ideas put forth in the Resource Management Emphasis. As an outdoor enthusiast, I understand the need to protect certain natural resources. However, given that this space has been set aside as an area appropriate for high levels of human impact, I would prefer that it be managed as such. The physical condition of many trails within the Park needs to be addressed. Given the lack of funding and resources available to Parks, I understand that it is unlikely for much of the maintenance needs of the Park to be met by Parks employees. As such, I ask that Parks develop an agreement with Folsom-Auburn Trail Riders Action Coalition (FATRAC) to allow skilled, accredited volunteers to lead</p> <p>maintenance work days within the Park on an as-needed basis; allowing work to be performed on short notice. This type of partnership is commonplace for many trail networks, and has been a proven success in other SRAs, as the Central Coast Concerned Mountain Bikers (CCCMB) have demonstrated in and around San Louis Obispo. Allowing for trail users to give back to the trail system will increase user safety, decrease</p>

Comments on the Confluence

Comment Number	6. What else should be addressed in the Confluence Management Zone?
	erosion, and heighten the parks popularity, thus increasing revenue potential. I would like to see new singletrack trails built. As of 2016, Placer Countys population has grown by roughly 220%, according to the US Census. Yet in a similar time frame, practically zero miles of singletrack have been added to the ASRA. Like the issues around maintaining trails, volunteer labor and donations are readily available to assist in the planning and execution of new trails, with the potential of little to no fiscal cost to Parks. State Parks should work with nonprofits such as Placer Land Trust, American River Conservancy and public agencies (federal, County) to protect land along and near the river through any means necessary. And State Parks should be willing to acquire, own and manage land as part of this effort.
259	1) Improve the Clementine Trail as the first segment of a multi-use trail from Confluence to Ponderosa Crossing. 2) Incorporate existing, non-system trails into the ASRA and building new trails to accommodate increased recreational use of the area. 3) Add potable water source(s) at Confluence
260	Improve the Clementine Trail as the first segment of a multi-use trail from Confluence to Ponderosa Crossing. 2) Incorporate existing, non-system trails into the ASRA and building new trails to accommodate increased recreational use of the area. 3) Add potable water source(s) at Confluence.
261	Create better parking at the start of the Quarries trail. Reduce ruts and make it easier to turn around. Add signage. Create crosswalks and add signs for drivers to slow down in this entire area. Add more permanent restrooms at the Quarries trail and bridge trail.
262	1) Improving the Clementine Trail as the first segment of a multi-use trail from Confluence to Ponderosa Crossing. 2) Incorporating existing, non-system trails into the ASRA and building new trails to accommodate increased recreational use of the area. 3) Providing additional parking, crosswalks, and shuttle or transit services near the Hwy 49 bridge. 4) Add potable water source(s) at Confluence
263	Note: This area has one of the few, safe and close to Sacramento outside climbing options. The ability to easily top rope, the ease of access to the climbing site with gear are excellent. This is a great venue for training, ie: Search and Rescue, climbing clubs and increases the interaction of the general public and climbers which may encourage more of the general public to test their limits either in bouldering or climbing with ropes.
264	Parking parking parking people are coming safety is a huge concern charge for parking on both sides to pay for free or reduce priced shuttles. That being said amenities should be provided. traffic flow is very important
265	the "free" side (EDC) seriously needs to be fixed and charge these people. its ridiculous during holiday and summer peak times to drive through. multiple accidents, people stopping flow of traffic to get a parking spot. you charge for the placer side no reason why the EDC does not have similar charge. I agree the Quarry Trail parking should be opened up and esp for horse trailers. OR maybe just for equestrian parking.
266	Better enforcement of park rules, regulations, trail rehab and removal of dangerous metal bridge debris need to be addressed in the General Plan

Comments on the Confluence

Comment Number	6. What else should be addressed in the Confluence Management Zone?
267	Additional singletrack trails, mountain bike specific. Work with FATRAC to design and maintain existing and new trails.
268	Expand mountain biking opportunities and multi use trails.
269	Place a greater emphasis on providing outdoor recreation opportunities, and mountain biking in particular
270	All trails should be multi-use, including bikes
271	Potable water source
272	Allow shared use of trails on the south/east side of highway 49.
273	1) Improve the Clementine Trail as the first segment of a multi-use trail from Confluence to Ponderosa Crossing. 2) Incorporate existing, non-system trails into the ASRA and build new trails to accommodate increased recreational use of the area. 3) Add potable water source(s) at Confluence
274	1) Improving the Clementine Trail as the first segment of a multi-use trail from Confluence to Ponderosa Crossing. 2) Incorporating existing, non-system trails into the ASRA and building new trails to accommodate increased recreational use of the area. 3) Providing additional parking, crosswalks, and shuttle or transit services near the Hwy 49 bridge. 4) Add potable water source(s) at Confluence
275	Allow for more trail work days to maintain the heavily used trails in this and other zones in the park. Also increase the trail inventory to allow for better dispersion of the trail user population. Designate some trails as one way to remove trail user conflict.
276	1) Improving the Clementine Trail as the first segment of a multi-use trail from Confluence to Ponderosa Crossing. 2) Incorporating existing, non-system trails into the ASRA and building new trails to accommodate increased recreational use of the area. 3) Providing additional parking, crosswalks, and shuttle or transit services near the Hwy 49 bridge. 4) Add potable water source(s) at Confluence
277	I would like to have potable water available. I'd like to see the Clementine Trail as the first segment of a multi-use trail from the Confluence to Ponderosa Crossing. Build new multi-use and mountain bike trails to increase recreational use in the area.
278	Trash management & dog waste management
279	I support rock climbing and mountain biking in this area. Please don't remove trail acces for bikers.
280	1) Improving the Clementine Trail as the first segment of a multi-use trail from Confluence to Ponderosa Crossing.

Comments on the Confluence

Comment Number	6. What else should be addressed in the Confluence Management Zone?
	2) Incorporating existing, non-system trails into the ASRA and building new trails to accommodate increased recreational use of the area. 3) Providing additional parking, crosswalks, and shuttle or transit services near the Hwy 49 bridge. 4) Add potable water source(s) at Confluence
281	Improve the Clementine trail so it is safe for multi-use with more people. Keep trails open to mountain bikes. Build new trails which have advanced mountain bike specific features.
282	1) Improving the Clementine Trail as the first segment of a multi-use trail from Confluence to Ponderosa Crossing. 2) Incorporating existing, non-system trails into the ASRA and building new trails to accommodate increased recreational use of the area. 3) Providing additional parking, crosswalks, and shuttle or transit services near the Hwy 49 bridge. 4) Add potable water source(s) at Confluence
283	Keep all trails open to mountain biking.
284	Reduce use in this area. It is very unsafe and way to busy. There is nothing green any longer because of high use. Very sad.
285	1) Improve the Clementine Trail as the first segment of a multi-use trail from Confluence to Ponderosa Crossing. 2) Incorporate existing, non-system trails into the ASRA and build new trails to accommodate increased recreational use of the area. 3) Provide additional parking, crosswalks, and shuttle or transit services near the Hwy 49 bridge. 4) Add potable water source(s) at Confluence
286	Please improve Clementine Trail as first segment of a multi use trail from Confluence to Ponderosa crossing. Add potable water source at Confluence. Provide additional trail access / usage for mountain bikes.
287	Improve the Clementine Trail as the first segment of a multi-use trail from Confluence to Ponderosa Crossing. Incorporate existing, non-system trails into the ASRA and build new trails to accommodate increased recreational use of the area.
288	Improved trail signage
289	I support: 1) Improving the Clementine Trail as the first segment of a multi-use trail from Confluence to Ponderosa Crossing. 2) Incorporating existing, non-system trails into the ASRA and building new trails to accommodate increased recreational use of the area. 3) Add potable water source(s) at Confluence
290	Please keep the trails available to mountain biking, as this is a beautiful area to enjoy on a bike, with room for everyone.

Comments on the Confluence

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291	this is high traffic area. It would be good to relieve the traffic with open shuttle, but do not expand the parking. May be better to restrict parking and make shuttle (annual Poppy pass or low cost) to reduce vehicles even more. Can add a better foot traffic access trail, with separate (or integrated) foot, bike, equestrian access.
292	Please continue work on the proposed bike legal multi-use North Fork/ Clementine trail to Ponderosa Crossing. I was very excited to hear about this route when it was first proposed and have been very disappointed in the lack of progress. Please also consider installing a source of potable water near the confluence area
293	Improve the Clementine Trail and expand mountain bike usage to include building of new trails and use of existing trails in the area.
294	Provide drinking water as we are paying a parking fee of \$10 now without drinking water fountains.
295	1) Improving the Clementine Trail as the first segment of a multi-use trail from Confluence to Ponderosa Crossing. 2) Incorporating existing, non-system trails into the ASRA and building new trails to accommodate increased recreational use of the area. 3) Providing additional parking, crosswalks, and shuttle or transit services near the Hwy 49 bridge. 4) Add potable water source(s) at Confluence
296	Expand the Clementine Trail as a first portion of a multi-use trail from Confluence to Ponderosa. Build new trails to accommodate the increased recreational use. Improve and expand parking in the area
297	If not public access, at least make this access available to disabled folks. My wife has M.S. and would like to see the river along this obviously otherwise flat and accessible area but is unable to do so unless vehicle access is made more available.
298	More access and parking! Trailhead signs are in place, but a couple forks offer no signage.
299	Incorporate no system trails into the ASRA and build new bike legal trails to accommodate the increased use of the area. Add potable water to the confluence area. allow bike legal access to Tinkers Cut trail.
300	It's important to build new single-track trails in this high-traffic and easily accessible area. There is a high reliance on stagecoach trail (a fireroad) and clementine road (a paved road) to connect trails in this area. A network of single-track trails is of paramount importance in this high-use area. Creating loop trails that connect with others in the network (rather than deadend) would disperse recreation hiker/ biker traffic and provide a destination for an outing. A trail on the north side of the river, that would connect with the north side of lake clementine could create a great loop. A single track trail that parallels stagecoach all the way to the river would be a well-used option.
301	1) Improving the Clementine Trail as the first segment of a multi-use trail from Confluence to Ponderosa Crossing.

Comments on the Confluence

Comment Number	6. What else should be addressed in the Confluence Management Zone?
	2) Incorporating existing, non-system trails into the ASRA and building new trails to accommodate increased recreational use of the area. 3) Add potable water source(s) at Confluence
302	1) Improving the Clementine Trail as the first segment of a multi-use trail from Confluence to Ponderosa Crossing. 2) Incorporating existing, non-system trails into the ASRA and building new trails to accommodate increased recreational use of the area. 3) Providing additional parking, crosswalks, and shuttle or transit services near the Hwy 49 bridge. 4) Add potable water source(s) at Confluence
303	1) Improving the Clementine Trail as the first segment of a multi-use trail from Confluence to Ponderosa Crossing. 2) Incorporating existing, non-system trails into the ASRA and building new trails to accommodate increased recreational use of the area. 3) Providing additional parking, crosswalks, and shuttle or transit services near the Hwy 49 bridge. 4) Add potable water source(s) at Confluence
304	1) Improving the Clementine Trail as the first segment of a multi-use trail from Confluence to Ponderosa Crossing. 2) Incorporating existing, non-system trails into the ASRA and building new trails to accommodate increased recreational use of the area. 3) Add potable water source(s) at Confluence
305	I feel MTB should be permanently eliminated on Stagecoach, Bridgeview Trail, Mossy Rock, Robie Pt., HQ Trail, Lower Clementine Trail to the paved section of Lake Clementine Road, and the Calcutta Falls Trail. There's simply too much foot traffic, equestrian traffic, or not enough room for MTBers to be bombing down these trails. Especially on weekends from October thru May.
306	Add potable water spot
307	I support existing trails for both hiking and mountain biking. I also appreciate the sport of rock climbing, although I do not participate. I think that the more we can do to get more people to enjoy nature, will be worth the effort. But I don't believe that creating new things like public vehicle access or visitor booths are necessary.
308	I support... 1) Improving the Clementine Trail as the first segment of a multi-use trail from Confluence to Ponderosa Crossing. 2) Incorporating existing, non-system trails into the ASRA and building new trails to accommodate increased recreational use of the area.
309	I Support the following. Confluence Zone (aka: Confluence-Culvert-Stagecoach Trail area): We support....

Comments on the Confluence

Comment Number	6. What else should be addressed in the Confluence Management Zone?
	1) Improving the Clementine Trail as the first segment of a multi-use trail from Confluence to Ponderosa Crossing. 2) Incorporating existing, non-system trails into the ASRA and building new trails to accommodate increased recreational use of the area. 3) Providing additional parking, crosswalks, and shuttle or transit services near the Hwy 49 bridge. 4) Add potable water source(s) at Confluence 5) I love being able to connect to several trails, which make for Epic Rides. One comes to mind (The Whole Enchilada), and would love to see connections between this portion of trail system and others that you are soon to be deciding on.
310	I do not feel people want the area developed. It is natural and beautiful. Please do not turn it into an amusement park.
311	Vehicle access along the quarry trail would be dangerous to trail users and detrimental to the conditions of the road/trail and it is unnecessary. It would be great to see expanded rock-climbing routes and access for people who wish to rock climb in the area.
312	Encourage multi use trails.Hiker/Biker/Horses
313	1) Improving the Clementine Trail as the first segment of a multi-use trail from Confluence to Ponderosa Crossing. 2) Incorporating existing, non-system trails into the ASRA and building new trails to accommodate increased recreational use of the area. 3) Providing additional parking, crosswalks, and shuttle or transit services near the Hwy 49 bridge. 4) Add potable water source(s) at Confluence
314	1) Improving the Clementine Trail as the first segment of a multi-use trail from Confluence to Ponderosa Crossing. 2) Incorporating existing, non-system trails into the ASRA and building new trails to accommodate increased recreational use of the area. 3) Add potable water source(s) at Confluence
315	Expand access for mountain biking.Quarry trail is wonderful as is because children and those with limited abilities get to experience the river without cars .I take beginning mountain bikers there and people who can't hike the steep hills.
316	1st, i don't want to add service that will drive up costs. I think \$10 is already high if I'm just going for a short spin or hike. There is not enough room for a visitor center and we don't need to encourage more traffic in the area. Put it at the top of the canyon. The M. Fork dirt road is one of the only easy kid friendly trails to hike and bike. Most are too hard for kids ride or to push a stroller. Allowing cars would be a problem.
317	1) Improving the Clementine Trail as the first segment of a multi-use trail from Confluence to Ponderosa Crossing. 2) Incorporating existing, non-system trails into the ASRA and building new trails to accommodate increased recreational use of the area. 3) Providing additional parking, crosswalks, and shuttle or transit services near the Hwy 49 bridge.

Comments on the Confluence

Comment Number	6. What else should be addressed in the Confluence Management Zone?
	4) Add potable water source(s) at Confluence
318	Continue to allow mountain biking where currently allowed
319	I do think the area should support expanded use and occasional tours of the cave, but I say no on several questions because I think the bridge in the Interface zone should take priority.
320	I don't know anything about climbing so answered B adding more parking will make it more congested. I'd encourage more focus on other areas of the park
321	Need toilets at the Russell road entrance to Stage Coach Trail. The Confluence Trail is very dangerous to both walkers and bikers. Suggest that bikers be limited to certain days of the week for this trail and one way traffic for the bikers.
322	More access for Mountain Bikers.
323	1) Improving the Clementine Trail as the first segment of a multi-use trail from Confluence to Ponderosa Crossing. 2) Incorporating existing, non-system trails into the ASRA and building new trails to accommodate increased recreational use of the area. 3) Providing additional parking, crosswalks, and shuttle or transit services near the Hwy 49 bridge. 4) Add potable water source(s) at Confluence
324	1) Improving the Clementine Trail as the first segment of a multi-use trail from Confluence to Ponderosa Crossing. 2) Incorporating existing, non-system trails into the ASRA and building new trails to accommodate increased recreational use of the area. 3) Providing additional parking, crosswalks, and shuttle or transit services near the Hwy 49 bridge. 4) Add potable water source(s) at Confluenc 5) Develop an agreement with FATRAC allowing them to provide ongoing, routine maintenance on park trails on an as-needed, short notice basis
325	More trails should be opened up to mountain bikers. Currently equestrians have access to more trails, yet there are far more bicyclists than there are equestrians. Consider adopting the odd/even usage like they have done on portions of the Tahoe Rim Trail. This has been very successful. More trails would be fantastic, connecting different usage areas. E-bikes should be banned from the park as these are essentially motorized vehicles.
326	Provide a space for a licenced vendor or two to sell beverages and food. Allow dogs on leashes and restroom facility
327	The Quarry Trail is a favorite mountain bike trail and one that beginners can manage. Keep motorized vehicles out and retain the area for use by people getting exercise and enjoying nature.

Comments on the Confluence

Comment Number	6. What else should be addressed in the Confluence Management Zone?
328	Add potable water at Confluence. Improve the Clementine trail as a segment of a multi use trail from Confluence to Ponderosa Crossing
329	Reduced parking fees for Foresthill residence
330	A potable water source is needed given the amount of users and the high day use fee. Shuttle operators could help relieve some of the parking and congestion issues. Improve the Clementine trail by connecting to Ponderosa crossing for multiple users. Adopt user created trails for multi use.
331	Leave open to MTB and climbers
332	Comprehensive mountain bike access and accommodation, including: 1) Improving the Clementine Trail as the first segment of a multi-use trail from Confluence to Ponderosa Crossing. 2) Incorporating existing, non-system trails into the ASRA and building new trails to accommodate increased recreational use of the area. 3) Providing additional parking, crosswalks, and shuttle or transit services near the Hwy 49 bridge. 4) Add potable water source(s) at Confluence
333	Add potable water source. Increase trail access and connectivity, including Clementine Trail connection to Ponderosa.
334	Confluence Zone (aka: Confluence-Culvert-Stagecoach Trail area): We support.... 1) Improving the Clementine Trail as the first segment of a multi-use trail from Confluence to Ponderosa Crossing. 2) Incorporating existing, non-system trails into the ASRA and building new trails to accommodate increased recreational use of the area. 3) Providing additional parking, crosswalks, and shuttle or transit services near the Hwy 49 bridge. 4) Add potable water source(s) at Confluence
335	1) Add potable water source(s) at Confluence 2) Incorporate existing, non-system trails into the ASRA and build new trails to accommodate increased recreational use of the area. 3) Provide additional parking, crosswalks, and shuttle or transit services near the Hwy 49 bridge. 4) Improve the Clementine Trail as the first segment of a multi-use trail from Confluence to Ponderosa Crossing.
336	I support improving the Clementine Trail from Confluence to Ponderosa Crossing.
337	Please add potable water.
338	1) Improving the Clementine Trail as the first segment of a multi-use trail from Confluence to Ponderosa Crossing. 2) Incorporating existing, non-system trails into the ASRA and building new trails to accommodate increased recreational use of the area.

Comments on the Confluence

Comment Number	6. What else should be addressed in the Confluence Management Zone?
	<p>3) Providing additional FREE parking, crosswalks, and shuttle or transit services near the Hwy 49 bridge.</p> <p>4) Add potable water source(s) at Confluence</p>
339	<p>I would like to see new singletrack trails built. As of 2016, Placer Countys population has grown by roughly 220%, according to the US Census. Yet in a similar time frame, practically zero miles of single track have been added to the ASRA. Like the issues around maintaining trails, volunteer labor and donations are readily available to assist in the planning and execution of new trails, with the potential of little to no fiscal cost to Parks.</p> <p>1) Improving the Clementine Trail as the first segment of a multi-use trail from Confluence to Ponderosa Crossing.</p> <p>2) Incorporating existing, non-system trails into the ASRA and building new trails to accommodate increased recreational use of the area.</p> <p>3) Providing additional parking, crosswalks, and shuttle or transit services near the Hwy 49 bridge.</p> <p>4) Add potable water source(s) at Confluence</p> <p>5) Develop an agreement with FATRAC allowing them to provide ongoing, routine maintenance on park trails on an as-needed, short notice basis</p>
340	<p>The perpendicular parking on the east side of the 49 bridge, closer to Cool, seems very dangerous. It's nearly impossible to pull out onto 49 safely with visibility of oncoming traffic. Similarly, it's difficult to walk towards the bridge safely, especially with children or dogs. Traffic is much too fast there. Speed bumps along 49 would help decrease the speed of passing cars. A walking path in between the cars and the rock/canyon wall would allow pedestrians to safely walk from their cars towards the bridge and trailheads.</p>
341	<p>1) Improving the Clementine Trail as the first segment of a multi-use trail from Confluence to Ponderosa Crossing.</p> <p>2) Incorporating existing, non-system trails into the ASRA and building new trails to accommodate increased recreational use of the area.</p> <p>3) Providing additional parking, crosswalks, and shuttle or transit services near the Hwy 49 bridge.</p> <p>4) Add potable water source(s) at Confluence</p>
342	<p>Improving the Clementine Trail as the first segment of a multi-use trail from Confluence to Ponderosa Crossing.</p> <p>and please add potable water source(s) at Confluence - that would be awesome</p>
343	<p>Parking on weekends is atrocious and should be addressed. It's a safety issue. Add parking but reduce the daily fee--more people would pay and less enforcement required. Add potable water source.</p>
344	<p>1) Improving the Clementine Trail as the first segment of a multi-use trail from Confluence to Ponderosa Crossing.</p> <p>2) Incorporating existing, non-system trails into the ASRA and building new trails to accommodate increased recreational use of the area.</p>
345	<p>I would like to see added resources to be put into trail maintenance and development, specifically to make the area more accessible and inviting to mountain biking. I am an avid trail runner and cyclist and feel the area could be better developed to give access to more people. I also feel the equestrian access should be limited due to severe amount of trail damage and erosion caused by horses.</p>

Comments on the Confluence

Comment Number	6. What else should be addressed in the Confluence Management Zone?
346	<p>As more and more people (i.e. mountain bikers, equestrians, and hikers/trail runners) visit this area every year, I believe there is a need for additional trails to help people 'spread out' a bit and increase options for everyone. Perhaps one way to do this would be to incorporate non-system trails into ASRA, and then of course, the other options is build new trails.</p> <p>As a frequent user of the Confluence area in the Summer, I know all to well how HOT it can get down there. But despite that, there is no potable water source to be found anywhere. This is something I would love to see and would be benefit to ALL users of the area (and their dogs!).</p>
347	more mountain bike access.
348	facilitate mountain biking access & trail work.
349	<p>Improve the Clementine Trail as the first segment of a multi-use trail from Confluence to Ponderosa Crossing.</p> <p>Incorporating existing, non-trail system trails into the ASRA and building new trails to accommodate increased recreational use of the area.</p> <p>Add potable water source at Confluence.</p>
350	<p>1) Improving the Clementine Trail as the first segment of a multi-use trail from Confluence to Ponderosa Crossing.</p> <p>2) Incorporating existing, non-system trails into the ASRA and building new trails to accommodate increased recreational use of the area.</p> <p>3) Providing additional parking, crosswalks, and shuttle or transit services near the Hwy 49 bridge.</p> <p>4) Add potable water source(s) at Confluence</p>
351	Please acknowledge the areas where clothing optional use has been for so long and provide areas for this to continue.
352	Continue to allow mountain bike access with opportunities to develop more trails and greater access for mountain bikes in the future
353	Please provide more opportunities for mountain biking - either on existing trails or through new trails. Consider improving the Clementine Trail as the first segment of a multi-use trail from Confluence to Ponderosa Crossing.
354	continue the mountain biking access
355	Horse folks need to help out and build trails and get involved like bikers. Horse droppings are not all that pleasant for anyone...
356	<p>I like the idea of improving the parking situation at the bottom of the canyon. Some sort of shuttle or transit service connecting old town Auburn and the confluence could really help businesses there while reducing traffic on SR 49. Perhaps a gondola??? Providing potable water at the confluence is critical to all user groups. I would even be ok with a small concession booth with cold drinks and snacks. Re-open Mammoth Bar, at least to cyclists if not to motorcycles, and provide potable water and a group camp site at the bottom there. Provide a mountain bike climbing trail from the bottom of Mammoth Bar to the confluence trail. Partner with non profit organizations, such as FATRAC, to improve trail maintenance, especially on the Confluence (Middle fork) trail and the Foresthill Divide Loop. Provide mountain bike single-track trail connectivity between</p>

Comments on the Confluence

Comment Number	6. What else should be addressed in the Confluence Management Zone?
	confluence zone and Cool, to keep riders off of dangerous SR 49, and to the Peninsula area, via a new trail on the north side of the peninsula, and to Granite Bay. Overall, this is a critical mountain bike area which is important to the economy of Auburn; incorporate existing, non-system trails into the ASRA to the extent they can be made sustainable, replace unsustainable ones with trails which are better constructed, and add new trails to accommodate increased recreational use of the area. Consider all improvements to Western States Trail as opportunities to turn that into a multi-use trail for all stakeholders. Long term, consider a trail which connects confluence zone up the North Fork to Ponderosa/Yankee Jim's. Mountain bikers should have an equal number of trail miles to equestrians, if not more because there are many more cyclists.
357	Keep biking
358	As a frequent visitor and supporter of local businesses when I spend time in the area I support FATRACs recommendations including: 1) Improving the Clementine Trail as the first segment of a multi-use trail from Confluence to Ponderosa Crossing. 2) Incorporating existing, non-system trails into the ASRA and building new trails to accommodate increased recreational use of the area. 3) Providing additional parking, crosswalks, and shuttle or transit services near the Hwy 49 bridge. 4) Add potable water source(s) at Confluence
359	I would like to see how more trails can be accessed in the confluence and how does ASRA plan to use the help of volunteer groups to help maintain and build new trails. Adding places for people to access drinking water throughout the confluence area would benefit all the trail users.
360	Need mountain bike legal trail to connect from Overlook park to the Confluence. Need mountain bike legal trail to connect Confluence to Quarry Trail. Or open up use of Western States Trail to bikes.
361	Open mammoth bar ohv Gate
362	1) Improving the Clementine Trail as the first segment of a multi-use trail from Confluence to Ponderosa Crossing. 2) Incorporating existing, non-system trails into the ASRA and building new trails to accommodate increased recreational use of the area. 3) Providing additional parking, crosswalks, and shuttle or transit services near the Hwy 49 bridge. 4) Add potable water source(s) at Confluence
363	Improve access for whitewater rafts at the Confluence area so that carrying rafts down to the water is not so treacherous. Improving the Clementine Trail as the first segment of a multi-use trail from Confluence to Ponderosa Crossing. Incorporating existing, non-system trails into the ASRA and building new trails to accommodate increased recreational use of the area for mountain bikes.. Providing additional parking, crosswalks, and shuttle or transit services near the Hwy 49 bridge. Add potable water source(s) at Confluence

Comments on the Confluence

Comment Number	6. What else should be addressed in the Confluence Management Zone?
364	Open up more mtb trails and let us build and maintain
365	Keep spreading positive vibes and allow biking and hiking on these trails
366	1) Improving the Clementine Trail as the first segment of a multi-use trail from Confluence to Ponderosa crossing. 2) Incorporating existing, non-system trails into the ASRA and building new trails to accommodate Increased recreational use of the area. 3) Providing additional parking, crosswalks, and shuttle or transit services near the Hwy 49 bridge.
367	This is probably the most visited area in ASRA in my opinion and it is only becoming more popular. With it's popularity, the trails could use some more maintenance and expansion for all user groups. Adding a multi-use trail from Confluence to Ponderosa Crossing would be nice. Incorporate existing, non-system trails into the ASRA and building new trails to accommodate increased recreational use of the area would help. Add potable water source at the Confluence area.
368	1) Improving the Clementine Trail as the first segment of a multi-use trail from Confluence to Ponderosa Crossing. 2) Incorporating existing, non-system trails into the ASRA and building new trails to accommodate increased recreational use of the area. 3) Providing additional parking, crosswalks, and shuttle or transit services near the Hwy 49 bridge. 4) Add potable water source(s) at Confluence 5) Opening Quarry Trail to cars is a bad idea! It's relatively flat and easily walkable (and for many of us families we've taken our kids on bikes there). Mixing cars and people on that route is a bad idea. However, I support limited vehicle use (special events at the cave or climbing area, etc.). 6) Regarding parking along Hwy 49, there are so many people who already go on the trails there, why would you cut them off from parking? It would create a nightmare situation for parking at the Confluence.
369	1) Improving the Clementine Trail as the first segment of a multi-use trail from Confluence to Ponderosa Crossing. 2) Incorporating existing, non-system trails into the ASRA and building new trails to accommodate increased recreational use of the area. 3) Add potable water source(s) at Confluence.
370	Add potable water source(s) at Confluence. Build new trails to accommodate increased recreational use of the area. Improve the Clementine trail from Confluence to Ponderosa.
371	Please make the Highway 49 parking area just South of the bridge pay parking. As it is now, this parking area fills first because it is free. Also, more signage and maybe make the speed limit 25 from the bridge to the Quarry Trails turn.
372	Mainly the parking situation, thanks

Comments on the Confluence

Comment Number	6. What else should be addressed in the Confluence Management Zone?
373	Working with local user groups to expand the trail network by legalizing unofficial trails where safe to do so and expanding user access to mountain bikes to the western states trail.
374	1) Improving the Clementine Trail as the first segment of a multi-use trail from Confluence to Ponderosa Crossing. 2) Incorporating existing, non-system trails into the ASRA and building new trails to accommodate increased recreational use of the area. 3) Providing additional parking, crosswalks, and shuttle or transit services near the Hwy 49 bridge. 4) Add potable water source(s) at Confluence
375	I ask that clothing optional usage is recognized and to provide for the generations of users , clothing optional designated areas where clothing optional use has long been practiced.
376	Allowance should be provided for the traditional clothing optional use downstream from the confluence. These areas have been used as clothing optional areas for decades. I personally have used one of these areas since I moved to Placer County in 1973. Behavior and cleanliness has been maintained by the users with the help of the rangers. The policy of the clothing optional community has been to keep the area clear of trash. The rangers have been sought when there have been sexual behavior issues. Please help keep this area clean and safe by working with naturist groups (The Naturist Society and Sacramento River Dippers).
377	continue to allow clothing optional usage in areas that have have one been traditional.
378	I'm a 60+ female that enjoys the freedom of being in clothing optional environments. I see non-sexual nude recreation as healthy and believe that clothing optional spaces should be available in the Confluence area. As in places where equestrian and off-road biking may be encountered, signage denoting what areas are clothing optional should be added in order to ensure all who enter the area are forewarned that nudism may be present.
379	I feel there should be a safe place designation for clothing optional use. I understand there is a traditional nude beach down from gate 131, however, users may be cited for clothing optional use. Also, this beach is difficult to access for those with mobility issues. Please place into the plan a suitable (pardon the pun) stretch of the river, with signage informing patrons of that they may encounter nude patrons.
380	<p>Hello and thank you, in advance, for reading my comments. I have zero experience on the Quarry Trail, Mountain Quarries Mine, or rock climbing. But I am generally in favor of orderly expansion of recreational opportunities. And go big while youre at it :)</p> <p>A little about me. Auburn resident of 1.5 years and living fairly close to the Russell Road trailhead. Interested in hiking/running primarily, followed by mountain biking, swimming, fishing, hunting, and simply appreciating the views and clean, natural surroundings. My dog is often with me when I visit. A typical visit entails running from my front door to the trailhead, then down to the confluence and back home, often using Manzanita/Upper Stagecoach/Flood trails to make a loop. Here are a couple issues I have noted.</p> <p>1. Dogs off leash. It happens every time. The signage is clear, and the website states the rules plainly, but people flat out ignore the rules. No need to expand on why this rule is important for the safety of the visitors and their pets...it is the rule for this very reason. Its also a resource concern. These off-leash pets are defecating in the trail, on the side of the trail, and near many creeks and streams leading down to the river. I have two</p>

Comments on the Confluence

Comment Number	6. What else should be addressed in the Confluence Management Zone?
	<p>suggestions. 1) Create an off leash dog park as an entirely new recreational opportunity. The Ashley Memorial dog park in Auburn is very popular and I would think something similar in the park would be a hit (actually the RUFF dog park in Rocklin is probably a better model, i.e. no turf to maintain). 2) Increase patrols. Hate to say it, but people tend to write their own rules at the expense of others. Can revenue from the additional parking and recreational opportunities support additional patrols?</p> <p>2. Flood Road Trailhead. Seems as though the landowner may not be friendly to trail users. It has been a while since I last checked, but the landowner had pushed up some debris in the trail and posted a note on his property line saying no trespassing or something to that effect. Dont quote me, but I did end up taking pictures, so I could look it up. There must be an easement right? Why else would the sign within the park point us toward Flood Road? Okay, now getting back to the big picture. We need that access point, and others. Parking is always overflowing at the Russell Road trailhead. Id like to see the plan address access points in a serious way. (As a side note, Ive commented on the Placer County General Plan-Recreation Element Update, and suggested a focus on trails and routes that permeate communities and provide connections to regional recreation areas.) The Flood Road trailhead is particularly important because it offers one of the few opportunities for visitors to run a loop in this portion of the park, instead of out-and-back at Russel Road, we can run in on Russell Road and out Flood Road. Brilliant!</p> <p>Thanks again,</p>
381	Please recognize and provide for clothing optional use in areas where clothing optional has long been traditional
382	Please recognize and provide signage for family-friendly clothing-optional use of the American River, especially at the traditionally clothing-optional beach just beyond the confluence. Thank you.
383	Change trail designation so that bicycles can ride from Cool to the Confluence without risking their lives on 49.
384	<p>Trash cans a long main fireroads/trails or rangers ticketing litter bugs! Im tired of seeing peoples rubbish- they need to keep our trails clean for everyone to enjoy.</p> <p>Safer parking is optimal. Encouraging people to car pool by decreasing their parking fee would be a start.</p>
385	Cave tours are important!
386	Improved trails for running and biking
387	Water fountains should be added for people who are hiking, biking and etc. it is especially important during the extreme hot weather in the canyon.
388	work with city of Auburn to provide shuttle service to confluence
389	<p>1) Improving the Clementine Trail as the first segment of a multi-use trail from Confluence to Ponderosa Crossing.</p> <p>2) Incorporating existing, non-system trails into the ASRA and building new trails to accommodate increased recreational use of the area.</p>

Comments on the Confluence

Comment Number	6. What else should be addressed in the Confluence Management Zone?
	<p>3) Providing additional parking, crosswalks, and shuttle or transit services near the Hwy 49 bridge.</p> <p>4) Add potable water source(s) at Confluence</p> <p>5) Allow night bicycle riding.</p>
390	<p>Maybe directional mountain bike travel, based on the day of the week in loops. More mtn bike trails would be great too</p>
391	<p>Parking along hwy 49 is really a problem and IMO all people parked here should be paying ASRA fees so that parks gets something for the people who recreate there.</p>
392	<ul style="list-style-type: none"> - Add wildlife/nesting bird habitat education information for rock climbing. - Do not allow new recreational facilities to be allowed without going through the necessary and proper process - biking and hiking safety improvements to Clementine Trail bet
393	<ul style="list-style-type: none"> - Wildlife protection (All species including the State Insect which is found here, nesting birds using cliffs). - Enforce laws regarding drinking and drugs. - Safety improvement to single-track section of trail from Old Auburn-Foresthill Bridge to Clark
394	<p>The traditional nude use area outside Auburn should be signed and Parks should work with the local nudist groups to expand the use area with a beach ambassador program similar to that used in San Luis Obispo County and at Bates Beach in Santa Barbara County.</p>
395	<p>Parking is a complicated issue with the Caltrans property along 49 at the Confluence. Increased parking facilities like at the flat below Mountain Quarries mine could improve parking conditions. Hawver cave is an untapped resource. I think this would be a great place for an interpretive center highlighting geology and paleontology of the region. It would also draw congestion away from the 49 bridge.</p>
396	<p>Our home backs up to the ASRA in the Auburn Interface zone and my family hikes & bikes these trails almost every day (and we used to also have a horse). We know what trail etiquette is all about.</p> <p>We would like to see all existing trails open to all people and all riders. We would also like to see more new trails. The more trails there are, the less conflicts you will have!!</p> <p>An option would be to do an odd even day for bikes and horses in some of the more conflicting areas or build trails specifically for biking.</p> <p>An access bridge crossing the river at the old dam site is a great idea but we think it would get very little use for the money spent. We would rather see new trails that would benefit all users to connect these areas before spending the money on a bridge.</p> <p>Trail Maintenance</p> <p>The groups like FATRAC are great but a lot more maintenance needs to be done. If you get the local clubs and retailers to promote more, the volunteer people will come, especially for building new trails. You just need qualified people to supervise the volunteers.</p>

Comments on the Confluence

Comment Number	6. What else should be addressed in the Confluence Management Zone?
	<p>As a Hiker Everything is great, just need more trail maintenance.</p> <p>As a Biker - We would like to see trails for biking that connects the Auburn Interface (Overlook area), Knickerbocker and Confluence Zone together. Currently we have to ride Hwy 49 to get from one zone to the other and this is very dangerous!!</p> <p>We would also like to see the trail area expanded, maybe a trail going up the north side of the North Fork up to Yankee Jims, and then from Yankee Jims to the Foresthill Divide Loop Trail.</p> <p>We would also like to see some downhill specific trails (although not for us) in the OHV area for those who like to go fast and that would eliminate a lot of the conflicts on other trails where people do hike.</p>
397	<p>Remove the \$10 Parking Fee!!! People in lower income brackets are being discriminated against. Once a person could stop by the Confluence to be refreshed for a few minutes and Auburn residents had moved there to be able to partake...No longer... Retirees do not have the funds to enjoy it, either. It is not fair to the public! A fee takes away so much from what could be a spiritual nature experience. Remove the \$10 parking fee or at least reduce it to a much lower price!!!</p>
398	<p>At some point there needs to equal trail access for all user groups. There are no continuous trails for cyclists from Auburn to the confluence and up to cool. Equestrains are less than 2% of the trail use group but continue to have over 80% of the trail access. You need to look at the changing demographics and adjust accordingly.</p>
399	<p>Trail labeling.</p>
400	<p>Work with nonprofits such as Placer Land Trust and public agencies (federal, County) to protect land along the river through any means necessary. State Parks should be willing to acquire, own and manage land as part of this effort. Also, Placer Land Trust has a property called "Canyon View Preserve" at the Bowman Exit of 1-80 - State Parks should work with Placer Land Trust to connect the trails on Canyon View Preserve with the State Parks trails going down to the river.</p>
401	<p>Charge a fee for parking</p>
402	<p>Efforts should be taken to increase safe access for all trail users at trailheads. Recognize that mountain bikers and hikers are the predominate user groups in today's world, and that equestrian user numbers continue to sink. Allow for collaborative work to be done by user groups that are ready and willing (I.e. FATRAC, etc). Open all existing trails to multiple use. Increase mountain bike access to existing and new trails and roads.</p>

Comments on Mammoth Bar

Comment Number	4. What else should be addressed in the Mammoth Bar Management Zone?
1	<p>Construct technical and downhill mountain biking trails and other active recreational opportunities, including a jump/flow trail like Corral Trail in South Lake Tahoe.</p> <p>Add potable water at Mammoth Bar</p> <p>Build climbing trail from Mammoth Bar to Confluence/Connector Trail to avoid dangerous paved road</p>
2	<p>Add additional trails with multi-use features desirable to both Moro and mountain bikers.</p>
3	<p>Well first of all, reopen it to public use!! I would like to see more opportunities for trials riding. Man made, or natural. Many trials riders are in the local area and are need of a place to practice.</p>
4	<p>Add day use, but limit to 25 campsites. Stop OHV activities (riding, tuning) from 7 PM -8 AM to allow for some measure of tranquility. Modify Murderer's Bar rapid to allow safe passage of 14' rafts and drift boats (Class III- or less), this will help to lengthen existing river trips and relieve some traffic at the OHV. Construct a launch ramp suitable for rafts and drift boats to assist anglers, floaters with young children, and persons with disabilities to launch and recover their water craft by one or two persons.</p>
5	<p>Maybe add more volunteer work days. There's a lot of Clubs and Groups that would love to help with maintenance, repair, clean up or other things along those lines.</p>
6	<p>please build a portage trail around murderer's bar rapid and keep road open for river access daily</p>
7	<p>OHV is destructive to the park and its noise and pollution ruin the experience for other visitors. It should not be allowed</p>
8	<p>I feel if OHV fees pay for the park that bikers should pay for trail use as well. I often see bikers on trails parked outside of the part riding. Having limited use through the week when we pay to support the park and pay for parking is frustrating</p>
9	<p>Expand trails and hours overall. Cater to mixed OHV use: MC, ATV, UTV, racers, trail riders, families. Mixed use; Keep in mind other recreation users: river runners, river access, hikers, MTB, etc. Mix uses in some areas/trails/access roads and separate in some cases. If spaces/trails are taken away, such as, river access area, then mitigate with expanded land, amenities, and trails -- a net gain, not yet another loss to OHV'ers. Idea on Campsites seems intriguing, but OHV area seems too small to support campsites. It's not a Hollister or Foresthill size area unless land and trails are expanded.</p>
10	<p>My family loves mammoth bar. My oldest learned to ride there. Don't close it down. No OHV parks will lead to more illegal bikes on the roads.</p>
11	<p>Keeping the track open</p>
12	<p>American Whitewater is a national non-profit 501(c)(3) river conservation organization founded in 1954 with a mission to conserve and restore Americas whitewater resources and to enhance opportunities to enjoy them safely. With over 6,000 members and 100 locally based affiliate clubs, American Whitewater represents the conservation interests of thousands of whitewater enthusiasts across the nation. A significant percentage of</p>

Comments on Mammoth Bar

Comment Number	4. What else should be addressed in the Mammoth Bar Management Zone?
	<p>our members reside in and travel to California for its whitewater resources, and enjoy recreating along over forty miles of river canyon on the North & Middle Fork of the American River. As such, American Whitewater appreciates having the opportunity to provide comment on the Auburn State Recreation Area General Plan/Resource Management Plan regarding the Mammoth Bar Management Zone.</p> <p>The USDA-FS, Forest Service Final Conditions and Recommendations Provided Under 18 CFR § 4.34 (b)(1) in connection with PCWA's Application for Relicensing for the Middle American River Project (FERC No. 2079) references conditions that will provide weekday recreation stream flows June through September that will run down the Middle Fork American River in this management zone for up to 5 weekdays a week depending on water year type. Additionally, natural winter flow and spring run-off provide other opportunities to paddle this section of the Middle American River. Therefore, public river access at Mammoth Bar should be open 7 days a week or should be commiserate with the same access afforded commercial whitewater boaters throughout the year.</p> <p>Also, this section of the Middle Fork American River is an excellent beginner run providing wide-open class II rapids with one class III feature. However, when Mammoth Bar is closed to access these paddlers must portage the downstream class V Murderers Bar Rapid to get to the next take-out sight at the Confluence. CA State Parks should maintain a portage trail around this rapid.</p>
13	Clearly mark trail direction ie clockwise for the big loop to avoid safety issues. Make the jumps smaller on the track for easier maintenannce, safety and rideability for younger riders.
14	Invite trials events back to the park.
15	Natural terrain track, similar to the pre 2005 flood but bigger. Expand the trails. This park could be the best in the state.
16	Get it open
17	<p>The OHV destruction is an embarrassment. It should have been closed long ago. Just looking at the erosion makes us sick--poor management is what caused this.</p> <p>Either get mountain bikers off all trails less than six feet wide or enforce speed limits.</p> <p>Either require all dogs be on leash or ban dogs from ASRA.</p> <p>Stop sport and trophy hunting of wildlife. Citizens want to view them--follow CA State Parks policies of no hunting.</p>
18	Park should be expanded and make more trails available
19	I think there should be more directional trails be safer for everybody
20	Trails need some love.
21	Bring the track back loved by many families great times with my kids- put the electronics away an get out side an enjoy you kids
22	Add to the single track trails in this area sith an alternative way to access the Confluence trail other than the road.

Comments on Mammoth Bar

Comment Number	4. What else should be addressed in the Mammoth Bar Management Zone?
23	Upgrades to mammoth bar were paid for with OHV fees! Return use of it to the OHV!
24	Adding more single track trails.
25	OHV fees should be retained for keeping existing OHV parks open for OHV USE! We pay to play. Hikers, bikers and other non-ohv users have literally hundreds of thousands of acres for use. OHV users are increasingly battling land closures with an ever expanding sport. While the footprint of Mammoth Bar may be large, the actual single track/ Moto track areas are well hidden, and rural as to not disturb the general public. Further more, if erosion is the true complaint, why not go after the company who is removing the mountain across the river?
26	Operating hours. Keep it open.
27	There are so few areas to legally enjoy motorized recreation, And so many areas to enjoy non-motorized recreation. Please do not take away more of our remaining motorized recreation areas. Thank you.
28	More trails for OHV. I pay ohv stickers on 7 motorcycles in my family. The last time I checked mountain bikes pay nothing and have substantially more trails in the ravine.
29	The big one for me is that it should be open 7 days per week.
30	Retain the OHV use (either 7 days weekly or alternating days). 2) Relocate the tracks and staging area to Castle Rock or another suitable upland site. 3) Add campsites (to support additional bicycle-related events such as the Mammoth Bar Enduro). 4) Construct technical and downhill mountain biking trails and other active recreational opportunities, including a jump/flow trail like Corral Trail in South Lake Tahoe. 5) Add potable water at Mammoth Bar 6) Build climbing trail from Mammoth Bar to Confluence/Connector Trail to avoid dangerous paved road.
31	No mountain biking should be allowed in the Mammoth Bar. The area should be for hiking only and possibly for equestrians. Also, All dogs must be on leash
32	I grew up riding here and my son and I miss having this area to ride.
33	Plan for erosion. As you can see the ohv trails have led to erosion and habitat damage.
34	Expanding the trails would be good but not absolutely necessary. Sharing days with mountain bikers would be okay too. Would just like to see Mammoth Bar reopened so that my son and I can return to riding our favorite local place. Mammoth Bar is the perfect family friendly place to ride. The adults can ride on the big track, the smaller track is great for kids and my wife can sit by the river on hot days. We have had so many great days with friends and family at Mammoth Bar and will be happy to support it however we can!
35	Reopening closed trails and adding new trails.

Comments on Mammoth Bar

Comment Number	4. What else should be addressed in the Mammoth Bar Management Zone?
36	More trails
37	The OHV fees collected are not being used properly and need to be reinvested as they were intended.
38	there is a large need for increased OHV riding opportunities in the area. Anything that can be done to increase OHV opportunities at Mammoth Bar should be done.
39	Make mountain bike friendly trails to access Forrest hill divide trail or another route to ease congestion on the connector trail. Allow mountain bike shuttles on non ohv days
40	11. Improve existing trails in the Mammoth Bar OHV area (which are currently severely eroded) and create additional trails with jump features that can be used by mountain bikers within Mammoth Bar OHV. This will spread out mountain bikers from the Confluence area trails, bring more downhill oriented cyclists to the Mammoth Bar OHV area and alleviate overall congestion in the Confluence area.
41	<ul style="list-style-type: none"> 1) Retain the OHV use (either 7 days weekly or alternating days). 2) Relocate the tracks and staging area to Castle Rock or another suitable upland site, and expanding the OHV trails (option c on the survey). 3) Adding campsites (to support additional bicycle-related events such as the Mammoth Bar Enduro). 4) Construct technical and downhill mountain biking trails and other active recreational opportunities, including a jump/flow trail like Corral Trail in South Lake Tahoe. 5) Add potable water at Mammoth Bar 6) Build climbing trail from Mammoth Bar to Confluence/Connector Trail to avoid dangerous paved road
42	We love how friendly it is to learning and beginner kids. It's is a truly great resource for safe learning of OHV vehicles and for family fun. We love to take dips at the beach when it's hot. Please keep this place. Maybe even expand the kid tracks and maybe a kid friendly riding trail.
43	More ohv trails
44	More open use for ohv
45	I would like to see one way trail on the smaller single track trail, eliminating the chances of a head on.
46	Please keep the MX Track and Pee Wee Track. They create a great draw for families to come use the park, even if the MX needs to be moved away from the river. Thank you!
47	bring the track back!! it's was a great track!!

Comments on Mammoth Bar

Comment Number	4. What else should be addressed in the Mammoth Bar Management Zone?
48	The closing of trails for restoration and never reopening them for OHV use. They keep closing trails for restoration and never opening them wich keeps us all on certain trails wich in turn keeps the trails that we are allowed us to ride on getting worse and worse. Having a permit to open an old trail when one glosses would make the trail area a lot better so we all have more trails to ride on.
49	My family loves Mammoth Bar. Its the perfect place for my husband and I to ride while taking turns watching our toddler. Weve really missed riding there since the damages occurred. As far as additional improvements, I think more shade structures would be wonderful. It gets pretty hot there in the summer! Maybe non-potable water spickets for thirsty animals, hand rinsing, bbq fire out, etc. More trails would be nice! Thank you for allowing public opinion on this matter and I hope to be riding Mammoth Bar with my family again soon!
50	if any changes to cut or eliminate OHV in this riding area and be prepared to Pay back the California State Parks OHV division for all funding used over last 40 years and face lawsuits from OHV community Part of the agreement that stopped the Alburn Dam was keeping the Mammoth Bar OHV area If you cut this area our be prepared to start up the Alburn Dam project which more water storage is needed in this state
51	Improve signage and map availability.
52	Great spot to ride close to town. Would love to see it open up, maybe some more bicycle stuff opened up as well.
53	Most people realize that Mammoth Bar was not the ideal place to put an OHV site. What a fabulous stretch of river it was prior to the OHV construction! But it's there and OHV enthusiasts need places to recreate. If moved to a site further up the canyon, trails and day use facilities won't be subject to washout. More permanent facilities, perhaps even a campground, could be constructed. I would not support additional facility construction within the flood zone.
54	Better upkeep of the MX track, trail maintenance, and sign management. Our tax dollars fund this site and our rights as OHV Enthusiasts are beaten down more than any other law-abiding group in this state.
55	Please construct more technical mountain bike trails (i.e., downhill trails or jump/flow trails like Corral Trail in South Lake Tahoe). This will reduce pressure on other multi-use trails in the region and improve all users experiences. Please also construct a climbing (uphill) non-OHV trail from Mammoth Bar to the Confluence Connector Trail to eliminate the need for bikes on a dangerous paved road.
56	It is important to keep this area open to the public. Contrary to popular belief motorcycle riders love the outdoors just as any other outdoor enthusiast does. This facility is easily accessed for families that want to day trip and can be used by every skill level.
57	Place was great the way it was. Not a lot of local choices so please do not close it down.
58	Expand OHV use. More resource damage is done when riders are packed into a small area.
59	Lets get it re-opened!

Comments on Mammoth Bar

Comment Number	4. What else should be addressed in the Mammoth Bar Management Zone?
60	Do not close and expand! There are not enough OHV areas as it is
61	1) Retaining the OHV use (either 7 days weekly or alternating days). 2) Relocating the tracks and staging area to Castle Rock or another suitable upland site, and expanding the OHV trails (option c on the survey). 3) Adding campsites (to support additional bicycle-related events such as the Mammoth Bar Enduro). 4) Constructing technical and downhill mountain biking trails and other active recreational opportunities, including a jump/flow trail like Corral Trail in South Lake Tahoe. 5) Add potable water at Mammoth Bar 6) Build climbing trail from Mammoth Bar to Confluence/Connector Trail to avoid dangerous paved road
62	money from dirt bikes should be used for maintaining trails and track. money from dirt bikes should NOT be used to build restricting fences in an area already designated for dirt bike riding
63	Expand OHV trails and tracks. Make different trails and tracks that will satisfy different skill levels. Example: advanced track for higher skilled riders and an additional track for lower skilled riders. A track for children 100cc and lower. Expand on trail system that is maintained year round
64	<p>Just keep this area as intended for OHV. I personally dont mind the current table, shade structure, restroom setup. Most of us would just love to have this open again for use.</p> <p>As you know OHV riding areas are becoming very limited. This has always been a place for locals to enjoy one of their favorite past times. call it a family tradition if you will. If some changes need to be made to protect the health of our rivers, Im sure most locals would agree as we also love our hometown river spots!! But to think this OHV area may be completely eliminated is scary. I hope SRA knows there are many locals who will support the success of this project and help make sure this area remains a clean/safe place to ride.</p>
65	Please help keep this track and trail system open.
66	Would make a much better attraction with camp sites
67	Just let us ride there please we are getting board with Prairie City.
68	Reopen the park and rebuild the track and trails. There needs to be bet maintenance of the trails.
69	Reopen the trails please. Such great riding. Maybe go back to the old trail width from the early 2000s.
70	To have rangers with more people skills. Ran into the ranger a few times and he has an attitude problem
71	Include access to trails that are not motorized

Comments on Mammoth Bar

Comment Number	4. What else should be addressed in the Mammoth Bar Management Zone?
72	Mammoth bars was the only reason why I purchase a yearly pass
73	Im sure I speak for the off-road community as a whole. Please add more atv, sxs and 4x4 vehicle areas. There is not enough atv trails and parks around here.
74	The trails should have more regular maintenance, as the ruts, rocks and braking bumps are very bothersome at times for beginners. I also feel that the trail system could be drastically expanded upon, as there are many unused acres of potential trails. A levee system or retaining wall could also help prevent future flooding of the track in its current position.
75	Restore the motocross track on a professional level making it good for beginners and experts alike.
76	Generally speaking, the loyal and long time users of this OHV facility have a deep respect and awareness for the park and surrounding areas! Im now 46, and have been riding dirt bikes and mountain bikes at Mammoth since I was 14! My wife and 2 daughters now share my passion and we have built memories there as a family. To take this away would be a shame!!!
77	Pay more attention and take better care of the mountain bike trails as well as the Moto trails
78	It's great as is (with tracks). Love taking the kids there
79	Regardless every year it gets washed out I think the track should be moved towards the trail entrance and entry way of road and that to pave the road amd staging area closer to the water as that way when water leves get high matince can start to move dirt into the hill side to be used against after the storm e street mx could be contracted to maintaine the track just some ideas
80	<ol style="list-style-type: none"> 1. River access needs to be open 7 days a week all year round. 2. A portage trail around Murderer's Bar rapid is needed.
81	Please just keep it open so we have a place close to ride at.
82	<ol style="list-style-type: none"> 1) Retaining the OHV use (either 7 days weekly or alternating days). 2) Relocating the tracks and staging area to Castle Rock or another suitable upland site, and expanding the OHV trails (option c on the survey). 3) Adding campsites (to support additional bicycle-related events such as the Mammoth Bar Enduro). 4) Constructing technical and downhill mountain biking trails and other active recreational opportunities, including a jump/flow trail like Corral Trail in South Lake Tahoe. 5) Add potable water at Mammoth Bar 6) Build climbing trail from Mammoth Bar to Confluence/Connector Trail to avoid dangerous paved road
83	Make everything better! Have campsites.

Comments on Mammoth Bar

Comment Number	4. What else should be addressed in the Mammoth Bar Management Zone?
84	Reopen ASAP!
85	Mammoth bar OHV has been a staple riding area for citizens of auburn, meadow vista, colfax. Grass valley, Loomis, Newcastle. And reaches far beyond. It is the only state ran OHV area with a maintained track between rancho Cordova and the state border. I've spent, many years at mammoth bar OHV with my family and great friends and I cannot wait until the day it opens again. Long live mammoth bar
86	Expand more single track trails, rebuild the motocross track to be even larger. OHV green sticker money is collected however ohv is limited to a few day a week. However equestrian and mountain bikes pay no fees and are allowed to use the park 7 days a week. Give the land back to the people and please allow us to use the entire park for ohv use 7 days a week.
87	Have an actual track engineer design the motocross track
88	Rebuilding of the MX track. There should be an organized practice and thoughts on running races.
89	OHV use is an amazing family activity that keeps generations connected.
90	Unless I am wrong green sticker fees pay (and have paid for years) for Mammoth Bar, most users are happy with it the way it is now. Other than permanent restrooms it does not need more facilities or campgrounds. This is a place for people to ride dirt bikes and anything else will be unneeded and a distraction. Also most users are not happy with the mountain bikers not paying their fair share to use the park and also making new unauthorized trails throughout the area. I would be happy to assist in any way to get Mammoth Bar open again and to keep it user friendly.
91	I concur with and support the FATRAC positions on Mammoth Bar area including: 1) Retain the OHV use. I am OK with either 7 days a week or alternating days. 2) Relocating the tracks and staging area to Castle Rock or another suitable upland site, and expanding the OHV trails. 3) Adding campsites (to support additional bicycle-related events such as the Mammoth Bar Enduro). 4) Constructing technical and downhill mountain biking trails and other active recreational opportunities, including a jump/flow trail like Corral Trail in South Lake Tahoe. 5) Add potable water at Mammoth Bar 6) Build a directional uphill multi-use trail from Mammoth Bar to Confluence/Connector Trail to separate bikes from truck and trailer traffic on the more dangerous paved road.
92	I dont think anything should change, I like it just the way it is, works great for me! -AK
93	Allow gold panning
94	Rebuild mx track

Comments on Mammoth Bar

Comment Number	4. What else should be addressed in the Mammoth Bar Management Zone?
95	<p>More single track trails to be ridden on. More sections to have trials bike competitions. Rocks, downed trees to climb over Stumps ECT. Keep up the great work!</p> <p>If you need a volunteer please email me I would love to help!</p> <p>Thank you guys!</p>
96	<p>Please put the motocross track back in but so it doesn't get washed out again</p>
97	<p>Recondition track and trails for OHV use. My family loves to ride there.</p>
98	<p>Constructing technical and downhill mountain biking trails and other active recreational opportunities, including a jump/flow trail like Corral Trail in South Lake Tahoe. Adding potable water at Mammoth Bar. Build a climbing trail from Mammoth Bar to Confluence/Connector Trail to avoid the dangerous paved road.</p>
99	<p>Retain the OHV use</p> <ul style="list-style-type: none"> - Adding campsites - Constructing technical and downhill mountain biking trails and other active recreational opportunities, including a jump/flow trail like Corral Trail in South Lake Tahoe. - Add potable water at Mammoth Bar - Build climbing trail from Mammoth Bar to Confluence/Connector Trail to avoid dangerous paved road <p>Build new singletrack trails, including progressive and advanced MTB specific trail</p> <p>Develop an agreement with FATRAC allowing them to provide ongoing, routine maintenance on park trails on an as-needed, short notice basis</p>
100	<p>Keep mammoth bar as an ohv facility.</p>
101	<p>We need to keep these tracks open.this is and has been a safe fun track for families and kids to enjoy for longer than Ive been around. OHV areas keep getting shit down and our OHV funds miss used. We need to get this place for our kids to have alternatives to drugs and other things.</p>
102	<p>Please keep OHV access, its a great place to ride</p>
103	<p>Better maintenance on the mini bike track. That area needs to be maintained like the big bike track.</p>
104	<p>Sand and dirt brought in and track groomed daily. Mammoth Bar is such a great OHV area.</p>
105	<ul style="list-style-type: none"> -Adding campsites (to support additional bicycle-related events such as the Mammoth Bar Enduro). -Constructing technical and downhill mountain biking trails and other active recreational opportunities, including a jump/flow trail like Corral Trail in S

Comments on Mammoth Bar

Comment Number	4. What else should be addressed in the Mammoth Bar Management Zone?
106	Please provide more trails for less experienced riders.
107	Allow trials bikes the opportunity to ride areas off designated trails
108	1) Retaining the OHV use (either 7 days weekly or alternating days). 2) Relocating the tracks and staging area to Castle Rock or another suitable upland site, and expanding the OHV trails (option c on the survey). 3) Adding campsites (to support additional bicycle-related events such as the Mammoth Bar Enduro). 4) Constructing technical and downhill mountain biking trails and other active recreational opportunities, including a jump/flow trail like Corral Trail in South Lake Tahoe. 5) Add potable water at Mammoth Bar 6) Build climbing trail from Mammoth Bar to Confluence/Connector Trail to avoid dangerous paved road
109	The ability to ride trials motorcycles in areas that were allowed in the past. Trials motorcycles are very low impact to terrain and can go in many areas sometimes unnoticed.
110	This area is a great spot for increasing recreation in the ASRA. Please add additional jump and flow trails for bikes. Add campsites to support mountain biking races and festivals. Construct a climbing trail for bikes so we don't have to bike up the paved road which is both dangerous and annoying for motorists.
111	Keep it red sticker season all year long or no one will come to ride
112	Maybe change the track layout every few months to keep the experience more fresh and exciting for locals or Track riders that visit often.
113	We are just interested in a place to ride. Areas are slowly disappearing.
114	Opening Mammoth Bar to 7 day a week usage would help congestion on busy days. ASRA needs to get serious about repairing and maintaining the trail system at Mammoth Bar. The trail work is long overdue. The OHV owners are paying for their permits, they should see that money being used for maintaining their trails.
115	Expand the kids track and motocross track. Its very popular and should be a larger track.
116	Please try to keep it open. Our OHV areas are slim to none.
117	Some of the existing trails need work or rerouting in order to be sustainable. Some basic maintenance would be preferable to simply closing off the trails. Doing that impacts the remaining trails because of increased usage.

Comments on Mammoth Bar

Comment Number	4. What else should be addressed in the Mammoth Bar Management Zone?
118	Mammoth Bar would be a great area for a campground. There is already access and fairly flat areas for camping. I would suggest 20-25 campsites rather than 50. But, there would have to be a ranger presence. Also, the OHVs need a place to ride. I would prefer they have a skills track and trails away from the river due to the noise that dirt bikes create. The river should be a quiet place where people can enjoy the flora, fauna, river sounds and have a peaceful experience without the noise of traffic and civilization.
119	Expansion of ohv trails
120	Gold Panning and Sluicing needs to be re-instated in this area at once.
121	More riding trails
122	Rebuild the motocross track in a more suitable area away from the river. Expand ohv trails, more the better. More trails, less crowding bringin down the risk for accidents.
123	Thank you. We appreciate all the hard work!
124	As president of mammoth bar riders assoc. we feel after 20 yrs. That mammoth bar is already deep rooted in the park system. We have an area an provided riders with a great place recreate thru our green sticker fund. The only user group to do so I might add. Where we have been limited to 7 day use other groups have taken advantage of that. We have proven to be good stewards of the can you and should stay right where we. The sandy,loamy soil provides for the best track conditions in this region.
125	Build climbing trail from Mammoth Bar to Confluence/Connector Trail to avoid dangerous paved road
126	Murders bar should be restored immediately, this may require significant reroutes but the advanced downhill mountain bike trails and moto trails in the area are an important recreational resource that need to be restored their full capacity and consideration should be given to expanding that capacity to meet the growing need for more advanced technical trails for both the mountain biking community and the moto community. Build a climbing trail from Mammoth Bar to Confluence/Connector Trail to avoid dangerous paved road that is currently used for this purpose.
127	They need to go somewhere. Right now they are contained. I would keep it that way. NEVER let them across the river! It is noisy and not a sport I would like. I'd like to put it all into native plants - but that's not realistic. Keep them contained and under control.
128	The trails need to be managed better and have repairs done on a regular basis. Please understand that this is the only OHV park in all of placer county
129	Erosion of the trails and subsequent run-off of soils into the river area.
130	1) Retaining the OHV use (either 7 days weekly or alternating days). 2) Relocating the tracks and staging area to Castle Rock or another suitable upland site, and expanding the OHV trails (option c on the survey).

Comments on Mammoth Bar

Comment Number	4. What else should be addressed in the Mammoth Bar Management Zone?
	3) Adding campsites (to support additional bicycle-related events such as the Mammoth Bar Enduro). 4) Constructing technical and downhill mountain biking trails and other active recreational opportunities, including a jump/flow trail like Corral Trail in South Lake Tahoe. 5) Add potable water at Mammoth Bar 6) Build climbing trail from Mammoth Bar to Confluence/Connector Trail to avoid dangerous paved road
131	I could never understand how a motorized park could have received support to be built in a pristine riparian habitat.
132	Adding campsites (to support additional bicycle-related events such as the Mammoth Bar Enduro). 2) Constructing technical and downhill mountain biking trails and other active recreational opportunities, including a jump/flow trail like Corral Trail in South Lake Tahoe. 5) Add potable water at Mammoth Bar 6) Build climbing trail from Mammoth Bar to Confluence/Connector Trail to avoid dangerous paved road.
133	1) Constructing technical and downhill mountain biking trails and other active recreational opportunities, including a jump/flow trail like Corral Trail in South Lake Tahoe. 2) Add potable water at Mammoth Bar 3) Build climbing trail from Mammoth Bar to Confluence/Connector Trail to avoid dangerous paved road
134	Reduce day use fees.
135	The Mammoth Bar OHV Area track and steeper cross-country trails have erosion problems that need long term solutions. Management of this area should take into account that it is also used for swimming, fishing, picnicking and as a whitewater take-out. Access should be available on non-OHV days. Better signage is needed especially for the whitewater take-out and a warning sign for the Class VI Murderers Bar Rapid. Please evaluate building a portage trail around this dangerous rapid. The Mammoth Bar Area with some improvements could also be used as a temporary event camping area on days when the track is closed.
136	construct technical and downhill mountain biking trails 2. add potable water at mammoth Bar 3. build a climbing trail from Mammoth Bar to the Confluence/Connector Trail to avoid paved road
137	1) Retain the OHV use (either 7 days weekly or alternating days). 2) Relocate the tracks and staging area to Castle Rock or another suitable upland site, and expanding the OHV trails (option c on the survey). 3) Construct technical and downhill mountain biking trails and other active recreational opportunities, including a jump/flow trail like Corral Trail in South Lake Tahoe. 5) Add potable water at Mammoth Bar

Comments on Mammoth Bar

Comment Number	4. What else should be addressed in the Mammoth Bar Management Zone?
	6) Build climbing trail from Mammoth Bar to Confluence/Connector Trail to avoid dangerous paved road
138	1) Retaining the OHV use (either 7 days weekly or alternating days). 2) Relocating the tracks and staging area to Castle Rock or another suitable upland site, and expanding the OHV trails (option c on the survey). 3) Adding campsites (to support additional bicycle-related events such as the Mammoth Bar Enduro). 4) Constructing technical and downhill mountain biking trails and other active recreational opportunities, including a jump/flow trail like Corral Trail in South Lake Tahoe. 5) Add potable water at Mammoth Bar 6) Build climbing trail from Mammoth Bar to Confluence/Connector Trail to avoid dangerous paved road
139	Better access to rafting
140	Add bicycle specific technical trails that include features similar those found at Northstar or Corral Trail in South Lake Tahoe. Develop drinkable water facility at staging area. Build bicycle legal trail from Mammoth Bar to Confluence/Connector Trail to avoid conflicts with vehicles on paved road.
141	Create a flow trail similar to Culvert trail, a downhill trail and a trail to climb up to the confluence legal for bicycles to avoid narrow road.
142	1) Constructing technical and downhill mountain biking trails and other active recreational opportunities, including a jump/flow trail like Corral Trail in South Lake Tahoe. 2) Add potable water at Mammoth Bar 3) Build climbing trail from Mammoth Bar to Confluence/Connector Trail to avoid dangerous paved road
143	Stop unauthorized vehicle access. Allow river-use access. Provide signage and trail for river users around Mammoth Bar rapid.
144	convert to non-motorizes use - convert area to mountain biking and hiking trail use and dispersed river corridor use- no horses except for Western States Trail. Promote a MTB shuttle to access downhill MTB trails
145	Though I understand we all should have access to this park - I go there to find peace and quiet. The OHV is so disturbing. I think that can be moved out of a rural park area to a more urban area.
146	Ensure access for bicycles and handicap transportation is not cut off like it currently is in certain areas, I am impaired and the only way I can access is with a bike or transport scooter which currently is illegal on trails marked no bicycles this is not in compliance with access for the impaired.
147	Add campsites and support additional bicycle-related events.

Comments on Mammoth Bar

Comment Number	4. What else should be addressed in the Mammoth Bar Management Zone?
	<p>Construct technical and downhill mountain biking trails and other active recreational opportunities, including a jump/flow trail like Corral Trail in South Lake Tahoe.</p> <p>Add potable water at Mammoth Bar</p> <p>Build climbing trail from Mammoth Bar to Confluence/Connector Trail to avoid dangerous paved road</p>
148	<p>Maintain access and trail use for mountain bikes. Do not reduce bike access to trails.</p>
149	<p>* Construct technical and downhill mountain biking trails and other active recreational opportunities, including a jump/flow trail like Corral Trail in South Lake Tahoe.</p> <p>*Add potable water at Mammoth Bar.</p> <p>*Build climbing trail from Mammoth Bar to Confluence/Connector Trail to avoid dangerous paved road.</p>
150	<p>Allow for more trail building specially a trail that will allow mountain bikers to easily climb out of the OHV area without have to climb the black asphalt road.</p>
151	<p>This would be the correct site for a Bike Park</p>
152	<ul style="list-style-type: none"> - Constructing technical and downhill mountain biking trails and other active recreational opportunities, including a jump/flow trail like Corral Trail in South Lake Tahoe. - Add potable water at Mammoth Bar - Build climbing trail from Mammoth Bar to C
153	<p>Keep rocking the OHV - but let's get some mountain bike access added to this - we can play well together!</p> <p>As a mountain biker, I'd LOVE to see more mountain bike access provided - we're a strong group, we're here to help build and maintain trails.</p> <p>As such, we'd love to be more involved and we'd love to see opportunities grown for not only our own usage, but for that to be shared with others visiting the area.</p> <p>I'm also a hiker, backpacker, camper, fisherman and all things outdoors. PLEASE work to continue to provide access and keep trails open to ALL users.</p>
154	<p>Built bike trail from Mammoth Bar to Confluence to keep bikes off paved roads.</p>
155	<p>Please fix the current trails that are closed. There are mountain biking groups who are more than willing to do the work for free. FATRAC is an organization who would be more than happy to spear head this.</p>

Comments on Mammoth Bar

Comment Number	4. What else should be addressed in the Mammoth Bar Management Zone?
156	Im a mountain biker and really love the Mammoth Bar Trail esp. Eastside and Grizzly trail. I hope this trails will stay open for us mountain bikers.
157	Re open and rebuild areas that have bad run off to keep water off trails, that will allow more trails to be reopened and stay more intact.
158	<p>1) Adding campsites to support additional bicycle-related events such as the Mammoth Bar Enduro.</p> <p>2) Constructing technical and downhill mountain biking trails and other active recreational opportunities, including a jump trail like Corral Trail in South Lake Tahoe.</p> <p>3) Add potable water at Mammoth Bar</p>
159	Do not close mammoth bar trail for mountain biker. 3 of those trail are my favorite. Namely eastside, stonewall/rocky trail, and grizzly.
160	Retaining the OHV use (either 7 days weekly or alternating days). Adding campsites (to support additional bicycle-related events such as the Mammoth Bar Enduro). Constructing technical and downhill mountain biking trails and other active recreational opportunities, including a jump/flow trail like Corral Trail in South Lake Tahoe. Add potable water at Mammoth Bar. Build climbing trail from Mammoth Bar to Confluence/Connector Trail to avoid dangerous paved road
161	<p>Retain OHV use (either 7 days weekly or alternating days).</p> <p>Relocate tracks and staging area to Castle Rock or another suitable upland site, and expand OHV trails (option c on the survey).</p> <p>Add campsites (to support additional bicycle-related events such as the Mammoth Bar Enduro).</p> <p>Construct technical and downhill mountain biking trails and other active recreational opportunities, including a jump/flow trail like Corral Trail in South Lake Tahoe.</p> <p>Add potable water at Mammoth Bar</p> <p>Build climbing trail from Mammoth Bar to Confluence/Connector Trail to avoid dangerous paved road</p>
162	Make sure pollutants (oil, etc) don't get into the river. Perhaps this means moving trails further from the river.
163	It would be nice to have potable water at Mammoth Bar. Also, this is a good location to construct technical downhill mountain biking trails, and possibly, a jump/flow trail.
164	Please open the Mammoth Bar OHV trails to mountain bikes on off days. Heavily promote their use by mountain bikers via social media and local bike shops. Charge a day use fee. Make stake holders of OHV and mountain bike riders by offering training in trail maintenance to preserve and enhance wheeled use of back country trails.
165	Allow vehicle access to Mammoth Bar year round to allow whitewater takeouts.

Comments on Mammoth Bar

Comment Number	4. What else should be addressed in the Mammoth Bar Management Zone?
166	Work with local mountain bike groups to create and manage trails for hikers and bikers. Work with equestrian groups for trail access on odd or even days and/or weekends for hikers and mountain bikers. Also I want the OHV area kept and allowed access all the time.
167	<p>As an avid mountain biker, I'm a frequent user of the Mammoth Bar trails. I support the following</p> <ol style="list-style-type: none"> 1) Retaining the OHV use 2) Adding campsites (to support additional bicycle-related events such as the Mammoth Bar Enduro). 3) Constructing technical and downhill mountain biking trails and other active recreational opportunities, including a jump/flow trail like Corral Trail in South Lake Tahoe. 4) Add potable water at Mammoth Bar 5) Build climbing trail from Mammoth Bar to Confluence/Connector Trail to avoid dangerous paved road. <p>Nothing like this comes for free. I support charging mountain bikers and OHV extra for the use of maintained trails, as is done today, and also allowing the purchase of "season passes" allowing for people to pre-pay.</p> <p>Mammoth Bar has the potential to be a mountain bike destination, which could bring needed revenue to both the parks system and to the Auburn economy.</p>
168	<p>In answering your three questions, I am saying that OHV use should be moved out of it's current area and to an appropriate "upland site", and allowed 7 days a week in the new location.</p> <p>The OHV track area by the river should be restored and the area improved with day use facilities for the public to enjoy the river area of this zone without conflict with OHV use.</p>
169	No camping. This area does not need additional fire risks.
170	I've been riding at Mammoth Bar since I was 3 years old. It's the only OHV Park in all of Placer County. Everyone in Placer County should be able to ride their dirtbikes there if they so wish. The only thing is maybe change the format/layout of the MX track. Make it a little less tight, maybe add a few more jumps.
171	Trail system needs additional resources. Sad to see trails closed over the past 20 years never to be reopened.
172	Providing campsites is reasonable and meets the demand for camping in this area. Improve the existing trails system to add some features for bicyclists as well as a decent trail that would accommodate bicyclists riding from Mammoth Bar up to the Confluence Trail.
173	Expand the mammoth bar OHV area and add an additional OHV facility in another part of the Auburn SRA
174	1) Constructing technical and downhill mountain biking trails and other active recreational opportunities, including a jump/flow trail like Corral Trail in South Lake Tahoe.

Comments on Mammoth Bar

Comment Number	4. What else should be addressed in the Mammoth Bar Management Zone?
	2) Add potable water at Mammoth Bar 3) Build climbing trail from Mammoth Bar to Confluence/Connector Trail to avoid dangerous paved road
175	Add some mountain bike only trails, including a few downhill runs, a downhill flow trail, and an uphill/bi-directional less steep trail that can be used to climb back up to the road
176	More consideration should be given to maximize mountain biking. This user group does more maintenance and partnership with the ASRA by far over any other group. In addition, there is a growing population of MTBers as opposed to other recreational hobby participation which are in the decline. The economic impact of mountain biking benefits the parks and local communities.
177	There's no reason Mammoth Bar/OHV area should be closed! The Moto track is not in tack but everything else is. You can still make money.
178	Construct technical and downhill mountain biking trails and other active recreational opportunities, including a jump/flow trail like Corral Trail in South Lake Tahoe. Add potable water at Mammoth Bar Build climbing trail from Mammoth Bar to Confluence/Connector Trail to avoid dangerous paved road
179	Adding a developed campground is an attractive idea but a 50 unit campground is too big. If the OHV area is retained, the existing alternating days for OHV use should continue. At the minimum, the oval track in the flood plain should be removed, since this will simply continue to be damaged during high flows. Other public access (particularly for boaters) was restricted during the entire summer of 2017 due to damage to the OHV areas, and yet the boating take-out was accessible. I understand the cost associated with repairing the OHV area caused a delay but I don't understand why State Parks simply couldn't have repaired the road to the take-out so boaters could have used it during one of the best flow years in decades.
180	Work with local mountain bike groups to create and manage trails for hikers and bikers. Work with equestrian groups for trail access on odd or even days and/or weekends for hikers and mountain bikers. Expand the trail system for motorcycles.
181	1) Retaining the OHV use (either 7 days weekly or alternating days). 2) Relocating the tracks and staging area to Castle Rock or another suitable upland site, and expanding the OHV trails (option c on the survey). 3) Adding campsites (to support additional bicycle-related events such as the Mammoth Bar Enduro). 4) Constructing technical and downhill mountain biking trails and other active recreational opportunities, including a jump/flow trail like Corral Trail in South Lake Tahoe. 5) Add potable water at Mammoth Bar

Comments on Mammoth Bar

Comment Number	4. What else should be addressed in the Mammoth Bar Management Zone?
	6) Build climbing trail from Mammoth Bar to Confluence/Connector Trail to avoid dangerous paved road
182	<p>As a trail user that frequents the ASRA and cares about its future and the management of the Park, thank you for providing the opportunity to express my opinions on the upcoming General Plan. The issues I would like to see prioritized in the Plan are as follows.</p> <p>There is currently a large disparity in the appropriation of resources within the Park. Despite being the second most common user group in the Park, cycling is only allowed on a fraction of singletrack located in the ASRA. Off-road cycling is a low-impact, human-powered, legitimate recreation group with more than 35 million annual U.S. participants (Outdoor Industry Association). Science has shown that the environmental impact of bicyclists is similar to that of hikers. Cyclists, more so than any other user group, give back to their local trail systems by volunteering on public land, providing an untapped resource for a budget bound park system that is, through no fault of its own, looking at a backlog of maintenance needs that it cant seem to meet. Furthermore, the often-heard argument that bicycles shouldnt be allowed on many trails do to user conflicts and other safety concerns has been discredited in California State Parks own study in 2012. Combined with an exponential growth in annual visitors seeking outdoor recreation, much of the Parks trail network is overtaxed, and for cyclists, disproportionately and unfairly allocated. With multiple options to rectify this disparity at the disposal of Parks, I see no reason this unjust allotment of available trails can not be remedied immediately. Change in use, odd/even days, and/or seasonal sharing are just a few examples of techniques that could rectify this imbalance at little to no fiscal cost. Considering the ASRA is a state designated recreation area, I am highly opposed to the ideas put forth in the Resource Management Emphasis. As an outdoor enthusiast, I understand the need to protect certain natural resources. However, given that this space has been set aside as an area appropriate for high levels of human impact, I would prefer that it be managed as such. The physical condition of many trails within the Park needs to be addressed. Given the lack of funding and resources available to Parks, I understand that it is unlikely for much of the maintenance needs of the Park to be met by Parks employees. As such, I ask that Parks develop an agreement with Folsom-Auburn Trail Riders Action Coalition (FATRAC) to allow skilled, accredited volunteers to lead maintenance work days within the Park on an as-needed basis; allowing work to be performed on short notice. This type of partnership is commonplace for many trail networks, and has been a proven success in other SRAs, as the Central Coast Concerned Mountain Bikers (CCCMB) have demonstrated in and around San Louis Obispo.</p> <p>Allowing for trail users to give back to the trail system will increase user safety, decrease erosion, and heighten the parks popularity, thus increasing revenue potential. I would like to see new singletrack trails built. As of 2016, Placer Countys population has grown by roughly 220%, according to the US Census. Yet in a similar time frame, practically zero miles of singletrack have been added to the ASRA. Like the issues around maintaining trails, volunteer labor and donations are readily available to assist in the planning and execution of new trails, with the potential of little to no fiscal cost to Parks. State Parks should work with nonprofits such as Placer Land Trust, American River Conservancy and public agencies (federal, County) to protect land along and near the river through any means necessary. And State Parks should be willing to acquire, own and manage land as part of this effort.</p>
183	<ol style="list-style-type: none"> 1) Retaining the OHV use (either 7 days weekly or alternating days). 2) Relocating the tracks and staging area to Castle Rock or another suitable upland site, and expanding the OHV trails (option c on the survey). 3) Adding campsites .

Comments on Mammoth Bar

Comment Number	4. What else should be addressed in the Mammoth Bar Management Zone?
	<p>4) Constructing technical and downhill mountain biking trails and other active recreational opportunities, including a jump/flow trail like Corral Trail in South Lake Tahoe.</p> <p>5) Add potable water at Mammoth Bar</p> <p>6) Build climbing trail from Mammoth Bar to Confluence/Connector Trail to avoid dangerous paved road</p>
184	<p>1) Retain the OHV use (either 7 days weekly or alternating days). 2) Add campsites (to support additional bicycle-related events such as the Mammoth Bar Enduro). 3) Construct technical and downhill mountain biking trails and other active recreational opportunities, including a jump/flow trail like Corral Trail in South Lake Tahoe. 4) Add potable water at Mammoth Bar 5) Build climbing trail from Mammoth Bar to Confluence/Connector Trail to avoid dangerous paved road.</p>
185	<p>OPEN up Mammoth Bar! It's been 6 months .</p>
186	<p>1) Retaining the OHV use (either 7 days weekly or alternating days).</p> <p>2) Relocating the tracks and staging area to Castle Rock or another suitable upland site, and expanding the OHV trails</p> <p>3) Adding campsites (to support additional bicycle-related events such as the Mammoth Bar Enduro).</p> <p>4) Constructing technical and downhill mountain biking trails and other active recreational opportunities, including a jump/flow trail like Corral Trail in South Lake Tahoe.</p> <p>5) Add potable water at Mammoth Bar</p> <p>6) Build climbing trail from Mammoth Bar to Confluence/Connector Trail to avoid dangerous paved road</p>
187	<p>There are not a lot of area's that are this close to Sacramento and this pretty for OHV use. Encourage the responsible use of OHV in these area's by giving the OHV operators a place to play. They pay taxes for the outdoor area's just as the hikers, bikers and equestrians and should also have a gorgeous area to play in.</p>
188	<p>The Mammoth Bar OHV Area track and steeper x-country trails have erosion problems that need long term solutions. Management of this area should take into account that it is also used for swimming, fishing, picnicking and as a whitewater take-out. Access should be available on non OHV days. Better signage is needed especially for the whitewater take-out and a warning sign for the Class VI Murderers Bar Rapid. Please evaluate building a portage trail around this dangerous rapid. The Mammoth Bar Area with some improvements could also be used as a temporary event camping area on days when the track is closed.</p>
189	<p>More Mountain bike specific trails! Work with FATRAC to design and maintain at little or no cost to the park.</p>
190	<p>Expand mountain biking opportunities and multi-use trails</p>
191	<p>Place a greater emphasis on providing outdoor recreation opportunities, and mountain biking in particular</p>

Comments on Mammoth Bar

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192	1) Adding campsites to support additional bicycle-related events such as the Mammoth Bar Enduro. 2) Construct technical and downhill mountain biking trails and other active recreational opportunities, including a jump/flow trail like Corral Trail in South Lake Tahoe. 3) Add potable water at Mammoth Bar 4) Build climbing trail from Mammoth Bar to Confluence/Connector Trail to avoid dangerous paved road
193	1) Retaining the OHV use (either 7 days weekly or alternating days). 2) Relocating the tracks and staging area to Castle Rock or another suitable upland site, and expanding the OHV trails (option c on the survey). 3) Adding campsites (to support additional bicycle-related events such as the Mammoth Bar Enduro). 4) Constructing technical and downhill mountain biking trails and other active recreational opportunities, including a jump/flow trail like Corral Trail in South Lake Tahoe. 5) Add potable water at Mammoth Bar 6) Build climbing trail from Mammoth Bar to Confluence/Connector Trail to avoid dangerous paved road
194	Allow for more trail work days and increase trail inventory. Re-open the zone to use.
195	1) Retaining the OHV use (either 7 days weekly or alternating days). 2) Relocating the tracks and staging area to Castle Rock or another suitable upland site, and expanding the OHV trails (option c on the survey). 3) Adding campsites (to support additional bicycle-related events such as the Mammoth Bar Enduro). 4) Constructing technical and downhill mountain biking trails and other active recreational opportunities, including a jump/flow trail like Corral Trail in South Lake Tahoe. 5) Add potable water at Mammoth Bar 6) Build climbing trail from Mammoth Bar to Confluence/Connector Trail to avoid dangerous paved road
196	Add some facilities for mountain bike use, we can share some of the facilities for biking events.
197	1) Retaining the OHV use (either 7 days weekly or alternating days). 2) Relocating the tracks and staging area to Castle Rock or another suitable upland site, and expanding the OHV trails (option c on the survey). 3) Adding campsites (to support additional bicycle-related events such as the Mammoth Bar Enduro). 4) Constructing technical and downhill mountain biking trails and other active recreational opportunities, including a jump/flow trail like Corral Trail in South Lake Tahoe. 5) Add potable water at Mammoth Bar

Comments on Mammoth Bar

Comment Number	4. What else should be addressed in the Mammoth Bar Management Zone?
	6) Build climbing trail from Mammoth Bar to Confluence/Connector Trail to avoid dangerous paved road
198	Construct technical and downhill mountain biking trails.
199	1) Retaining the OHV use (either 7 days weekly or alternating days). 2) Relocating the tracks and staging area to Castle Rock or another suitable upland site, and expanding the OHV trails (option c on the survey). 3) Adding campsites (to support additional bicycle-related events such as the Mammoth Bar Enduro). 4) Constructing technical and downhill mountain biking trails and other active recreational opportunities, including a jump/flow trail like Corral Trail in South Lake Tahoe. 5) Add potable water at Mammoth Bar 6) Build climbing trail from Mammoth Bar to Confluence/Connector Trail to avoid dangerous paved road
200	1) Retain the OHV use (either 7 days weekly or alternating days). 2) Relocate the tracks and staging area to Castle Rock or another suitable upland site, and expand the OHV trails. 3) Add campsites (to support additional bicycle-related events such as the Mammoth Bar Enduro). 4) Construct technical and downhill mountain biking trails and other active recreational opportunities, including a jump/flow trail like Corral Trail in South Lake Tahoe. 5) Add potable water at Mammoth Bar 6) Build climbing trail from Mammoth Bar to Confluence/Connector Trail to avoid dangerous paved road
201	revert to more mountain bike legal access for single track trails
202	<p>The motocross track should be move to the parking area so that we can still do dust control with the river and pump system. Also the track should be enlarged by 30% like it was in the past. The trails are never maintained and have been closed because of lack of maintenance over the years along with more trail riding area being taken away from the OHV user. The mountain bikers and rafters have been trying to have Mammoth bar to themselves for years and it is the OHV community that has made Mammoth bar such a great outdoor park with all the families , kids and adults paying their way and respecting the lands. Please understand that we DO NOT have a single OHV park in all of Placer County. To remove or make drastic changes to Mammoth bar because of historic rains would just be wrong. Please leave Mammoth bar in place and open it back up ASAP. After all we are coming up on two years being closed.</p> <p>Tom Ceccarelli. PH. 530 367 5627</p>
203	Take out the rest of the track to allow for more parking as well as funds to help with trail drainage and brush clearing

Comments on Mammoth Bar

Comment Number	4. What else should be addressed in the Mammoth Bar Management Zone?
204	specific OHV access and use should be maintained so to minimize illegal access and use of current restricted areas. many in this field of usage do maintain and improve these areas.
205	Allowing hunting would be a nice addition.
206	Constructing technical and downhill mountain biking trails and other active recreational opportunities, including a jump/flow trail like Corral Trail in South Lake Tahoe.
207	Allow mt bike use in mammoth Bar OHV
208	1) Retaining the OHV use (either 7 days weekly or alternating days). 2) Relocating the tracks and staging area to Castle Rock or another suitable upland site, and expanding the OHV trails (option c on the survey). 3) Adding campsites (to support additional bicycle-related events such as the Mammoth Bar Enduro). 4) Constructing technical and downhill mountain biking trails and other active recreational opportunities, including a jump/flow trail like Corral Trail in South Lake Tahoe. 5) Add potable water at Mammoth Bar 6) Build climbing trail from Mammoth Bar to Confluence/Connector Trail to avoid dangerous paved road
209	Add a trail from Mammoth Bar to the Confluence/Connector trail to avoid conflicts with motor vehicles on the narrow paved road.
210	Please fix and add more features! Creating legal OHV trails in the area are critical to keeping locals happy, and off closed trails.
211	retain OHV use to either 7 days a week or alternating days. Relocate practice MX track to Castle Rock or another upland site and provide for regular maintenance and watering of the facility along with day use facilities. Allow for campsites in the OHV area. Continue to allow for technical downhill mountain bike and to allow for construction of jump features Add potable water to the day use facilities Build a bicycle only legal trail from Mammoth Bar to the Confluence/Connector trail to avoid bikes on dangerous paved road.
212	Construct technical and downhill mountain biking trails and other active recreational opportunities, including a jump/flow trail like Corral Trail in South Lake Tahoe. Add potable water at Mammoth Bar Build climbing trail from Mammoth Bar to Confluence/Connector Trail to avoid paved road
213	1) Retaining the OHV use (alternating days).

Comments on Mammoth Bar

Comment Number	4. What else should be addressed in the Mammoth Bar Management Zone?
	2) Constructing technical and downhill mountain biking trails and other active recreational opportunities, including a jump/flow trail like Corral Trail in South Lake Tahoe. 3) Add potable water at Mammoth Bar 4) Build climbing trail from Mammoth Bar to Confluence/Connector Trail to avoid dangerous paved road
214	1) Retaining the OHV use 7 days weekly 2) Adding a moderate amount of campsites (to support OHV and additional bicycle-related events such as the Mammoth Bar Enduro). 3) Constructing technical and downhill mountain biking trails and other active recreational opportunities, including a jump/flow trail like Corral Trail in South Lake Tahoe. 4) Add potable water at Mammoth Bar 5) Build climbing trail from Mammoth Bar to Confluence/Connector Trail to avoid dangerous paved road
215	1) Retaining the OHV use (either 7 days weekly or alternating days). 2) Adding campsites (to support additional bicycle-related events such as the Mammoth Bar Enduro). 3) Constructing technical and downhill mountain biking trails and other active recreational opportunities, including a jump/flow trail like Corral Trail in South Lake Tahoe. 4) Add potable water at Mammoth Bar 5) Build climbing trail from Mammoth Bar to Confluence/Connector Trail to avoid dangerous paved road
216	Changes in most cases cost money. I support the trail systems remain the same as existing. In addition I support access to mountain bikes on the trails as well. Let's keep costs down and keep things the way they are .
217	I support: 1) Constructing technical and downhill mountain biking trails and other active recreational opportunities, including a jump/flow trail like Corral Trail in South Lake Tahoe. 2) Build a climbing trail from Mammoth Bar to Confluence/Connector Trail to avoid dangerous paved road.
218	I Support the Following: 1) Retaining the OHV use (either 7 days weekly or alternating days). 2) Relocating the tracks and staging area to Castle Rock or another suitable upland site, and expanding the OHV trails (option c on the survey). 3) Adding campsites (to support additional bicycle-related events such as the Mammoth Bar Enduro). 4) Constructing technical and downhill mountain biking trails and other active recreational opportunities, including a jump/flow trail like Corral Trail in South Lake Tahoe.

Comments on Mammoth Bar

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	5) Add potable water at Mammoth Bar 6) Build climbing trail from Mammoth Bar to Confluence/Connector Trail to avoid dangerous paved road 7) I love being able to connect to several trails, which make for Epic Rides. One comes to mind (The Whole Enchilada), and would love to see connections between this portion of trail system and others that you are soon to be deciding on.
219	Provide safe trails for hikers and other non-OHV users
220	I love going here with my husband and two boys. It's a beautiful place to ride trails and track and is close to home. Please keep this open to OHV! We love being at the track and trails while being close to the river.
221	Bikes are a huge part of the use in mammoth bar. Bicycle specific trails or closed to ohv, bike only trails would benefit the park. It would also be a much easier to maintain trail and show the difference between ohv and cycling on trail wear.
222	The physical condition of many trails within the Park needs to be addressed. Given the lack of funding and resources available to Parks, I understand that it is unlikely for much of the maintenance needs of the Park to be met by Parks employees. As such, I ask that Parks develop an agreement with Folsom-Auburn Trail Riders Action Coalition (FATRAC) to allow skilled, accredited volunteers to lead maintenance work days within the Park on an as-needed basis; allowing work to be performed on short notice. This type of partnership is commonplace for many trail networks, and has been a proven success in other SRAs, as the Central Coast Concerned Mountain Bikers (CCCMB) have demonstrated in and around San Louis Obispo. Allowing for trail users to give back to the trail system will increase user safety, decrease erosion, and heighten the parks popularity, thus increasing revenue potential. These trails in the OHV park are in serious need of repair, yet the ASRA refuses to allow maintenance to be done, instead waiting for erosion and overuse to damage trails to the point of no return. Grizzly and Murderers are perfect examples of this and Eastside Trail will soon be irreparably damaged (if it is not already). There are dozens, if not hundreds of hands willing to help with trail repair and maintenance, but the ASRA habitually makes it virtually impossible for willing volunteers to perform repairs or carry out routine trail maintenance, preferring to avoid and delay necessary action, causing further trail damage and neglect in the process.
223	Encourage multi use trails.Hiker/Biker/Horses.Have the OHV areas where they are less susceptible to river wash out
224	1) Constructing technical and downhill mountain biking trails and other active recreational opportunities, including a jump/flow trail like Corral Trail in South Lake Tahoe. 2) Add potable water at Mammoth Bar 3) Build climbing trail from Mammoth Bar to Confluence/Connector Trail to avoid dangerous paved road
225	-Add campsites (to support additional bicycle-related events such as the Mammoth Bar Enduro). -Construct technical and downhill mountain biking trails and other active recreational opportunities, including a jump/flow trail like Corral Trail in South Lak

Comments on Mammoth Bar

Comment Number	4. What else should be addressed in the Mammoth Bar Management Zone?
226	Better signage explaining what days are OHV days and what are not. Or better publication of such information would help. Everyone should get to use the areas , but it would be nice to know what days it is safe for bikers and hikers to enter.at each point of entry to the area
227	Retain motorcycle use on alternate days, but also build non motorized trails in this area, including technical and downhill mountain biking trails and a jump/flow trail like Corral Trail in South Lake Tahoe. Add potable water at Mammoth Bar. Build climbing trail from Mammoth Bar to Confluence/Connector Trail to avoid dangerous paved road. Perhaps there could be another trail from the moto staging area to the confluence which climbs more gradually than the "climbing trail," make a loop out of it.
228	Keep the status quo.
229	More mountain bike access on trails.
230	<ol style="list-style-type: none"> 1) Retain the OHV use (either 7 days weekly or alternating days). 2) Relocate the tracks and staging area to Castle Rock or another suitable upland site, and expanding the OHV trails (option c on the survey). 3) Add campsites (to support additional bicycle-related events such as the Mammoth Bar Enduro). 4) Construct technical and downhill mountain biking trails and other active recreational opportunities, including a jump/flow trail like Corral Trail in South Lake Tahoe. 5) Add potable water at Mammoth Bar 6) Build climbing trail from Mammoth Bar to Confluence/Connector Trail to avoid dangerous paved road
231	<p>Construct technical and downhill mountain biking trails and other active recreational opportunities, including a jump/flow trail like Corral Trail in South Lake Tahoe.</p> <p>Add potable water at Mammoth Bar</p> <p>Build climbing trail from Mammoth Bar to Confluence/Connector Trail to avoid dangerous paved road</p> <p>Develop an agreement with FATRAC allowing them to provide ongoing, routine maintenance on park trails on an as-needed, short notice basis</p>
232	Development of specifically designed mountain bike trails with progression for skill building and small technical features including a flow trail with banked turns and rolling dips.
233	<ol style="list-style-type: none"> 1) Retaining the OHV use (either 7 days weekly or alternating days). 2) Relocating the tracks and staging area to Castle Rock or another suitable upland site, and expanding the OHV trails (option c on the survey). 3) Adding campsites (to support additional bicycle-related events such as the Mammoth Bar Enduro).

Comments on Mammoth Bar

Comment Number	4. What else should be addressed in the Mammoth Bar Management Zone?
	<p>4) Constructing technical and downhill mountain biking trails and other active recreational opportunities, including a jump/flow trail like Corral Trail in South Lake Tahoe.</p> <p>5) Add potable water at Mammoth Bar</p> <p>6) Build climbing trail from Mammoth Bar to Confluence/Connector Trail to avoid dangerous paved road</p>
234	Leave open to MTB and hikers
235	<p>1. Retain the OHV use 7 days/week.</p> <p>2. Relocate the tracks and staging area to Castle Rock or another suitable site.</p> <p>3. Add some additional campsites.</p> <p>4. Construct technical/downhill mountain bike trails.</p> <p>5. Build climbing singletrack trail from Mammoth Bar to Confluence/Connector to avoid paved road.</p>
236	You should add potable water at Mammoth Bar and build a climbing trail from Mammoth Bar to Confluence/Connector Trail to avoid dangerous paved road
237	<p>4) Constructing technical and downhill mountain biking trails and other active recreational opportunities, including a jump/flow trail like Corral Trail in South Lake Tahoe.</p> <p>5) Add potable water at Mammoth Bar</p> <p>6) Build climbing trail from Mammoth Bar to Confluence/Connector Trail to avoid dangerous paved road</p>
238	<p>I would like to see new singletrack trails built. As of 2016, Placer Countys population has grown by roughly 220%, according to the US Census. Yet in a similar time frame, practically zero miles of singletrack have been added to the ASRA. Like the issues around maintaining trails, volunteer labor and donations are readily available to assist in the planning and execution of new trails, with the potential of little to no fiscal cost to Parks.</p> <p>1) Retaining the OHV use (either 7 days weekly or alternating days).</p> <p>2) Relocating the tracks and staging area to Castle Rock or another suitable upland site, and expanding the OHV trails (option c on the survey).</p> <p>3) Adding campsites (to support additional bicycle-related events such as the Mammoth Bar Enduro).</p> <p>4) Constructing technical and downhill mountain biking trails and other active recreational opportunities, including a jump/flow trail like Corral Trail in South Lake Tahoe.</p> <p>5) Add potable water at Mammoth Bar</p> <p>6) Build climbing trail from Mammoth Bar to Confluence/Connector Trail to avoid dangerous paved road</p> <p>7) Develop an agreement with FATRAC allowing them to provide ongoing, routine maintenance on park trails on an as-needed, short notice basis</p>

Comments on Mammoth Bar

Comment Number	4. What else should be addressed in the Mammoth Bar Management Zone?
239	Please add potable water, construct technical and downhill mountain biking trails and other active recreational opportunities, including a jump/flow trail like Corral Trail in South Lake Tahoe, and build a climbing trail from Mammoth Bar to the Confluence/Connector Trail to avoid the dangerous paved road.
240	<ol style="list-style-type: none"> 1) Constructing technical and downhill mountain biking trails and other active recreational opportunities, including a jump/flow trail like Corral Trail in South Lake Tahoe. 2) Add potable water at Mammoth Bar 3) Build climbing trail from Mammoth Bar to Confluence/Connector Trail to avoid dangerous paved road
241	<p>Construct technical and downhill mountain biking trails and other active recreational opportunities, including a jump/flow trail like Corral Trail in South Lake Tahoe. This would be a boon to tourism, and us locals would be thrilled, too!</p> <p>Add potable water at Mammoth Bar</p> <p>Build climbing trail from Mammoth Bar to Confluence/Connector Trail to avoid dangerous paved road</p>
242	Open up riding area for motorcyclists, I do not ride on the track. Hopefully it won't take too long to open Mammoth bar back up.
243	Constructing technical and downhill mountain biking trails and other active recreational opportunities, including a jump/flow trail like Corral Trail in South Lake Tahoe. Add potable water at Mammoth Bar Build climbing trail from Mammoth Bar to Confluence/Connector Trail to avoid dangerous paved road
244	<p>Constructing technical and downhill mountain biking trails and other active recreational opportunities, including a jump/flow trail like Corral Trail in South Lake Tahoe.</p> <p>Add potable water at Mammoth Bar</p> <p>Build a climbing trail from Mammoth Bar to Confluence/Connector Trail to avoid bicycles riding on the dangerous paved road.</p>
245	<ol style="list-style-type: none"> 1) Retaining the OHV use (either 7 days weekly or alternating days). 2) Relocating the tracks and staging area to Castle Rock or another suitable upland site, and expanding the OHV trails (option c on the survey). 3) Adding campsites (to support additional bicycle-related events such as the Mammoth Bar Enduro). 4) Constructing technical and downhill mountain biking trails and other active recreational opportunities, including a jump/flow trail like Corral Trail in South Lake Tahoe. 5) Add potable water at Mammoth Bar 6) Build climbing trail from Mammoth Bar to Confluence/Connector Trail to avoid dangerous paved road
246	Continue to allow mountain bike access with opportunities to develop more trails and greater access for mountain bikes in the future

Comments on Mammoth Bar

Comment Number	4. What else should be addressed in the Mammoth Bar Management Zone?
247	<p>The current area or tracks and trails will be consistently be affected by river flows. It cannot be maintained as it is with high river flows.</p> <p>This is not an appropriate area for OHV use.</p> <p>It the area remains, the tracks and trails must be moved back and away from the river.</p>
248	<p>Just repair erosion on a regular basis. Ask for volunteers from the riding community. I ride mountain bikes there but have no problem with OHV being on the same trails. Lets just repair and preserve the trails we already have in place.</p>
249	<p>Increase efforts to maintain existing trails with help from local organizations to help keep trails open and mitigate environmental damage (without outright closing down the area). Camping would be nice but putting money towards building and maintaining trails seems like it would be a better option since existing infrastructure seems (to me at least) pretty adequate</p>
250	<p>Allow the trail to be maintained, let the bike clubs in there to work.</p> <p>Expand the trail system, add in some Mountain bike specific trails.</p> <p>Do some minor reroutes on squaw flat trail to take out a couple of the eroded headwalls.</p> <p>Add another section of single track to the bottom of East side trail to go to the bottom. Open up Grizzly and Murderers!</p>
251	<p>Constructing technical and downhill mountain biking trails and other active recreational opportunities, including a jump/flow trail like Corral Trail in South Lake Tahoe.</p> <p>Add potable water at Mammoth Bar</p> <p>Build climbing trail from Mammoth Bar to Confluence/Connector Trail to avoid dangerous paved road</p>
252	<p>As a frequent visitor and supporter of local businesses when I spend time in the area I support FATRACs recommendations including:</p> <ol style="list-style-type: none"> 1) Retaining the OHV use (either 7 days weekly or alternating days). 2) Relocating the tracks and staging area to Castle Rock or another suitable upland site, and expanding the OHV trails (option c on the survey). 3) Adding campsites (to support additional bicycle-related events such as the Mammoth Bar Enduro). 4) Constructing technical and downhill mountain biking trails and other active recreational opportunities, including a jump/flow trail like Corral Trail in South Lake Tahoe. 5) Add potable water at Mammoth Bar 6) Build climbing trail from Mammoth Bar to Confluence/Connector Trail to avoid having to use the dangerous paved road.
253	<p>I think that this area would warrant new trails being built, specifically down hill or "flow" type trails. The topic of opening up existing trails and seeing what trail groups are willing to do to maintain and build new trails is could have a huge impact as this could be a free labor force to no cost to the park.</p>

Comments on Mammoth Bar

Comment Number	4. What else should be addressed in the Mammoth Bar Management Zone?
254	New Mountain Bike trails!!!
255	<p>I support:</p> <ol style="list-style-type: none"> 1) Retaining the OHV use (either 7 days weekly or alternating days). 2) Relocating the tracks and staging area to Castle Rock or another suitable upland site, and expanding the OHV trails (option c on the survey). 3) Adding campsites (to support additional bicycle-related events such as the Mammoth Bar Enduro). 4) Constructing technical and downhill mountain biking trails and other active recreational opportunities, including a jump/flow trail like Corral Trail in South Lake Tahoe. 5) Add potable water at Mammoth Bar 6) Build climbing trail from Mammoth Bar to Confluence/Connector Trail to avoid dangerous paved road
256	<ol style="list-style-type: none"> 1) Constructing technical and downhill mountain biking trails and other active recreational opportunities, including a jump/flow trail like Corral Trail in South Lake Tahoe. 2) Add potable water at Mammoth Bar 3) Build climbing trail from Mammoth Bar to Confluence/Connector Trail to avoid dangerous paved road
257	<p>This area is under used in my opinion and has great potential. This seems like it would be a good location for a campground in Auburn. Add technical and downhill mountain biking trails and other active recreational opportunities, including a jump/flow trail like Corral Trail in South Lake Tahoe would be great. Add potable water to this area and build a climbing trail from Mammoth Bar to Confluence/Connector Trail to avoid the dangerous paved road.</p>
258	<p>Always a good mountain bike experience, the OHV's never get in the way. I wouldn't expand anything, yet keep things as they are with trail work day in the future. Plenty of able bodies to put in hours on maintenance and new trails.</p>
259	<p>That area is a great place to share with mountain bikers. The trails are technical and can be used for trail or DH riding. Also building more mtb trails in that area would help separate hiker/biker/equestrians a little better.</p>
260	<p>Construction of new downhill mountain bike trails and connecting trails and new climbing trail to link confluence to connector trail to avoid dangerous bike use of the highway</p>
261	<ol style="list-style-type: none"> 1) Constructing technical and downhill mountain biking trails and other active recreational opportunities, including a jump/flow trail like Corral Trail in South Lake Tahoe. 2) Add potable water at Mammoth Bar 3) Build climbing trail from Mammoth Bar to Confluence/Connector Trail to avoid dangerous paved road

Comments on Mammoth Bar

Comment Number	4. What else should be addressed in the Mammoth Bar Management Zone?
262	Add potable water at Mammoth Bar. Build climbing trail from Mammoth Bar to Confluence/Connector trail to avoid paved road. build technical and downhill mountain bike trails similar to Corral Trail in South Lake Tahoe. Thank you
263	Open up more dh specific trails for mountain bikes. They are one of the bigger user groups in the park.
264	There is a great opportunity to create trails for specific uses, Hiking trails should not be used by bikes, Bikes should be able to have the trails further away from the river. This separation will allow each group to get the most from the area with minimal conflict. I think there can be a great many bike trails of differing skill level all over the area, dont dumb it down, let the bikers make the most of what is a great asset.
265	It would be fantastic if we could get regular maintenance of the OHV park. With Camping and regular building this could become a world class moto/Mountain bike destination.
266	Trail maintenance needs to be improved. Many areas have become rutted and washed out due to poor maintenance. Have volunteer days so users can participate in maintaining trails. This has become a great family area and I would like to see expanded opportunities for young riders. Youth track is limited and narrow. A wider track like that at Prairie City SRVA would be great
267	More days open Saturday & Sunday
268	Allow mountain bikers more access and perform trail work to clean up ruts on trails
269	Campsites but not 50! Perhaps 20 in two divided locations & also include bike/hike in sites. No large RVs! More mountain biking trails, especially since the OHV trails are being closed. Maintenance for more sustainable/ erosion proof trails
270	Campsites would be great, but NOT 50! Maybe 10 car& 10 walk in spots. Mountain bikers would love more trail maintenance of this area, even if we have to do it ourselves.
271	More trails and better maintenance. This area should be dedicated to Dirt bike and MTB use. No horses or Hikers. Dont limit use days to dirt bikers as MTB and Dirtbikes can share the trails as long as the trails are unidirectional.
272	No paving for parking or additional roads should be added. Keep roads and parking primitive.
273	1)Constructing technical and downhill mountain biking trails and other active recreational opportunities, including a jump/flow trail like Corral Trail in South Lake Tahoe. 2) Add potable water at Mammoth Bar 3) Build climbing trail from Mammoth Bar to Confluence/Connector Trail to avoid dangerous paved road

Comments on Mammoth Bar

Comment Number	4. What else should be addressed in the Mammoth Bar Management Zone?
274	I use the ASRA as a novice mountain biker and the eroded tracks are prohibiting to my and others enjoyment. Ive lived here almost a year and just purchased a home. I dont see why riding in Auburn cant be on par with our surrounding area. Trails could be easily improved with trail maintenance and design which would have minimal impact to the land, yet improve the riding experience. Ive relocated from Sacramento and my friends are quick to dismiss Auburn because conditions and head to Nevada City. Our conditions could be easily mitigated with volunteers, however, volunteers are not allowed to work on trail maintenance. If anything, please let TAMBA and volunteers work on trails in coordination with ASRA.
275	The track should be restored and future trails designed not only with motorcycles in mind, but also mtn. Bikes
276	Work with nonprofits such as Placer Land Trust and American River Conservancy and public agencies (federal, County) to protect land along and near the river through any means necessary. State Parks should be willing to acquire, own and manage land as part of this effort.
277	Keep gate open for day use!!!
278	Open the gate
279	Build DH specific, one way, non-motorized MTB trails in Mammoth Bar OHV.
280	Fix mammoth bar, and add more ohv trails

Comments on Lake Clementine

Comment Number	5. What else should be addressed in the Lake Clementine Management Zone?
1	Just build the damn trail from Confluence up the North Fork already.
2	Rebuild the Upper Clem Campground.
3	Reduce motorized activity on the lake and increase non-motorized activity! Kayak, Stand-up paddleboard, sw
4	There are various private property in holdings that, given access improvements could lead to private development and. construction that would affect public recreation access.
5	Not sure about the paved road. As long as rangers are checking regularly, then paving it would be helpful.
6	Improve and trim the trail all the way to the river just below the dam. Improve safety and facilities for families visiting the spillway vista point.
7	1) Constructing a bike legal singletrack trail from the Confluence to Ponderosa Crossing.
8	Construct a bike legal singletrack trail from the Confluence to Ponderosa Crossing.
9	Construct a bike legal singletrack trail from the Confluence to Ponderosa Crossing.
10	Not sure how #4 would define sufficient demand, but you could start with weekends year-round.
11	1) Constructing a bike legal singletrack trail from the Confluence to Ponderosa Crossing.
12	I'd like to see a bike legal single track trail built to connect the confluence area and Ponderosa Crossing.
13	Please encourage non-motorized uses (e.g., kayaks, stand up paddleboards) on Lake Clementine by reducing the allowable size of motorized boats, and by closing and revegetating the boat-in campground. Please construct bike legal singletrack trail from the Confluence to Ponderosa Crossing.
14	1) Constructing a bike legal singletrack trail from the Confluence to Ponderosa Crossing.
15	Widen road for passing area and turns. Very dangerous when towing a boat.
16	Add a closed off area for a slalom skiing course
17	1) Constructing a bike legal singletrack trail from the Confluence to Ponderosa Crossing.

Comments on Lake Clementine

Comment Number	5. What else should be addressed in the Lake Clementine Management Zone?
18	The trail down to the river just downstream of the dam needs much improvement. There is potential for river recreation during spring run-off flows, but it is very difficult to carry a boat down to the river to put-in below the dam.
19	It would be nice if there was camping where you did not have to boat in.
20	Horse trailer parking and trail access for equestrians would be nice.
21	Construct a single track trail from the confluence to Ponderosa Crossing that is BIKE LEGAL. Mountain bikers are chomping at the bit to help build, AND maintain, trails and will provide lots of volunteer time to do so, especially when compared to other user groups.
22	Construct a bike legal singletrack trail from the Confluence to Ponderosa Crossing
23	It's a nice area to kayak and SUP so, adding more boats would take away from the calmness of the water.
24	1) Constructing a bike legal singletrack trail from the Confluence to Ponderosa Crossing
25	There is a real issue with safety on lower lake clementine road with cars parked on the side of the road. The cars parked make it very hard and dangerous for boat trailers getting up and down the road.
26	Constructing a bike legal singletrack trail from the Confluence to Ponderosa Crossing.
27	Construct a bike legal singletrack to connect ponderosa crossing to the confluence
28	Would be appreciate of the following: 1) Constructing a bike legal singletrack trail from the Confluence to Ponderosa Crossing.
29	Add campgrounds to Upper lake Clementine.
30	Improve upper lake access (hair pin turns) as well for boat trailer access.
31	1) Constructing a bike legal singletrack trail from the Confluence to Ponderosa Crossing.
32	All parts of the Lake Clementine Zone should be accessible year round.
33	Keep boating and keep the current limit if boats allowed on the lake. The marina should not be expanded because it is a small lake. I could go either way on renovations. Stairs to boat slips I think already has had some improvements. Bathrooms are fine. Boat in campground is awesome! Please dont take that away!
34	I believe that the State Parks has done a credible job in managing the resource. For kayak boaters, there would be some benefit for a take area that is not impacted by motorized boats.

Comments on Lake Clementine

Comment Number	5. What else should be addressed in the Lake Clementine Management Zone?
35	1) Constructing a bike legal singletrack trail from the Confluence to Ponderosa Crossing.
36	Construct a bike legal singletrack trail from the Confluence to Ponderosa Crossing.
37	Reduce day use fees.
38	Open Upper Lake Clementine year-round when there is demand and road conditions permit. It may not be necessary to pave the popular Upper Lake Clementine dirt road. Installation of culverts, water bars, gravel and better maintenance may resolve road issues. No access from the Applegate-Boole Road area. Improve the trail below the North Fork Dam for day use and as a boater put-in.
39	1. construct a bike legal single track trail from the Confluence to Ponderosa Crossing
40	Construct a bike legal singletrack trail from the Confluence to Ponderosa Crossing
41	I support: 1) Constructing a bike legal singletrack trail from the Confluence to Ponderosa Crossing.
42	More law enforcement is need EVERY DAY on Lake Clementine. As the second most visited part of the park, there is NO law enforcement presence during the day. They only come out at night on weekends. Inexperienced boaters are allowed on this small lake, and make it very dangerous for families to enjoy their time at the lake. Boating safety should be Parks first priority. There are not enough usable restrooms available for all campsites. There should be one with in walking distance for everyone.
43	1) Constructing a bike legal singletrack trail from the Confluence to Ponderosa Crossing.
44	Look to add Hiker-Biker sites to any developed campsites. Look for primitive camping sites near lake for backpacking and bikepacking. Create bike legal trails to Ponderosa Way Bridge. Improve upper access for use as take out for whitewater kayak takeout during winter whether road is paved or not.
45	Improve the Clementine trail.
46	1) Construct a bike legal singletrack trail from the Confluence to Ponderosa Crossing.
47	Do a better job of road maintenance.
48	expand mountain biking opportunities
49	leave as is

Comments on Lake Clementine

Comment Number	5. What else should be addressed in the Lake Clementine Management Zone?
50	Build a bike legal singletrack trail from the Confluence to Ponderosa Crossing.
51	Improve signage and provide interpretive media to encourage responsible visitor behavior. Provide trash cans and permanent toilet facilities.
52	Keep it as natural as possible. Trail areas are great.
53	Often there are open water swimmers in the lake that can be at risk due to power boats. Better regulations and safety precautions should be considered.
54	*Constructing a bike legal singletrack trail from the Confluence to Ponderosa Crossing.
55	Allow for more trail building.
56	It would be nice to have a dirt trail connecting lake Clementine to the connector trail
57	Trail safety. Speed signs
58	1) Constructing a bike legal singletrack trail from the Confluence to Ponderosa Crossing
59	
60	As a mountain biker, I'd LOVE to see more mountain bike access provided - we're a strong group, we're here to help build and maintain trails. As such, we'd love to be more involved and we'd love to see opportunities grown for not only our own usage, but for that to be shared with others visiting the area.
61	Continue with plans to make a bike trail to Ponderosa.
62	Allow Mt bikers access to all singletrack, Mt bikers are great trail stewards.
63	Construct a bike legal singletrack trail from the Confluence to Ponderosa Crossing.
64	Construct a bike legal singletrack trail from the Confluence to Ponderosa Crossing.
65	Constructing a bike legal singletrack trail from the Confluence to Ponderosa Crossing would be great.
66	The road to Upper Clementine should be open year round to allow whitewater rafting and kayaking trips to take out.
67	Noise control! The use of Boom Box electronics on boats should be outlawed on Clementine.

Comments on Lake Clementine

Comment Number	5. What else should be addressed in the Lake Clementine Management Zone?
68	Please construct the multiple use trail between Lake Clementine and Ponderosa Way.
69	If the road is paved, it would be good to have a capacity amount permitted at lake in the summer.
70	Implement parking restrictions on busy weekends to divert hikers from the limited parking at Lake Clementine to other park facilities. While it is unfortunate to favor one user group over another during times of impacted overuse, this is a unique facility within ASRA providing lake access for motorized and unmotorized boating with limited parking, while there are dozens of other ASRA facilities providing access to hiking trails. Construct a bike legal single track trail from the confluence to ponderosa crossing.
71	Improve and expand mountain bike trails from the start of the paved section on clementine road to the connector trail.
72	Add a trail near river level on the south side of the river. Add non-motorized trail user access to the boat in camp ground. Add at least 1 site for trail user camping. Add a singletrack trail from river level up to Foresthill Divide Loop trail.
73	More consideration should be given to maximize mountain biking. This user group does more maintenance and partnership with the ASRA by far over any other group. In addition, there is a growing population of MTBers as opposed to other recreational hobby participation which are in the decline. The economic impact of mountain biking benefits the parks and local communities.
74	Construct a bike legal singletrack trail from the Confluence to Ponderosa Crossing. Develop an agreement with FATRAC allowing them to provide ongoing, routine maintenance on park trails on an as-needed, short notice basis.
75	Allow mountain biking on all trails in the Lake Clementine Management Zone
76	Constructing a bike legal singletrack trail from the Confluence to Ponderosa Crossing
77	As a trail user that frequents the ASRA and cares about its future and the management of the Park, thank you for providing the opportunity to express my opinions on the upcoming General Plan. The issues I would like to see prioritized in the Plan are as follows. There is currently a large disparity in the appropriation of resources within the Park. Despite being the second most common user group in the Park, cycling is only allowed on a fraction of singletrack located in the ASRA. Off-road cycling is a low-impact, human-powered, legitimate recreation group with more than 35 million annual U.S. participants (Outdoor Industry Association). Science has shown that the environmental impact of bicyclists is similar to that of hikers. Cyclists, more so than any other user group, give back to their local trail systems by volunteering on public land, providing an untapped resource for a budget bound park system that is, through no fault of its own, looking at a backlog of maintenance needs that it cant seem to meet. Furthermore, the often-heard argument that bicycles shouldnt be allowed on many trails do to user conflicts and other safety concerns has been discredited in California State Parks own study in 2012. Combined with an exponential growth in annual visitors seeking outdoor recreation, much of the Parks trail network is overtaxed, and for cyclists, disproportionately and unfairly allocated. With multiple options to rectify this disparity at the disposal of Parks, I see no reason this unjust allotment of available trails can not be remedied immediately. Change in use, odd/even days, and/or seasonal sharing are just few examples of techniques that could rectify this imbalance at

Comments on Lake Clementine

Comment Number	5. What else should be addressed in the Lake Clementine Management Zone?
	<p>little to no fiscal cost. Considering the ASRA is a state designated recreation area, I am highly opposed to the ideas put forth in the Resource Management Emphasis. As an outdoor enthusiast, I understand the need to protect certain natural resources. However, given that this space has been set aside as an area appropriate for high levels of human impact, I would prefer that it be managed as such. The physical condition of many trails within the Park needs to be addressed. Given the lack of funding and resources available to Parks, I understand that it is unlikely for much of the maintenance needs of the Park to be met by Parks employees. As such, I ask that Parks develop an agreement with Folsom-Auburn Trail Riders Action Coalition (FATRAC) to allow skilled, accredited volunteers to lead maintenance work days within the Park on an as-needed basis; allowing work to be performed on short notice. This type of partnership is commonplace for many trail networks, and has been a proven success in other SRAs, as the Central Coast Concerned Mountain Bikers (CCCMB) have demonstrated in and around San Louis Obispo. Allowing for trail users to give back to the trail system will increase user safety, decrease erosion, and heighten the parks popularity, thus increasing revenue potential. I would like to see new singletrack trails built. As of 2016, Placer Countys population has grown by roughly 220%, according to the US Census. Yet in a similar time frame, practically zero miles of singletrack have been added to the ASRA. Like the issues around maintaining trails, volunteer labor and donations are readily available to assist in the planning and execution of new trails, with the potential of little to no fiscal cost to Parks.</p> <p>State Parks should work with nonprofits such as Placer Land Trust, American River Conservancy and public agencies (federal, County) to protect land along and near the river through any means necessary. And State Parks should be willing to acquire, own and manage land as part of this effort.</p>
78	1) Constructing a bike legal singletrack trail from the Confluence to Ponderosa Crossing.
79	Construct a bike legal singletrack trail from the Confluence to Ponderosa Crossing.
80	<p>Upper Lake - Pave the road. Pave the road. Pave the road.</p> <p>Also, keep the park open longer hours.</p> <p>Also, do not close the park in the winter.</p> <p>Lower Lake - maintain the road.</p>
81	1) Constructing a bike legal singletrack trail from the Confluence to Ponderosa Crossing.
82	Maintain the same or expand mountain bike access to all trails. Do not reduce mountain bike access to trails.
83	I believe the Foresthill Connector trail is in this zone. This should be a strictly a hiking/ mountain bike trail. It's dangerous enough for mountain bikes coming at each other, there is no way to make it safe for both bikes and equestrians and the connector allows one of the few long mountain bike rides in the area.
84	Affordable Monthly Marina Rental

Comments on Lake Clementine

Comment Number	5. What else should be addressed in the Lake Clementine Management Zone?
85	Open Lake Clementine year-round when there is demand and road conditions permit. It may not be necessary to pave the popular Upper Lake Clementine dirt road. Installation of culverts, water bars, gravel and better maintenance may resolve road issues. No access from the Applegate-Boole Road area. Improve the trail below the North Fork Dam for day use and as a boater put-in.
86	Place a greater emphasis on providing outdoor recreation opportunities, and mountain biking in particular
87	Multiuse bike trail from confluence to Ponderosa crossing
88	1) Construct a bike legal singletrack trail from the Confluence to Ponderosa Crossing.
89	Constructing a bike legal singletrack trail from the Confluence to Ponderosa Crossing.
90	1) Constructing a bike legal singletrack trail from the Confluence to Ponderosa Crossing.
91	1) Constructing a bike legal singletrack trail from the Confluence to Ponderosa Crossing.
92	Add more trails
93	1) Constructing a bike legal singletrack trail from the Confluence to Ponderosa Crossing.
94	Constructing a bike legal singletrack trail from the Confluence to Ponderosa Crossing.
95	1) Construct a bike legal singletrack trail from the Confluence to Ponderosa Crossing.
96	Again over use of this area. Unsafe when driving on Foresthill road because of all the cars trying to get in to the lake. Crazy sometimes.
97	construct bike legal single track from Confluence to Ponderosa crossing
98	Constructing a bike legal singletrack trail from the Confluence to Ponderosa Crossing.
99	I support constructing a bike legal single track trail from the Confluence to Ponderosa Crossing.
100	Limit Personal Water Craft use on the weekends. Work with local mountain bike groups to create and manage trails for hikers and bikers. Work with equestrian groups for trail access on odd or even days and/or weekends for hikers and mountain bikers..
101	Please keep the trails available to mountain biking, as this is a beautiful area to enjoy on a bike, with room for everyone.
102	Please complete the proposed bike-legal singletrack trail from Lake Clementine to Ponderosa Crossing.

Comments on Lake Clementine

Comment Number	5. What else should be addressed in the Lake Clementine Management Zone?
103	Keep it open to Mt Bikes
104	1) Constructing a bike legal singletrack trail from the Confluence to Ponderosa Crossing.
105	Construct a multi-use single track trail from the Confluence to Ponderosa crossing.
106	Construct a bike legal singletrack trail from the Confluence to Ponderosa Crossing.
107	1) Constructing a bike legal singletrack trail from the Confluence to Ponderosa Crossing
108	1) Constructing a bike legal singletrack trail from the Confluence to Ponderosa Crossing
109	1) Constructing a bike legal singletrack trail from the Confluence to Ponderosa Crossing.
110	1) Constructing a bike legal singletrack trail from the Confluence to Ponderosa Crossing
111	I support constructing a bike legal singletrack trail from the Confluence to Ponderosa Crossing.
112	Would be nice to have potable water at the confluence
113	I Support the Following: 1) Constructing a bike legal singletrack trail from the Confluence to Ponderosa Crossing. 2) I love being able to connect to several trails, which make for Epic Rides. One comes to mind (The Whole Enchilada), and would love to see connections between this portion of trail system and others that you are soon to be deciding on.
114	The season for upper Lake Clementine should open on May 1st- not the end of May.
115	Lake Clementine is not big enough for the size of boat allowed. If you have ever been out on the lake, huge sound systems on some boats can be heard from almost one end of the lake to the other.
116	Encourage multi use trails.Hiker/Biker/Horses
117	Construct a bike legal singletrack trail from the Confluence to Ponderosa Crossing
118	Construct a bike legal singletrack trail from the Confluence to Ponderosa Crossing.
119	bike access trails on the lake.

Comments on Lake Clementine

Comment Number	5. What else should be addressed in the Lake Clementine Management Zone?
120	I support maintaining the status quo in the marina area. Concerning the trails please allow the development and use for hikers, mountain bike riders, and horse riders.
121	<p>The loudness of the music of some ski boats. Some boats play very loud music (to be heard over the sound of the boat's motor) that can be heard by others for up to a mile away. You can hear them when they are still out of sight. These boats have large elevated speakers and are easily recognized.</p> <p>Please allow skiing but there is no need for the skier (and other boaters, fishermen/women, hikers, kayakers, canoers) to listen to music while they ski.</p>
122	<p>The existing road to Upper Lake Clementine needs to be improved, but closed during the winter. A smoother dirt road would be good enough. The season should be expanded to be open from April 1 - October 31. I would like to kayak from there in more months of the year.</p> <p>High boat speeds on the Lake are dangerous, especially in narrow portions of the Lake. Speed limits need to be imposed. High boat speeds also cause erosion and disturb wild life.</p> <p>I love upper Lake Clementine!</p>
123	1) Construct a bike legal singletrack trail from the Confluence to Ponderosa Crossing.
124	Pave the upper lake road and put in an iron ranger so we can still use the lake when there isn't enough demand to justify paying for staffing the booth at the top of the road.
125	Construct a bike legal singletrack trail from the Confluence to Ponderosa Crossing
126	Add more permanent restroom facility and more trash receptacles. Allow dogs on leashes and provide biodegradable, disposable station for dog clean up.
127	Allow dogs as used to be permitted many years ago. Dogs keep the unnatural Canadian geese away, whose feces pollute the beach and cause the sands to be unsanitary. Boaters often have to bring rakes just to make area clean. Require dog owners to clean up after their animals and the beaches will be safer and cleaner-overall . Dogs also warn of other critters to campers such as snakes, mountain lion and more.
128	Maintain the current biking and hiking
129	1) Constructing a bike legal singletrack trail from the Confluence to Ponderosa Crossing.
130	<p>Lake Clementine Zone: i support:</p> <p>1) Constructing a bike legal singletrack trail from the Confluence to Ponderosa Crossing.</p>
131	Construct a mountain bike legal singletrack trail from the Confluence to Ponderosa Crossing.

Comments on Lake Clementine

Comment Number	5. What else should be addressed in the Lake Clementine Management Zone?
132	Allow dogs
133	1) Constructing a bike legal singletrack trail from the Confluence to Ponderosa Crossing.
134	<p>I would like to see new singletrack trails built. As of 2016, Placer Countys population has grown by roughly 220%, according to the US Census. Yet in a similar time frame, practically zero miles of singletrack have been added to the ASRA. Like the issues around maintaining trails, volunteer labor and donations are readily available to assist in the planning and execution of new trails, with the potential of little to no fiscal cost to Parks.</p> <p>1) Construct a bike legal singletrack trail from the Confluence to Ponderosa Crossing. 2) Develop an agreement with FATRAC allowing them to provide ongoing, routine maintenance on park trails on an as-needed, short notice basis</p>
135	Constructing a bike legal singletrack trail from the Confluence to Ponderosa Crossing.
136	Create some legal singletrack trail from the Confluence to Ponderosa Crossing
137	I would like to see added resources put into trail maintenance and development, specifically to make the area more accessible and inviting to mountain biking. I am an avid trail runner and cyclist and feel the area could be better developed to give access to more people. I also feel the equestrian access should be limited due to severe amount of trail damage and erosion caused by horses.
138	Need a bike legal singletrack trail from Confluence to Ponderosa Crossing.
139	<p>Lake Clementine is a wonderful place to kayak.</p> <p>Any improvements to enhance kayaking would be appreciated.</p>
140	Construct a bike legal singletrack trail from the Confluence to Ponderosa Crossing
141	1) Constructing a bike legal singletrack trail from the Confluence to Ponderosa Crossing.
142	Continue to allow mountain bike access with opportunities to develop more trails and greater access for mountain bikes in the future
143	Keep it the same. Its great.
144	Constructing a bike legal singletrack trail from the Confluence to Ponderosa Crossing.
145	Constructing a bike legal singletrack trail from the Confluence to Ponderosa Crossing.
146	Skunks are out of control, but otherwise great place to camp.

Comments on Lake Clementine

Comment Number	5. What else should be addressed in the Lake Clementine Management Zone?
147	As a frequent visitor and supporter of local businesses when I spend time in the area I support FATRACs recommendations including building a bike legal trail from Confluence to Ponderosa Crossing.
148	1) Constructing a bike legal singletrack trail from the Confluence to Ponderosa Crossing. 2) Improve the trail to Clark's Hole.
149	1) Constructing a bike legal singletrack trail from the Confluence to Ponderosa Crossing.
150	I love kayaking and boating on Lake Clementine but would like to see a bike legal singletrack trail from the Confluence to Ponderosa Crossing.
151	New single track bike trail from confluence to ponderous crossing
152	1) Constructing a bike legal singletrack trail from the Confluence to Ponderosa Crossing.
153	Construct a bike legal singletrack trail from the Confluence to Ponderosa crossing. Thank you
154	Just maintenance and upkeep
155	No motorized boats would be my preference. Stand up paddle, kayak, canoe, row boats only would be more safe & would increase use of lake because there are no motor boats. Limited number of motor boats would be second choice.
156	Plant/stock more fish
157	The addition of a store at the marina would be nice but with no expansion of boat access. Signage added for the store at the road intersection (where the trail from the Foresthill bridge and roads meet) could draw hikers, bikers and other users like paddle boarders, as well.
158	As a kayaker, having year round access to upper lake clementine would expand the season that I can boat the river run below Ponderosa Rd. to upper Lake Clementine. Currently that run usually requires paddling the entire length of the lake to the marina when there is optimal spring flow in the river.
159	1) Constructing a bike legal singletrack trail from the Confluence to Ponderosa Crossing.
160	Less policing... the area is over policed.
161	Manage trails for mountain bikers and equestrian use. Widen if needed
162	Our home backs up to the ASRA in the Auburn Interface zone and my family hikes & bikes these trails almost every day (and we used to also have a horse). We know what trail etiquette is all about.

Comments on Lake Clementine

Comment Number	5. What else should be addressed in the Lake Clementine Management Zone?
	<p>We would like to see all existing trails open to all people and all riders. We would also like to see more new trails. The more trails there are, the less conflicts you will have!!</p> <p>An option would be to do an odd even day for bikes and horses in some of the more conflicting areas or build trails specifically for biking.</p> <p>Trail Maintenance</p> <p>The groups like FATRAC are great but a lot more maintenance needs to be done. If you get the local clubs and retailers to promote more, the volunteer people will come, especially for building new trails. You just need qualified people to supervise the volunteers.</p> <p>As a Hiker</p> <p>Everything is great, just need more trail maintenance.</p> <p>As a Biker -</p> <p>We would like to see trails for biking that connects the Auburn Interface (Overlook area), Knickerbocker and Confluence Zone together. Currently we have to ride Hwy 49 to get from one zone to the other and this is very dangerous!!</p> <p>We would also like to see the trail area expanded, maybe a trail going up the north side of the North Fork up to Yankee Jims, and then from Yankee Jims to the Foresthill Divide Loop Trail.</p> <p>We would also like to see some downhill specific trails (although not for us) in the OHV area for those who like to go fast and that would eliminate a lot of the conflicts on other trails where people do hike.</p>
163	It would be extremely beneficial to add a ranger Kiosk and seasonal employees at the upper Clementine parking lot for supervision.
164	Work with nonprofits such as Placer Land Trust and public agencies (federal, County) to protect land along the river through any means necessary. State Parks should be willing to acquire, own and manage land as part of this effort.

Comments on Foresthill Divide	
Comment Number	3. What else should be addressed in the Foresthill Divide Management Zone?
1	<p>Re: #2.. it is fine as it is for day use facilities. Only add day use picnic tables/etc if you can do it where there is a view of a canyon?</p> <p>The Foresthill Divide Loop Trail was primarily built by FATRAC (mountain biking advocacy group) and ASRA but is legal for hikers, runners and equestrians. Equestrians mostly avoid it, but there still are plenty of horsemen and horsewomen who enjoy it. It is certainly the BUSIEST trail in ASRA, simply because it is the only real "loop". I would advocate for a "no-bike" day on the loop if equestrians would agree to increased mountain biking access elsewhere in ASRA (e.g., Confluence to Cool, ALT trails, California Loop).</p> <p>PS- Over-restrictive interpretations of State Parks policies have made the trails in this zone DANGEROUS! It takes an act of congress to get legal brushing (trimming back branches, etc.) approved by State Parks, and it has been IMPOSSIBLE for 10+ years to get eroded and rutted (and DANGEROUS) trail bed repaired. It is absolutely insane. SB204 should have helped with this, but hasn't so far. Fix the broken system and stop being afraid of taking care of the trails you allegedly (mis)manage.</p>
2	<p>Install a one way connector trail on south side of Foresthill from top of stonewall to Foresthill divide.</p> <p>Connector trail should be one way for mountain bikes/equestrians only if another one way single track is installed on south side of Foresthill Road.</p>
3	<p>Work with the Department of Fish and Wildlife and other wildlife management organizations, and their volunteers, to study wildlife populations and make habitat improvements to enable growth of upland and big game animal populations into currently underutilized areas. Continue existing hunting opportunities and access, and allow bear hunting to help control that population and to curtail human-bear interactions in the expanding camping and day-use activities.</p>
4	<p>Allow bike access to trails and specifically allowing for alternative-day or one-way directional use of Western States Trail along the "California Loop" section of WST. Enhance trails that branch off of the main trail.</p>
5	<p>Please spend the money on patrolling the trails to keep them safe. I no longer feel safe hiking or riding equines due to some of the mountain bikers. Most are courteous, however the few who are not, don't seem to care if they hurt anyone. Some are on single track trails that are posted no bikes - but there they are!!!</p>
6	<p>Trails need some love</p>
7	<p>Either get mountain bikers off all trails less than six feet wide or enforce speed limits.</p> <p>Either require all dogs be on leash or ban dogs from ASRA.</p> <p>Stop sport and trophy hunting of wildlife. Citizens want to view them--follow CA State Parks policies of no hunting.</p>
8	<p>There should be culverts under Foresthill Rd at the top and bottom of the FDLT so trail users don't have to cross a road with high speed traffic.</p>
9	<p>Build the trail that was supposed to be built at the North Fork paralleling FDLT.</p>

Comments on Foresthill Divide	
Comment Number	3. What else should be addressed in the Foresthill Divide Management Zone?
10	1) Increased bike access to trails and specifically allowing for alternative-day or one-way directional use of Western States Trail along the "California Loop" section of WST. 2) Adding additional multi-use trails branching from the Foresthill Divide Loop Trail.
11	The dangerous speeding Mtn. Bikers on the Foresthill Divide trail have ruined the trail for hikers and equestrians. Most do not yield and expect you to jump out of their way.
12	More trails to manage the number of users
13	Allow prospecting and mining activities
14	Increased bike access to trails and specifically allowing for alternative-day or one-way directional use of Western States Trail along the "California Loop" section of WST. Consider odd/even days for bike/equestrian use if necessary.
15	1) Increase bike access to trails and specifically allowing for alternative-day or one-way directional use of Western States Trail along the "California Loop" section of WST. 2) Add additional multi-use trails branching from the Foresthill Divide Loop Trail.
16	1) Increased bike access to trails and specifically allowing for alternative-day or one-way directional use of Western States Trail along the "California Loop" section of WST. 2) Adding additional multi-use trails branching from the Foresthill Divide Loop Trail.
17	I'd like to see more multi-use trails built off of the FDL. Requiring cyclists to have bells on their bike and no ear buds for anyone on the trails would make everyone safer. Completely inhibiting the one sense we all have that can alert us to danger that is out of the direct line of sight is not a good idea on wilderness trails.
18	Continue to support the Foresthill Divide Loop Trail and adjoining Connector trail. These are a great resource for mountain bikers and hikers and bring business into Auburn
19	Crosswalk lines with sign/light warning people on Foresthill road of bike crossing
20	1) Increased bike access to trails and specifically allowing for alternative-day or one-way directional use of Western States Trail along the "California Loop" section of WST. 2) Adding additional multi-use trails branching from the Foresthill Divide Loop Trail.
21	Please increase bike access to trails. Balancing increased user traffic on multi-use is successfully accomplished allowing alternative-day (i.e., bikes on even days) or one-way directional use of trails like the Western States Trail along the California Loop. Such a technique has been successfully

Comments on Foresthill Divide	
Comment Number	3. What else should be addressed in the Foresthill Divide Management Zone?
	implemented in heavy-use sections of the Tahoe Rim Trail. Please also add additional multi-use trails branching off the Foresthill Divide Loop Trail.
22	1) Increased bike access to trails and specifically allowing for alternative-day or one-way directional use of Western States Trail along the "California Loop" section of WST. 2) Adding additional multi-use trails branching from the Foresthill Divide Loop Trail.
23	Please keep as multiuse trail
24	Please add more mountain bike trails. Please allow for volunteer maintenance on existing trails.
25	more trailheads, water availability at trail heads.
26	1) Increased bike access to trails and specifically allowing for alternative-day or one-way directional use of Western States Trail along the "California Loop" section of WST. 2) Adding additional multi-use trails branching from the Foresthill Divide Loop Trail.
27	More trail maintenance and increase the number of OHV trails.
28	Please continue so support and expand mountain biking in the area.
29	It may be me but it is very hard to find information about the Divide and what there is to do here. Better marking and access would be good.
30	Please provide more outdoor recreational opportunities, like Mountain Biking. Thank you,
31	The campsites and day use facilities should be equestrian friendly.
32	PROVIDE bike access to California Loop portion of the Western States Trail. Even-odd day or one way usage systems may be needed. The FDLT is heavily used. Multi-use trails branching off of it should be added.
33	Open all existing and future trails to bikes. (whether via change in use, odd/even day sharing, etc.) Many will claim this cant/shouldnt be done due to 'safety' issues, etc. Please reference State Parks own survey from 2012 that essentially states that trail user conflicts dont exist. Even if/where safety is a concern, a schedule for sharing such as odd/even days, etc, could and would completely mitigate those concerns, with zero cost to implement Build new singletrack trails, including progressive and advanced MTB specific trails

Comments on Foresthill Divide	
Comment Number	3. What else should be addressed in the Foresthill Divide Management Zone?
	Develop an agreement with FATRAC allowing them to provide ongoing, routine maintenance on park trails on an as-needed, short notice basis Increased bike access to trails and specifically allowing for bike legal access of Western States Trail along the "California Loop" section of WST. 2) Adding additional multi-use trails branching from the Foresthill Divide Loop Trail.
34	It would be nice to have a more updated Visitor's Board and potable water for people to refill their water bottles and pack reservoirs. I don't think camping would be a good idea along the busy lower part of Foresthill. Traffic is already an issue. Increase bike access to trails and specifically allowing for alternative-day or one-way directional use of Western States Trail along the "California Loop" section of WST. Add additional multi-use trails branching from the Foresthill Divide Loop Trail.
35	All trails to be multi use with an odd / even program for mountain bikes Bikes and equestrian mandatory helmet required
36	1) Increased bike access to trails and specifically allowing for alternative-day or one-way directional use of Western States Trail along the "California Loop" section of WST. 2) Adding additional multi-use trails branching from the Foresthill Divide Loop Trail.
37	Trails have been severely degraded by bicycle use causing "V-shapes" that you can barely walk on and equestrian use is difficult on many of the main trails to the point that they are unusable. Cyclists go way too fast in areas where line of sight is limited. Most of those areas of concern could easily have parallel trails put in place. Most of the main trails could be multiuse were they maintained. The main loop could be widened in some areas to make it safer for all users. I recently had a cyclist come around a blind curve at high speed and almost got injured by my horse defending herself from attack. Fortunately she missed.
38	Increased bike access to trails and specifically allowing for alternative-day or one-way directional use of Western States Trail along the "California Loop" section of WST. Adding additional multi-use trails branching from the Foresthill Divide Loop Trail.
39	Please open the western staes trail along the "california loop" for alternative day or oneway bike traffic. Please add additional multiuse trails that branch off from the foresthill divide loop to promote increased recreation. Please add trail to river from foresthill divide loop to provide additional fishing access
40	1) Increased bike access to trails and specifically allowing for alternative-day or one-way directional use of Western States Trail along the "California Loop" section of WST. 2) Adding additional multi-use trails branching from the Foresthill Divide Loop Trail.

Comments on Foresthill Divide	
Comment Number	3. What else should be addressed in the Foresthill Divide Management Zone?
41	Trail maintenance needs to be drastically improved in this area. The Foresthill Divide Loop Trail in one of the most overused trails in all of California. You need to allow trail maintenance to be a regular thing, not this once in a blue moon occurrence that it is now. Expanded day use parking at the Grizzly House trailhead would be help, as this area commonly fills up on busy weekends.
42	We would be appreciative of the following: 1) Increased bike access to trails and specifically allowing for alternative-day or one-way directional use of Western States Trail along the "California Loop" section of WST. 2) Adding additional multi-use trails branching from the Foresthill Divide Loop Trail.
43	Additional facilities would require extra resources for safety and maintenance. Be sure these are covered.
44	more camping, more trails and more access for the public, also Gold Panning and Sluicing needs to be re-instated in this area at once.
45	Keep bikes off WS trail between Foresthill and Ruck-a-Chucky as this horse/hiking trail in too narrow and steep.
46	Keep bikes off Western States Trail between Foresthill and Ruck-a-Chucky. The trail is too steep and narrow.
47	Risk of fire from campsites if camp sites are added. Reduce conflict between Mtn Bikes and equestrians. As for question two too vague to comments as locations are not proposed.
48	Remind hikers and horse riders that the Loop was built and is maintained by a cycling club - FATRAC.
49	Retain access to trails for bicycles
50	Improve hairpin curve on lower lake access road for easier boat trailer access.
51	1) Increased bike access to trails and specifically allowing for alternative-day or one-way directional use of Western States Trail along the "California Loop" section of WST. 2) Adding additional multi-use trails branching from the Foresthill Divide Loop Trail.
52	Thank you for providing the opportunity to express my opinions on the upcoming General Plan. Off-road cycling is a low-impact, human-powered, legitimate recreation group with more than 35 million annual U.S. participants (Outdoor Industry Association). Science has shown that the environmental impact of bicyclists is similar to that of hikers. Cyclists, more so than any other user group, give back to their local trail systems by volunteering on public land, providing an untapped resource for a budget bound park system that is, through no fault of its own, looking at a backlog of maintenance needs that it cant seem to meet. Furthermore, the often-heard argument that bicycles shouldnt be allowed on many trails do to user conflicts and other safety concerns has been discredited n California State Parks own study in 2012. Combined with an exponential growth in annual visitors seeking outdoor recreation, much of the Parks trail network is

Comments on Foresthill Divide

Comment Number	3. What else should be addressed in the Foresthill Divide Management Zone?
	<p>overtaxed, and for cyclists, disproportionately and unfairly allocated. With multiple options to rectify this disparity at the disposal of Parks, I see no reason this unjust allotment of available trails can not be remedied immediately. Change in use, odd/even days, and/or seasonal sharing are just a few examples of techniques that could rectify this imbalance at little to no fiscal cost. Considering the ASRA is a state designated recreation area, I am highly opposed to the ideas put forth in the Resource Management Emphasis. As an outdoor enthusiast, I understand the need to protect certain natural resources. However, given that this space has been set aside as an area appropriate for high levels of human impact, I would prefer that it be managed as such. The physical condition of many trails within the Park needs to be addressed. Given the lack of funding and resources available to Parks, I understand that it is unlikely for much of the maintenance needs of the Park to be met by Parks employees. As such, I ask that Parks develop an agreement with Folsom Auburn Trail Riders Action Coalition (FATRAC) to allow skilled, accredited volunteers to lead maintenance work days within the Park on an as-needed basis; allowing work to be performed on short notice. This type of partnership is commonplace for many trail networks, and has been a proven success in other SRAs, as the Central Coast Concerned Mountain Bikers (CCCMB) have demonstrated in and around San Louis Obispo. Allowing for trail users to give back to the trail system will increase user safety, decrease erosion, and heighten the parks popularity, thus increasing revenue potential.</p> <p>I would like to see new singletrack trails built. As of 2016, Placer County’s population has grown by roughly 220%, according to the US Census. Yet in a similar time frame, practically zero miles of singletrack have been added to the ASRA. Like the issues around maintaining trails, volunteer labor and donations are readily available to assist in the planning and execution of new trails, with the potential of little to no fiscal cost to Parks. State Parks should work with nonprofits such as Placer Land Trust, American River Conservancy and public agencies (federal, County) to protect land along and near the river through any means necessary. And State Parks should be willing to acquire, own and manage land as part of this effort.</p>
53	Attention to safety. Improvement and maintenance of equestrian and multipurpose trails
54	More OHV trails open up like it was in the past. Along with not having a hard close when the calendar hits January first. We should control the trails like Georgetown does with dry out periods and not hard close times
55	<p>The mountain bike zone. There are lovely trails there. Mountain bikes dominate the 10 mile loop. It would be nice if other users could have an opportunity to use the trail system on a weekend without bikes once in awhile. I know this is dreaming. Local bike enthusiasts are generally kind and accommodating of other users. However, every equestrian I know who has ridden there has a negative experience to share, some of whom came off their startled horses. So many of the questions developed for this survey entail developing trailhead/camping facilities with no mention of maintaining the amenities that would attract visitation, in this case, the trail system. I just rode this trail (horseback, on a weekday) last week. As usual, the trail has many areas that could use maintenance. IMHO, there aren't enough amenities in this zone to attract a cost-effective campground. State Parks/BOR would have to drill and maintain a well with potable water as well as increase staff costs for trash/toilet maintenance. Unless the mountain bike community wanted to use it as a base camp, I cannot see the appeal.</p> <p>The chamise field has value for attracting a variety of songbirds native to this habitat type. Most visitors and fire officials have a negative view of chaparral. This location is fairly ideal for educational tours about wildlife use and bird watching.</p>

Comments on Foresthill Divide

Comment Number	3. What else should be addressed in the Foresthill Divide Management Zone?
56	1) Increased bike access to trails and specifically allowing for alternative-day or one-way directional use of Western States Trail along the "California Loop" section of WST. 2) Adding additional multi-use trails branching from the Foresthill Divide Loop Trail.
57	Continue to maintain the excellent system of mountain bike trails on both sides of the Foresthill Rd.
58	1) Increased bike access to trails and specifically allowing for alternative-day or one-way directional use of Western States Trail along the "California Loop" section of WST. 2) Adding additional multi-use trails branching from the Foresthill Divide Loop Trail.
59	Reduce day use fees.
60	Trail maintenance and better trail signage with an emphasis on trail protocol are needed. Hunting season and open hunting areas should be clearly identified. There seems to be very limited opportunity for camping except possibly in the Butcher Ranch or 8 Mile Curve area. The historic Grizzly Bear House area should be protected.
61	1. increase bike access to trails and allow for alternative day or one way directional use of Western States Trail along the "California Loop" section of the Western States Trail 2. Add additional multi use trails branching from the Foresthill Divide Loop Trail
62	1) Increase bike access to trails and specifically allowing for alternative-day or one-way directional use of Western States Trail along the "California Loop" section of WST. 2) Add additional multi-use trails branching from the Foresthill Divide Loop Trail.
63	I support: 1) Increased bike access to trails and specifically allowing for alternative-day or one-way directional use of Western States Trail along the "California Loop" section of WST. 2) Adding additional multi-use trails branching from the Foresthill Divide Loop Trail.
64	Mountain biking has been underbudgeted. We need to make sure mountain bike trails are maintained and funded. We would love to have day use mountainbike trails for off roading. Bathrooms would be phenomenal for bikers. Do not close off any roads to bikers, but rather add additional trails. Adding wood ramps to trails would be amazing. This could be Northern california's equivalent to Park City Utah. 1) Increased bike access to trails and specifically allowing for alternative-day or one-way directional use of Western States Trail along the "California Loop" section of WST. 2) Adding additional multi-use trails branching from the Foresthill Divide Loop Trail.

Comments on Foresthill Divide	
Comment Number	3. What else should be addressed in the Foresthill Divide Management Zone?
65	Additional trails along Lake Clementine for hiking, running and Mtn Biking would be great
66	1) Increased bike access to trails and specifically allowing for alternative-day or one-way directional use of Western States Trail along the "California Loop" section of WST. 2) Adding additional multi-use trails branching from the Foresthill Divide Loop Trail
67	Add new or re-designate existing trails to allow more bike access. Look to add Hiker-Biker sites to any developed campsites. Look for primitive camping sites for backpacking and bikepacking.
68	1) Increased bike access to trails and specifically allowing for alternative-day or one-way directional use of Western States Trail along the "California Loop" section of WST. 2) Adding additional multi-use trails branching from the Foresthill Divide Loop Trail.
69	Safety on the trail. It was built by horsemen, as a single track trail. If bikes are going to be using it as much as they are, it should accomodate both horses and bikes - wide, line of sight.
70	expand mountain biking opportunities
71	nothing
72	* Increased bike access to trails and specifically allowing for alternative-day or one-way directional use of Western States Trail along the "California Loop" section of WST. *Adding additional multi-use trails branching from the Foresthill Divide Loop Trail.
73	Increased bike access to trails and specifically allowing for alternative-day or one-way directional use of Western States Trail along the "California Loop" section of WST
74	Allow trails groups to more readily repair the trails. Water erosion is doing a lot damage. Allow more trails to be built.
75	Pls continue to allow mountain biking on the existing trails and a few new trails would be nice!
76	Trail safety. Forest Hill Loop has become hazardous. Speed limit signs. Trail ettiquite signs. Enforcement/supervision.
77	1) Increased bike access to trails and specifically allowing for alternative-day or one-way directional use of Western States Trail along the "California Loop" section of WST. 2) Adding additional multi-use trails branching from the Foresthill Divide Loop Trail.
78	As a mountain biker, I'd LOVE to see more mountain bike access provided - we're a strong group, we're here to help build and maintain trails.

Comments on Foresthill Divide	
Comment Number	3. What else should be addressed in the Foresthill Divide Management Zone?
	As such, we'd love to be more involved and we'd love to see opportunities grown for not only our own usage, but for that to be shared with others visiting the area.
79	Keep it mtn bike friendly. These trails area awesome, and counter clockwise travel is advisory sings for bikers and walkers clockwise would be good.
80	1) Increased bike access to trails. Allow for alternative-day or one-way directional use of Western States Trail along the "California Loop" section. 2) Adding additional multi-use trails branching from the Foresthill Divide Loop Trail.
81	Please build more trails in this area. If you build it, they will come.
82	More bike legal singletrack trails. We use these trails to get away from the crowds, making park better and less crowded for everyone.
83	Any trials that can be added should
84	1) Increased bike access to trails and allow for alternative-day or one-way directional use of Western States Trail along the "California Loop" section of WST. 2) Adding additional multi-use trails branching from the Foresthill Divide Loop Trail.
85	Increased bike access to trails and specifically allowing for alternative-day or one-way directional use of Western States Trail along the "California Loop" section of WST. Adding additional multi-use trails branching from the Foresthill Divide Loop Trail.
86	I will not hike in this area on weekends due to heavy use by mountain bikers. Even on weekdays, I must be on guard for fast bikes behind me, and usually must quickly hop aside for speeders - into weeds, ticks, etc. I think twice about what direction I travel - will they be behind, or coming toward me? It would help if there were a rule for which direction mountain bikers take trails, and if hikers could be informed of such use patterns. I appreciate the courteous bikers who announce their presence in time for me to carefully - not hastily - step aside, who tell me the number of bikes in their group, and say a friendly hello. The ones that blitz past as I scramble out of the way give the others a bad name. More biker education would be good.
87	Increase bike access to trails and specifically to allow for alternative-day or one-way directional use of Western States Trail along the "California Loop" section of WST. Add additional multi-use trails branching from the Foresthill Divide Loop Trail.
88	1) Increased bike access to trails and specifically allowing bicycle use along Western States Trail 2) Additional multi-use trails branching from the Foresthill Divide Loop Trail.

Comments on Foresthill Divide	
Comment Number	3. What else should be addressed in the Foresthill Divide Management Zone?
89	I would like increased bike access to trails, specifically allowing for alternative-day or one-way directional use of Western States Trail along the "California Loop" section of WST. As well as, adding additional multi-use trails branching from the Foresthill Divide Loop Trail.
90	More improvements would help relieve environmental impact on the confluence area. Area needs to be advertised more across user groups.
91	Keep the existing Mountain biking trails and include improvements or more connecting trails over the years to keep mountain biking a continued form of family fun.
92	As an avid mountain biker and member of FATRAC, I recommend 1) Increased bike access to trails and specifically allowing for alternative-day or one-way directional use of Western States Trail along the "California Loop" section of WST. 2) Adding additional multi-use trails branching from the Foresthill Divide Loop Trail. I frequently use the Foresthill divide loop and believe it should become a "single direction" trail as it is dangerous for hikers and bikers when lots of traffic is on it. The area has so much potential for more extensive use; partnering with FATRAC to open new trails would reduce congestion on the existing trails.
93	trail upkeep - reroute so water doesn't erode trails. If more trails are properly maintained then less bottleneck of traffic on the FHDLoop
94	No camping. Camping increases fire danger.
95	create more mountain bike trails
96	Add some extra loops off of the Foresthill Divide Loop Trail to continue to disperse users and provide more options. The main trail is almost 20 years old. It should be added to! Consider an extension of the trail from the picnic table at Drivers Flat towards Foresthill, to say Ponderosa Way, would keep riders off the paved high speed road. Provide some access for bikes - using perhaps an odd-even day system - on the California Loop.
97	Limit equestrian access to reduce trail damage and unsanitary horse feces. 1) Increased bike access to trails and specifically allowing for alternative-day or one-way directional use of Western States Trail along the "California Loop" section of WST. 2) Adding additional multi-use trails branching from the Foresthill Divide Loop Trail.
98	Maintain existing mountain bike trails and open new mountain biking trails in this area.
99	1) Increased bike access to trails and specifically allowing for alternative-day or one-way directional use of Western States Trail along the "California Loop" section of WST. 2) Adding additional multi-use trails branching from the Foresthill Divide Loop Trail.

Comments on Foresthill Divide	
Comment Number	3. What else should be addressed in the Foresthill Divide Management Zone?
100	The Foresthill Divide Loop Trail should have improvements made to it. At the time it was designed, there were a few places where the trail connected to old road segments to reduce the time to design and construct it. Add new multi-use single track trail to stay more on contour to improve the user experience. Also add some alternate sections with more flow and less steep sections and add some technical trail features for mountain bikes (and other users if they want them).
101	More consideration should be given to maximize mountain biking. This user group does more maintenance and partnership with the ASRA by far over any other group. In addition, there is a growing population of MTBers as opposed to other recreational hobby participation which are in the decline. The economic impact of mountain biking benefits the parks and local communities.
102	No car camping! Bikepacking/hiking camping only. I would like to see it stay more natural.
103	No car camping! Should be bikepacking/hiking camping
104	Increased bike access to trails, including Western States Trail along the "California Loop" section. Add additional multi-use trails branching from the Foresthill Divide Loop Trail.
105	additional multi-use trails (pedestrian, equestrian, bicycle)
106	Allow mountain biking on all trails in the Foresthill Divide Management Zone
107	Work with local mountain bike groups to create and manage trails for hikers and bikers. Work with equestrian groups for trail access on odd or even days and/or weekends for hikers and mountain bikers.
108	Increased bike access to trails and specifically allowing for alternative-day or one-way directional use of Western States Trail along the "California Loop" section of WST. 2) Adding additional multi-use trails branching from the Foresthill Divide Loop Trail.
109	As a trail user that frequents the ASRA and cares about its future and the management of the Park, thank you for providing the opportunity to express my opinions on the upcoming General Plan. The issues I would like to see prioritized in the Plan are as follows. There is currently a large disparity in the appropriation of resources within the Park. Despite being the second most common user group in the Park, cycling is only allowed on a fraction of singletrack located in the ASRA. Off-road cycling is a low-impact, human-powered, legitimate recreation group with more than 35 million annual U.S. participants (Outdoor Industry Association). Science has shown that the environmental impact of bicyclists is

Comments on Foresthill Divide

Comment Number	3. What else should be addressed in the Foresthill Divide Management Zone?
	<p>similar to that of hikers. Cyclists, more so than any other user group, give back to their local trail systems by volunteering on public land, providing an untapped resource for a budget bound park system that is, through no fault of its own, looking at a backlog of maintenance needs that it cant seem to meet. Furthermore, the often-heard argument that bicycles shouldnt be allowed on many trails do to user conflicts and other safety concerns has been discredited in California State Parks own study in 2012. Combined with an exponential growth in annual visitors seeking outdoor recreation, much of the Parks trail network is overtaxed, and for cyclists, disproportionately and unfairly allocated.</p> <p>With multiple options to rectify this disparity at the disposal of Parks, I see no reason this unjust allotment of available trails can not be remedied immediately. Change in use, odd/even days, and/or seasonal sharing are just a few examples of techniques that could rectify this imbalance at little to no fiscal cost. Considering the ASRA is a state designated recreation area, I am highly opposed to the ideas put forth in the Resource Management Emphasis. As an outdoor enthusiast, I understand the need to protect certain natural resources. However, given that this space has been set aside as an area appropriate for high levels of human impact, I would prefer that it be managed as such. The physical condition of many trails within the Park needs to be addressed. Given the lack of funding and resources available to Parks, I understand that it is unlikely for much of the maintenance needs of the Park to be met by Parks employees. As such, I ask that Parks develop an agreement wih Folsom-Auburn Trail Riders Action Coalition (FATRAC) to allow skilled, accredited volunteers to lead maintenance work days within the Park on an as-needed basis; allowing work to be performed on short notice. This type of partnership is commonplace for many trail networks, and has been a proven success in other SRAs, as the Central Coast Concerned Mountain Bikers (CCCMB) have demonstrated in and around San Louis Obispo.</p> <p>Allowing for trail users to give back to the trail system will increase user safety, decrease erosion, and heighten the parks popularity, thus increasing revenue potential. I would like to see new singletrack trails built. As of 2016, Placer Countys population has grown by roughly 220%, according to the US Census. Yet in a similar time frame, practically zero miles of singletrack have been added to the ASRA. Like the issues around maintaining trails, volunteer labor and donations are readily available to assist in the planning and execution of new trails, with the potential of little to no fiscal cost to Parks. State Parks should work with nonprofits such as Placer Land Trust, American River Conservancy and public agencies (federal, County) to protect land along and near the river through any means necessary. And State Parks should be willing to acquire, own and manage land as part of this effort.</p>
110	<p>1) Increased bike access to trails and specifically allowing for alternative-day or one-way directional use of Western States Trail along the "California Loop" section of WST.</p> <p>2) Adding additional multi-use trails branching from the Foresthill Divide Loop Trail.</p>
111	<p>Increase bike access to trails and specifically allowing for alternative-day or one-way directional use of Western States Trail along the "California Loop" section of WST. 2) Add additional multi-use trails branching from the Foresthill Divide Loop Trail.</p>
112	<p>Maintenance of the trails</p>
113	<p>Place a greater emphasis on providing outdoor recreation opportunities, and mountain biking in particular.</p>

Comments on Foresthill Divide

Comment Number	3. What else should be addressed in the Foresthill Divide Management Zone?
114	1) Increased bike access to trails and specifically allowing for alternative-day or one-way directional use of Western States Trail along the "California Loop" section of WST. 2) Adding additional multi-use trails branching from the Foresthill Divide Loop Trail.
115	Maintain the same or expand mountain bike access to all trails. Do not reduce mountain bike access to trails.
116	There are some very fun, technical single track trails in this zone so there needs to be a plan in place for mountain bike / equestrian interaction. On wide fire roads, both mountain bikes and equestrians should be able to use simultaneously on technical single track there must be some type of separation, whether separate trails or separate days. If you have both mountain bikes and equestrians on some of these trails at the same time there will be accidents. Speed limits don't work as when you are going down a single track you're enjoying the moment and enforcement doesn't work as many of the trails are difficult to get to and there is no budget for traffic enforcement. I have thousands of miles on the trail system and rarely have I seen a ranger in a lightly used area.
117	Trail maintenance and better trail signage with an emphasis on trail protocol are needed. Hunting season and open hunting areas should be clearly identified. There seems to be very limited opportunity for camping except possibly in the Butcher Ranch or 8 Mile Curve area. The historic Grizzly Bear House area should be protected.
118	More single track mountain bike trails! Work with FATRAC to design and maintain at little or no cost to the park.
119	Expand mountain bike opportunities and multi use trails
120	Place a greater emphasis on providing outdoor recreation opportunities, and mountain biking in particular.
121	Increased bike access to trails. More multi use trails from Foresthill divide loop.
122	1) Increased bike access to trails and specifically allowing for alternative-day or one-way directional use of Western States Trail along the "California Loop" section of WST. 2) Adding additional multi-use trails branching from the Foresthill Divide Loop Trail.
123	1) Increased bike access to trails and specifically allowing for alternative-day or one-way directional use of Western States Trail along the "California Loop" section of WST. 2) Adding additional multi-use trails branching from the Foresthill Divide Loop Trail
124	Allow for regular trail work days to service the trails in the zone.
125	1) Increased bike access to trails and specifically allowing for alternative-day or one-way directional use of Western States Trail along the "California Loop" section of WST.

Comments on Foresthill Divide	
Comment Number	3. What else should be addressed in the Foresthill Divide Management Zone?
	2) Adding additional multi-use trails branching from the Foresthill Divide Loop Trail.
126	Add more multi-use trail from the FDLT and increase bike access to trails and use part of the WST along the "California Loop" section.
127	Keep the trails open to mountain bikes
128	There are some great mountain bike riding trails in this area, please keep them and add the WST if possible.
129	more trails connecting to other trails
130	1) Increased bike access to trails and specifically allowing for alternative-day or one-way directional use of Western States Trail along the "California Loop" section of WST. 2) Adding additional multi-use trails branching from the Foresthill Divide Loop Trail.
131	Add additional multi-use trails branching from the Foresthill Divide Loop Trail. Keep trails open to mountain bikes and add access for mountain bikes on trails. Build new trails which have advanced mountain bike specific features.
132	1) Increased bike access to trails and specifically allowing for alternative-day or one-way directional use of Western States Trail along the "California Loop" section of WST. 2) Adding additional multi-use trails branching from the Foresthill Divide Loop Trail.
133	1) Increased bike access to trails and specifically allowing for alternative-day or one-way directional use of Western States Trail along the "California Loop" section of WST. 2) Adding additional multi-use trails branching from the Foresthill Divide Loop Trail
134	1) Increase bike access to trails and specifically allow alternative-day or one-way directional use of Western States Trail along the "California Loop" section of WST. 2) Add additional multi-use trails branching from the Foresthill Divide Loop Trail.
135	Increased mountain bike access to section of the WS Trail along the California Loop section and add additional multi-use trails in this area
136	More OHV open areas. We have very little trail system compared to the raft system or the mountain bike system but we pay the most for the use of land.
137	Allow fatrac to oversee the maintenance. Allow a minidozer and excavator to take a pass on the whole trail to augment drains and minimize erosion. Reduce Ranger staff and use money to maintain trails

Comments on Foresthill Divide

Comment Number	3. What else should be addressed in the Foresthill Divide Management Zone?
138	Increased bike access to trails and specifically allowing for alternative-day or one-way directional use of Western States Trail along the "California Loop" section of WST. Adding additional multi-use trails branching from the Foresthill Divide Loop Trail.
139	Additional funds to allow for trail work days to improve trail drainage and brush clearing
140	Trail signage
141	Please keep the trails available to mountain biking, as this is a beautiful area to enjoy on a bike, with room for everyone.
142	More bike trails and access in this area. In particular on the California Loop section of the Western States Trail. One way access or alternate-day access would be fine. Additional bike-legal trails off of the main FDL trail would be great as well.
143	right now the trails is not SAFE for hikers/runners or equestrians. things need to change before someone or something is hurt. what????splitting up the days and give to use to different groups that can be safe out there together.
144	1) Increased bike access to trails and specifically allowing for alternative-day or one-way directional use of Western States Trail along the "California Loop" section of WST. 2) Adding additional multi-use trails branching from the Foresthill Divide Loop Trail
145	Pla provide drinking water fountian, we have been paying parking fee and for years there are no facilities other than porta potties. Keep trails multi use.
146	Leave open access to biking, hiking & horseback riding. Make accessable to handicap at parking and rest areas.
147	Please keep the trails mixed use and open to all. Thanks
148	1) Increased bike access to trails and specifically allowing for alternative-day or one-way directional use of Western States Trail along the "California Loop" section of WST. 2) Adding additional multi-use trails branching from the Foresthill Divide Loop Trail.
149	Allow bike access to existing and newly constructed trails within the zone. Add new multi-use trails connecting to the existing Foresthill Divide Trail.
150	There are several bathrooms already at multiple points on the trail. Excellent biking and hiking.

Comments on Foresthill Divide

Comment Number	3. What else should be addressed in the Foresthill Divide Management Zone?
151	<p>1) Increased bike access to trails and specifically allowing for alternative-day or one-way directional use of Western States Trail along the "California Loop" section of WST.</p> <p>2) Adding additional multi-use trails branching from the Foresthill Divide Loop Trail.</p>
152	<p>Increase bike access to trails and specifically allowing for alternative-day or one-way directional use of Western States Trail along the "California Loop" section of WST.</p> <p>Add additional multi-use trails branching from the Foresthill Divide Loop Trail.</p>
153	<p>1) Increased bike access to trails and specifically allowing for alternative-day or one-way directional use of Western States Trail along the "California Loop" section of WST.</p> <p>2) Adding additional multi-use trails branching from the Foresthill Divide Loop Trail</p>
154	<p>1) Increased bike access to trails and specifically allowing for alternative-day or one-way directional use of Western States Trail along the "California Loop" section of WST.</p> <p>2) Adding additional multi-use trails branching from the Foresthill Divide Loop Trail.</p>
155	<p>1) Increased bike access to trails and specifically allowing for alternative-day or one-way directional use of Western States Trail along the "California Loop" section of WST.</p> <p>2) Adding additional multi-use trails branching from the Foresthill Divide Loop Trail.</p>
156	<p>Increased bike access to trails and specifically allowing for alternative-day or one-way directional use of Western States Trail along the "California Loop" section of WST. Add additional multi-use trails branching from the Foresthill Divide Loop Trail.</p>
157	<p>I support the accessibility of the current trail system to mountain bikes and hikers. The current facilities are appropriate to the area. I don't believe more need to be added.</p>
158	<p>I support..</p> <p>1) Increased bike access to trails and specifically allowing for alternative-day or one-way directional use of Western States Trail along the "California Loop" section of WST.</p> <p>2) Adding additional multi-use trails branching from the Foresthill Divide Loop Trail.</p>
159	<p>Additional multi-use single track trails. Specifically, it would be good to have additional trails off of the Forrest Hill Divide trail. Today there are so many users that it would be great to have additional options for the users and spread people out. Consider allowing bikes on the Western States trail, possibly on even/odd days or something like that.</p>

Comments on Foresthill Divide	
Comment Number	3. What else should be addressed in the Foresthill Divide Management Zone?
160	More trails like this
161	I would like to see a potable water source (drinking fountains or filling station) provided at the trail heads. These are critical to maintain hydration and keep people safe from heatstroke during the Summer months of the year.
162	The foresthill divide management zone is seemingly unmaintained. Most restrooms are portable restrooms and facilities are nonexistent. This is fine. The auburn area is close to large cities. Increasing the facilities will only create a larger flow of traffic, and only give recreationists a convenient solution to being unprepared. Use the bathroom before traveling. Keep auburn the way it is.
163	I Support the Following: 1) Increased bike access to trails and specifically allowing for alternative-day or one-way directional use of Western States Trail along the "California Loop" section of WST. 2) Adding additional multi-use trails branching from the Foresthill Divide Loop Trail. 3) I love being able to connect to several trails, which make for Epic Rides. One comes to mind (The Whole Enchilada), and would love to see connections between this portion of trail system and others that you are soon to be deciding on.
164	Campers who want to hike in are great. They respect and appreciate things as god made them.
165	This area is a prime location to add more multi-use trails. The Foresthill Divide Loom sees considerable trail use, primarily from mountain bikes, and would benefit from even more single track trails. As of 2016, Placer Countys population has grown by roughly 220%, according to the US Census. Yet in a similar time frame, practically zero miles of singletrack have been added to the ASRA. Like the issues around maintaining trails, volunteer labor and donations are readily available to assist in the planning and execution of new trails, with the potential of little to no fiscal cost to Parks.
166	Encourage multi use trails.Hiker/Biker/Horses
167	1) Increased bike access to trails and specifically allowing for alternative-day or one-way directional use of Western States Trail along the "California Loop" section of WST. 2) Adding additional multi-use trails branching from the Foresthill Divide Loop Trail.
168	1) Increased bike access to trails and specifically allowing for alternative-day or one-way directional use of Western States Trail along the "California Loop" section of WST. 2) Adding additional multi-use trails branching from the Foresthill Divide Loop Trail.
169	Expand and maintain mountain biking access in the area.This is the go to destination for the Sacramento area and a asset to the community.

Comments on Foresthill Divide

Comment Number	3. What else should be addressed in the Foresthill Divide Management Zone?
170	Increased bike access to trails and specifically allowing for alternative-day or one-way directional use of Western States Trail along the "California Loop" section. Adding additional multi-use trails branching from the Foresthill Divide Loop Trail, improve and better maintain trails in the OHV park that link to FDLT, provide trail access to Ruck-a-Chucky. Allow more frequent and profound volunteer maintenance of FDLT. Day use facilities appropriate for these trailheads are proper composting toilets and perhaps some potable water.
171	Continue to allow mountain biking as currently is
172	I would love to see more facilities in this area so long as it has no affect on the current trails and their users. If there is any negative affects due to the changes a veto power should be in effect to close certain peak use times to extra curricular/hindrance activities during of the years so the trail users still maintain use privileges.
173	I would just say that this is a wonderful area to mountain bike in, and I often ride the trails with my son. Please allow for the continued trail development in this area, and for additional facilities to support the users.
174	More access for mountain bikes on trails.
175	1) Increased bike access to trails and specifically allowing for alternative-day or one-way directional use of Western States Trail along the "California Loop" section of WST. 2) Adding additional multi-use trails branching from the Foresthill Divide Loop Trail.
176	1) Increase bike access to trails and specifically allowing for alternative-day or one-way directional use of Western States Trail along the "California Loop" section of WST. 2) Add additional multi-use trails branching from the Foresthill Divide Loop Trail. 3) Develop an agreement with FATRAC allowing them to provide ongoing, routine maintenance on park trails on an as-needed, short notice basis
177	Bark beetle abatement and defensible space. Not sure I have enough info to comment on wether more campsites should be built.
178	Add additional multiuse trails branching off from the Foresthill Divide Loop Trail. Allow bike access on the Western States Trail on alternate days. Increase bike access in this area.
179	Leave trails for MTB hikers and runners
180	1) Increased bike access to trails and specifically allowing for alternative-day or one-way directional use of Western States Trail along the "California Loop" section of WST. 2) Adding additional multi-use trails branching from the Foresthill Divide Loop Trail.
181	Providing signage and awareness for bicycle crossings of the roadway. Try and make them safer as well

Comments on Foresthill Divide	
Comment Number	3. What else should be addressed in the Foresthill Divide Management Zone?
182	<p>Foresthill Divide Management Zone: We support..</p> <ol style="list-style-type: none"> 1) Increased bike access to trails and specifically allowing for alternative-day or one-way directional use of Western States Trail along the "California Loop" section of WST. 2) Adding additional multi-use trails branching from the Foresthill Divide Loop Trail.
183	Leave it for mountain bikers
184	Please consider adding a water source
185	<ol style="list-style-type: none"> 1. Add additional multi-use trails stemming off of the Loop Trail. 2. Increased bike access to all existing trails, and allow for alternative-day or one way directional use of the Western States trail.
186	<p>I Support:</p> <ol style="list-style-type: none"> 1. Increased bike access to trails and specifically allowing for alternative-day or one-way directional use of Western States Trail along the "California Loop" section of WST. 2) Adding additional multi-use trails branching from the Foresthill Divide Loop Trail.
187	<ol style="list-style-type: none"> 1) Increased bike access to trails and specifically allowing for alternative-day or one-way directional use of Western States Trail along the "California Loop" section of WST. 2) Adding additional multi-use trails branching from the Foresthill Divide Loop Trail
188	<p>I would like to see new singletrack trails built. As of 2016, Placer Countys population has grown by roughly 220%, according to the US Census. Yet in a similar time frame, practically zero miles of singletrack have been added to the ASRA. Like the issues around maintaining trails, volunteer labor and donations are readily available to assist in the planning and execution of new trails, with the potential of little to no fiscal cost to Parks.</p> <ol style="list-style-type: none"> 1) Increased bike access to trails and specifically allowing for alternative-day or one-way directional use of Western States Trail along the "California Loop" section of WST. 2) Add additional multi-use trails branching from the Foresthill Divide Loop Trail 3) Develop an agreement with FATRAC allowing them to provide ongoing, routine maintenance on park trails on an as-needed, short notice basis
189	<ol style="list-style-type: none"> 1) Increased bike access to trails and specifically allowing for alternative-day or one-way directional use of Western States Trail along the "California Loop" section of WST. 2) Adding additional multi-use trails branching from the Foresthill Divide Loop Trail.

Comments on Foresthill Divide	
Comment Number	3. What else should be addressed in the Foresthill Divide Management Zone?
190	Overall, it would be helpful if trailheads provided signs with maps showing the trails, and which trails do and do not allow horses and bikes. There are plenty of trails in the canyon that allow hiking and horses, and not as many that allow bikes. More education to promote the other trails for hikers and equestrians would probably make it safer for all users while still allowing the same users.
191	More bike access to trails and maybe use some alternative-day or one-way directional use for Western States Trail along the "California Loop".
192	one additional port-a-potty half way through the FHDL trail.
193	In this area I would love to see increased bike access to trails and perhaps more specifically, allowing for alternative-day or one-way directional use of the Western States Trail along the "California Loop" section of the WST (I've seen situations like this enforced in other locations around the country and it seems to work well for everyone). Would also like to see additional multi-use trails branching from the Foresthill Divide Loop Trail.
194	Increased bike access to trails and specifically allowing for alternative-day or one way directional use of Western States Trail along the California Loop section of the trail. Add additional multi-use trails branching from the Forest Hill Divide Loop trail.
195	1) Increased bike access to trails and specifically allowing for alternative-day or one-way directional use of Western States Trail along the "California Loop" section of WST. 2) Adding additional multi-use trails branching from the Foresthill Divide Loop Trail.
196	Continue to allow mountain bike access with opportunities to develop more trails and greater access for mountain bikes in the future
197	some well water access.
198	please maintain our mountain biking trails or expand new ones
199	Trail expansion should be considered. Those trails get a lot of use and expanded trails or adding more would help alleviate the over use
200	Add more mountain biking trails. Open the western states trail to mountain biking
201	Increased bike access to trails and specifically allowing for alternative-day or one-way directional use of Western States Trail along the "California Loop" section of WST. Adding additional multi-use trails branching from the Foresthill Divide Loop Trail.
202	continue the mountain biking access.

Comments on Foresthill Divide

Comment Number	3. What else should be addressed in the Foresthill Divide Management Zone?
203	Horse folks should do their part like the Mt. Bikers do to maintain and build trails. Don't really see them helping out.
204	Keep biking strong in this zone.
205	As a frequent visitor and supporter of local businesses when I spend time in the area I support FATRACs recommendations including: 1) Increased bike access to trails and specifically allowing for alternative-day or one-way directional use of Western States Trail along the "California Loop" section of WST. 2) Adding additional multi-use trails branching from the Foresthill Divide Loop Trail.
206	I would like the opening of new trails around Foresthill Divide and opening up trails on the Western States that connect to this area. Allowing alternate days for different trail users will help ensure a more positive experience for all.
207	I support: 1) Increased bike access to trails and specifically allowing for alternative-day or one-way directional use of Western States Trail along the "California Loop" section of WST. 2) Adding additional multi-use trails branching from the Foresthill Divide Loop Trail.
208	1) Increased bike access to trails and specifically allowing for alternative-day or one-way directional use of Western States Trail along the "California Loop" section of WST. 2) Adding additional multi-use trails branching from the Foresthill Divide Loop Trail.
209	Again, ease use restrictions. Combine this area with mammoth bar
210	This is another very popular area with bikes that would benefit from expansion to help alleviate congestion. Add additional multi-use trails branching from the Foresthill Divide Loop Trail. Allow bike access to trails and specifically allowing for alternative-day or one-way directional use of Western States Trail along the "California Loop" section of WST. Alternating days and directional use works great in other areas of the state, I don't see why it wouldn't work here.
211	Improve and expand on existing mountain bike trails
212	I don't tend to use the facilities much for my use (running, biking & hiking with my kids), but the restrooms are good to have and picnic tables away from the restrooms might be nice. What this area needs the most is running water.
213	1) Increased bike access to trails and specifically allowing for alternative-day or one-way directional use of Western States Trail along the "California Loop" section of WST. 2) Adding additional multi-use trails branching from the Foresthill Divide Loop Trail.

Comments on Foresthill Divide	
Comment Number	3. What else should be addressed in the Foresthill Divide Management Zone?
214	Keep mountain bike access. Expand dh specific mountain bike trails.
215	Add additional multi-use trails branching from the Foresthill Divide Loop Trail. Increase bike access of Western Sates Trail along the California Loop section of WST
216	To insure that the existing trails remain open to mountain biking and hiking
217	Keep the trails open as it is right now.
218	Allow more trail work
219	More mountain bike trails.
220	leave as is - the less human interference, the better
221	State Parks staff should be maintaining trail conditions to safe standards and reroute sections that are unsustainable.
222	Trail maintenance! Expanding mountain biking trails. Bike/hike into camping spots, not just car camping
223	Forest Hill Loop should be dedicated as a one way counter-clockwise loop. No horses as they ruin the trails and they have way more access than any user group. Would be nice to have at least one dedicated trail for MTB use- Culvert would be appropriate. More trails should be open for MTB use as the MTB community draws the most investment dollars to the area.
224	Upgrades such as water fountains, permanent bathrooms, picnic tables and shade structures would be great at trailheads. Additional parking at the lower trailhead would be beneficial to prevent people parking on the busy road which occurs at peak times.
225	1) Increased bike access to trails and specifically allowing for alternative-day or one-way directional use of Western States Trail along the "California Loop" section of WST. 2) Adding additional multi-use trails branching from the Foresthill Divide Loop Trail. 3)Allow night time bike riding.
226	More multi use trails that specifically allow mountain biking.
227	While there has been really nice trail building work done in this part of the park, an additional short trail linking the loop trail and the firebreak (across from long point) would open up more access. Right now the trail crosses private property so it is not accessible

Comments on Foresthill Divide	
Comment Number	3. What else should be addressed in the Foresthill Divide Management Zone?
228	The Western States Trail should be preserved for foot and hoof use only. Allowing bikes on the trail would be very unsafe and damaging to the two events that make Auburn a very special place for the rest of the world, namely the Tevis Cup Ride and the Western States Endurance Run. Enforcement of trail use is sorely lacking. Mountain bikers continue to use the trail with full knowledge that they don't belong there.
229	No mountain bikes on the middle fork side
230	<ul style="list-style-type: none"> - Add trail signs where needed - Update wildfire protection plan with any new facilities - Add/emphasize trail etiquette signs - Add wildlife habitat and wildlife safety education information where needed. - Add guardrail on north side of Foresthill R
231	some days when mtn bikes are prohibited so that hikers and equestrians can feel safe to use this lovely trail. due to the speed of many of the mtn bikers, the narrow portions of the trail with steep slopes and the poor sight distance, it is unsafe for all user groups to use at the same time.
232	It is unsafe for hikers and equestrians to share the trail with mtn bikers, as speed racing has become very popular with mtn bikers. Parts of the trail are narrow and steep with very poor sight distance. Thus bikers cannot stop in time even if they wish to, to allow others safe passage. We suggest two days a week are reserved for only hikers and equestrians, say a Sunday and a Wednesday. Thus all could enjoy this beautiful trail. I was one of the people who helped put in the trail some years ago but no longer use it for hiking or horseback riding as it is unsafe for me to use. And I am not alone.
233	<p>We would like to see all existing trails open to all people and all riders. We would also like to see more new trails. The more trails there are, the less conflicts you will have!!</p> <p>An option would be to do an odd even day for bikes and horses in some of the more conflicting areas or build trails specifically for biking.</p> <p>As a Hiker â€”</p> <p>Everything is great, just need more trail maintenance.</p> <p>As a Biker -</p> <p>We would like to see trails for biking that connects the Auburn Interface (Overlook area), Knickerbocker and Confluence Zone together. Currently we have to ride Hwy 49 to get from one zone to the other and this is very dangerous!!</p> <p>We would also like to see the trail area expanded, maybe a trail going up the north side of the North Fork up to Yankee Jims, and then from Yankee Jims to the Foresthill Divide Loop Trail.</p> <p>We would also like to see some downhill specific trails (although not for us) in the OHV area for those who like to go fast and that would eliminate a lot of the conflicts on other trails where people do hike.</p>

Comments on Foresthill Divide	
Comment Number	3. What else should be addressed in the Foresthill Divide Management Zone?
234	You need to provide multi-use access to trail and connectivity from Foresthill to Auburn. Equestrians continue to dominate access percentage and are yet less than 3% of the trail user group. Access to trails needs to reflect your changing demographics and include cyclists.
235	Do not allow commercial bike taxis to shuttle bikers
236	Do not allow bike companies to ferry lazy bike riders up the hill.
237	Efforts should be taken to increase safe access for all trail users at trailheads. Trail signage, including perhaps directional indicators, could be used to decrease negative user interactions (i.e. all users going same direction). Recognize that mountain bikers and hikers are the predominate user groups in today's world, and that equestrian user numbers continue to sink. Allow for collaborative work to be done by user groups that are ready and willing (I.e. FATRAC, etc).

Comments on Cherokee/ Ruck-a-Chucky

Comment Number	5. What else should be addressed in the Cherokee Bar/Ruck-a-Chucky Management Zone?
1	I do not want what has happened at the confluence with the traffic, accidents and near miss accidents to pedestrians to happen to Sliger Mine Road. This is not like a park where you drive in and only have to worry about park traffic. Highway 49 is a pass through road that local residents have used long before the park and all of the added traffic was added. Unlike Highway 49, Sliger Mine Road has many residences.
2	Allow mountain bikes on western states trail system.
3	<p>American Whitewater is a national non-profit 501(c)(3) river conservation organization founded in 1954 with a mission to conserve and restore Americas whitewater resources and to enhance opportunities to enjoy them safely. With over 6,000 members and 100 locally based affiliate clubs, American Whitewater represents the conservation interests of thousands of whitewater enthusiasts across the nation. A significant percentage of our members reside in and travel to California for its whitewater resources, and enjoy recreating along over forty miles of river canyon on the North & Middle Fork of the American River. As such, American Whitewater appreciates having the opportunity to provide comment on the Auburn State Recreation Area General Plan/Resource Management Plan regarding the Mammoth Bar Management Zone.</p> <p>The USDA-FS, Forest Service Final Conditions and Recommendations Provided Under 18 CFR § 4.34 (b)(1) in connection with PCWA's Application for Relicensing for the Middle American River Project (FERC No. 2079) references conditions that will provide weekday recreation streamflows June through September that will run down the Middle Fork American River in this management zone for up to 5 weekdays a week depending on water year type. Improved or increased public vehicle access to the river past gate 101 to the class IV rapids starting with Chunder would be ideal for the advanced boaters who would prefer to bypass the 13 miles of Class II rapids they would have to paddle if they started at Oxbow.</p>
4	Please spend the money on patrolling the trails to keep them safe. I no longer feel safe hiking or riding equines due to some of the mountain bikers. Most are courteous, however the few who are not, don't seem to care if they hurt anyone. Some are on single track trails that are posted no bikes - but there they are!!!
5	Increase multi-sue trail access to this area by adding a bridge and improved access to cyclist.
6	Create one or two 20-25 person group campsites in addition to existing sites at Ruck-a-Chucky. Create secure parking (or off-site parking with shuttle concession) at the river and hiking trail heads for people who want to do expedition, self-supporting overnight camping trips (horse, hike, float) outside of the improved camping sites. Construct launch ramps to enable floaters and anglers to launch rafts and drift boats. There is great fishing down there and Class II rapids perfect for young families or boaters with disabilities. Currently these groups are limited in their ability to launch because there may only be one or two able-bodied adults on the trip and they cannot carry their 100-200 watercraft down the banks; a ramp would be great addition!
7	Please add a footpath bridge but do not allow any more cars down into the area. Recreational use will be enhanced with the ability to cross the river. However additional cars will only bring crowds. The area's remoteness is what makes it so desirable for recreational use.
8	Vehicle access in the riparian zone at Cherokee Bar should be restricted and limited to a small day use parking area.

Comments on Cherokee/ Ruck-a-Chucky

Comment Number	5. What else should be addressed in the Cherokee Bar/Ruck-a-Chucky Management Zone?
9	<p>If campgrounds have "problems"--people leaving food out that bears take advantage of (and then get killed), then we are opposed to campgrounds and want them closed. Also, improving EXISTING roads is fine, but not necessarily opening or adding more.</p> <p>Either get mountain bikers off all trails less than six feet wide or enforce speed limits.</p> <p>Either require all dogs be on leash or ban dogs from ASRA.</p> <p>Stop sport and trophy hunting of wildlife. Citizens want to view them--follow CA State Parks policies of no hunting.</p>
10	I would like to see a connector trail from the falls to the WS trail just upstream.
11	Allow for bikes on the Western States Trail- odd and even days like on the Mt. Rose section of Athens TRT.
12	1) Constructing a trail bridge across the river at the Greenwood Bridge site, to include access on the bridge and both sides of the Western States Trail for bikes.
13	Keep it open year round
14	Allow mountain bikes on the existing trails and implement odd/even days like Tahoe Rim Trail uses
15	Construct a trail bridge across the river at the Greenwood Bridge site, to include access on the bridge and both sides of the Western States Trail for bikes. Consider odd/even days for bike/equestrian use if necessary. .
16	Construct a trail bridge across the river at the Greenwood Bridge site, to include access on the bridge and both sides of the Western States Trail for bikes.
17	<p>Is there a Valid approved General operations/Plan for the Auburn Recreation Area? Is this proposed project included in this or any other approved plan for the whole of the Auburn State Recreation Area, has any part of the CEQA and NEPA process been started, if so please forward to me as I live on Sliger Mine Road and will be directly negatively impacted by this proposed action/project. Where are the Resources/Funding coming from for your this/proposed project? Does you proposed plan include the long term maintenance and up keep of all aspects of this proposed project. Have you considered all of the significant and less than significant impacts that cumulatively will/may impact the public including those that reside in the areas leading to and from Sliger Mine Road and the Mckee-Ponderosa Road including the road to Canyon Creek? thanks trails-first@att.net</p>
18	1) Constructing a trail bridge across the river at the Greenwood Bridge site, to include access on the bridge and both sides of the Western States Trail for bikes.
19	The charm of the roughness of Drivers Flat Rd. should be tempered with improved access to the campground. It would also be helpful (if not done already) to either 1) place a kiosk at the Drivers Flat Staging Area to facilitate camping registration, or 2) place a sign at the intersection of Drivers Flat and Foresthill Rd. and/or at the Drivers Flat Staging Area saying whether or not there was vacancy at Ruck-a-Chucky, and enumerate camping fees.

Comments on Cherokee/ Ruck-a-Chucky

Comment Number	5. What else should be addressed in the Cherokee Bar/Ruck-a-Chucky Management Zone?
20	1) Constructing a trail bridge across the river at the Greenwood Bridge site, to include access on the bridge and both sides of the Western States Trail for bikes.
21	I enjoy biking Drivers Flat and Ponderosa. I would love to see mountain bike trails added in this area between these roads and connecting back up to the trails in the Foresthill Divide zone.
22	It would be nice to have a trail bridge across the river at the greenwood Bridge site, to include access on the bridge and both sides of the Western States Trail for bikes.
23	No bridge
24	Access for bikes to a new bridge a Greenwood and both sides of the Western States Trail should definitely be included. Biking is the faster growing recreation segment and they do not damage trails. Increased bike legal ASRA trail networks will bring business to the Auburn area merchants and restaurants and should be supported by the state parks.
25	<p>Open all existing and future trails to bikes. (whether via change in use, odd/even day sharing, etc.) Many will claim this cant/shouldnt be done due to 'safety' issues, etc. Please reference State Parks own survey from 2012 that essentially states that trail user conflicts dont exist. Even if/where safety is a concern, a schedule for sharing such as odd/even days, etc, could and would completely mitigate those concerns, with zero cost to implement</p> <p>Build new singletrack trails, including progressive and advanced MTB specific trails</p> <p>Designate existing trails or create new singletrack trails for mountain bikes to connect Foresthill and Auburn, Confluence to Cool, Confluence to Overlook, Auburn Lake Trails to Confluence, and Auburn to Granite Bay</p> <p>Develop an agreement with FATRAC allowing them to provide ongoing, routine maintenance on park trails on an as-needed, short notice basis</p> <p>Constructing a trail bridge across the river at the Greenwood Bridge site, to include access on the bridge and both sides of the Western States Trail for bikes.</p>
26	Open all trails to multi- use An odd/ even program for mountain biked
	1) Constructing a trail bridge across the river at the Greenwood Bridge site, to include access on the bridge and both sides of the Western States Trail for bikes.
27	Provide equestrian parking at Sliger Mine road.
28	Constructing a trail bridge across the river at the Greenwood Bridge site, to include access on the bridge and both sides of the Western States Trail for bikes.

Comments on Cherokee/ Ruck-a-Chucky

Comment Number	5. What else should be addressed in the Cherokee Bar/Ruck-a-Chucky Management Zone?
29	Constructing a trail bridge across the river at the Greenwood Bridge site, to include access on the bridge and both sides of the Western States Trail for bikes.
30	Please increase the access to campgrounds in this area to bike camping/ backpacking/ horse packing. Please provide better connectivity for the trails across the river with a bridge. Increase access for fishing in this area.
31	We need improved mountain bike access to the trails in this area. Making these trails legal to mountain bikes would ease congestion on other over used trails.
32	Gold Panning and Sluicing needs to be re-instated in this area at once.
33	Road improvements would cause increased traffic and be a very negative impact on residents in this area.
34	Public access to Cherokee Bar would increase traffic on Sliger Mine Road. Sliger Mine Road is very narrow..
35	Improve bicycle access to trails
36	<p>We don't want more roads going through the area, the character and history of these roads add charm to our area we don't want them changed, widened or added to. The county doesn't do an adequate job maintaining the existing Sliger Mine Rd. Its is a joke, and believe me, we all talk about it. The money for maintenance just stays in the pockets of the county admins for new lavish buildings and pet projects, like useless street roundabouts in Placerville. When the 100 Mile Endurance Run uses Sliger Mine, they leave trash everywhere along the roads. It opens the area up to extreme fire danger to the homes, farms and ranches of this area. Just the few people who do know about this access haven't treated it with much care of concern, we've had fires, trash and human body dumping, vandalism, attempted horse thefts, etc.</p> <p>If you insist on continuing this project, make a new entrance road from the Hwy 193 side directly around the face of the canyon to the entrance of what is now a dirt road into the Cherokee Flat area, and leave the people on Sliger Road alone. We don't want the traffic coming through our community.</p>
37	1) Constructing a trail bridge across the river at the Greenwood Bridge site, to include access on the bridge and both sides of the Western States Trail for bikes.
38	The road to and the campground be open all year.
39	Would really recommend improving the roads. It's so difficult to drive or run down Driver's Flat road right now.
40	Be real. There is not the will to improve Sliger mine Road. Nor the money. And any improvement of the campground will only encourage those who have 4-wheelers to make it down there. Frankly, I think it would just be a worse haven for drug use and dealing. It already is. Again, without appropriate reinforcement - none of this will work. My dream was to restore and have a bridge to connect the trails at Ruck-a-Chucky. That was

Comments on Cherokee/ Ruck-a-Chucky

Comment Number	5. What else should be addressed in the Cherokee Bar/Ruck-a-Chucky Management Zone?
	before the Mountain Bikers took over and other efforts to even allow motorized use of our trails. There was not a choice to make about JUST Driver's Flat Road being improved. That is a viable option since there are already improved camp grounds at the bottom.
41	A couple picnic tables should be added by the first bathroom as you start down Drivers Flat road. There is however a hazard tree that would need to be removed. Most of the existing campsites should have new fire rings. There is an opportunity of adding additional campsites at the first flat off McKeon-Ponderosa road above the Francisco gate. This short stretch of the McKeon-Ponderosa road could then be open but the rest of the road should remain closed to public vehicle traffic. Adding day use facilities and campsites to the Cherokee Bar area near the river is a good idea and really should be implemented no matter what alternative is selected.
42	Easy access means one thing degrading the experience and beauty of the area. The Confluence is a congested, and ugly overcrowded. Leave things be if you can hike, get on a horse or ride a bike into these areas you have earned it.
43	Preserve the WST east of the River Crossing Poverty Bar/Rucky Chucky in perpetuity as a non wheeled use trail. Please allow horse back riders, runners and hikers only.
44	1) Constructing a trail bridge across the river at the Greenwood Bridge site, to include access on the bridge and both sides of the Western States Trail for bikes.
45	1) Constructing a trail bridge across the river at the Greenwood Bridge site, to include access on the bridge and both sides of the Western States Trail for bikes.
46	Construct a trail bridge across the river at the Greenwood Bridge site, to include access on the bridge and both sides of the Western States Trail for bikes
47	Reduce day use fees.
48	1. Open road access to public upstream of Ruck a Chucky.
49	These semi-remote areas are attractive to all recreational users but the steep access roads present chronic maintenance problems. The public would benefit greatly from restoration and expansion of the popular Ruck-a-Chucky campground. A recreation bridge crossing at the Greenwood Bridge site would benefit all trail enthusiasts especially the Western States runners and Tevis Cup equestrians. Day use facilities and designated parking with barriers are needed to stop vehicle access to the Cherokee Bar beach area. Sliger Mine Road should be closed seasonally due to its remoteness and difficulty to service and patrol. The Miner Bud property should be surveyed to ensure the occupants are not dumping on public property or polluting the river.
50	1. construct a trail bridge across the river at the Greenwood Bridge site to include access on the bridge and on both sides of the Western States Trail for bikes

Comments on Cherokee/ Ruck-a-Chucky

Comment Number	5. What else should be addressed in the Cherokee Bar/Ruck-a-Chucky Management Zone?
51	Construct a trail bridge across the river at the Greenwood Bridge site, to include access on the bridge and both sides of the Western States Trail for bikes.
52	I support: 1) Constructing a trail bridge across the river at the Greenwood Bridge site, to include access on the bridge and both sides of the Western States Trail for bikes.
53	1) Constructing a trail bridge across the river at the Greenwood Bridge site, to include access on the bridge and both sides of the Western States Trail for bikes.
54	Better facilities and more campsites at Ruck a Chucky would give more and better access to that area without too much impact on it's current use. Any other improvements would not be welcomed.
55	<p>Why do we need more vehicles in the canyon? What is the carrying capacity of this Zone? These roads are constantly in need of maintenance due to the "band-aid" approach to maintenance following each winter season. I get it. There's never enough money to do all the ASRA required maintenance. If "improved" so that they are built correctly (as in using the Forest Practice Rules requirements), less maintenance and erosion would save money in the long run. Sorry, Karl Knapp, Parks does not build roads that can withstand winter seasons. It would be nice to be able to bring emergency vehicles down/up Mckeon-Ponderosa Road. I don't support increased vehicle access there. This road has severe washout/erosion every year. In general, this area is pretty lawless in the summer season. Why promote increased use? As Parks' staff is aware, many break-ins occur at the Driver's Flat trailhead and elsewhere here (personal experience).</p> <p>Really appreciate the restroom facility down at the river.</p> <p>Since we're thinking big here, how about a cell tower to improve phone coverage? It would help out the boating community too.</p> <p>A trail bridge would increase connectivity of the Western States trail, improve user safety and help Tevis and the Western States 100 events improve safety of the participants. If a removable bridge could be constructed here, it wouldn't cost as much as a flood-engineered bridge.</p> <p>Equestrians condition their horses on Driver's Flat / Ponderosa Roads. It's a place mountain bikers don't go since they've taken over the Foresthill Road trail system. It works at the moment. The bikes have their space (although it's a fabulous trail with land donated by a rancher) and equestrians have theirs.</p> <p>It's generally a quiet space on the river. Preserve these quiet spaces. They have increasing value in an increasingly noisy region.</p> <p>Continue to close Driver's Flat Road in the winter season. It helps keep out the criminal element and allows the road to be a nice trail for parts of the year.</p>
56	Trail bridge
57	Only add that bridge once you make the Western States Trail multi-use. You can't keep rewarding the equestrians (and runners) but do NOTHING for mountain biking in the past 15 years.

Comments on Cherokee/ Ruck-a-Chucky

Comment Number	5. What else should be addressed in the Cherokee Bar/Ruck-a-Chucky Management Zone?
58	Make trail bridge and adjacent Western States trail legal for bicycles.
59	1) Constructing a trail bridge across the river at the Greenwood Bridge site, to include access on the bridge and both sides of the Western States Trail for bikes.
60	Improve Drivers Flat Rd and allow access when weather permits - not general shut-down for months. Improve parking.
61	increase mountain biking opportunities
62	Ensure access for bicycles and handicap transportation is not cut off like it currently is in certain areas, I am impaired and the only way I can access is with a bike or transport scooter which currently is illegal on trails marked no bicycles this is not in compliance with access for the impaired.
63	New trail bridge at or near former Greenwood Bridge site should allow bicycles. Bicycle legal trails should be constructed and/or existing trails should be shared to connect Cherokee Bar to Confluence MZ on south side of river (through Lower Middle Fork MZ). Bicycle legal trails should be constructed and/or existing trails should be shared to connect Cherokee Bar to USFS Georgetown trails and roads upstream. Look to add Hiker-Biker sites to any developed campsites. Look for primitive camping sites for backpacking and bikepacking.
64	Do NOT allow nude swimming areas. Instead of opening McKeon-Ponderosa to vehicle traffic, open for trail use (foot, bike, equestrian) from the Todd Valley area. Consider using the Ruck-a-Chucky area as a jumping-off point for overnight backcountry permit use further up the river. Do NOT promote off-road vehicle use in this area.
65	Protect the western states trail limiting use to equestrians and hikers.
66	Allow mountain biking on equestrian-only trails at least 3 days a week (including one weekend day).
67	Allow access to mountain bikers and allow for more trail building
68	Trail safety. Multiuse on roads. Pedestrian (2 & 4 footed) on single tracks. Trail etiquette signs. Speed limits
69	Constructing a trail bridge across the river at the Greenwood Bridge site, to include access on the bridge and both sides of the Western States Trail for bikes.
70	As a mountain biker, I'd LOVE to see more mountain bike access provided - we're a strong group, we're here to help build and maintain trails. As such, we'd love to be more involved and we'd love to see opportunities grown for not only our own usage, but for that to be shared with others visiting the area.
71	Increase trail connectivity options from Foresthill Divide Trail

Comments on Cherokee/ Ruck-a-Chucky

Comment Number	5. What else should be addressed in the Cherokee Bar/Ruck-a-Chucky Management Zone?
72	If a trail bridge is built across the river at the Greenwood Bridge site, to include access on the bridge and both sides of the Western States Trail to bikes.
73	Construct a trail bridge across the river at the Greenwood Bridge site, to include access on the bridge and both sides of the Western States Trail for bikes.
74	When constructing a trail bridge across the river at the Greenwood Bridge site, make sure it's open to bikes.
75	The local roads TO the Sliger Mine Rd river access are not wide enough or maintained well enough to serve increase use and services at Cherokee Bar.
76	Keep the existing mountain bike trails and if possible add improvements and more trails connectors for riders.
77	Use for both running and horseback riding.
78	Improve Drivers Flat road only as far as the upper parking lot area before the gate. Improve the parking area.
79	More access for locals to hunt and fish like it used to be. Already making sacrifices due to increased traffic on hwy. 49 in the canyon. I am a 30 year resident with concerns about outsiders having access to my neighborhood. Thank you, Steve Horvath
80	Don't change the road just maintain what's there. Remove slides or downed trees. So we locals can enjoy it but the Yahoo's that ruin areas like Univsity Falls won't come here. Plus with fluctuating water levels it's not ideal for facilites.
81	increase and improve campsites. allow mountain bike access to all trails including the western states trail.
82	Fix Sliger Mine Road after the mudslide and improve the road by removing the washout ruts.
83	Make any new trail bridge and the Western States Trail leading to and from it Bike-Legal.
84	Trail bridge to Western States Trail should be available for bicycle use.
85	Regarding roads, only improve Drivers Flat road, close Sliger Mine road to vehicle traffic. Convert existing trails to multi-use, but ideally do not widen the trails.
86	Dont make it into Disneyland

Comments on Cherokee/ Ruck-a-Chucky

Comment Number	5. What else should be addressed in the Cherokee Bar/Ruck-a-Chucky Management Zone?
87	More consideration should be given to maximize mountain biking. This user group does more maintenance and partnership with the ASRA by far over any other group. In addition, there is a growing population of MTBers as opposed to other recreational hobby participation which are in the decline. The economic impact of mountain biking benefits the parks and local communities.
88	Maintain the existing road for emergency vehicles only; keep the existing calm trail system.
89	At least the maintain road for car travel specially Cherokee bar side
90	Allow mountain biking on all trails in the Cherokee Bar/Ruck-a-Chucks Management Zone.
91	Work with local mountain bike groups to create and manage trails for hikers and bikers. Work with equestrian groups for trail access on odd or even days and/or weekends for hikers and mountain bikers.
92	Allow for multi-use on all WST and corridor trails
93	Keep it rural. Absolutely no bridge over the River! We have enough crime over here and don't need another access point for criminal activity.
94	Road improvement should include widening the road and speed bumps to slow down vehicles (increase safety). Spray herbicide to control forest/blackberry encroachment, correct pitch and side drainage from the current Cherokee Bar signage to the current blacktop ending at the US postal boxes, Fox Grove Lane. At the Cherokee Bar signage, add payment box for day use/parking (revenue for ASRA like down at the confluence).
95	Living right there on Hida Way, I have a very strong opinion about opening the campground. I see more accidents. Trash everywhere and the traffic would be terrible. I would LOVE to have Sliger Mine paved because I have a hard time driving my compact car on that road, but I would rather keep driving on the bumps and holes then have more traffic.
96	The traffic in this area is already bad. The preservation of this area is important to me. If this is more assessable, there will be more damage to the environment. Please leave this as it is now.
97	There is a distinct increase chance of fires that will occur with more access/use to this area. There is past history of fires originating in the canyon bottom and extreme danger to numerous homes in the area. These type of fires are extremely difficult to contain because of the steepness and heavy vegetation in the area. The road access to the canyon bottom is also a detriment for evacuation of tourists and fire equipment. The local county roads/increased traffic will also be impacted with this plan . This plan should be shelved.
98	Constructing a trail bridge across the river at the Greenwood Bridge site, to include access on the bridge and both sides of the Western States Trail for bikes.
99	

Comments on Cherokee/ Ruck-a-Chucky

Comment Number	5. What else should be addressed in the Cherokee Bar/Ruck-a-Chucky Management Zone?
	<p>As a trail user that frequents the ASRA and cares about its future and the management of the Park, thank you for providing the opportunity to express my opinions on the upcoming General Plan. The issues I would like to see prioritized in the Plan are as follows.</p> <p>There is currently a large disparity in the appropriation of resources within the Park. Despite being the second most common user group in the Park, cycling is only allowed on a fraction of singletrack located in the ASRA.</p> <p>Off-road cycling is a low-impact, human-powered, legitimate recreation group with more than 35 million annual U.S. participants (Outdoor Industry Association). Science has shown that the environmental impact of bicyclists is similar to that of hikers. Cyclists, more so than any other user group, give back to their local trail systems by volunteering on public land, providing an untapped resource for a budget bound park system that is, through no fault of its own, looking at a backlog of maintenance needs that it cant seem to meet. Furthermore, the often-heard argument that bicycles shouldnt be allowed on many trails do to user conflicts and other safety concerns has been discredited in California State Parks own study in 2012. Combined with an exponential growth in annual visitors seeking outdoor recreation, much of the Parks trail network is overtaxed, and for cyclists, disproportionately and unfairly allocated. With multiple options to rectify this disparity at the disposal of Parks, I see no reason this unjust allotment of available trails can not be remedied immediately. Change in use, odd/even days, and/or seasonal sharing are just a few examples of techniques that could rectify this imbalance at little to no fiscal cost. Considering the ASRA is a state designated recreation area, I am highly opposed to the ideas put forth in the Resource Management Emphasis. As an outdoor enthusiast, I understand the need to protect certain natural resources. However, given that this space has been set aside as an area appropriate for high levels of human impact, I would prefer that it be managed as such. The physical condition of many trails within the Park needs to be addressed. Given the lack of funding and resources available to Parks, I understand that it is unlikely for much of the maintenance needs of the Park to be met by Parks employees. As such, I ask that Parks develop an agreement with Folsom-Auburn Trail Riders Action Coalition (FATRAC) to allow skilled, accredited volunteers to lead maintenance work days within the Park on an as-needed basis; allowing work to be performed on short notice. This type of partnership is commonplace for many trail networks, and has been a proven success in other SRAs, as the Central Coast Concerned Mountain Bikers (CCMB) have demonstrated in and around San Louis Obispo. Allowing for trail users to give back to the trail system will increase user safety, decrease erosion, and heighten the parks popularity, thus increasing revenue potential.</p> <p>I would like to see new singletrack trails built. As of 2016, Placer Countys population has grown by roughly 220%, according to the US Census. Yet in a similar time frame, practically zero miles of singletrack have been added to the ASRA. Like the issues around maintaining trails, volunteer labor and donations are readily available to assist in the planning and execution of new trails, with the potential of little to no fiscal cost to Parks. State Parks should work with nonprofits such as Placer Land Trust, American River Conservancy and public agencies (federal, County) to protect land along and near the river through any means necessary. And State Parks should be willing to acquire, own and manage land as part of this effort.</p>
100	1) Constructing a trail bridge across the river at the Greenwood Bridge site, to include access on the bridge and both sides of the Western States Trail for bikes.
101	Construct a trail bridge across the river at the Greenwood Bridge site, to include access on the bridge and both sides of the Western States Trail for bikes.

Comments on Cherokee/ Ruck-a-Chucky

Comment Number	5. What else should be addressed in the Cherokee Bar/Ruck-a-Chucky Management Zone?
102	Unless there is someone down there to manage the site, the type of people who go down there will just tear it up. Already, they race up and down Sliger Mine. Improving the road will just make them drive faster. I live on Sliger Mine and oppose this change.
103	the sliger mine gate should remain open all year long. if a fire broke out west of Spanish dry digging rd hundreds of people would be trapped. if the gate was open we would have access to evacuation via driver flat rd.
104	OPEN up the Western States Trail to both bicycles and motorcycles. Make it a true multi-use trail end-to-end.
105	It's lovely the way it is. I ride my horse down there, and the lack of traffic and people make it a very pleasant ride. Once it's accessible to droves, it'll be trashed and no longer the quiet, enjoyable spot it is. With improvements, we'll see the same thing that happened to University Falls -- city folk coming up and trashing the place. I say, leave well enough alone and use the money elsewhere.
106	1) Constructing a trail bridge across the river at the Greenwood Bridge site, to include access on the bridge and both sides of the Western States Trail for bikes.
107	Maintain or expand trails open to mountain biking. Do not reduce mountain bike access to any trails.
108	If you increase public access and improve the roads, then the entire road would need to be improved. Sliger mine Rd. starting at Hwy 193 is not designed to take heavy traffic. If public access were to be increased on Sliger mine Rd. then the entire road would need to be upgraded not just the dirt road from the top. I believe many of the same issues would need to be addressed on Mckeeon-Ponderosa. Without improvements to the entire road I would not recommend upgrades at the river crossing
109	Safety. The access to Cherokee Bar has been blocked due to slides and this is a huge concern to those who live on Sliger Mine as there is no escape route should a fire start above Spanish Dry Diggins. This is also a good reason for the bridge to be rebuilt so residents can flee across the river if necessary.
110	There is not enough money in the state's budget to improve Sliger Mine Road enough to handle the current traffic, let alone additional traffic. People use Spanish Dry Diggins as access, and yet you have not listed it as requiring improvement to handle additional vehicles. This area is not easily accessible, and in fact lacks any possible easy or even good access due to the very rural nature of the neighborhood. It should remain inaccessible except by river, hiking, riding (horseback) or 4x4.
111	Day use facilities and designated parking with barriers are needed to stop vehicle access to the Cherokee Bar beach area. Sliger Mine Road should be closed seasonally due to its remoteness and difficulty to service and patrol. The Miner Bud property should be surveyed to ensure the occupants are not dumping on public property nor polluting the river.
112	I would love a foot bridge (not for cars) across for equestrians AND if that happened, maybe less people would use SMR for access and avoid increased traffic on SMR / Auburn Canyon. I like the campgrounds as they are over at RAC.

Comments on Cherokee/ Ruck-a-Chucky

Comment Number	5. What else should be addressed in the Cherokee Bar/Ruck-a-Chucky Management Zone?
113	More singletrack trails for mountain biking! Work with FATRAC to design and maintain at little or no cost to the park.
114	Poison oak control on trails
115	1) Constructing a trail bridge across the river at the Greenwood Bridge site, to include access on the bridge and both sides of the Western States Trail for bikes.
116	Constructing a trail bridge across the river at the Greenwood Bridge site, to include access on the bridge and both sides of the Western States Trail for bikes
117	1) Constructing a trail bridge across the river at the Greenwood Bridge site, to include access on the bridge and both sides of the Western States Trail for bikes.
118	I would like to see the bridge proposal at Greenwood to include mountain bikes so that riders could use part of the WST.
119	Work with local mountain biking groups to open and maintain new riding trails.
120	Add more trails. Add a connector trail from McKeon Ponderosa over to Driver's Flat that will connect to FHDL and also that makes a big loop in that area. There is a lot of land, expand the running, mountain biking and horse riding in this area. Pave Driver's Flat
121	1) Constructing a trail bridge across the river at the Greenwood Bridge site, to include access on the bridge and both sides of the Western States Trail for bikes.
122	1) Constructing a trail bridge across the river at the Greenwood Bridge site, to include access on the bridge and both sides of the Western States Trail for bikes.
123	Fire control
124	1) Construct a trail bridge across the river at the Greenwood Bridge site, to include access on the bridge and both sides of the Western States Trail for bikes.
125	I support constructing a trail bridge across the river at the Greenwood Bridge site, to include access on the bridge and both sides of the Western States Trail for bikes.
126	Please keep the trails available to mountain biking, as this is a beautiful area to enjoy on a bike, with room for everyone.
127	not very familiar with this area. Increasing safety for any current usage is in publics best interest.
128	add/expand hunting areas

Comments on Cherokee/ Ruck-a-Chucky

Comment Number	5. What else should be addressed in the Cherokee Bar/Ruck-a-Chucky Management Zone?
129	Yes open to Mt bikes pls
130	1) Constructing a trail bridge across the river at the Greenwood Bridge site, to include access on the bridge and both sides of the Western States Trail for bikes.
131	Please construct a bridge across the river at the greenwood site to include access on both sides of the WST for bicycle access.
132	1) Constructing a trail bridge across the river at the Greenwood Bridge site, to include access on the bridge and both sides of the Western States Trail for bikes.
133	1) Constructing a trail bridge across the river at the Greenwood Bridge site, to include access on the bridge and both sides of the Western States Trail for bikes.
134	1) Constructing a trail bridge across the river at the Greenwood Bridge site, to include access on the bridge and both sides of the Western States Trail for bikes.
135	1) Constructing a trail bridge across the river at the Greenwood Bridge site, to include access on the bridge and both sides of the Western States Trail for bikes
136	I support the ruggedness of this campground. I am sure people who camp here appreciate it as well. I don't know enough about creating a bridge on this trail to comment.
137	Keep existing access for mountain biking and open more trails for cycling.
138	I support constructing a trail bridge across the river at the Greenwood Bridge site, to include access on the bridge and both sides of the Western States Trail for bikes.
139	<p>I Support the Following:</p> <p>1) Constructing a trail bridge across the river at the Greenwood Bridge site, to include access on the bridge and both sides of the Western States Trail for bikes.</p> <p>2) I love being able to connect to several trails, which make for Epic Rides. One comes to mind (The Whole Enchilada), and would love to see connections between this portion of trail system and others that you are soon to be deciding on.</p>
140	It seems you are trying to exploit a beautiful natural resource to make money. In the process you will destroy it.
141	Build more multi-use trails and open existing trails to mountain bike use. Based on the questions in this survey, the ASRA is overlooking the elephant in the room with regards to park access and use. There are already miles and miles of trails and recreation opportunities in place for trail users, and they are off-limits to the park's largest and fastest-growing user group, mountain bikers. The park needs to make existing trails more

Comments on Cherokee/ Ruck-a-Chucky

Comment Number	5. What else should be addressed in the Cherokee Bar/Ruck-a-Chucky Management Zone?
	available, not build more bridges, parking lots, and visitor areas. There is already ample parking and recreation space, with only a handful of trails actually available for bicyclists. As the number of mountain bikers accessing the park increases, trail traffic becomes an issue because there simply are not enough miles of open singletrack to disperse trail users. The trails are there, but they are rarely used by hikers and equestrians, and are illegal for bikes. The ASRA is effectively allowing miles of singletrack to go to sit idle and unused. Open these trails to bicycles. As of 2016, Placer Countys population has grown by roughly 220%, according to the US Census. Yet in a similar time frame, practically zero miles of singletrack have been added to the ASRA, or opened for mountain bike access. Like the issues around maintaining trails, volunteer labor and donations are readily available to assist in the planning and execution of new trails, and maintenance and repair of existing trails, with the potential of little to no fiscal cost to Parks.
142	Encourage multi use trails. Hiker/Biker/Horses.
143	Construct a trail bridge across the river at the Greenwood Bridge site, to include access on the bridge and both sides of the Western States Trail for bikes.
144	include access for bikes for the bridge and for both sides of the western states trail
145	I only want a bridge if it is multi use. Other than the roads open to cars, are there any trails open to bikes in this zone? A connection to the Divide Trail and to the Quarry Road would be great.
146	1) Constructing a trail bridge across the river at the Greenwood Bridge site, to include access on the bridge and both sides of the Western States Trail for bikes.
147	Yes, please construct a trail bridge across the river at the Greenwood Bridge site, to include access on the bridge and both sides of the Western States Trail for bikes. Improve bike trail access from McKeon Ponderosa to Ruck-a-Chucky and provide a trail to climb out, so riders can stay off of dangerous and dusty Driver's Flat.
148	make parking/driving into white oak flat open to all.
149	I have not used this area much so don't have strong opinions on it's management. However, I do support it being managed to allow all users; hikers, mountain bike riders, and horse riders.
150	Keep the road open longer to provide access to the trails, otherwise, you have to walk several miles to get to the trails.
151	More access for mountain bikes on trails.
152	1) Constructing a trail bridge across the river at the Greenwood Bridge site, to include access on the bridge and both sides of the Western States Trail for bikes.

Comments on Cherokee/ Ruck-a-Chucky

Comment Number	5. What else should be addressed in the Cherokee Bar/Ruck-a-Chucky Management Zone?
153	No more roads, but trails are good. People should not be encouraged to drive in/to these locations; they should be encouraged to hike and bike and enjoy nature and the quiet away from cars and stereos.
154	Leave trails for MTB hiking and runners
155	1) Constructing a trail bridge across the river at the Greenwood Bridge site, to include access on the bridge and both sides of the Western States Trail for bikes
156	Cherokee Bar/Ruck-a-Chucky Zone: We support ! 1) Constructing a trail bridge across the river at the Greenwood Bridge site, to include access on the bridge and both sides of the Western States Trail for bikes.
157	Please consider adding multi use access to the Western States Trail. This is something that I would like to see as an avid trail runner and mountain biker.
158	1) Constructing a trail bridge across the river at the Greenwood Bridge site, to include access on the bridge and both sides of the Western States Trail for bikes.
159	1) Construct a trail bridge across the river at the Greenwood Bridge site, to include access on the bridge and both sides of the Western States Trail for bikes. 2) Develop an agreement with FATRAC allowing them to provide ongoing, routine maintenance on park trails on an as-needed, short notice basis
160	Include access on the bridge and both sides of the Western States Trail for bikes.
161	Add a trail bridge across the river at the Greenwood Bridge site
162	I would like to see additional resources put into trail maintenance and development, specifically to make the area more accessible and inviting to mountain biking. I am an avid trail runner and cyclist and feel the area could be better developed to give access to more people. I also feel the equestrian access should be limited due to severe amount of trail damage and erosion caused by horses.
163	add a narrow bridge and allow mountain bikes.
164	For the bridge near the former Greenwood Bridge, please include access on the bridge and both sides of the Western States trail for bikes.
165	1) Constructing a trail bridge across the river at the Greenwood Bridge site, to include access on the bridge and both sides of the Western States Trail for bikes.
166	Please consider more opportunities for mountain biking - and for allowing advocate groups to help with trail building / maintenance.

Comments on Cherokee/ Ruck-a-Chucky

Comment Number	5. What else should be addressed in the Cherokee Bar/Ruck-a-Chucky Management Zone?
	Ruck-a-chucky is a great, small, campsite that provides a unique opportunity in the area. Consider keeping it that way .
167	Constructing a trail bridge across the river at the Greenwood Bridge site, to include access on the bridge and both sides of the Western States Trail for bikes. Making the Western states trail open to bikes, even if it's just on even or odd days.
168	As a frequent visitor and supporter of local businesses when I spend time in the area I support FATRACs recommendation to add a trail bridge across the river to connect the Western States Trail for use by cyclists and others.
169	Make trails multi purpose so bikes can enjoy the area also.
170	I support constructing a trail bridge across the river at the Greenwood Bridge site, and allow bike access on the bridge and both sides of the Western States Trail.
171	1) Constructing a trail bridge across the river at the Greenwood Bridge site, to include access on the bridge and both sides of the Western States Trail for bikes.
172	Build a trail bridge across the river at the Greenwood Bridge site, to include access on the bridge and both sides of the Western States Trail for bikes.
173	1) Constructing a trail bridge across the river at the Greenwood Bridge site, to include access on the bridge and both sides of the Western States Trail for bikes.
174	Change trail designation to multiuser so that bicycles can connect from Ruck A Chucky to the Western States Trail in Foresthill.
175	There could be basic road maintenance to allow reasonable passage on what are the existing dirt roads. Absolutely no asphalt paving of the roads should be done. The roads should remain primitive. The trail bridge would be great for trail users. A vehicle bridge is not desirable.
176	I would support a trail bridge if it was built to not wash away in every flood event. I feel that this would be difficult to do. I like that the Sliger Mine road is difficult and keeps crowds out. Keep the crowds on the Foresthill side!
177	1) Constructing a trail bridge across the river at the Greenwood Bridge site, to include access on the bridge and both sides of the Western States Trail for bikes
178	Keep these trails for biker and equestrian use. Put up informative signs for trail yielding
179	<ul style="list-style-type: none"> - Improve parking - Add hiking/trail information signs - Include update wildfire protection plan

Comments on Cherokee/ Ruck-a-Chucky

Comment Number	5. What else should be addressed in the Cherokee Bar/Ruck-a-Chucky Management Zone?
	<ul style="list-style-type: none"> - Small improvements to river access for rafting - Restore native habitat where needed
180	I believe your map does not show the McKeon Little Loop Trail between McKeon Ponderosa Way at White Oak Flat and McKeon Ponderosa Way below gate 102.
181	a barrier to dirt bikes and quads so they don't ignore the signage at gate 100 and head up into Francisco's and above. Some also ignore signage at Drivers Flat when the road is closed to vehicles in winter. There are many types of designs which allow hikers, bicyclists and equestrians access but make it much harder for vehicles to pass through illegally.
182	Trail access is sorely needed. However it needs to reflect the trail user demographics and be open to multi-use, including cyclists, to add access. Please let trail access reflect the trail user demographics.
183	Work with nonprofits such as Placer Land Trust and American River Conservancy and public agencies (federal, County) to protect land along the river through any means necessary. State Parks should be willing to acquire, own and manage land as part of this effort.

Comments on Upper Middle Fork	
Comment Number	2. What else should be addressed in the Upper Middle Fork Management Zone?
1	Allow mountain bikes on western states trail system.
2	creation of a subsidized concessionaire to do shuttles for hikers and floater would make this area more accessible. Make it easier for small groups of floaters and backpackers (up to 12 persons) to camp at suitable public lands. Perhaps issuance of a river-side camping permit to ensure the site is available and that groups have a containment system to pack human waste out of the canyon (require that the permits be returned to the ASRA office and that they dump their waste there). Establish additional sites including minor construction projects to help with the formation of sand bars at potential campsites (use volunteer groups like Scouts, FOR, and other to help with those projects).
3	Allow for mountain biking on the Western States Trail from Foresthill.
4	I would like ASRA to coordinate and cooperate with landowners and Placer County at the end of McKeon Ponderosa Rd. to ensure ASRA access. Very important ASRA access point for residents of Foresthill and WST users. Thank you!
5	Allow prospecting and mining activities
6	These yes/no questions only serve to support increased development along the river. They do not address existing carrying capacity, quality of road access, natural resource values and potential for resource damage. Like most rivers in the Sierra Nevada, scour and historic mining/logging activities as well as high intensity fire adversely impact the river corridor. The ASRA plan should address resource damage prior to making decisions regarding "improvements" in the river corridor, particularly in areas with difficult access and substantial damage. The Middle Fork is one of these areas. Flow rates from Oxbow Powerhouse should be regulated not just for downstream beneficial uses and boater experience, but for riverine and terrestrial resource values that include tributaries and upper trail systems as well. What an amazing river section to boat. I hope the principals involved in Plan development have an opportunity to experience it.
7	Open this section of the Western States Trail to mountain bikers. The trail is on public land and should be open to responsible tax paying mountain bikers.
8	1. Improve the portage trail around ruck-a chucky to facilitate river recreation by the general public who carry their boats around the falls. 2. Open the Drivers' flat road upstream from ruck-a -chucky campground so lower middle fork boaters can put-in below ruck a chucky falls.
9	Not a lot is needed in this remote area. Feasible trails should be added where possible.
10	ALLOW BIKES ON WST FROM FORESTHILL TO AUBURN TRAILS! People will claim this is a safety issue, but is NOT the case based on Parks' own study from 2012. Options to mitigate any and all safety concerns are easy to come by at little to no cost! Open all existing and future trails to bikes. (whether via change in use, odd/even day sharing, etc.) Many will claim this cant/shouldnt be done due to 'safety' issues, etc. Please reference State Parks own survey from 2012 that essentially states that trail user conflicts dont exist. Even if/where safety is a concern, a schedule for sharing such as odd/even days, etc, could and would completely mitigate those concerns, with zero cost to implement Build new singletrack trails, including progressive and advanced MTB specific trails Designate existing trails or create new singletrack trails for mountain bikes to connect Foresthill and Auburn, Confluence to Cool, Confluence to Overlook, Auburn Lake Trails to Confluence, and Auburn to Granite Bay Develop an agreement with FATRAC allowing them to provide ongoing, routine maintenance on park trails on an as-needed, short notice basis

Comments on Upper Middle Fork

Comment Number	2. What else should be addressed in the Upper Middle Fork Management Zone?
11	Trails and access for multiusers.
12	Please add trailhead for multiuse trail to allow biking or hiking access to the river for fishing
13	Mountain bike access.
14	<p>To maintain the safety of all that use the trail including hikers, runners and equestriennes I believe wheeled vehicles should not be allowed on the WS trail from Foresthill to the river crossing. The history of this trail used for two 100 mile races brings people from around the world helping the local economy. The trail is heavily maintained by the people associated with both races.</p> <p>This particular trail is narrow (three feet in some areas), steep in places, often short visibility and complete with sheer drop-off on one side and rock cliff on the other. Although I believe in multi-use as I am a hiker, bike rider and horse rider, I find this trail to be extremely high risk. Even with the best bike handlers, the most active runners and extremely well trained horses ridden by competent riders, this trail offers little room for stopping when coming upon one another if going over 8-10 miles an hour. I'm quite sure that if I was on a bike on the trail I would want to be going 10mph on the flats and faster on the downs.</p> <p>I have, in the past in this area and the North and East bay, happily shared trail with occasional close calls with bikes, horses and motorcycles on curved trails. The close calls were only that due to the excellent skills of all involved along with the trail being a fire road width.</p> <p>Please consider safety first when planning any change on the California Loop.</p>
15	More multi use trails in this area. Make the existing trails legal for mountain bikers. Legal access would allow mountain bikers to connect to other trail networks. It would also ease congestion on other local over used trails.
16	Gold Panning and Sluicing needs to be re-instated in this area at once.
17	Increase multi-use trails
18	I want to say yes - because it is such an amazingly beautiful area and I don't like finding toilet paper in the woods. But I also don't want to encourage the mountain bikers. Would saying "yes" bring more bird watchers? More hikers? Would saying "yes" stop Mountain Bikers from careening around corners on narrow track trails?
19	For safety reasons, the Western States trail should only be open for hikers and horses.
20	Continue to allow boating access.
21	Keep everything the way it is.
22	The Upper Middle Fork features popular whitewater rafting and the Western States Pioneer Express National Trail in a remote, steep, scenic canyon. There is a need to address illegal OHV access at Fords Bar and other locations, and to restore trail access at White Oak Flat trailhead. Whitewater guide training should emphasize the fire danger from smoking. Carefully evaluate whitewater carrying capacity to ensure quality river wilderness experiences. Consider restoring the lower section of portage trail at Ruck-a-Chucky rapid.
23	Create additional or share existing trails to create addition bike legal trails. Look for primitive camping sites near river trails for backpacking and bikepacking.

Comments on Upper Middle Fork

Comment Number	2. What else should be addressed in the Upper Middle Fork Management Zone?
24	Improve trail conditions/maintenance. Stop unauthorized vehicle access.
25	Maintain current access for mountain bikes. Do not reduce trail access for bikes.
26	<p>Do NOT allow nude swimming areas.</p> <p>Improve signing for trail access, including the Western States Trail, from public roads in the Todd Valley area.</p> <p>Allow permits for overnight backcountry camping/backpacking. Consider providing limited facilities for backcountry campsites such as pit toilet, bear box and picnic table.</p> <p>Provide information for backpacking the Western States Trail.</p> <p>Do NOT promote off-highway vehicle use in this area.</p>
27	<p>As a mountain biker, I'd LOVE to see more mountain bike access provided - we're a strong group, we're here to help build and maintain trails.</p> <p>As such, we'd love to be more involved and we'd love to see opportunities grown for not only our own usage, but for that to be shared with others visiting the area.</p> <p>I'm also a hiker, backpacker, camper, fisherman and all things outdoors. PLEASE work to continue to provide access and keep trails open to ALL users.</p>
28	Do not mix wheeled and non wheeled use on single track trails.
29	Work with local mountain bike groups to create and manage trails for hikers and bikers. Work with equestrian groups for trail access on odd or even days and/or weekends for hikers and mountain bikers.
30	<p>Allow multi-use on the WST, either full time, or alternate day use.</p> <p>Add a river level multi-use trail (going above the private properties as needed).</p> <p>Work with Land Trust partners to acquire the private in holdings.</p>
31	More consideration should be given to maximize mountain biking. This user group does more maintenance and partnership with the ASRA by far over any other group. In addition, there is a growing population of MTBers as opposed to other recreational hobby participation which are in the decline. The economic impact of mountain biking benefits the parks and local communities.
32	Allow mountain biking on all trails in the Upper Middle Fork Management Zone
33	State Parks should work with the BLM and Bureau of Land Management to acquire river-front property in this segment from willing sellers.
34	Work with local mountain bike groups to create and manage trails for hikers and bikers. Work with equestrian groups for trail access on odd or even days and/or weekends for hikers and mountain bikers.
35	Allow for multi-use on the WST.
36	A river crossing to connect trails.

Comments on Upper Middle Fork

Comment Number	2. What else should be addressed in the Upper Middle Fork Management Zone?
37	There should be a plan in place for mountain bike / equestrian interaction. On wide fire roads, both mountain bikes and equestrians should be able to use simultaneously on technical single track there must be some type of separation, whether separate trails or separate days.
38	Need to address illegal OHV access at Fords Bar and other locations. Restore trail access at White Oak Flat trailhead. Whitewater guide training should emphasize the fire danger from smoking. Consider restoring the lower section of portage trail at Ruck-a-Chucky rapid.
39	More mountain biking trails! Work with FATRAC to design and maintain.
40	Please add more trails for running and mountain biking and if you add picnic tables, pave Driver's Flat or another dirt road for easier access.
41	1) Improve trail access to the river, including bike-legal trails where feasible to the terrain. Add bike-legal trail to go from Confluence as far upstream as possible.
42	OHV trails and hiking trails along with mountain bike trails so we all can enjoy the river system with respect and freedom.
43	creating more bike legal singletrack
44	Keep as day use hike, bike, equestrian access
45	Open trails to mountain bikes. These trails are some of the most remote and unused in the park. They are only accessed by long-distance runners, and rarely equestrians. Opening these trails to mountain bikes would relieve tremendous pressure on the confluence parking area and other day-use areas, and allow for much more user dispersion throughout the ASRA. Additionally, it would bring in a large group of willing volunteers to perform trail maintenance, brushing, and general upkeep on these remote and rarely-accessed trail systems. As of 2016, Placer County's population has grown by roughly 220%, according to the US Census. Yet in a similar time frame, practically zero miles of singletrack have been added to the ASRA, or opened for mountain bike access. Like the issues around maintaining trails, volunteer labor and donations are readily available to assist in the planning and execution of new trails, with the potential of little to no fiscal cost to Parks, just open these trails to mountain bike access.
46	Encourage multi use trails.Hiker/Biker/Horses
47	Multi use trails would be nice. Perhaps better river access if feasible.
48	Allow trail maintenance by trail users. Allow use by all trail users; mountain bike riders, hikers, horse riders.
49	More mountain bike access on trails.
50	Add more bike friendly trails please.
51	I would like to see added resources put into trail maintenance and development, specifically to make the area more accessible and inviting to mountain biking. I am an avid trail runner and cyclist and feel the area could be better developed to give access to more people. I also feel the equestrian access should be limited due to severe amount of trail damage and erosion caused by horses.
52	Mountain Bike access to ALL trails on the South side of the Middle Fork to MTB

Comments on Upper Middle Fork

Comment Number	2. What else should be addressed in the Upper Middle Fork Management Zone?
53	Restrooms, water fountains and picnic benches are always desirable. However, upgrades to roads such as paving and adding paved parking are not desired as the goal should be to maintain the natural conditions and avoid overuse.
54	Improved day use facilities at popular stops should reduce impact on other parts of the river. It is a great paddle experience. Could a program be developed with outfitters to haul out trash?
55	Work with nonprofits such as Placer Land Trust and public agencies (federal, County) to protect land along and near the river through any means necessary. State Parks should be willing to acquire, own and manage land as part of this effort.

Comments on Mineral Bar

Comment Number	2. What else should be addressed in the Mineral Bar Management Zone?
1	Your call. Not on my list of importance.
2	There is not enough space, particularly for parking, to justify the current number of camp sites. Some sites are so condensed, it leads to a lower quality visor experience.
3	Either get mountain bikers off all trails less than six feet wide or enforce speed limits. Either require all dogs be on leash or ban dogs from ASRA. Stop sport and trophy hunting of wildlife. Citizens want to view them--follow CA State Parks policies of no hunting.
4	Allow prospecting and mining activities
5	Make the campsite equestrian friendly.
6	Camping has become very popular and it's great to see people enjoying the outdoors. Tent camping is always a great way to maintain some natural vibes.
7	Camping has become very popular. The footprint of the few campgrounds in the area are small compared to the total space in ASRA. Campground construction costs are small compared to other facilities.
8	Keep existing habitat. Less campgrounds means less fire danger.
9	GOLD MINING GOLD MINING GOLD MINING
10	Keep this area rural. This area could use more trails. Keep them rugged and remote, as this is an area that would not be utilized by very many people. The few people that would venture into this area would appreciate rugged trails.
11	Gold Panning and Sluicing needs to be re-instated in this area at once.
12	Gold Panning and Sluicing needs to be re-instated in this area at once.
13	Increased multi-use trail opportunities
14	Families seem to enjoy this campground. Since it's already a campground, keep it as is or improve it, depending on whatever has been established as carrying capacity for this zone.
15	Considering the potential removal of the recreation currently available to area residents at the Bear River day use, due to the Centennial Dam, I do not recommend closing this area to day use or current number of campsites. This area provides a low cost way for area residents to access the river and for families to enjoy the area.
16	Increase trail access to all trail users.
17	Reduce day use fees.

Comments on Mineral Bar

Comment Number	2. What else should be addressed in the Mineral Bar Management Zone?
18	This popular day use area next to the river is well suited for upgrades and modest expansion. State Parks should enter into a management agreement with BLM to ban camping along the Pennyweight Trail.
19	Camping along the Pennyweight Trail is resulting in human feces and substantial garbage being left behind. This should be regulated.
20	Look to add Hiker-Biker site to campground. Consider shared primitive walk-in/bike-in/boat-in camping sites. Create multiple use trail that follows river to Yankee Jims Rd if possible connect trail to Ponderosa Way crossing.
21	If we keep expanding these areas to campgrounds and more motor traffic we will loose the very essence of what this area is about. Keep it rural.
22	Trail safety
23	<p>As a mountain biker, I'd LOVE to see more mountain bike access provided - we're a strong group, we're here to help build and maintain trails.</p> <p>As such, we'd love to be more involved and we'd love to see opportunities grown for not only our own usage, but for that to be shared with others visiting the area.</p> <p>I'm also a hiker, backpacker, camper, fisherman and all things outdoors. PLEASE work to continue to provide access and keep trails open to ALL users.</p>
24	Mt users should be able to use singletrack trails to get around the area.
25	Increase the number of parking spaces either along the road or in the day parking areas.
26	Work with local mountain bike groups to create and manage trails for hikers and bikers. Work with equestrian groups for trail access on odd or even days and/or weekends for hikers and mountain bikers.
27	This is also an area that needs to be managed more by law enforcement. The last time I visited there, August 2017, there where several illegal fires and campsites set up along the river. There were also people digging for gold and tearing up the banks of the river.
28	Improve the trails which are a big amenity to this zone. They are scenic and challenging with the great wild flower viewing, river access, and waterfalls.
29	build new mountain bike trails connecting mineral bar to forest hill divide areas.
30	<p>Add a trail between Mineral bar and Yankee Jim's road.</p> <p>State Parks should work with nonprofits such as Placer Land Trust, American River Conservancy and public agencies (federal, County) to protect land along and near the river through any means necessary. And State Parks should be willing to acquire, own and manage land as part of this effort.</p>

Comments on Mineral Bar

Comment Number	2. What else should be addressed in the Mineral Bar Management Zone?
31	More consideration should be given to maximize mountain biking. This user group does more maintenance and partnership with the ASRA by far over any other group. In addition, there is a growing population of MTBers as opposed to other recreational hobby participation which are in the decline. The economic impact of mountain biking benefits the parks and local communities.
32	Allow mountain biking on all trails in the Mineral Bar Management Zone
33	Work with local mountain bike groups to create and manage trails for hikers and bikers. Work with equestrian groups for trail access on odd or even days and/or weekends for hikers and mountain bikers.
34	Maintain the same or expand mountain bike access to all trails. Do not reduce mountain bike access to trails.
35	Increase trail maintenance and create trail connections.
36	PARKs should enter into a management agreement with BLM to ban camping along the Pennyweight trail.
37	Love this spot. No need to do much else here.
38	Add trails
39	More access for mountain bikes
40	1) Improve trail access to the river, including bike-legal trails where feasible to the terrain. Add bike-legal trail to go from Confluence as far upstream as possible.
41	Restore natural habitat, but do not limit camping. Make accessibility more in line with reward system: do volunteer works for restoration, get points to be used for access, access cant be bought, should be rewarded.
42	Keep it open to multi use
43	Encourage multi use trails. Hiker/Biker/Horses
44	Please allow responsible use of sluices and other light duty placer mining equipment.
45	Allow continued use by all trail users; mountain bike riders, horse riders, and hikers. Allow trail maintenance to support that trail users.
46	Create bike legal trails heading up river
47	I would like to see added resources put into trail maintenance and development, specifically to make the area more accessible and inviting to mountain biking. I am an avid trail runner and cyclist and feel the area could be better developed to give access to more people. I also feel the equestrian access should be limited due to severe amount of trail damage and erosion caused by horses.

Comments on Lower Middle Fork

Comment Number	2. What else should be addressed in the Lower Middle Fork Management Zone?
1	It is LONG past time to permit mountain biking in this zone, even on a time sharing schedule. This will help disperse crowds at Foresthill Divide Loop and provide some equity in the unbalanced miles of trails available to cyclists vs. pedestrians and equestrians.
2	Please spend the money on patrolling the trails to keep them safe. I no longer feel safe hiking or riding equines due to some of the mountain bikers. Most are courteous, however the few who are not, don't seem to care if they hurt anyone. Some are on single track trails that are posted no bikes - but there they are!!!
3	Make it easier for small groups of floaters and backpackers (up to 12 persons) to camp at places like Poverty Bar. Perhaps issuance of a river-side camping permit to ensure the site is available and that groups have a containment system to pack human waste out of the canyon (require that the permits be returned to the ASRA office and that they dump their waste there). Establish additional sites including minor construction projects to help with the formation of sand bars at potential campsites (use volunteer groups like Scouts, FOR, and other to help with those projects).
4	Either get mountain bikers off all trails less than six feet wide or enforce speed limits. Either require all dogs be on leash or ban dogs from ASRA. Stop sport and trophy hunting of wildlife. Citizens want to view them--follow CA State Parks policies of no hunting.
5	improve/expand existing trails allowing bike access to this area and to the river.
6	Year round access.
7	Allow for night riding by bikes.
8	1) Working with the Auburn Lake Trails community to add trailheads, formalize existing trails and to convert them to multi-use (bike legal) trails. 2) Improving trail access to the river, including bike-legal trails where feasible to the terrain
9	1. Work with the Auburn Lake Trails community to add trailheads, formalize existing trails and to convert them to multi-use (bike legal) trails. 2. Improve trail access to the river, including bike-legal trails where feasible to the terrain. 3. Develop a parallel plan to address, in the short term, developing a safe bicycling route from Auburn to Cool and to facilitate basic trail maintenance and minor reroutes whose primary goal is to reduce trail erosion, ensure trail user safety, and protect nearby watersheds. Given the relatively limited scope, and the fact that this would be in parallel with the current general planning process and in accordance with the existing 1992 Interim Resource Management Plan, such activities in the near term would have an immediate benefit for the greater communities of Auburn, Cool, and surrounding areas while garnering widespread acceptance among all user groups.
10	Allow prospecting and mining activities
11	1) Work with the Auburn Lake Trails community to add trailheads, formalize existing trails and to convert them to multi-use (bike legal) trails.

Comments on Lower Middle Fork

Comment Number	2. What else should be addressed in the Lower Middle Fork Management Zone?
	2) Improve trail access to the river, including bike-legal trails where feasible to the terrain.
12	1) Working with the Auburn Lake Trails community to add trailheads, formalize existing trails and to convert them to multi-use (bike legal) trails. 2) Improving trail access to the river, including bike-legal trails where feasible to the terrain.
13	Open the trails to mountain bikers.
14	Allow for more mountain bike access
15	1) Working with the Auburn Lake Trails community to add trailheads, formalize existing trails and to convert them to multi-use (bike legal) trails. 2) Improving trail access to the river, including bike-legal trails where feasible to the terrain.
16	Improve trail access to river, including bike-legal trails where feasible to the terrain. It would be great if ASRA could work with the Auburn Lake Trails community to add trailheads, formalize existing trails and to convert them to multi-use (bike legal) trails. As a person with both hips replaced it's difficult for me to hike a long distance, but I can easily ride a bike to enjoy the many areas.
17	ASRA should work with Auburn Lake Trails community to formalize existing trails and convert them to bike legal trails then add trail heads to support the trails. Bike legal access to the river via trails should be added where feasible based on the terrain.
18	Open all existing and future trails to bikes. (whether via change in use, odd/even day sharing, etc.) Many will claim this cant/shouldnt be done due to 'safety' issues, etc. Please reference State Parks own survey from 2012 that essentially states that trail user conflicts dont exist. Even if/where safety is a concern, a schedule for sharing such as odd/even days, etc, could and would completely mitigate those concerns, with zero cost to implement Build new singletrack trails, including progressive and advanced MTB specific trails Designate existing trails or create new singletrack trails for mountain bikes to connect Foresthill and Auburn, Confluence to Cool, Confluence to Overlook, Auburn Lake Trails to Confluence, and Auburn to Granite Bay Develop an agreement with FATRAC allowing them to provide ongoing, routine maintenance on park trails on an as-needed, short notice basis Work with the Auburn Lake Trails community to add trailheads, formalize existing trails and to convert them to multi-use (bike legal) trails. 2) Improving trail access to the river, including bike-legal trails where feasible to the terrain.
19	1) Working with the Auburn Lake Trails community to add trailheads, formalize existing trails and to convert them to multi-use (bike legal) trails. 2) Improving trail access to the river, including bike-legal trails where feasible to the terrain.
20	Make sure that single tract trails with limited line of sight and steep drop-offs are for hikers and equestrians only. Parallel trails for bikes should be developed where possible.
21	1) Working with the Auburn Lake Trails community to add trailheads, formalize existing trails and to convert them to multi-use (bike legal) trails. 2) Improving trail access to the river, including bike-legal trails where feasible to the terrain.

Comments on Lower Middle Fork

Comment Number	2. What else should be addressed in the Lower Middle Fork Management Zone?
22	Please add access for fishing along the river by either hiking or biking. Please increase multiuse trails in this area by formalizing existing trails and building new singletrack.
23	<p>Addressing accountability of mountain bike community with consequences is paramount to all recreational trail users safety and enjoyment of our Auburn SRA's multi-use trails. In order to be a multi-use trail, it is essential at all times the trail meets multi-use trail criteria as well as ability to sustain tread carrying capacity. There isn't any reason to provide banked turns, speed pumps, pinch areas on the trail, if mountain bikes are going 5 to 15 mph on multi-use tails. Trails should be closed after a certain amount of rain, as is the criteria for the U.S. Forest Service. Volunteer trails and their continued use should also require accountability and consequences.</p> <p>This requires the presence of Auburn SRA's Rangers to be engaged with the recreational trail public. In essence, requires a budget to provide Auburn SRA the ability to have Park Rangers on the trails. Land managers need to address the mountain bike community's needs and provide specific mountain bikes trails, mountain bike parks with camping, and help to create an already envisioned 100 mile trail from Auburn to Lake Tahoe or Donner Lake without impinging on the Western States trail. Several years ago, this trail was considered. Unfortunately, it wasn't constructed. Perhaps, if it had been a hiking and mountain bike trail only this may have occurred. This would make the mountain bikes a part of the Endurance Capital of the world.</p> <p>These issues need to be addressed, or Auburn SRA will become a mountain bike pump park as Granite Bay multi-use trails have become.</p> <p>In keeping with Public Land manager's two prime responsibilities of public safety and stewardship of the land, all recreational trail users need to be considered.</p>
24	Improved trail access to all user groups. This area is currently used like a private trail area for the residents in the area. It could be accessible to everybody. Allow mountain bikes on all trails.
25	Regarding item 1, any new trail heads and parking should include equestrian staging areas with adequate space for several rigs. These could be simple gravel with no amenities, but would improve access and relieve pressure on existing staging areas.
26	Gold Panning and Sluicing needs to be re-instated in this area at once.
27	The trails from 3rd gate to the river should remain hiking/equestrian only. The trails in ASRA from gate 163 towards Auburn to the Robie trail should remain hiking/equestrian only.
28	More enforcement to keep bikes off narrow/steep horse/hiking trails. Separate trails should be created if Parks wishes to allow bikes in these areas.
29	Expand mt. bike trail use to beyond just the quarry trail.
30	Increase trail opportunities for bicycles

Comments on Lower Middle Fork

Comment Number	2. What else should be addressed in the Lower Middle Fork Management Zone?
31	<p>I'm not in favor of further development at the Confluence. I believe it has reached its carrying capacity. The only reason I chose improving trail access is the following...</p> <p>This trailhead is one of the few providing ADA access (thank you Kenney Glaspie and crew!). But the ADA parking is behind a locked gate. What's up with that? Also, since this was developed as ADA access, perhaps installing an ADA river access point at the river's edge would be nice for the disabled. Consult your coworkers at the South Yuba River State Park at Bridgeport for design ideas. They have a terrific ADA river access point.</p> <p>Allowing vehicle access to the Quarry will disrupt the user experience for many. It is one of the few wide, easy trails at the Confluence where there's enough space for bikes, horses, hikers, families and dog walkers. If vehicle access to the Quarry is developed, please consider space for horse trailer parking. Equestrians used to be able to park at the Confluence before it gained its popularity. Most equestrians using the trail now require very fit horses to climb the Canyon to Cool or Auburn.</p> <p>Current usage by climbers does not seem to disrupt other user experience. Would need to determine if birds and/or bats are impacted by recreational climbers.</p> <p>Please recommend using one earbud or no earbuds here if nowhere else. The two mountain lions I've ever seen after a lifetime of being outdoors were in this section. Barbara Schoener was killed by a mountain lion here in 1994. I've been on horseback encountering a lone woman lost in her earbuds with absolutely no awareness that a horse was 10 feet behind her. She was basically deaf to the world. That's dangerous.</p>
32	<p>1) Working with the Auburn Lake Trails community to add trailheads, formalize existing trails and to convert them to multi-use (bike legal) trails. 2) Improving trail access to the river, including bike-legal trails where feasible to the terrain.</p>
33	Maintenance and improvement of equestrian and multi use trails
34	I think this area is primarily for rafters - however I would like to see Mountain Bikers kept off of single track/narrow track trails - only hikers and equestrians should be allowed.
35	For safety reasons, the Western States trail should be limited to horses and hikers only.
36	Increase multi-use trail access on all trails. See user days - mountain biker user days are high and shared trail access is comparatively low.
37	Reduce day use fees.
38	The lower Middle Fork is a popular beginner whitewater stretch of river and canyon trail training area for runners and equestrians. The Maine Bar area is a popular rest area for trail users coming from American Canyon and Quarry Road Trails. Sturdy picnic table(s) and a toilet would benefit all users including boaters. Trail maintenance and possibly trail reroutes are needed in this entire area. Parking and a trail map are needed at the American Canyon and Quarry Road trailheads. Surveys are needed to determine where public property boundaries are at the Poverty Bar Tevis river crossing area and the Miner Bud property.
39	1. work with the Auburn Lake Trails community to add trailheads, to formalize existing trails and to convert them to multi use and bike legal trails

Comments on Lower Middle Fork

Comment Number	2. What else should be addressed in the Lower Middle Fork Management Zone?
	2. improve trail access to the river including bike legal trails where feasible with the terrain
40	1) Work with the Auburn Lake Trails community to add trailheads, formalize existing trails and to convert them to multi-use (bike legal) trails. 2) Improve trail access to the river, including bike-legal trails where feasible to the terrain.
41	I support: 1) Working with the Auburn Lake Trails community to add trailheads, formalize existing trails and to convert them to multi-use (bike legal) trails. 2) Improving trail access to the river, including bike-legal trails where feasible to the terrain.
42	1) Working with the Auburn Lake Trails community to add trailheads, formalize existing trails and to convert them to multi-use (bike legal) trails. 2) Improving trail access to the river, including bike-legal trails where feasible to the terrain.
43	More security from car break ins
44	Create bike legal connections from Quarry Trail to homes in Auburn Lakes Trails and Hwy 193. Create bike legal connections from Confluence MZ to Cherokee Bar/Ruck-a-Chucky MZ using exiting or new trails. Work to convert existing trails to allow bicycles including use of odd-even and/or segregated bypasses.
45	Collaborate with Auburn Lake Trails to connect with existing trails and make them accessible to bicycles.
46	1) Work with the Auburn Lake Trails community to add trailheads, formalize existing trails and to convert them to multi-use (bike legal) trails. 2) Improving trail access to the river, including bike-legal trails where feasible to the terrain.
47	Supervision to discourage destructive practices.
48	increase mountain biking opportunities
49	We need more Rangers in general for ASRA
50	Ensure that mountain biking access is permitted at least 3 days a week to current equestrian-only trails (including one weekend day).
51	* Working with the Auburn Lake Trails community to add trailheads, formalize existing trails and to convert them to multi-use (bike legal) trails. * Improving trail access to the river, including bike-legal trails where feasible to the terrain.
52	Allow mountain bikers to use the trails
53	Trail safety. Speed limits. Picnic areas. Rest rooms

Comments on Lower Middle Fork

Comment Number	2. What else should be addressed in the Lower Middle Fork Management Zone?
54	1) Working with the Auburn Lake Trails community to add trailheads, formalize existing trails and to convert them to multi-use (bike legal) trails. 2) Improving trail access to the river, including bike-legal trails where feasible to the terrain.
55	As a mountain biker, I'd LOVE to see more mountain bike access provided - we're a strong group, we're here to help build and maintain trails. As such, we'd love to be more involved and we'd love to see opportunities grown for not only our own usage, but for that to be shared with others visiting the area. I'm also a hiker, backpacker, camper, fisherman and all things outdoors. PLEASE work to continue to provide access and keep trails open to ALL users.
56	There are sufficient access points to the river
57	Make Western States Trail multi use to allow bikes.
58	1) Working with the Auburn Lake Trails community to add trailheads, formalize existing trails and to convert them to multi-use bike legal trails. 2) Improving bike-legal trails where feasible to the terrain.
59	Working with the Auburn Lake Trails community to add trailheads, formalize existing trails and to convert them to multi-use (bike legal) trails. Improving trail access to the river, including bike-legal trails where feasible to the terrain.
60	Work with the Auburn Lake Trails community to add trailheads, formalize existing trails and to convert them to multi-use (bike legal) trails. Improving trail access to the river, including bike -legal trails where feasible to the terrain.
61	I would like to see the Auburn Lake Trails converted to multi-use (bike legal) trails.
62	Separate wheeled and non wheeled groups on the trails. Safety/environmental impact concerns.
63	I agree with improvements as long as mountain biking is still allowed and expanded in this are for families as available.
64	additional mountain bike trails should be added
65	Provide more bike-legal trails. This would include access to Western States and access to the River. The Auburn Lake Trails community deserves to be able to bike ride from home to the river. The existing trails can be improved and new trails constructed. The public should be able to access these trails.
66	Limit equestrian access to reduce trail damage and unsanitary horse feces. 1) Working with the Auburn Lake Trails community to add trailheads, formalize existing trails and to convert them to multi-use (bike legal) trails. 2) Improving trail access to the river, including bike-legal trails where feasible to the terrain.

Comments on Lower Middle Fork

Comment Number	2. What else should be addressed in the Lower Middle Fork Management Zone?
67	Continue to improve and develop existing and new mountain biking trails.
68	1) Work with the Auburn Lake Trails community to add trailheads, formalize existing trails and to convert them to multi-use (bike legal) trails. 2) Improve trail access to the river, including bike-legal trails where feasible to the terrain.
69	This is an underutilized section in ASRA with trails that could use better management. Maine Bar has not been maintained for years.
70	Convert trails to multi-use, or do odd/even day access for mountain bikes/horses. Add a single track trail near the river in places only a road exists.
71	More consideration should be given to maximize mountain biking. This user group does more maintenance and partnership with the ASRA by far over any other group. In addition, there is a growing population of MTBers as opposed to other recreational hobby participation which are in the decline. The economic impact of mountain biking benefits the parks and local communities.
72	Work with the Auburn Lake Trails community to add trailheads, formalize existing trails and to convert them to multi-use (bike legal) trails. Improve trail access to the river, including bike-legal trails where feasible to the terrain.
73	Allow mountain biking on all trails in the Lower Middle Fork Management Zone
74	Additional parking is particularly needed for the American Canyon Trailhead.
75	Most of the trails in this area need machine work and rehab. All of these trails should be open use.
76	maine bar does need attention. its not even really usable for equestrians. the bottom is so eroded and rocky. even hikers don't enjoy this trail. anytime I attempt to ride up maine bar I have to do serious trail trimming. there's a couple trees down currently but passable. browns bar needs serious re-routing after the runners put in a by-pass to Goat Hill. its just not safe for horses
77	Working with the Auburn Lake Trails community to add trailheads, formalize existing trails and to convert them to multi-use (bike legal) trails. 2) Improving trail access to the river, including bike-legal trails where feasible to the terrain.
78	1) Working with the Auburn Lake Trails community to add trailheads, formalize existing trails and to convert them to multi-use (bike legal) trails. 2) Improving trail access to the river, including bike-legal trails where feasible to the terrain.
79	1) Constructing a bike legal singletrack trail from the Confluence to Ponderosa Crossing.
80	Work with the Auburn Lake Trails community to add trailheads, formalize existing trails and to convert them to multi-use (bike legal) trails. 2) Improve trail access to the river, including bike-legal trails where feasible to the terrain.

Comments on Lower Middle Fork

Comment Number	2. What else should be addressed in the Lower Middle Fork Management Zone?
81	1) Working with the Auburn Lake Trails community to add trailheads, formalize existing trails and to convert them to multi-use (bike legal) trails. 2) Improving trail access to the river, including bike-legal trails where feasible to the terrain.
82	Maintain the same or expand mountain bike access to all trails. Do not reduce mountain bike access to trails.
83	There should be a plan in place for mountain bike / equestrian interaction. On wide fire roads, both mountain bikes and equestrians should be able to use simultaneously on technical single track there must be some type of separation, whether separate trails or separate days.
84	The Maine Bar area is a popular rest area for trail users coming from American Canyon and Quarry Road Trails. Sturdy picnic table(s) and a toilet would benefit all users including boaters. Trail maintenance and possibly trail reroutes are needed in this entire area. Parking and a trail map are needed at the American Canyon and Quarry Road trailheads. Surveys are needed to determine where public property boundaries are at the Poverty Bar Tevis river crossing area and the Miner Bud property.
85	More mountain bike trails! Work with FATRAC to design and maintain at little or no cost to the park.
86	Place a greater emphasis on providing outdoor recreation opportunities, and mountain biking in particular
87	Improve and mark existing trails, make them multi use (including bikes)
88	1) Work with the Auburn Lake Trails community to add trailheads, formalize existing trails and to convert them to multi-use (bike legal) trails. 2) Improve trail access to the river, including bike-legal trails where feasible to the terrain.
89	1) Working with the Auburn Lake Trails community to add trailheads, formalize existing trails and to convert them to multi-use (bike legal) trails. 2) Improving trail access to the river, including bike-legal trails where feasible to the terrain.
90	Increase multi-use trail designation in the zone and park.
91	1) Working with the Auburn Lake Trails community to add trailheads, formalize existing trails and to convert them to multi-use (bike legal) trails.2) Improving trail access to the river, including bike-legal trails where feasible to the terrain.
92	Whatever trails you add, please make them multi use for mountain bikers. There are also existing trails that could be changed to multi use.
93	1) Working with the Auburn Lake Trails community to add trailheads, formalize existing trails and to convert them to multi-use (bike legal) trails. 2) Improving trail access to the river, including bike-legal trails where feasible to the terrain.
94	Add trailheads, formalize existing trails and convert them to multi-use (bike legal) trails. Improve trail access to the river, including bike-legal trails where feasible to the terrain.

Comments on Lower Middle Fork

Comment Number	2. What else should be addressed in the Lower Middle Fork Management Zone?
95	1) Working with the Auburn Lake Trails community to add trailheads, formalize existing trails and to convert them to multi-use (bike legal) trails. 2) Improving trail access to the river, including bike-legal trails where feasible to the terrain.
96	1) Working with the Auburn Lake Trails community to add trailheads, formalize existing trails and to convert them to multi-use (bike legal) trails. 2) Improving trail access to the river, including bike-legal trails where feasible to the terrain.
97	1) Work with the Auburn Lake Trails community to add trailheads, formalize existing trails and to convert them to multi-use (bike legal) trails. 2) Improve trail access to the river, including bike-legal trails where feasible to the terrain.
98	Safety
99	add more bike legal single track
100	I support: 1) Working with the Auburn Lake Trails community to add trailheads, formalize existing trails and to convert them to multi-use (bike legal) trails. 2) Improving trail access to the river, including bike-legal trails where feasible to the terrain.
101	Work with local mountain bike groups to create and manage trails for hikers and bikers. Work with equestrian groups for trail access on odd or even days and/or weekends for hikers and mountain bikers.
102	Keep trails rugged, this will limit access to those who care about this area. Those who care will improve access on their own, same as Mountain Bikers & Hikers build and maintain trails. If access is too easy, those who don't care will bring in trash, etc.
103	Allow mountain bikes on all trails in this management zone.
104	Keep it multiuse trails
105	1) Working with the Auburn Lake Trails community to add trailheads, formalize existing trails and to convert them to multi-use (bike legal) trails. 2) Improving trail access to the river, including bike-legal trails where feasible to the terrain.
106	1) Working with the Auburn Lake Trails community to add trailheads, formalize existing trails and to convert them to multi-use (bike legal) trails. 2) Improving trail access to the river, including bike-legal trails where feasible to the terrain.
107	1) Working with the Auburn Lake Trails community to add trailheads, formalize existing trails and to convert them to multi-use (bike legal) trails. 2) Improving trail access to the river, including bike-legal trails where feasible to the terrain.
108	1) Working with the Auburn Lake Trails community to add trailheads, formalize existing trails and to convert them to multi-use (bike legal) trails.

Comments on Lower Middle Fork

Comment Number	2. What else should be addressed in the Lower Middle Fork Management Zone?
	2) Improving trail access to the river, including bike-legal trails where feasible to the terrain.
109	I support...1) Working with the Auburn Lake Trails community to add trailheads, formalize existing trails and to convert them to multi-use (bike legal) trails.2) Improving trail access to the river, including bike-legal trails where feasible to the terrain.
110	Make some trails on that side of the river mountain bike legal.
111	I Support the Following: 1) Working with the Auburn Lake Trails community to add trailheads, formalize existing trails and to convert them to multi-use (bike legal) trails. 2) Improving trail access to the river, including bike-legal trails where feasible to the terrain. 3) I love being able to connect to several trails, which make for Epic Rides. One comes to mind (The Whole Enchilada), and would love to see connections between this portion of trail system and others that you are soon to be deciding on.
112	People do not seem to be having trouble finding there way around that area.
113	MOUNTAIN BIKE TRAILS!!!!!!
114	Open trails for mountain bikes. Better managing visitor access means allowing access to the park's biggest and fastest-growing user group, mountain bikers. The existing trails are generally in good condition and very accessible, but see little use because they are closed to bicycles. The trail from the Hwy 49 quarry near Cool down to the quarry road along the river is rocky, steep, and generally unsuitable for horses, and it is rarely used by hikers as it is simultaneously less scenic and more remote than other trails in the park. It is a great candidate to open for mountain bike use, as it would allow for a connection between the Olmstead Loop and trails in Cool with the confluence and the trails systems in the ASRA.
115	Encourage multi use trails.Hiker/Biker/Horses
116	1) Working with the Auburn Lake Trails community to add trailheads, formalize existing trails and to convert them to multi-use (bike legal) trails. 2) Improving trail access to the river, including bike-legal trails where feasible to the terrain.
117	1) Working with the Auburn Lake Trails community to add trailheads, formalize existing trails and to convert them to multi-use (bike legal) trails. 2) Improving trail access to the river, including bike-legal trails where feasible to the terrain.
118	Continue to allow mountain biking and mountain biking upgrades as necessary
119	Encourage the state to remove the remainder of the former Cool Bridge the lies upside down just down river from the cuurent bridge. It is an eyesore and spoils the ambiance of the area. Expand trails upstream past the quarry.

Comments on Lower Middle Fork

Comment Number	2. What else should be addressed in the Lower Middle Fork Management Zone?
120	I do support the use of all trail users in this area, but think further development, other than trail maintenance, should take a back seat to areas where more users are impacting the area and more funds are needed to support that impact.
121	More access for mountain bikes.
122	1) Work with the Auburn Lake Trails community to add trailheads, formalize existing trails and to convert them to multi-use (bike legal) trails. 2) Improve trail access to the river, including bike-legal trails where feasible to the terrain.
123	1) Working with the Auburn Lake Trails community to add trailheads, formalize existing trails and to convert them to multi-use (bike legal) trails. 2) Improving trail access to the river, including bike-legal trails where feasible to the terrain.
124	Lower Middle Fork Zone: I support... 1) Working with the Auburn Lake Trails community to add trailheads, formalize existing trails and to convert them to multi-use (bike legal) trails. 2) Improving trail access to the river, including bike-legal trails where feasible to the terrain.
125	Allow bikes on more trails please.
126	Trails should also be improved to be bike-legal where feasible.
127	1) Working with the Auburn Lake Trails community to add trailheads, formalize existing trails and to convert them to multi-use (bike legal) trails. 2) Improving trail access to the river, including bike-legal trails where feasible to the terrain.
128	I would like to see new singletrack trails built. As of 2016, Placer Countys population has grown by roughly 220%, according to the US Census. Yet in a similar time frame, practically zero miles of singletrack have been added to the ASRA. Like the issues around maintaining trails, volunteer labor and donations are readily available to assist in the planning and execution of new trails, with the potential of little to no fiscal cost to Parks. 1) Working with the Auburn Lake Trails community to add trailheads, formalize existing trails and to convert them to multi-use (bike legal) trails. 2) Improving trail access to the river, including bike-legal trails where feasible to the terrain. 3) Develop an agreement with FATRAC allowing them to provide ongoing, routine maintenance on park trails on an as-needed, short notice basis
129	1) Working with the Auburn Lake Trails community to add trailheads, formalize existing trails and to convert them to multi-use (bike legal) trails. 2) Improving trail access to the river, including bike-legal trails where feasible to the terrain.
130	Work with the Auburn Lake Trails community to add trailheads, formalize existing trails and to convert them to multi-use (bike legal) trails.
131	I would like to see added resources put into trail maintenance and development, specifically to make the area more accessible and inviting to mountain biking. I am an avid trail runner and cyclist and feel the area could be better developed to give access to more people. I also feel the equestrian access should be limited due to severe amount of trail damage and erosion caused by horses.

Comments on Lower Middle Fork

Comment Number	2. What else should be addressed in the Lower Middle Fork Management Zone?
132	As I am primarily a mountain biker, I rarely visit this area due to the lack of multi-use (bike legal) trails and thus, I would love to see improvements here in this area. Things like formalizing existing trails and to convert them to multi-use (bike legal) status seems like it would be relatively easy to do. And improving trail access to the river (so long as the trails are multi-use & bike legal) would be great as well.
133	Work with Auburn Lake Trails to add trailheads, formalize existing trails and to convert them to multi-use (bike legal) trails. Improve the trails access as above, but include bike legal trails where feasible to the terrain.
134	1) Working with the Auburn Lake Trails community to add trailheads, formalize existing trails and to convert them to multi-use (bike legal) trails. 2) Improving trail access to the river, including bike-legal trails where feasible to the terrain.
135	Continue to allow mountain bike access with opportunities to develop more trails and greater access for mountain bikes in the future
136	Working with the Auburn Lake Trails community to add trailheads, formalize existing trails and to convert them to multi-use (bike legal) trails. Improving trail access to the river, including bike-legal trails where feasible to the terrain.
137	Working with the Auburn Lake Trails community to add trailheads, formalize existing trails and to convert them to multi-use (bike legal) trails. Improving trail access to the river, including bike-legal trails where feasible to the terrain.
138	As a frequent visitor and supporter of local businesses when I spend time in the area I support FATRACs recommendations including: 1) Working with the Auburn Lake Trails community to add trailheads, formalize existing trails and to convert them to multi-use (bike legal) trails. 2) Improving trail access to the river, including bike-legal trails where feasible to the terrain.
139	1) Working with the Auburn Lake Trails community to add trailheads, formalize existing trails and to convert them to multi-use (bike legal) trails. 2) Improving trail access to the river, including bike-legal trails where feasible to the terrain.
140	1) Working with the Auburn Lake Trails community to add trailheads, formalize existing trails and to convert them to multi-use (bike legal) trails. 2) Improving trail access to the river, including bike-legal trails where feasible to the terrain.
141	Please improve trail access to the river, including bike-legal trails where feasible to the terrain. Also, work with the Auburn Lake Trails community to add trailheads, formalize existing trails and to convert them to multi-use (bike legal) trails.
142	Legal mountain bike and multi use trails
143	1) Working with the Auburn Lake Trails community to add trailheads, formalize existing trails and to convert them to multi-use (bike legal) trails. 2) Improving trail access to the river, including bike-legal trails where feasible to the terrain.

Comments on Lower Middle Fork

Comment Number	2. What else should be addressed in the Lower Middle Fork Management Zone?
144	Make trails to the river bike-legal and improve access to the river. Work with ALT to add trailheads and make existing trails multi-use and bike legal. Thank you
145	I think that all trails in the ASRA should be mountain bike friendly. MTB groups consistently partner with agencies to complete and maintain trails
146	Quarry trail needs to be re routed to take into consideration high river levels. Several areas were under water last winter with heavy river flows
147	Possibly add permanent bathrooms and water fountains.
148	1) Working with the Auburn Lake Trails community to add trailheads, formalize existing trails and to convert them to multi-use (bike legal) trails. 2) Improving trail access to the river, including bike-legal trails where feasible to the terrain.
149	<ul style="list-style-type: none"> - Updated wildfire protection - Consideration/protection of wildlife travel corridors - Restore native habitat where needed
150	Would like to see public access to the Hawver Mine/Cave in the form of public tours. (Canyon Keepers has offered volunteers to lead the tours.) This has been delayed long enough! Let's make it happen!
151	<p>River and trail access from American Canyon at Pilgrim Way could greatly be improved. This location is often congested due to the lack of parking. There is also no bicycle trails on the south side of the Middle Fork after the quarry trail. Since there are several parallel trails on this side, it would be nice if one of them could be redesignated to allow bicycles.</p> <p>Primitive camping resources (designated camping zones, and compost toilets) at Cherokee Bar would be a great place to increase river usage.</p>
152	<p>We would like to see all existing trails open to all people and all riders. We would also like to see more new trails. The more trails there are, the less conflicts you will have!!</p> <p>An option would be to do an odd even day for bikes and horses in some of the more conflicting areas or build trails specifically for biking.</p>
153	Work with nonprofits such as American River Conservancy and public agencies (federal, County) to protect land along the river through any means necessary. State Parks should be willing to acquire, own and manage land as part of this effort.

Comments on Upper North Fork

Comment Number	2. What else should be addressed in the Upper North Fork Management Zone?
1	Your call. I don't know this area. If there's room for trail connectivity (to other zones), do it.
2	Add trails and trail systems to connect this area to other areas in Auburn SRA.
3	Make it easier for small groups of floaters and backpackers (up to 12 persons) to camp at suitable places along the river. Perhaps issuance of a river-side camping permit to ensure the site is available and that groups have a containment system to pack human waste out of the canyon (require that the permits be returned to the ASRA office and that they dump their waste there). Establish additional sites including minor construction projects to help with the formation of sand bars at potential campsites (use volunteer groups like Scouts, FOR, and other to help with those projects).
4	more parking is needed at Yankee Jims
5	<p>American Whitewater is a national non-profit 501(c)(3) river conservation organization founded in 1954 with a mission to conserve and restore America's whitewater resources and to enhance opportunities to enjoy them safely. With over 6,000 members and 100 locally based affiliate clubs, American Whitewater represents the conservation interests of thousands of whitewater enthusiasts across the nation. A significant percentage of our members reside in and travel to California for its whitewater resources, and enjoy recreating along over forty miles of river canyon on the North & Middle Fork of the American River. As such, American Whitewater appreciates having the opportunity to provide comment on the Auburn State Recreation Area General Plan/Resource Management Plan regarding the Upper North Fork Management Zone.</p> <p>CA State Parks should work with Placer County on a River Access Plan for the new Yankee Jims bridge to insure take-out and put-in on the North Fork American River is not impeded or that alternatives are available for the numerous commercial and private boaters during construction of the new Yankee Jims bridge. The old bridge should also be maintained and turned over to State Parks as a pedestrian only bridge.</p> <p>CA State Parks should identify candidates to run shuttle operations and help them pursue a Clean Air Grant from Placer County AQMD to establish a shuttle program like the Coloma Shuttle on the South Fork American River. An off-site parking shuttle program could help mitigate overcrowding during the peak whitewater boating season.</p>
6	Connect Windy Point trail to Yankee Jim's and improve. The area is currently accessed and resource damage occurs as a result. Parking occurs at a rate of 800 percent of space available. Illegal parking poorly is poorly posted and inconsistently controlled. The county ordinance for parking references river camping by permit, which does not occur. Road width is unsafe for the heavy visitation that occurs.

Comments on Upper North Fork

Comment Number	2. What else should be addressed in the Upper North Fork Management Zone?
7	<p>Either get mountain bikers off all trails less than six feet wide or enforce speed limits.</p> <p>Either require all dogs be on leash or ban dogs from ASRA.</p> <p>Stop sport and trophy hunting of wildlife. Citizens want to view them--follow CA State Parks policies of no hunting.</p>
8	Build a trail from Ponderosa Way to the FDLT. Improve the roads.
9	Maintain a ban on motorized suction dredge mining, even if the existing statewide statutory moratorium should expire. This moratorium was first enacted by the California Legislature in 2009.
10	Re visit the North fork trail. We need a multi use trail along the river to create alternate options for trail users to enjoy the canyon.
11	Vehicle vandalism, Crime(drinking and driving on Yankee Jim's Rd.)
12	Allow prospecting and mining activities
13	complete trail along river
14	Add trails to extend mountain biking into this management zone.
15	Increased parking at Yankee Jims river crossing is top priority.
16	I ride the dirt roads in this area. I would love to see some mountain biking and other hiking trails added. It's such a beautiful area!
17	America is starting to get outdoors again. Paddling, hiking, biking, etc. Facilities are needed, but should not be over done.
18	Increased trail network and fishing access
19	More multi use trails in this area.
20	These areas need much improvement. Hopefully restrooms and dumpsters could reduce the amount of trash that is dumped and help keep the areas cleaner. We also need more rangers patrolling these areas, ie law enforcement and fire prevention. We cannot protect our beautiful resource unless we have enough rangers.
21	Gold Panning and Sluicing needs to be re-instated in this area at once.
22	Allowance for equestrian rigs and safe riding on trails.

Comments on Upper North Fork

Comment Number	2. What else should be addressed in the Upper North Fork Management Zone?
23	Increase multi-use trails opportunities
24	<p>Tough question to answer. You've asked me to lump two different crossings into one question. I would only suggest increasing parking to include ADA parking facilities and river access. It's a crummy road to the Ponderosa Bridge. But it has good river access for ADA. Rather than add parking in the river, improve the trailhead at the Boole/Cerro Vista Rd access. Equestrians and hikers use this trailhead and parking is very limited (2-3 rigs max). Signage would be helpful there too. I like to respect private property and it gets confusing.</p> <p>Of the three forks, the North Fork is the only free flowing river section without a dam. I participated in a foothill yellow-legged frog (<i>rana boyliei</i>) survey there in the early 2000's. It has more frogs than all of the other forks of the American. Please consider impacts to fragile wildlife resources when designing improvements or expanding access.</p>
25	Please increase bike access to trails.
26	It would be great to have a crossing at Shirttail creek where it flows into the river at Yankee Jim. Very dangerous crossing at some times of the year. Also the crossing would make it possible to have a car shuttle from windy point to Yankee Jim for a continuous hike.
27	Where were plans for the north fork trail left? I'd like to see consideration made for developing a river trail similar to the north or south yuba trails from the confluence are up to Yankee Jims bridge.
28	Parking and road conditions are the main issues I see. Roads are in bad shape and parking is very limited. Other wise these nice areas would see more use. Adding picnic sites would be nice but due to remoteness of areas there could tend to be vandalism and abuse of any improvements.
29	This area is currently used by many, and there is little safe parking, yet one must pay to use the area. The road to Ponderosa and Yankee Jim™s should be maintained better. More delineated parking should be made available. If this area is to be used or maintained for better access for rafting then it should also be considered for day use too, by those that simply want to enjoy a day on the river, but not raft down it.
30	Insure that boating will continue in the MZ
31	Reduce day use fees.
32	The Upper North Fork is a wild and scenic whitewater gorge canyon with limited access and parking near the river. Road maintenance is a priority along with improvements to parking and day use facilities. Trail maintenance is needed also. Protect and maintain the historic Yankee Jims Bridge. Evaluate commercial rafting carrying capacity to maintain a high quality experience. Support Wild & Scenic river designation for the North Fork from Mineral Bar to Shirttail Creek.

Comments on Upper North Fork

Comment Number	2. What else should be addressed in the Upper North Fork Management Zone?
33	Create multiple use (bike legal) trail along river to Iowa Hill Rd crossing. Create multiple use (bike legal) trail along river to Lake Clementine MZ. Look to add primitive camping sites near river trails for backpacking and bikepacking.
34	Trail maintenance. Stop unauthorized vehicle access.
35	Ensure access for bicycles and handicap transportation is not cut off like it currently is in certain areas, I am impaired and the only way I can access is with a bike or transport scooter which currently is illegal on trails marked no bicycles this is not in compliance with access for the impaired.
36	Do NOT allow nude swimming areas. Consider allowing overnight backcountry camping/backpacking by permit and linking to the Tahoe National Forest's American River Trail or the Stevens Trail. Consider improving roads if facilities are added.
37	this part of the river should be designated as Wild and Scenic
38	Support Wild and Scenic River designation for the North Fork American River from Mineral Bar to Shirttail Creek.
39	Allow for trail building opportunities.
40	Trail safety. Speed limits. Trail etiquette.
41	As a mountain biker, I'd LOVE to see more mountain bike access provided - we're a strong group, we're here to help build and maintain trails. As such, we'd love to be more involved and we'd love to see opportunities grown for not only our own usage, but for that to be shared with others visiting the area. I'm also a hiker, backpacker, camper, fisherman and all things outdoors. PLEASE work to continue to provide access and keep trails open to ALL users.
42	sucks that we lost the parking area for White Oak.
43	If there are not currently restrooms here (sorry, I don't recall) I think there should be. Codfish Falls trailhead is popular and road should be maintained to be safe for low-clearance vehicles.
44	Clean up of trash left behind by miners along the river. If possible, discourage camping along the river by miners.

Comments on Upper North Fork

Comment Number	2. What else should be addressed in the Upper North Fork Management Zone?
45	Work with local mountain bike groups to create and manage trails for hikers and bikers. Work with equestrian groups for trail access on odd or even days and/or weekends for hikers and mountain bikers.
46	I drove down from the north side yesterday only to discover when I reached the bridge, that I could not continue on to Foresthill. Had a "Bridge Closed Ahead" sign been posted where the dirt road began, I would have turned around. That dirt road is in very poor condition.
47	Keep the dirt/gravel roads, but grade them more often so that they don't have big ruts.
48	No parking should be introduced to reduce fire potential (people and cars) and uninhibited emergency vehicle passage. Unless there is a complete trail system between Iowa Hill Bridge and Yankee Jim and/or Ponderosa Bridge, then consider improvements.
49	Add new multi use trails along the river for mountain bikes, horses and hikers
50	More consideration should be given to maximize mountain biking. This user group does more maintenance and partnership with the ASRA by far over any other group. In addition, there is a growing population of MTBers as opposed to other recreational hobby participation which are in the decline. The economic impact of mountain biking benefits the parks and local communities.
51	Allow mountain biking on all trails in the Upper North Fork Management Zone
52	If physically feasible, complete the trail between Iowa Hill Road and Yankee Jim's. State Parks should work with the BLM and Bureau of Reclamation to acquire river-front property along this segment from willing sellers.
53	Work with local mountain bike groups to create and manage trails for hikers and bikers. Work with equestrian groups for trail access on odd or even days and/or weekends for hikers and mountain bikers.
54	Maintain the same or expand mountain bike access to all trails. Do not reduce mountain bike access to trails.
55	Improve parking. No other work needed.
56	Complete trail from Ponderosa Bridge to Foresthill Divide area
57	There should be a plan in place for mountain bike / equestrian interaction. On wide fire roads, both mountain bikes and equestrians should be able to use simultaneously on technical single track there must be some type of separation, whether separate trails or separate days.
58	Protect and maintain the historic Yankee Jims Bridge. Support Wild & Scenic river designation for the North Fork from Mineral Bar to Shirttail Creek.

Comments on Upper North Fork

Comment Number	2. What else should be addressed in the Upper North Fork Management Zone?
59	More mountain biking trails! Work with FATRAC to design and maintain at little or no cost to the park.
60	Allow for a trail system to be developed along the river.
61	Pave the road down to Ponderosa Add more trails that connect Ponderosa to Foresthill Divide Loop and make new trails in the area.
62	1) Improve trail access to the river, including bike-legal trails where feasible to the terrain. Add bike-legal trail to go from Confluence as far upstream as possible.
63	add more bike legal single track
64	I think we should open up some OHV trails on the river that goes up to the Foresthill trail system like it was in the past. Along with hiking and mountain biking trails.
65	Consider mountain bike legal trail linking confluence to Yankee Jims.
66	Trails should be open to mountain bikes
67	More trail access for mountain bikes
68	There is a lot of private property along the river in the vicinity of these two sites. We own 40+ acres, and we are plagued by trespass and theft. More parking and trails will draw more people into this zone and exacerbate the problem. It will create pressure for better roads and more development. Leave it as it is. It is eligible for state and federal wild and scenic designation, and it should be maintained as such.
69	The roads are not adequate for more traffic.
70	Encourage multi use trails.Hiker/Biker/Horses
71	Gravel parking - no asphalt or concrete.
72	The North Fork trail sees very little use, is in poor condition, and it hard to access. Please develop long term plan to provide sustainable access and connectivity for distance runners and cyclists looking for an extreme challenge.
73	Allow the continued use by all trail users; mountain bike riders, horse riders, and hikers. Allow trail users to maintain the trails.

Comments on Upper North Fork

Comment Number	2. What else should be addressed in the Upper North Fork Management Zone?
74	<p>The Indian Creek trail is accessible only by fording a stream. It is a lovely trail and needs improvement.</p> <p>Cod Fish Falls Trail markers have been removed. Permanent markers need to be installed. Signs that say to not remove flowers need to be posted.</p> <p>A few more direction markers are needed on the Steven's Trail. People get lost.</p>
75	Maybe expand camping a bit.
76	Leave trails open to MTB, hikers and runners
77	Please consider development of more bike, horse and hiking trails.
78	I would like to see added resources put into trail maintenance and development, specifically to make the area more accessible and inviting to mountain biking. I am an avid trail runner and cyclist and feel the area could be better developed to give access to more people. I also feel the equestrian access should be limited due to severe amount of trail damage and erosion caused by horses.
79	Add more mountain biking trails
80	1) Constructing a bike legal singletrack trail from the Confluence to Ponderosa Crossing.
81	Leave it be.
82	Mountain bike trails
83	leave as is
84	Improving parking facilities at Yankee Jim's would be excellent. During busy weekends, river access parking is very limited.
85	Possibly add bathrooms, water fountains and picnic sites. These areas are currently primitive and that is part of the natural beauty. Adding parking or paved roads would reduce the historic/natural charm and likely increase usage which is not desirable.
86	I use these areas for whitewater kayaking access. I really do not believe there is space to provide these facilities at Yankee Jims Road crossing. Parking becomes an issue in the spring when kayakers are using the area, but there is nowhere to expand. Portable restrooms seem appropriate here since use is not high year round and established buildings would be difficult to maintain at the end of a long dirt road that washes out. Ponderosa Road crossing would benefit from parking, river access trails, and restrooms. There is the space, access, and use to warrant facilities.
87	Add bicycle legal singletrack trails
88	restrict vehicles to parking areas at trail head only. No vehicles beyond. Only hikers, bikers, equestrians

Comments on Upper North Fork

Comment Number	2. What else should be addressed in the Upper North Fork Management Zone?
89	Our home backs up to the ASRA in the Auburn Interface zone and my family hikes & bikes these trails almost every day (and we used to also have a horse). We know what trail etiquette is all about. We would like to see all existing trails open to all people and all riders. We would also like to see more new trails. The more trails there are, the less conflicts you will have!!An option would be to do an odd even day for bikes and horses in some of the more conflicting areas or build trails specifically for biking.Trail Maintenance “ The groups like FATRAC are great but a lot more maintenance needs to be done. If you get the local clubs and retailers to promote more, the volunteer people will come, especially for building new trails. You just need qualified people to supervise the volunteers.As a Hiker “Everything is great, just need more trail maintenance.As a Biker - We would also like to see the trail area expanded, maybe a trail going up the north side of the North Fork up to Yankee Jims, and then from Yankee Jims to the Foresthill Divide Loop Trail.
90	Work with nonprofits such as Placer Land Trust and public agencies (federal, County) to protect land along the river through any means necessary. State Parks should be willing to acquire, own and manage land as part of this effort.

Section 5

Written Comments from Agencies

This section presents the narrative comments from public agencies, including comments on the alternatives submitted prior to and after the public workshop. Comments were received from the following agencies:

1. Placer County Water Agency
2. Tahoe National Forest
3. Auburn Recreation District
4. Auburn Police and Fire Department
5. Eldorado National Forest
6. Assemblymember Frank Bigelow
7. Placer County
8. Sierra Nevada Conservancy

Auburn SRA General Plan/Resource Management Plan Agency Background Questions

Date: September 6, 2017

Name: Ben Ransom

Agency: Placer County Water Agency

Address: 144 Ferguson Rd, PO Box 6570

City, State, Zip: Auburn, CA 95746

Email: bransom@pcwa.net

Phone: 530.308.4554

PLEASE RETURN TO: Cheryl Essex, California State Parks, One Capitol Mall Suite 410, Sacramento CA 95814

or cheryl.essex@parks.ca.gov by October 1, 2017

1. What are topics or issues would your agency like to see addressed in the ASRA plan?

2. What is missing from existing outdoor recreational opportunities in the area?

3. Are there specific types of uses would you suggest for the different areas of the SRA?

4. Are there facility improvements or management actions your agency does not want included in the ASRA plan?

PCWA is not opposed to increased public access in the vicinity of the American River Pump Station, however, we do have concerns about the implications of allowing the public driving access to the immediate area. If improving public access in this area is a priority of the plan update, we'd prefer development on the El Dorado County side of the river. If this is not possible, there may be ways to potentially mitigate our concerns with additional signage, gates, limited used periods, and a parking area up the road/hill from the pump station.

5. What resources or areas would you suggest be preserved, enhanced, or better utilized?

Auburn SRA General Plan/Resource Management Plan Agency Background Questions

Date: 9/28/2017

Name: Victor Lyon

Agency: U.S. Forest Service – Tahoe National Forest, American River Ranger District

Address: 22830 Foresthill Road

City, State, Zip: Foresthill, CA 95631

Email: vlyon@fs.fed.us

Phone: 530-367-2224 x 238

**PLEASE RETURN TO: Cheryl Essex, California State Parks, One Capitol Mall Suite 410, Sacramento CA 95814
or cheryl.essex@parks.ca.gov by October 1, 2017**

1. What are topics or issues would your agency like to see addressed in the ASRA plan?

Wildfire, invasive aquatic species, and non-native invasive plants from ASRA have the potential to affect the Tahoe National Forest. The Tahoe National Forest (TNF) would like to see ASRA address the following or provide separate plans to address the following as a part of all draft alternatives:

- *Wildfire Prevention and Emergency Response*
- *Aquatic Invasive Species Management*
- *Non-Native Invasive Plant Management*

The TNF would also be interested in ASRA proposals to alter use designations or alignment for the Western States Trail, as a change to this trail could potentially affect trail use on the TNF.

The TNF would be interested in a whitewater rafting plan that addresses sections of the rivers that go through National Forest.

2. What is missing from existing outdoor recreational opportunities in the area?

A designated shooting range within the ASRA and available to the public would benefit the TNF, as it may reduce some of the unmanaged use that occurs on the Forest.

3. Are there specific types of uses would you suggest for the different areas of the SRA?

4. Are there facility improvements or management actions your agency does not want included in the ASRA plan?

5. What resources or areas would you suggest be preserved, enhanced, or better utilized?



AUBURN AREA RECREATION AND PARK DISTRICT

December 13, 2017

Cheryl Essex, ASRA Project Lead
California Department of Parks and Recreation
One Capital Mall, Suite 410
Sacramento, CA 95814

Dear Ms. Essex,

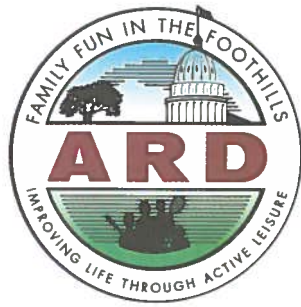
The Auburn Area Recreation and Park District (ARD) appreciates the opportunity to continue to comment and participate in the forthcoming Auburn State Recreation Area (ASRA) General Plan/Resource Management Plan. Most recently, ARD had a representative assisting with the December 7, 2017 scoping meeting held at the Gold Country Fairgrounds in Auburn.

At this time, we would like to resubmit the letter sent in December of 2015. We feel that this still accurately represents our thoughts. It should be noted that the Bike Park CEQA review process has been completed and that we are continuing to work with the U.S. Bureau of Reclamation to complete the NEPA process.

Please feel free to contact me with any questions, comments or thoughts. I can be reached at (530) 537-2186 or at kmuscott@auburnrec.com

Sincerely,

Kahl Muscott, District Administrator



AUBURN AREA RECREATION AND PARK DISTRICT

December 18, 2015

Ms. Cheryl Essex, ASRA Project Lead
California Department of Parks and Recreation
One Capital Mall, Suite 410
Sacramento, CA 95814

Dear Ms. Essex,

The Auburn Area Recreation and Park District (ARD) appreciates the opportunity to comment on the forthcoming Auburn State Recreation Area (ASRA) General Plan/Resource Management Plan. As the local agency entrusted with providing parks and recreation for the 43,000 residents in our 100 square mile district, ARD encourages the expansion and improvement in all recreation areas surrounding our borders.

Specifically, ARD would like to comment on two items:

- 1) Improvements to Overlook Park: ARD is in the process of developing an Operations and Development Plan per our Management Agreement with the United States Bureau of Reclamation ("Reclamation"). As part of this plan, ARD is proposing to make improvements to Overlook Park, situated on the western edge of ASRA. Overlook Park provides a jumping off point for many ASRA users, as well as a gathering place for events and other activities. ARD would like to ensure the continued trail connectivity to Overlook Park, and hopes to add some new trails as part of other improvements that would include an observation area, information kiosk, public art displays and a small gathering area.

Related to these improvements, ARD supports the concept of a multi-use recreational (non-motorized) bridge across the North Fork of the American River at China Bar. The proposed improvements at Overlook Park could tie into, both functionally and artistically, to a bridge over the river.

- 2) The creation of the Auburn Bike Park and improvements to a Bike Park bypass: ARD is in the environmental review process associated with the creation of a proposed Bike Park off of Maidu Dr., just south of Overlook Park. This bike park will provide recreation opportunities for thousands of bike enthusiasts. As part of the mitigations being proposed, ARD has been working with State Park and Reclamation officials to provide a bypass around the bike park site. This bypass would improve upon an existing road and trail situated on ASRA property. ARD would like to ensure that this proposed bypass be part of the ASRA General Plan.

ARD is excited to be part of the ASRA General Plan process and encourages collaboration between our two agencies. Together, we can provide improved recreational opportunities for the residents and visitors to our great area.

Please feel free to contact me with any questions, comments or thoughts. I can be reached at (530) 885-0611 ext. 102 or at kmuscott@auburnrec.com

Sincerely,



Kahl Muscott, District Administrator

Auburn SRA General Plan/Resource Management Plan Agency Background Questions

Date: September 15, 2017

Name: John Ruffcorn

Agency: City of Auburn

Address: 1215 Lincoln Way

City, State, Zip: Auburn, CA 95677

Email: jruffcorn@auburn.ca.gov

Phone: 530-823-4237 Ext 201

**PLEASE RETURN TO: Cheryl Essex, California State Parks, One Capitol Mall Suite 410, Sacramento CA 95814
or cheryl.essex@parks.ca.gov by October 1, 2017**

1. What are topics or issues would your agency like to see addressed in the ASRA plan?

Shaded Fuel Break

Grazing animals in the canyon

2. What is missing from existing outdoor recreational opportunities in the area?

Regular canyon maintenance plan

3. Are there specific types of uses would you suggest for the different areas of the SRA?

4. Are there facility improvements or management actions your agency does not want included in the ASRA plan?

5. What resources or areas would you suggest be preserved, enhanced, or better utilized?

The entire canyon should be maintained so that additional opportunities are available.

6. Does your agency have any ongoing plans or projects that should be considered in the ASRA plan?

American River Canyon Shaded Fuel Break

7. What is the best way for your agency to coordinate with other agencies on matters of mutual concern/interest?

Email, telephone, video conference, meeting

8. Who from your agency should receive EIR/EIS environmental notices and/or be the main contact for the planning team?

John Ruffcorn, Public Safety Director jruffcorn@auburn.ca.gov 530-823-4237 Ext. 201

Robert Richardson, City Manager rrichardson@auburn.ca.gov 530-823-4237 Ext. 192

Additional Comments

Auburn SRA General Plan/Resource Management Plan Agency Background Questions

Date: 10/20/2017

Name: _____

Agency: USDA Forest Service, Eldorado National Forest

Address: 100 Forni Road

City, State, Zip: Placerville, CA 95667

Email: _____ Phone: _____

**PLEASE RETURN TO: Cheryl Essex, California State Parks, One Capitol Mall Suite 410, Sacramento CA 95814
or cheryl.essex@parks.ca.gov by October 1, 2017**

1. What are topics or issues would your agency like to see addressed in the ASRA plan?
 - Eligible Wild & Scenic River – Middle Fork American – Recreation
 - Fuel modification actions, fire suppression planning – protection of sensitive resources (e.g. aerial retardant near waterways)
 - Recognition of withdrawals for power, reclamation on Federal lands

2. What is missing from existing outdoor recreational opportunities in the area?
 - Agreement with the Forest Service for State Parks utilizing National Forest System lands for administration of the Auburn State Recreation Area (e.g. Indian Bar) primarily due to the revision of the SRA boundary.

3. Are there specific types of uses would you suggest for the different areas of the SRA?

4. Are there facility improvements or management actions your agency does not want included in the ASRA plan?

5. What resources or areas would you suggest be preserved, enhanced, or better utilized?
 - Comprehensive plan for fuel modification actions, fire suppression, egress in case of wildland fire

6. Does your agency have any ongoing plans or projects that should be considered in the ASRA plan?
 - Eldorado National Forest Land & Resource Management Plan Revision (last revised 1989)

7. What is the best way for your agency to coordinate with other agencies on matters of mutual concern/interest?

Jon Jue
District Resource Officer

Forest Service
Eldorado National Forest, Georgetown Ranger District

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f: 530-333-5522

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7600 Wentworth Springs Road
Georgetown, CA 95634

Nickie Washington
Acting District Ranger

Forest Service
Eldorado National Forest, Georgetown Ranger District

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7600 Wentworth Springs Road
Georgetown, CA 95634

8. Who from your agency should receive EIR/EIS environmental notices and/or be the main contact for the planning team?

Jennifer Marsolais
Forest Environmental Coordinator

Forest Service
Eldorado National Forest

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100 Forni Road
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Additional Comments

COMMITTEES
VICE CHAIR: APPROPRIATIONS
VICE CHAIR: GOVERNMENTAL
ORGANIZATION
INSURANCE
WATER, PARKS AND WILDLIFE

Assembly California Legislature



FRANK BIGELOW
ASSISTANT REPUBLICAN LEADER
ASSEMBLYMEMBER, FIFTH DISTRICT

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2441 HEADINGTON ROAD
PLACERVILLE, CA 95667
(530) 295-5505

May 23, 2017

Mr. Jason DeWall
Superintendent, Gold Fields District
California Department of Parks and Recreation
7806 Folsom Auburn Road
Folsom, CA 95630

Mr. Drew Lessard
Area Manager, Central California Area Office
Bureau of Reclamation
7794 Folsom Dam Road
Folsom, CA 95630

Re: Proposed Recreational Bridge at China Bar - Support

Dear Mr. DeWall and Mr. Lessard,

As a representative for the 5th Assembly District, I am happy to provide my support for the proposed construction of the China Bar Bridge. This important project would create a community supported recreational connection between Cool and Auburn, which once existed as the Auburn to Cool Trail (ACT).

California offers its residents a plethora of unique wonders to explore. We have the opportunity to adventure up or down the state to see the beauty nature has to offer, while spending most of the year outside soaking up the sunlight. The counties of Placer and El Dorado are no exception. The ACT was once offered as a multi-use recreation trail route before it was unfortunately lost due to the development of a pump station slightly upstream from the Auburn Dam site. This project returned the North Fork of the American River back to its original channel, in addition to providing folks access to approximately five miles of the river.

The loss of the trail connectivity is an issue my constituents have been working hard to resolve for recreational purposes. This bridge would be a tremendous step towards achieving additional public access to recreational trail systems in my District, and I highly encourage you to support its creation.

Please connect with me or my staff at 916-319-2005 if you have any questions.

Sincerely,

A handwritten signature in blue ink that reads "Frank Bigelow".

Assembly Member Frank Bigelow
5th Assembly District



United States Department of the Interior

BUREAU OF RECLAMATION
Mid-Pacific Region
Central California Area Office
7794 Folsom Dam Road
Folsom, CA 95630-1799

AUG 07 2017

IN REPLY REFER TO:
CC-410B
LND-8.00

Honorable Frank Bigelow
Assistant Republican Leader
Assembly Member Fifth Assembly District
P.O. Box 942849
Sacramento, California 94249-0005

Subject: Response to Letter Regarding a Trail Bridge Across the North Fork American River on Bureau of Reclamation Lands, Auburn Project (Project), California

Dear Mr. Bigelow:

I am responding to your letter of May 23, 2017, regarding your support for a bridge across the North Fork American River in the vicinity of China Bar near Auburn and Cool, California. Thank you for providing information related to your interests in the Project lands. Our staff has reviewed the information carefully.

We have determined that the referenced areas are located on Project lands administered by Reclamation and under a Managing Partner Agreement (MPA) with the California Department of Parks and Recreation (State Parks). The terms of the MPA require State Parks to obtain Reclamation approval in advance for any new land uses or facilities, such as a bridge, to be located on MPA lands.

State Parks and Reclamation have had preliminary discussions regarding a possible bridge, although no formal proposal has been submitted by State Parks for Reclamation's review or approval at this time. State Parks completed the "Auburn to Cool Trail Crossing Feasibility Study" in 2007 to help inform this discussion (http://www.parks.ca.gov/?page_id=24568). Any major new facilities, such as a permanent multi-use bridge, should be located outside of the area subject to the potential Auburn Dam and Reservoir project authorized under Public Law 89-161.

State Parks is currently working on a General Plan/Resource Management Plan (GP/RMP) for Auburn State Recreation Area (ASRA) and environmental review. On November 12, 2015, State Parks conducted a workshop on the GP/RMP to gather public comments prior to formal scoping. A conceptual trail bridge across the North Fork American River, and to open China Bar and other roads in the area, were among prospective issues and concerns in the comments received.

Subject: Response to Letter Regarding a Trail Bridge Across North Fork American River 2

We respectfully suggest that you communicate any further questions or concerns for ASRA directly to State Parks for use in formulating their proposals as part of the GP/RMP planning. Comments may still be sent to Project Lead, Ms. Cheryl Essex at 916-445-8814 or e-mail plan.general@parks.ca.gov. This process, important for coordinated planning, is already underway, and affords the best opportunity for providing recreation on the Auburn Project lands.

As Reclamation's managing partner, State Parks is fully aware of the importance of the land, roads and trails to the community for recreation and transportation, among other authorized purposes of the Project. State Parks intends to continue to coordinate with Reclamation, conduct necessary environmental review, and involve the community for projects on MPA lands with due diligence.

State Parks will soon begin formal public scoping for the GP/RMP. The public is invited to participate further in that process to help provide the information necessary for comprehensive recreation planning. This planning process can help address the kinds of issues and concerns that you mentioned in your letter. Reclamation and State Parks will cooperatively plan for beneficial and appropriate public trail uses throughout the area. A recreational trails plan is also anticipated for the Auburn area in the future. We assure you that the public will have future opportunities for review and comment on potential environmental effects for developments and operations which may be proposed in the area.

Should you need more information, please contact Mr. Emmett Cartier at 916-537-7082 or by e-mail at ecartier@usbr.gov.

Sincerely,

A handwritten signature in blue ink, consisting of three large, overlapping loops followed by a horizontal line.

Drew F. Lessard
Area Manager

cc: Mr. Jason DeWall
Superintendent Gold Fields District
California Department of Parks and Recreation
7806 Folsom Auburn Road
Folsom, California 95630

County of Placer Board of Supervisors

175 FULWEILER AVENUE
AUBURN, CALIFORNIA 95603
530/889-4010 • FAX: 530/889-4009
PLACER CO. TOLL FREE # 800-488-4308

JACK DURAN
District 1

ROBERT M. WEYGANDT
District 2

JIM HOLMES
District 3

KIRK UHLER
District 4

JENNIFER MONTGOMERY
District 5



June 7, 2016

Jason DeWall, Gold Fields District Superintendent
California Department of Parks and Recreation
7806 Folsom Auburn Road
Folsom, CA 95630

Dear Mr. DeWall:

On behalf of the Placer County Board of Supervisors, I am writing to you in support of the proposed multi-use trail connectivity bridge spanning the North Fork of the American River at the China Bar area of the Auburn State Recreation Area. Construction of the bridge would restore needed connectivity in the trail system from Auburn to Cool.

Municipal Advisory Committees and the general public within Placer County have consistently given feedback to Placer County staff that more public recreation trail systems are desired and needed within the County. The proposed bridge would provide a key connection between Placer County and El Dorado County trail systems, and would provide the public with an expanded trail system which could be enjoyed and appreciated by all.

Placer County wishes to echo the sentiments expressed in the letters of support from both the Protect American River Canyons President, as well as the Mayor of the City of Auburn. The Auburn State Recreation Area is a highly valued recreation area, and the restoration of the vital link connecting the "Auburn to Cool Trail" would greatly enhance the overall experience of citizens and visitors alike.

Should you have any questions regarding the County's solid support of the multi-use trail connectivity bridge, please feel free to contact either myself or the County Executive Officer David Boesch at 530-889-4031.

Sincerely,

COUNTY OF PLACER

A handwritten signature in blue ink, which appears to read "Jennifer Montgomery".

Jennifer Montgomery, Vice-Chair (District 5)
Placer County Board of Supervisors

Cc: Placer County Board of Supervisors
David Boesch, County Executive Officer
Ken Grehm, Public Works and Facility Director
Drew Lessard, Bureau of Reclamation

January 5, 2018

Cheryl Essex, Project Manager
California Department of Parks and Recreation
Acquisition and Development Planning Section
1 Capitol Mall, Suite 410
Sacramento, CA 95814

via email: plan.general@parks.ca.gov

Subject: Notice of Preparation of an EIR/EIS for the Auburn State Recreation Area General Plan/Auburn Project Lands Resource Management Plan

Dear Ms. Essex:

Placer County appreciates the opportunity to engage at this stage in the process. After reviewing the submitted information, the County offers the following comments for your consideration regarding the proposed project:

Department of Public Works and Facilities

- A traffic impact analysis should be prepared for the environmental document to determine impacts to County roadway segments, intersections and safety. Traffic impacts to County facilities should be mitigated appropriately. State Parks should consult with Placer County Department of Public Works and Facilities – Transportation Division to define a scope for the traffic analysis.
- Many areas of Placer County are experiencing usage impacts in the vicinity of access points to the Auburn State Recreational Area (Yankee Jims Road bridge, Old Foresthill Road at the Confluence area, Foresthill Road at Drivers Flat and Lower Divide Loop trail, Iowa Hill Road bridge). The State Parks recreational land use has the potential to significantly impact traffic safety and access by emergency personnel due to overflow conditions, limited management of patrons to the park and constrained or nonexistent parking facilities. The EIR/EIS should consider traffic generation and parking demand associated with the ASRA General Plan adoption. Appropriate accommodations and/or management of visitorship should be included in the General Plan description or as mitigation measures in the EIR/EIS. Currently, the County is aware that State Parks charges a use fee in many areas. This fee is being regulated in some cases via parked vehicles within the County road Right-of-Way; outside of State Parks lands. The EIR/EIS should address fee collection procedures and should clearly outline procedures for violation of use fees which abides by local and state laws. For example, issuance of a use violation to vehicles parked in the County road Right-of-Way would only be authorized if a State Parks employee witnesses the nonpayment violation and in that case should issue the fine to the individual and not to the unoccupied vehicle, which may be parked in the County Right-of-Way for reasons other than use of the Recreational Area.
- Impacts to private roadways which serve as direct access roadways to the ASRA, such as McKeon Ponderosa Road between Bradley Way and the Middle Fork American River, should

be identified in the environmental document. Notification to and correspondence with residents on affected roadways is recommended.

- Trespassing on and vandalism to County facilities, such as the Foresthill Bridge, has increased with the increase in visitors to the ASRA. Park management procedures, violation and/or mitigation measures to prevent and discourage impacts associated with trespassing on and vandalism of public property should be included in the final Plan.

Placer County Flood Control and Water Conservation District

The proposed plan has the potential to create the following impacts:

- a) Increases in peak flow runoff downstream of the Plan Area.
- b) Overloading of the actual or designed capacity of existing stormwater and flood-carrying facilities.
- c) The potential to place structures and/or improvements within a 100-year flood hazard area as mapped on federal Flood Insurance Rate Maps.

Future EIR/EISs must specifically quantify the incremental effect of the above impacts due to this Plan, and must propose mitigation measures where appropriate.

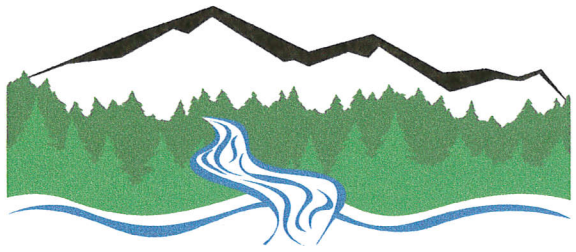
Thank you again for the opportunity to comment on the Notice of Preparation of an EIR/EIS for the Auburn State Recreation Area General Plan/Auburn Project Lands Resource Management Plan project.

Should you have any questions, please contact Leigh Chavez, Environmental Coordinator at lchavez@placer.ca.gov or 530-745-3077.

Sincerely,



LEIGH CHAVEZ, PRINCIPAL PLANNER
ENVIRONMENTAL COORDINATOR



SIERRA NEVADA CONSERVANCY

AUBURN OFFICE
11521 Blocker Drive, Ste. 205
Auburn, CA 95603
p (530)823-4670 f (530)823-4665

June 13, 2016

Mr. Jason DeWall, Golds Fields
District Superintendent
California Department of Parks
And Recreation
7806 Folsom Auburn Road
Folsom, CA 95630

Mr. Drew Lessard, Area Manager
Bureau of Reclamation
Central CA Area Office
7794 Folsom Dam Road
Folsom, CA 95630

Dear Mr. DeWall and Mr. Lessard:

The Sierra Nevada Conservancy (SNC) works with local communities and stakeholders to implement our mission goal to promote healthy and sustainable recreation and tourism in the Sierra Nevada. It is in that context that we express our support for Protect American River Canyons' proposal to construct a recreational trail bridge spanning the North Fork of the American River at China Bar within the Auburn State Recreation Area (SRA).

As you know, the Auburn SRA is a popular destination for a wide variety of recreational users, including hikers, runners, equestrians, and mountain bikers. Auburn SRA draws around a million visitors annually, and appears to be growing in popularity every year. The Confluence area has become so congested that on many weekends it can be difficult to find a place to park as traffic backs up on Highway 49.

The China Bar area, which is immediately adjacent to Auburn neighborhoods, has tremendous potential as a recreational destination, with its network of trails, pump station rapids, boating take-outs, a bathroom, parking facilities, and the paved Maidu Drive entrance road providing convenient vehicle access.

We believe China Bar is currently under-utilized and that steps can be taken to improve public access. We also believe that construction of a trail bridge at China Bar will spur additional use of this portion of the American River canyon by providing a vital link between the existing trails on both sides of the river.

Auburn SRA is a wonderful asset to the Auburn area, enhancing the quality of life for Auburn residents and boosting the Auburn economy. A trail bridge and improved access to China Bar

WWW.SIERRANEVADA.CA.GOV
TOLL FREE (877)257-1212



will ensure that Auburn SRA remains a high quality recreational destination by offering visitors another prime destination that can be easily reached by automobile.

On behalf of SNC I would like to thank you for considering the China Bar recreational bridge and access issues. We look forward to working with your respective agencies in an effort to improve China Bar access and to get the proposed trail bridge built.

Sincerely,



Jim Branham
Executive Officer



Central Valley Regional Water Quality Control Board

4 January 2018

Cheryl Esses
California Department of Parks and Recreations
1 Capitol Mall, Suite 410
Sacramento, CA 95814

CERTIFIED MAIL
91 7199 9991 7036 6989 7744

COMMENTS TO REQUEST FOR REVIEW FOR THE NOTICE OF PREPARATION FOR THE DRAFT ENVIRONMENTAL IMPACT REPORT, AUBURN STATE RECREATION AREA GENERAL PLAN / AUBURN PROJECT LANDS MANAGEMENT PLAN PROJECT, SCH# 2017112065, PLACER COUNTY

Pursuant to the State Clearinghouse's 29 November 2017 request, the Central Valley Regional Water Quality Control Board (Central Valley Water Board) has reviewed the *Request for Review for the Notice of Preparation for the Draft Environment Impact Report* for the Auburn State Recreation Area General Plan / Auburn Project Lands Management Plan Project, located in Placer County.

Our agency is delegated with the responsibility of protecting the quality of surface and groundwaters of the state; therefore our comments will address concerns surrounding those issues.

I. Regulatory Setting

Basin Plan

The Central Valley Water Board is required to formulate and adopt Basin Plans for all areas within the Central Valley region under Section 13240 of the Porter-Cologne Water Quality Control Act. Each Basin Plan must contain water quality objectives to ensure the reasonable protection of beneficial uses, as well as a program of implementation for achieving water quality objectives with the Basin Plans. Federal regulations require each state to adopt water quality standards to protect the public health or welfare, enhance the quality of water and serve the purposes of the Clean Water Act. In California, the beneficial uses, water quality objectives, and the Antidegradation Policy are the State's water quality standards. Water quality standards are also contained in the National Toxics Rule, 40 CFR Section 131.36, and the California Toxics Rule, 40 CFR Section 131.38.

The Basin Plan is subject to modification as necessary, considering applicable laws, policies, technologies, water quality conditions and priorities. The original Basin Plans were adopted in 1975, and have been updated and revised periodically as required, using Basin Plan amendments. Once the Central Valley Water Board has adopted a Basin Plan

amendment in noticed public hearings, it must be approved by the State Water Resources Control Board (State Water Board), Office of Administrative Law (OAL) and in some cases, the United States Environmental Protection Agency (USEPA). Basin Plan amendments only become effective after they have been approved by the OAL and in some cases, the USEPA. Every three (3) years, a review of the Basin Plan is completed that assesses the appropriateness of existing standards and evaluates and prioritizes Basin Planning issues.

For more information on the *Water Quality Control Plan for the Sacramento and San Joaquin River Basins*, please visit our website:
http://www.waterboards.ca.gov/centralvalley/water_issues/basin_plans/.

Antidegradation Considerations

All wastewater discharges must comply with the Antidegradation Policy (State Water Board Resolution 68-16) and the Antidegradation Implementation Policy contained in the Basin Plan. The Antidegradation Policy is available on page IV-15.01 at:
http://www.waterboards.ca.gov/centralvalleywater_issues/basin_plans/sacsjr.pdf

In part it states:

Any discharge of waste to high quality waters must apply best practicable treatment or control not only to prevent a condition of pollution or nuisance from occurring, but also to maintain the highest water quality possible consistent with the maximum benefit to the people of the State.

This information must be presented as an analysis of the impacts and potential impacts of the discharge on water quality, as measured by background concentrations and applicable water quality objectives.

The antidegradation analysis is a mandatory element in the National Pollutant Discharge Elimination System and land discharge Waste Discharge Requirements (WDRs) permitting processes. The environmental review document should evaluate potential impacts to both surface and groundwater quality.

Clean Water Act Section 303(d)

Section 303(d) of the Clean Water Act requires the identification of water bodies that do not meet, or are not expected to meet, water quality standards (i.e., impaired water bodies). The North Fork of the American River is included in the Clean Water Action section 303(d) list as impaired for mercury. The environmental review document should evaluate potential impacts of mines as a source of mercury as part of the management plan.

II. Permitting Requirements

Construction Storm Water General Permit

Dischargers whose project disturb one or more acres of soil or where projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the General Permit for Storm Water Discharges Associated with Construction Activities (Construction General Permit), Construction General Permit Order No. 2009-009-DWQ. Construction activity subject to this permit includes clearing, grading, grubbing, disturbances to the ground, such as stockpiling, or excavation, but does not include regular maintenance activities performed to restore the original line, grade, or capacity of the facility. The Construction General Permit requires the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP).

For more information on the Construction General Permit, visit the State Water Resources Control Board website at:

http://www.waterboards.ca.gov/water_issues/programs/stormwater/constpermits.shtml.

Phase I and II Municipal Separate Storm Sewer System (MS4) Permits¹

The Phase I and II MS4 permits require the Permittees reduce pollutants and runoff flows from new development and redevelopment using Best Management Practices (BMPs) to the maximum extent practicable (MEP). MS4 Permittees have their own development standards, also known as Low Impact Development (LID)/post-construction standards that include a hydromodification component. The MS4 permits also require specific design concepts for LID/post-construction BMPs in the early stages of a project during the entitlement and CEQA process and the development plan review process.

For more information on which Phase I MS4 Permit this project applies to, visit the Central Valley Water Board website at:

http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/municipal_permits/.

For more information on the Caltrans Phase I MS4 Permit, visit the State Water Resources Control Board at:

http://www.waterboards.ca.gov/water_issues/programs/stormwater/caltrans.shtml.

For more information on the Phase II MS4 permit and who it applies to, visit the State Water Resources Control Board at:

http://www.waterboards.ca.gov/water_issues/programs/stormwater/phase_ii_municipal.shtml

¹ Municipal Permits = The Phase I Municipal Separate Storm Water System (MS4) Permit covers medium sized Municipalities (serving between 100,000 and 250,000 people) and large sized municipalities (serving over 250,000 people). The Phase II MS4 provides coverage for small municipalities, including non-traditional Small MS4s, which include military bases, public campuses, prisons and hospitals.

Industrial Storm Water General Permit

Storm water discharges associated with industrial sites must comply with the regulations contained in the Industrial Storm Water General Permit Order No. 2014-0057-DWQ.

For more information on the Industrial Storm Water General Permit, visit the Central Valley Water Board website at:

http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/industrial_general_permits/index.shtml.

Clean Water Act Section 404 Permit

If the project will involve the discharge of dredged or fill material in navigable waters or wetlands, a permit pursuant to Section 404 of the Clean Water Act may be needed from the United States Army Corps of Engineers (USACOE). If a Section 404 permit is required by the USACOE, the Central Valley Water Board will review the permit application to ensure that discharge will not violate water quality standards. If the project requires surface water drainage realignment, the applicant is advised to contact the Department of Fish and Game for information on Streambed Alteration Permit requirements.

If you have any questions regarding the Clean Water Act Section 404 permits, please contact the Regulatory Division of the Sacramento District of USACOE at (916) 557-5250.

Clean Water Act Section 401 Permit – Water Quality Certification

If an USACOE permit (e.g., Non-Reporting Nationwide Permit, Nationwide Permit, Letter of Permission, Individual Permit, Regional General Permit, Programmatic General Permit), or any other federal permit (e.g., Section 10 of the Rivers and Harbors Act or Section 9 from the United States Coast Guard), is required for this project due to the disturbance (i.e., discharge of dredge or fill material) of waters of the United States (such as streams and wetlands), then a Water Quality Certification must be obtained from the Central Valley Water Board prior to initiation of project activities. There are no waivers for 401 Water Quality Certifications.

Waste Discharge Requirements (WDRs)

Discharges to Waters of the State

If USACOE determines that only non-jurisdictional waters of the State (i.e., “non-federal” waters of the State) are present in the proposed project area, the proposed project may require a Waste Discharge Requirement (WDR) permit to be issued by Central Valley Water Board. Under the California Porter-Cologne Water Quality Control Act, discharges to all waters of the State, including all wetlands and other waters of the State including, but not limited to, isolated wetlands, are subject to State regulation.

Land Disposal of Dredge Material

If the project will involve dredging, Water Quality Certification for the dredging activity and Waste Discharge Requirements for the land disposal may be needed.

Local Agency Oversight

Pursuant to the State Water Board's Onsite Wastewater Treatment Systems Policy (OWTS Policy), the regulation of septic tank and leach field systems may be regulated under the local agency's management program in lieu of WDRs. A county environmental health department may permit septic tank and leach field systems designed for less than 10,000 gpd. For more information on septic system regulations, visit the Central Valley Water Board's website at:

http://www.waterboards.ca.gov/centralvalley/water_issues/owts/sb_owts_policy.pdf

For more information on the Water Quality Certification and WDR processes, visit the Central Valley Water Board website at:

http://www.waterboards.ca.gov/centralvalley/help/business_help/permit2.shtml.

Dewatering Permit

If the proposed project includes construction or groundwater dewatering to be discharged to land, the proponent may apply for coverage under State Water Board General Water Quality Order (Low Risk General Order) 2003-0003 or the Central Valley Water Board's Waiver of Report of Waste Discharge and Waste Discharge Requirements (Low Risk Waiver) R5-2013-0145. Small temporary construction dewatering projects are projects that discharge groundwater to land from excavation activities or dewatering of underground utility vaults. Dischargers seeking coverage under the General Order or Waiver must file a Notice of Intent with the Central Valley Water Board prior to beginning discharge.

For more information regarding the Low Risk General Order and the application process, visit the Central Valley Water Board website at:

http://www.waterboards.ca.gov/board_decisions/adopted_orders/water_quality/2003/wqo/wqo2003-0003.pdf

For more information regarding the Low Risk Waiver and the application process, visit the Central Valley Water Board website at:

http://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/waivers/r5-2013-0145_res.pdf

Regulatory Compliance for Commercially Irrigated Agriculture

If the property will be used for commercial irrigated agricultural, the discharger will be required to obtain regulatory coverage under the Irrigated Lands Regulatory Program. There are two options to comply:

1. **Obtain Coverage Under a Coalition Group.** Join the local Coalition Group that supports land owners with the implementation of the Irrigated Lands Regulatory Program. The Coalition Group conducts water quality monitoring and reporting to the Central Valley Water Board on behalf of its growers. The Coalition Groups charge an annual membership fee, which varies by Coalition Group. To find the Coalition Group in your area, visit the Central Valley Water Board's website at: http://www.waterboards.ca.gov/centralvalley/water_issues/irrigated_lands/app_app

oval/index.shtml; or contact water board staff at (916) 464-4611 or via email at IrrLands@waterboards.ca.gov.

- 2. Obtain Coverage Under the General Waste Discharge Requirements for Individual Growers, General Order R5-2013-0100.** Dischargers not participating in a third-party group (Coalition) are regulated individually. Depending on the specific site conditions, growers may be required to monitor runoff from their property, install monitoring wells, and submit a notice of intent, farm plan, and other action plans regarding their actions to comply with their General Order. Yearly costs would include State administrative fees (for example, annual fees for farm sizes from 10-100 acres are currently \$1,084 + \$6.70/Acre); the cost to prepare annual monitoring reports; and water quality monitoring costs. To enroll as an Individual Discharger under the Irrigated Lands Regulatory Program, call the Central Valley Water Board phone line at (916) 464-4611 or e-mail board staff at IrrLands@waterboards.ca.gov.

Low or Limited Threat General NPDES Permit

If the proposed project includes construction dewatering and it is necessary to discharge the groundwater to waters of the United States, the proposed project will require coverage under a National Pollutant Discharge Elimination System (NPDES) permit. Dewatering discharges are typically considered a low or limited threat to water quality and may be covered under the General Order for *Dewatering and Other Low Threat Discharges to Surface Waters* (Low Threat General Order) or the General Order for *Limited Threat Discharges of Treated/Untreated Groundwater from Cleanup Sites, Wastewater from Superchlorination Projects, and Other Limited Threat Wastewaters to Surface Water* (Limited Threat General Order). A complete application must be submitted to the Central Valley Water Board to obtain coverage under these General NPDES permits.

For more information regarding the Low Threat General Order and the application process, visit the Central Valley Water Board website at:

http://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/general_orders/r5-2013-0074.pdf

For more information regarding the Limited Threat General Order and the application process, visit the Central Valley Water Board website at:

http://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/general_orders/r5-2013-0073.pdf

NPDES Permit

If the proposed project discharges waste that could affect the quality of the waters of the State, other than into a community sewer system, the proposed project will require coverage under a National Pollutant Discharge Elimination System (NPDES) permit. A

complete Report of Waste Discharge must be submitted with the Central Valley Water Board to obtain a NPDES Permit.

For more information regarding the NPDES Permit and the application process, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/centralvalley/help/business_help/permit3.shtml

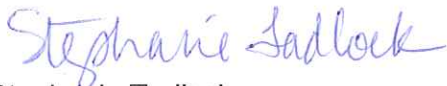
III. Other Comments

Landfills & Mines

Recreational activities such as dirt biking should not be allowed in areas proximate to closed landfills or mines regulated by the Central Valley Water Board where such activities could damage waste containment or monitoring facilities (e.g., landfill cover, monitoring wells, piping, and drainage controls).

For more information regarding landfills or mines, visit the Central Valley Water Board website at:
https://www.waterboards.ca.gov/centralvalley/water_issues/waste_to_land/ and
https://www.waterboards.ca.gov/centralvalley/water_issues/mining/

If you have questions regarding these comments, please contact me at (916) 464-4644 or Stephanie.Tadlock@waterboards.ca.gov.



Stephanie Tadlock
Environmental Scientist

cc: State Clearinghouse unit, Governor's Office of Planning and Research, Sacramento



AUBURN AREA RECREATION AND PARK DISTRICT

December 29, 2017

California Department of Parks and Recreation
Acquisition and Development Planning Section
1 Capitol Mall, Suite 410, Sacramento, CA 95814
Contact: Cheryl Essex, Project Manager

Dear Cheryl,

After review and discussion, the Auburn Area Recreation and Park District (ARD) has determined that it should take on the role of a Responsible Agency (per CA PRC §21069) in regards to the Environmental Impact Report/Environmental Impact Statement for the Auburn State Recreation Area General Plan/Auburn Project Lands Resource Management Plan.

Specifically, the scope and content of the environmental information germane to ARD's statutory responsibilities include:

- Recreational use that crosses the boundaries between the Auburn State Recreation Area (ASRA) and lands managed by ARD.
- Improvements to ASRA lands that will have either a positive or negative effect on recreational uses common to ARD and ASRA.
- Designation of trails, features and other amenities, either existing or new, effecting recreation uses common to ARD and ASRA.
- Potential boundary placement and fluctuation negotiations

Please feel free to contact me with any questions. I can be reached at (530) 537-2186 or at kmuscott@auburnrec.com

Sincerely,

Kahl Muscott, District Administrator
Auburn Area Recreation and Park District

Cc: United States Bureau of Reclamation

Section 6

Written Comments from Organizations

This section presents the narrative comments from organizations, including comments on the alternatives submitted prior to and after the public workshop. Comments were received from the following organizations:

1. Western States Trail Foundation
2. Divide Horsemen's Association
3. American Endurance Ride Conference
4. Cosumnes River Horsemen's Association



WESTERN STATES TRAIL FOUNDATION
Sponsor of the Tevis Cup 100 Miles, One-Day Ride

January 8, 2018

Cheryl Essex
Northern Service Center Project
One Capitol Mall, Suite 410
Sacramento, CA 95814

Dear Cheryl,

The Western States Trail Foundation commends and strongly endorses the work and recommendations the Action Coalition for Equestrians submitted to you for your consideration. I have attached these recommendations to this letter.

The WSTF was established to both sponsor the Tevis Cup Ride and to save and preserve the Western States Trail. The WST is a special and long used trail by both the equestrians and runners who love and respect the mountains and canyons it traverses from Lake Tahoe to Auburn. The Tevis Cup 100 Miles in One Day Ride dates to 1955 and continues to this day.

Thank you for your work and for your consideration of the recommendations by the Action Coalition for Equestrian. These recommendations are strongly supported by the Western States Trail Foundation.

Sincerely,

Tony Benedetti

President

Attachments

June, 2017

Ms. Cheryl Essex
Northern Service Center Project Lead
One Capitol Mall, Suite 410
Sacramento, CA 95814
916-445-8814
Email plan.general@parks.ca.gov

Dear Ms. Essex,

Divide Horsemen's Association (DHA) is pleased to offer this letter of comments and recommendations on the joint General Plan/Resource Management Plan (GP/RMP) for the Auburn State Recreational Area (ASRA). DHA is an organization of equestrians that has been in existence since early 2000 and has approximately 80 members. The trails that surround our area such as Olmstead Loop and the Western State Trail system are extremely important to DHA. Much of this trail system was developed on horseback, thus there are historical as well as practical reasons for our interest. DHA has also made 'land purchase' donations to the American River Conservancy, towards the goal of extending the trail system in the Georgetown Divide.

The Divide Horsemen's Association goals and Mission Statement include:

- Supporting and preserving the rural lifestyle on the Divide.
- Promoting interest in horses and horsemanship.
- Aiding and supporting activities concerning the welfare of horses
- Bringing people together to share in this common interest.
- Establishing, expanding and protecting new and existing equestrian and hiking trails, while supporting all trail users.

DHA appreciates the opportunity to hear our suggestions for the future of ASRA and the following are our comments, recommendations and ideas:

ASRA Trail Safety

- DHA believes that trail safety is extremely important for all trail users. The use of ear phones by bikers/runners/ hikers may prohibit acknowledgment of equestrian riders. Therefore, DHA is requesting that bikers/runners/hikers refrain from using earphones while on the ASRA trail system.
- Furthermore, providing speed limits for bikers around single track trails, narrow passages or areas with no line-of-site should be considered.
- Some of the 'single track/no line of sight' trails in ASRA should continue to be horses or hikers only, and not be opened to wheeled trail users due to safety concerns of equestrians and hikers.

ASRA Trail Enforcement

- DHA believes enforcement of current and new requirements is important. For instance, it would be a benefit to have both mounted horse and bike patrols in the ASRA to enforce ASRA rules, such as horses have the right-of-way over bikers and hikers.
- In addition, both horse and bike patrol can better enforce the leash requirements for dogs. Loose dogs without proper restraints can potentially endanger all trail users.

ASRA Trail Cleanup.

- Keeping our trails clean of unnecessary trash, high weeds or dangerous obstacles such as historical barbed wire, fence posts, low hanging branches in water crossings or other debris is important to DHA. These obstacles pose potential threats to all trail users. In the past, volunteers have rolled up barbed wire in many locations for pickup and yet the piles still remain. DHA recommends that part of the ASRA plan include cleanup and removal of barbed wire and other dangerous obstacles.
- Signs for cleanup of manure in parking areas would be helpful.
- DHA recommends that weed abatement for star thistle, etc., be provided on the trails in the ASRA. Similar to Cronan Ranch, sheep, goats or other natural means is a suggested approach.

ASRA Trail - Current Ideas

- Constructing an equestrian facility such as an arena or stalls south of the parking area at Olmstead Loop (behind the fire station) is recommended
- Other suggestions include horse camping opportunities or overnight parking (understanding that a higher fee may be required).
- Constructing a bridge below the previous dam site would allow an additional location for access to both sides of the American River.

ASRA Trail - Future Ideas

DHA would like to be included in any further discussion on the future of the ASRA.

Again, thank you very much for the opportunity to provide this important input on the future of the joint General Plan/Resource Management Plan (GP/RMP) for the Auburn State Recreational Area (ASRA)

Sincerely,

Katie Yaranon


President, Divide Horsemen's Association

www.divideha.org

Pamela Greer


Communications Director, DHA

ADDITIONAL DIVIDE HORSEMEN'S ASSOCIATION MEMBERS:

Leslie Graves
Kati (Jill) Yovanon
Jim Greer
Vera Kopp
Jan Smith
~~Jim Smith~~
Marlene Burt
~~Jeanne - out own~~
Claudia Johnson
Jaci Crowley
Helen Babcock
Denise Pickering
Charlotte Bancroft
Mike Bancroft
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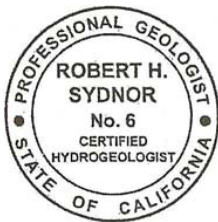


American Endurance Ride Conference
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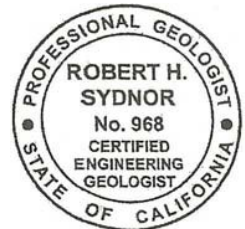
Comments and Suggestions for the new Draft General Plan for the Auburn State Recreation Area

Placer and El Dorado Counties, California

For consideration and use by the
U.S. Bureau of Reclamation, Central California Area Office,
and the
California Department of Parks and Recreation, Gold Fields District
January 8, 2018



Prepared by: **Robert Hadley Sydnor**
AERC California State Trails Advocate and AERC Trail Master
American Endurance Ride Conference, Auburn, California
California State Certified Engineering Geologist #968
California State Certified Hydrogeologist #6
Life Member, California Academy of Sciences
Fellow, Geological Society of America



The following comments (in numbered paragraphs) are for the new Draft General Plan of the Auburn State Recreation Area. The land is owned by the U.S. Department of the Interior, Bureau of Reclamation; and is under lease to the California Department of Parks and Recreation for actual field operations, law enforcement by California State Rangers, and for maintenance.

The four **statewide strategic goals** (as stated in **CDPR 2017 Transformation Planning Report**) are:

1. Protect and enhance natural and cultural resources
2. Develop excellent management systems
3. Maintain high-quality operations and public services
4. Create meaningful connections and relevancy to people

Comments on behalf of the American Endurance Ride Conferencel (A.E.R.C.) focus on horse trails and **safety of equestrians on those trails**. General comments that apply to *all* of the Auburn State Recreation Area (A.S.R.A) will be provided first, then followed by comments that apply to specific planning regions (by geography).

Comment #1. Frequently Cite and Utilize High-Level State and Federal Documents

It is important that the new draft General Plan for the Auburn State Recreation Area be written in accordance with the 2017 official statewide **California State Park Transformation Report, 61 pages, May 2017**. This key document was two years in preparation with over 500 authors and contributors. It is recommended that the ASRA General Plan frequently cite the **2017 Park Transformation** document because it contains over-arching policy.

Likewise it is important for the draft ASRA General Plan to frequently cite both CEQA and NEPA guidelines. Only a few public readers have professional experience in CEQA Environmental Impact Reports and General Plans, so it is both helpful and educational for frequent citations to higher level authority. This helps to defuse misunderstandings by “local” interests with strident opinions that are *not* in accordance with state and federal safety standards for trails.

Comment #2. Annual ASRA Budget, ASRA Manpower, Annual Attendance by the Public

The **May 2017 CDPR Transformation Report** (refer to page 12) specifies CDPR to substantially improve budget information for: ① a clear and holistic picture of the CDPR budget management; ② fiscal integrity and trust; ③ data-driven decision-making.

The ASRA General Plan should provide the historic budget and manpower figures for the past five years, plus a forecast for the next ten years (= the expected life of the new General Plan). The annual visitor attendance needs to be estimated, although this is difficult because Highway 49 bisects ASRA. What is needed is to showcase that more permanent Ranger staff are needed, more Seasonal Park Aides are needed, and more Maintenance staff are needed, because of significant increase in visitor use over the next ten years. The best way to showcase budgets, manpower, and attendance is a simple graph.

There are two million people in the greater Sacramento metropolitan area, and this population is expected to significantly increase. The new ASRA General Plan needs to focus on realistic forecasts for annual ASRA **budgets**, ASRA **Ranger staff**, and ASRA **maintenance staff**.

Comment #3. Close Coordination and Joint Planning of ASRA with Placer County Parks

It is recommended that the new ASRA General Plan be closely compatible and synchronized with the new General Plan for Placer County Parks. The public in southern Placer County perceives the parklands jointly, although they are very different in county funding and state funding. The planning process for Placer County Parks is chronologically ahead of the ASRA –USBR schedule. Placer County Parks has already retained a splendid consulting planning firm for their County Park General Plan, has a number of focus groups (day-use picnics, equestrians, hikers, soccer fields, boaters, bikers, trail runners, birders, etc.), and has held a number of public meetings. Placer County Parks has user-data that ASRA and Cal Parks needs to use and cite.

It is recommended that Senior State Park Planner **Cheryl Essex** make an appointment with Placer County Park Administrator **Andy Fisher** (), and Senior Park Planner **Lisa Carnahan** (). It is suggested that Cheryl Essex spend several hours with Placer County Parks in Auburn to fully discuss joint planning goals, and also attend public meetings to learn about the interface of county & state park planning issues.

Comment #4 Wildfire Planning with California Department of Forestry and Fire Protection

The horrible wildfires of Napa & Sonoma Counties in Autumn 2017 and shortly thereafter in Ventura County (November 2017) have cogent adverse implications for forest fires within the Auburn State Recreation Area. This is not a token situation for forest fires; instead it is horrific.

It is recommended that officials of the US Bureau of Reclamation and California Department of Parks and Recreation hold extensive technical meetings with fire officials of the California Department of Forestry and Fire Protection and Tahoe National Forest regarding the North Fork and Middle Fork of the American River.

Comment #5: Plot existing Forest Fire Burn Areas on ASRA General Plan maps

It is recommended that the draft ASRA General Plan contain maps of the existing severe forest-fire burn areas. Cal Fire and Tahoe National Forest will have these maps, and the wildfire burn areas can be quickly replotted by Senior State Planner Cheryl Essex and her consulting planning firm (Ascent).

Wildfires affect everyone, and holocaust fires quickly burn right through legal boundaries of cities, counties, state and federal lands. So it is vital to get this key information showcased in a major planning document. The ASRA General Plan needs some information about reforestation responsibilities and the likely impact of acute erosion during winter storms in the burned areas. This includes assessment of erosion on horse trails, ASRA campgrounds, day-use (picnic) grounds, and secondary roads.

Comment #6. Wildfire Management Plan for ASRA

The new General Plan for ASRA needs *specific* information about areas within ASRA that need controlled burns, existing firebreaks that are overgrown with chaparral, and new firebreaks that are needed. Work crews are needed from the California Conservation Corps for brush-cutting and stacking into burn piles. Horse trails, such as the Western States Trail, need to be brushed-out in the Spring, with burn piles stacked for subsequent winter burns.

Carefully notice in the preceding sentence that *specific* information is needed for ASRA; that means that no platitudes and no vague goals should be provided. A whole chapter is needed on a Wildfire Management Plan within the draft General Plan for ASRA.

(Cogent Insight: At the December 7, 2017, public meeting at the Auburn Fairgrounds, several high-ranking senior government officials asked me to write this specific comment. So this pointed comment about a Wildfire Management Plan for ASRA was openly solicited and encouraged by insiders.)

Because of air-quality issues, controlled burns need to be scheduled for rainy weather (typically in January and February each winter season.)

Comment #7. Helicopter Rescue Landing Sites

Under the chapter on Safety, it is recommended that the ASRA General Plan include maps of existing heliports and helicopter rescue landing sites.

A relevant example would be the Mammoth Bar (map location 6A and 6B) where there have been a large volume of medical rescues from *frequent* bike accidents and OHV accidents.

However, even more helicopter landing sites need to be planned and then constructed. Equestrians can be severely injured on horse trails from abruptly spooked horses due to illegal bike-jumps and high-speed encounters on blind-turns.

Senior Park Planners need to confer with medical helicopter pilots and ASRA Rangers about feasible helicopter rescue sites, then plot these new sites on the General Plan.

Comment #8. Scientifically Accurate Trail Maps within ASRA

There are a number of cartographic errors for horse trails within ASRA. Some are labeling errors whereby the historic Western States Trail used by the Tevis Cup is not properly named. Some cartographic errors show no trail at all for the Highway 49 crossing of the Western States Trail. A major problem is that office-bound folks who draw maps often copy *other* maps, so that cartographic mistakes are unfortunately repeated. Some of these erroneous trail maps are semi-official, and are thereby given credibility when they are copied.

It is recommended that trail maps be shown with reliable symbols for trails that are only for horses and hikers (where no mountain bikes allowed). This helps to avoid safety issues (tragic accidents with injured horses and riders), and will serve as a firm legal document during subsequent law enforcement and litigation about horrible injuries and death.

Safety is of paramount importance to equestrians and hikers within ASRA.

Conversely, it is helpful to mountain bikers to reliably know which trails are legally multi-use for everyone. Examples of multi-use trails are within the Olmstead Loop, and the full-width gravel road from the Highway 49 crossing to the historic Cool Quarry (map location 3E).

It is recommended that ASRA maps include as many official Gate Numbers as cartographically possible. In the event of an accident, injury, or lost hiker, these official Gate Numbers help the Park Rangers locate the precise site.

Comment #9. Vandal-Proof Trail Signage

A significant problem within ASRA is **vandalism** of official trail signs that indicate the **trail is only for horses and hikers**.

Insightful Background: Many of the trail signs that were posted in the past decade were made of thin aluminum plates with brown paint and white lettering.

It is recommended that these older signs slowly be converted to **thick steel plates** that are sturdy and vandal-proof. The threaded bolts that hold the signage to the post can then be *bent into an elbow* on the backside, so that the legal signage can never be unbolted by a bike vandal.

Thin aluminum plates can be easily bent or folded closed by bike vandals, and the official lettering is typically scratched off with a pocket knife and defaced.

In some locations where vandalism is repetitive, it is a prudent idea to post the warning signage 10 to 12 feet high on a nearby tree trunk. (*Bike vandals do not bring ladders with them.*)

It would also help to post a **legal notice** immediately below the trail sign that defacing or vandalizing an official California State Department of Parks & Recreation trail sign is punishable by a **minimum fine \$500, plus minimum 5 days in jail, plus forfeiture to the State of their expensive mountain bike ...** (*This may need custom legislation that is applicable only to ASRA and FLSRA.*).

This will make **teenage vandals think twice** when the minimum fine is posted. Severe deterrents that are posted tend to work quite well; do tell.

Several mountain-bike associations will sanctimoniously and **cleverly disavow** that any of *their* members have ever vandalized horse-trail signage. *So:* we equestrians diplomatically take them at their word; *but then:* **require them** to enthusiastically and publically endorse (*on their own websites*) severe fines, jail-time, and loss of personal mountain-bikes for any vandals of horse-trail signs.

Vandalism of state park signs is a **very real and sustained problem** that has occurred *hundreds of times* in both ASRA and FLSRA (= both are within Gold Fields District).

A **collateral relevant example** is that most boulevard intersections with traffic signals state that running a red-light will result in a **minimum fine of ≈\$400** plus court-costs (that vary by county). Similarly, driving alone in a carpool Diamond Lane will result in a **minimum fine of \$491** and this is clearly posted to deter violations.

Comment #10: Public Safety Value of “Park Watch” website

Very adroitly, Cal Parks ASRA **Superintendent Mike Howard** has *already* utilized the splendid www.ParkWatch.com website. This expert **safety-oriented website** is a **huge help** for the California public who expect **safety** within the California State Park system.

The **Park Watch** website helps the general public who use the Auburn State Recreation Area to immediately report from the field any predicaments that they have just witnessed.

Park Watch has a convenient “app” that is used on cell phones. It has **GPS-tagging** built into the “app” so that anyone can take a photograph of a predicament, then immediately post this onto the Internet with the GPS coordinates tagged. ASRA Rangers can then promptly respond to the precise location. There are trail signs within ASRA that notify the general public to tune-in to Park Watch on their cell phones.

It is recommended that the new ASRA General Plan showcase the effectiveness of the Park Watch system. **Safety is of paramount importance** within ASRA, and Park Watch is a cornerstone for effective and timely communications to State Park Rangers.

Comment #11. Trail Machine needed for ASRA

There are hundreds of miles of trails within ASRA, and all trails need annual maintenance on the trail-bed because of erosion. However, there is no trail machine within ASRA or the Gold Fields Sector. Maintenance Chief Brian Moses needs to have a full-time trail machine for repair and maintenance of trails. Volunteer trail-crews with hand-held Pulaski axes and McLeod hoes can work behind the trail machine to fine-tune the earthwork and finish shaping the drainage of rolling grade-dips. The trail machine saves back-breaking manual labor, and can effectively perform the equivalent manual-labor of 20 men per day.

It is recommended that the ASRA General Plan include the **purchase of a trail-machine**. All trail users (hikers, equestrians, Scout troops, long-distance runners, and mountain bikers) will benefit from a trail machine owned and operated by ASRA maintenance crews. Everyone benefits from safe trails that are properly maintained.

Comment #12 Use of Google Trekker for Photographic Inventory of all ASRA Trails

On page 20 of the authoritative 2017 CDPR Transformation Report, it is strongly recommended that all California State Parks use Google Trekker to create a comprehensive photographic inventory of trails. The new ASRA General Plan needs to explain and promulgate the use of Google Trekker so that annual trail maintenance can be adroitly scheduled for trail-crews (both park employees and volunteer crews).

Note that Placer County Parks, under the expert leadership of Andy Fisher, is already using Google Trekker for planning purposes and annual maintenance scheduling.

Recommendations for Specific Geographic Areas

The preceding paragraphs are universally applicable to all of ASRA. The next paragraphs are focused on specific geographic areas.

Comment #13. Repair and Rebuild the Mammoth Bar OHV area

One year ago, in January and February 2017, there was destructive erosion on the Middle Fork of the American River due to intense and sustained rainstorms. The river flooded and destroyed much of the Mammoth Bar OHV area. Mammoth Bar is important for mountain bike riders because it is unique and bike jump-ramps are installed. Mammoth Bar is on the north side of the Middle Fork, and equestrians ride on the Western States Trail on the south side of the Middle Fork. So the river is a fortunate safety barrier that divides bike jumps from spooky horses.

It is recommended that the ASRA General Plan showcase the importance of Mammoth Bar for mountain bikers. The medical helicopter landing site needs to be rebuilt and enhanced since severe accidents are frequent. The helipad needs to be seeded with turf grass so that the rotors of the medical helicopter will not descend into a cloud of sand. It should be marked with a circle-H symbol on the ground.

Comment #14. New Trail for the Training Hill (located east of No-Hands Bridge)

The current "Training Hill" is a very steep and dangerous fire-break on the crest of a narrow ridge. For both equestrians and hikers alike, there are many accidents on the Training Hill. It is basically unsafe to either ascend or descend this fire-break.

An entirely new trail is needed that uses switchbacks to ascend the steep hill to the Olmstead Loop. The newly purchased ASRA Trail Machine (see Comment #11 above) can easily construct the safe switchbacks on a new trail segment.

Note that Robert H. Sydnor is especially credentialed as an AERC Trail Master and state-licensed as a California Engineering Geologist to design, layout, and construct new **safe trails** for horses and hikers alike. He is a former U.S. Forest Service trail-crew chief, and has spent hundreds of days over the past decade performing volunteer horse-trail maintenance within the Auburn State Recreation Area.

September 6, 2017

Ms. Cheryl Essex
Northern Service Center Project Lead
One Capitol Mall, Suite 410
Sacramento, CA 95814
916-445-8814
Email plan.general@parks.ca.gov

Dear Ms. Essex,

Cosumnes River Horsemen's Association (CRHA) is pleased to offer this letter of comments and recommendations on the joint General Plan/Resource Management Plan (GP/RMP) for the Auburn State Recreational Area (ASRA). CRHA is an organization of equestrian riders that has approximately 100 members. Our members use these trails that surround ASR, such as Olmsted Loop and the Western State Trail system - Tevis. Part of the the historical development of our trail system was on horseback. CRHA has made "land purchase" donations to the American River Conservancy and other organizations, towards the goal of extending many trail systems.

The CRHA goals include:

- Promoting interest in horses and horsemanship;
- Aiding and supporting activities concerning the welfare of horses;
- Bringing people together to share in this common interest;
- Establishing, expanding and protecting new and existing equestrian and hiking trails, while supporting all trail users.

CRHA appreciates the opportunity to hear our suggestions for the future of ASRA and the following are our comments, recommendations and ideas:

ASRA Trail Safety

- Prohibit the use of ear phones by bikers/runners/ hikers. CRHA believes that trail safety is extremely important for all trail users. The use of ear phones by bikers/runners/ hikers may prohibit acknowledgment of equestrian riders. Therefore, CRHA is requesting that bikers/runners/hikers refrain from using earphones while on the ASRA trial system. In addition, it was suggested that using bells on bikes can aid in allowing horses to acknowledge oncoming bikes.
- Provide speed limits for bikers around single track trails, narrow passages or areas with no line-of-site should be considered.
- Continue the parts of the Western States Trail System -Tevis to remain as **horses only** and not be opened to other trail users due to safety concerns of both equestrian riders and horses.

ASRA Trail Enforcement

- Continue to enforcement current and new requirements. For instance, it would be a benefit to have both mounted horse and bike patrol in the ASRA to enforce ASRA rules such as horses have the right-of-way over bikers and hikers.
- Continue to enforce the leash requirements for dogs. Loose dogs without proper restraints can potentially endanger horses and equestrian riders.

ASRA Trail Cleanup.

- Recommend keeping our trails clean of unnecessary trash, high weeds or dangerous obstacles such as historical barbed wire, fence posts, low hanging branches in water crossings or other debris is important to CRHA. These obstacles poses potential threats to all trail users. In the past, volunteers have rolled up barbed wire in many locations for pickup and yet the piles still remain. CRHA recommends that part of the ASRA plan include cleanup and removal of barbed wire, remove other dangerous obstacles and other remaining barbed wire left in the ASRA area.
- Recommend providing signs for cleanup of manure in parking areas.
- Recommend that a weed abate program be provided on the trails in the ASRA. Similar to Cronan Ranch, weed abatement using sheep, goats or other natural means is a suggested approach.

ASRA Trail - Current Ideas

- Constructing an equestrian facility such as an arena or stalls south of the parking area at Olmstead Loop (behind the fire station) is recommended.
- Constructing a bridge below the previous dam site would allow an additional access to both sides of the American River.
- Constructing wash racks at Olmstead Loop, similar to the wash racks at Granite Bay.
- Other suggestions include horse camping opportunities or overnight parking.

ASRA Trail - Futrue Ideas

CSHA would like a forum to be provided so that any other future ideas can be suggested that would benefit the ASRA area.

Again, thank you very much for the opportunity to provide this important input on the future of the joint General Plan/Resource Management Plan (GP/RMP) for the Auburn State Recreational Area (ASRA).

Sincerely,

Kathy McPherson,
President of Cosumnes River Horsemen's Association

Cosumnes River Horsemen's Association Members

Kathleen McPherson

Jyle R. Wm

Kathleen

J. Schuff

Connie Hester

Tammy Griffin

Susa Cordy

J. Brown

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Tom Reed

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Sharon Campbell

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Patricia Doherty

Catherine Hedman

Stephanie Peay

Karen Farwell

Peggy Carver

Susan Winder

Darren Winder

Kathleen Hamilton

Ch. Pauley

Michelle Hensel

Peggy Christensen

Mary Ellingsworth



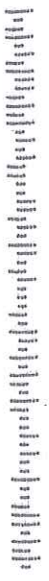
SACRAMENTO CA 957

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Mrs. Cheryl Essex
Northern Service Center Project Lead
One Capitol Mall, Suite 410
Sacramento, CA 95814

95814-327710





To: Michael Schneider, Auburn State Recreation Area Superintendent
Re: ASRA General Plan: Regional User Group Recommendations
January 15, 2015

Dear Mr. Schneider,

The City of Auburn's Endurance Capital of the World Committee and several other trail user group representatives would like to schedule a meeting with you to discuss the following documents. It is a compilation of suggestions to consider for the ASRA General Plan and a letter from the Western States Trail Foundation. Our next meeting is on February 11, 6:30 pm, at the Placer Co. Visitors' Center (1103 High St, #100, Auburn), so that is one possibility. We would also be willing to meet with you at your office at a date and time that would work for you. For the latter option, could you suggest several dates/times?

Sincerely,

ECC Committee Members:

Robert A. Miller, Chair; Cynici Calvin, Secretary; Matt Spokely, Auburn City Council Representative, Colleen Conley, Lisa Kodl, Jim Northey

Background

In October 2013, the City of Auburn's Endurance Capital Commission (ECC) hosted an ASRA Trail User Group Meeting. This meeting, and two subsequent meetings, brought a wide variety of ASRA users together to discuss the current problems and safety issues related to the ever-increasing popularity of the ASRA trails. The goal of the meetings was to create a document listing recommendations, and submit this document to ASRA to be considered in the ASRA General Plan.

Equestrians, mountain bike riders, runners, and hikers (including walkers, bird watchers, and nature enthusiasts) were all represented at these initial meetings. Due to the size of the group, the ECC created

a smaller Subcommittee to delve into the details of possible solutions that included the importance of educating users about trail etiquette and safety, shared use, on/off day use, changes in current user group designations of some trails, and construction of new trails. The Subcommittee consisted of qualified representatives from the equestrian, mountain bike, runner/ hiker groups, who were tasked with receiving input from the larger groups they represented. The Subcommittee vetted both changes in current trail use and brainstormed new trail construction.

After months of meetings and much research, the Subcommittee presented short term, medium term and long term goals to the Endurance Capital Committee. The options in this letter are, by-and-large, informed and supported by the different trail users convened in the Trail User Subcommittee of the ECC, except for the equestrian representatives when options involved mountain biking use of the Western States Trail.

Recommendations

Short Term Goals involve a heavy emphasis on trail etiquette education for all user groups through:

- Creating, printing (in an easy-to-carry brochure), and website posting of current ASRA trail maps with etiquette guidelines. The brochure will be provided free at select Auburn businesses. (*note: the ECC has funding for this approved in their 2014-2015 ECC Committee Work Plan*).
- Improve signage for current trail designations and add trail etiquette guidelines to the signs.
- Outreach to area clubs and organizations to be proactive on trail use and trail etiquette issues.
- Establish a multi-user trail patrol (this is also listed on the medium range goals).

Medium Term Goals:

1. The Subcommittee determined that a key priority is to provide mountain bike riders a route from Auburn to Cool without forcing them to ride on very dangerous sections of Highway 49. The following option as described on Map #3 was discussed; however, the subcommittee did not reach consensus due to the proposed use of a section of the Western States Trail. For this reason, the ECC would like to engage in a discussion with ASRA regarding options to provide mountain bikers with access to these trails (such as a pilot project):
Map #3: a trail from the Quarry Rd. Trail to Olmstead Loop Trail addresses this issue by showing routes that would be straightforward to implement.
 - (A) Reopen old road bed to allow lesser grade access in climbing PG&E Road
 - (B) Open Old Skid Trail for safer Hwy 49 crossing/access
 - (C) (C-1) Open trail parallel to west side of Hwy 49 to 49 Crossing/WS Trail.
 - (D) (C-2) Open the trail parallel to the east side of Hwy 49 next to Teichert's dilapidated fence to 49 Crossing/WS Trail
 - (E) Shared use of Western States Trail section to Olmstead Loop trail
2. Initiate a discussion, with input from user groups, on other existing trails that may be suited for a change in use, specifically focusing on trails between Auburn to the American River Confluence, and between the Confluence and Cool.
 - There is a need to create more trail options to accommodate the growth of mountain bike users and promote safe use of trails for all user groups.
 - In addition, several options can be considered for changing trail user designations, including: one-way directional trails, odd/even day use, and "piloting" before finalizing changes.

Long Term Goals:

1. Resurrect prior projects to determine viability for completing those projects:
 - Development of the American River North Fork Trail (see Map #1)
 - Construction of a second bridge across the American River (near the old Diversion Tunnel)
2. Budget the construction of new trails for multi-user groups and specific-user group designations. Included in this document are two more maps describing these areas for changes that would allow access to more trails for the ever-increasing number of mountain bike riders. The trail options are lettered and in black ink.

Map #1: Clementine & American River North Fork Trails

(A) Connection from Foresthill Loop to Ponderosa Road using a portion of #19 Long Point Fuel Break Trail

(B) Connection from Ponderosa Road to Stagecoach using portion of Cod Fish falls Trail

(C) Revive the American River North Fork Trail Plan

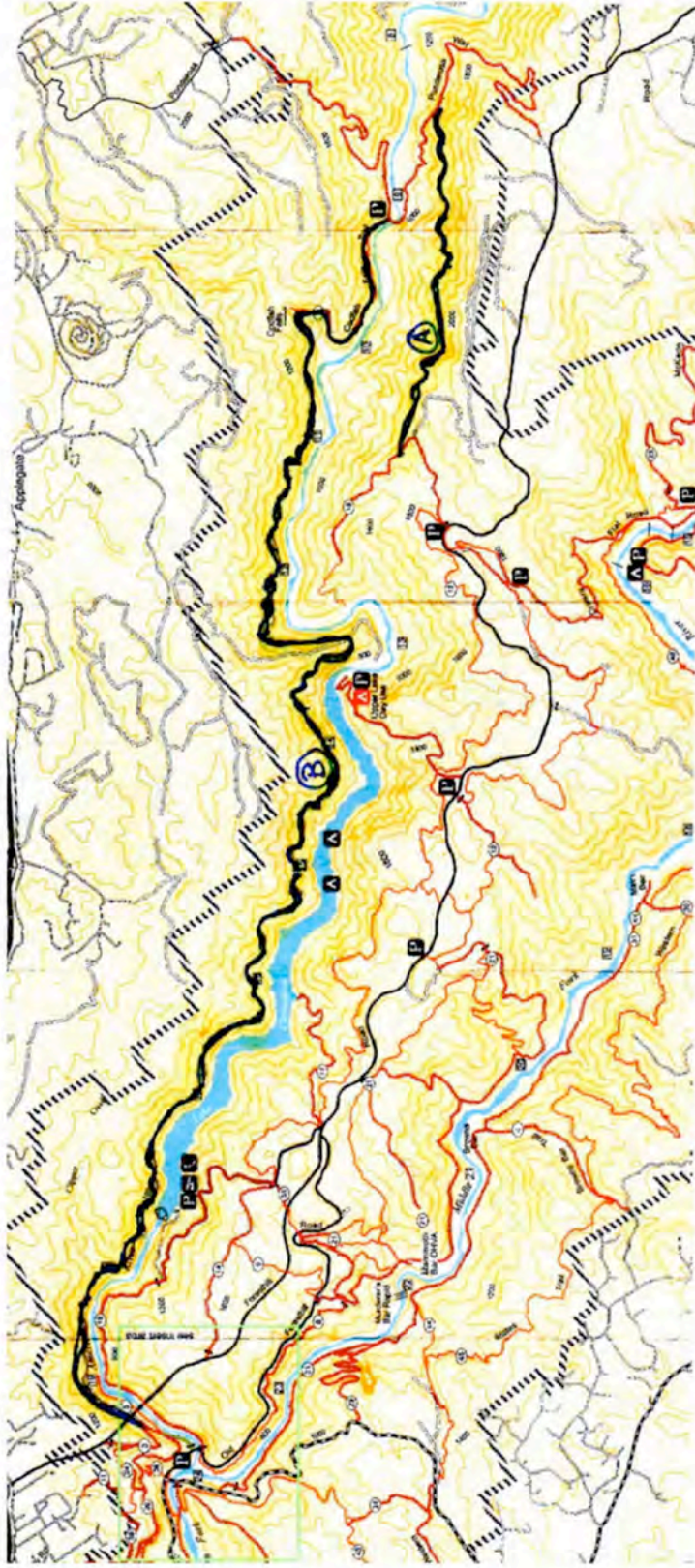
Map #2: Mountain Quarry Bridge to Olmstead Loop: Three possible options to connect Mountain Quarry Bridge to Olmstead Loop Trail and using the East side of the American River Middle Fork Canyon.

Summary

Clearly building more trails is the best option to cope with the increasing number of user groups on the existing trails, but everyone understands that this is much more of a long-term option given the expense and staff resources needed to make this happen. In the meantime, we believe there are other proactive and viable options that will lead to a better balance of trail and trail users, and which will reduce hazards and improve safety for all ASRA visitors.

Clementine, North Fork Trails

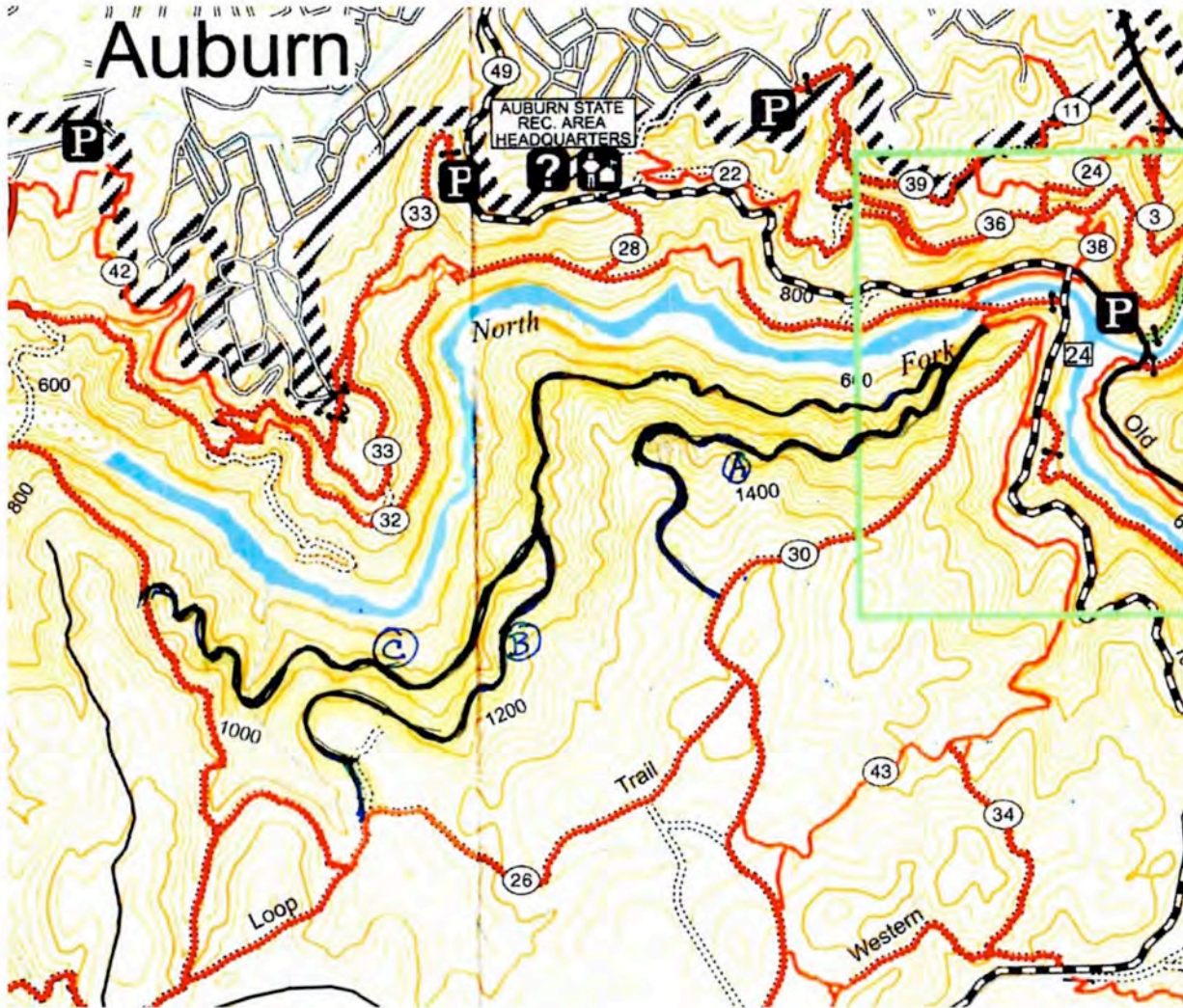
Map #1



- (A) Connection from Foresthill Loop to Ponderosa Road using a portion of #19 Long Point Fuel Break Trail
- (B) Connection from Ponderosa Road to Stagecoach using portion of Cod Fish falls Trail
- (C) Revise the North Fork Trail Plan

Map #2

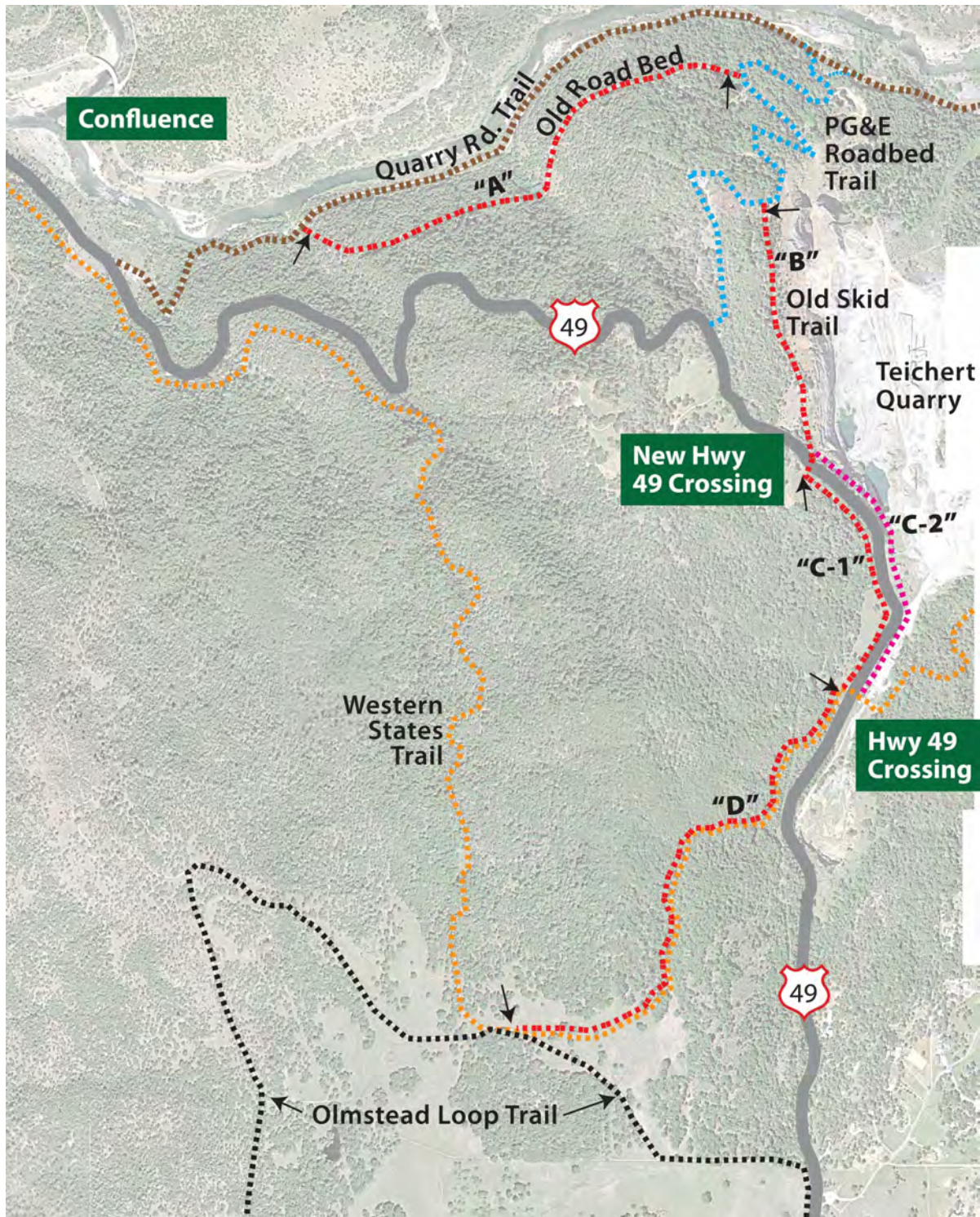
Mountain Quarry Bridge to Olmstead Loop



Three possible options to connect Mountain Quarry Bridge to Olmstead Loop Trail and using the East Side of the Middle Fork canyon

Map #3: Quarry Rd. Trail to Olmstead Loop Trail

- A. Reopen Old Road Bed to allow lesser grade access in climbing PG&E Road
- B. Open Old Skid Trail for safer Hwy 49 crossing/access
- C-1. Open trail parallel to west side of Hwy 49 to a New Hwy 49 Crossing
- C-2. Open trail parallel to east side of Hwy 49 to the Hwy 49 Crossing/WS trail
- D. Shared use of Western States Trail section to Olmstead Loop Trail (0.9 mi.)





WESTERN STATES TRAIL FOUNDATION

150A Gum Lane, Suite 103 • Auburn, California 95603 • (530) 823-7282 • FAX (530) 823-7901

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State of California Dept. of Parks & Recreation
Gold Fields District
501 El Dorado Street
Auburn, CA 95603

Re: ECC Trail User Group Recommendations

Dear Mr. Schneider,

We, the undersigned, served as equestrian representatives on the Trail Safety and User Group Sub-Committee under the Endurance Capital Committee (ECC). The ECC is planning to submit recommendations from this group to you, to the Auburn City Manager and to the Auburn City Council. We would like you to know that the Sub-Committee did not vote on any of these recommendations, and that the ECC has disbanded the group without our prior knowledge, and without a democratic process. We believe that requirements of the Brown Act have not been adhered to as the ECC's proposal was drafted from discussions and meetings that we were not aware of.

We would like you to know that equestrians and hikers were not fairly represented in this process and that this current proposal is contrary to the mission of the Auburn Endurance Capital of the World. The current ECC proposals, if approved, would jeopardize the safety of hikers and equestrians and the Tevis Cup Endurance Ride itself, which is the premier equestrian endurance event in the world.

This is our position on the current proposal:

Short-Term Goals - We approve written etiquette guidelines for trail users, improved signage, out reach to trail organizations, and trail patrols. We would like to have input on the etiquette brochure before printing.

Medium-Range Goals - We oppose shared use of the Western States Trail with mountain bikes, shared use one-way directional trails, and odd/even day use. We oppose any pilot programs on these narrow canyon trails and bridges, as they will jeopardize the safety of all users.

Long-Range Goals - We approve construction of a bridge near the old diversion tunnel and development of the North Fork Trail. We approve newly constructed parallel bike trails that are not visible from hiker/equestrian trails. We oppose shared use with mountain bikes on the Mountain Quarries Bridge.

The Western States Trail was surveyed, funded, built, and has always been maintained by, the Western States Trail Foundation, so that equestrians would have a safe path along the canyons into Auburn. Yearly, thousands of hikers, runners and equestrians currently safely share this trail along the river between Foresthill, Greenwood, and Auburn.

Respectfully,

Kathie Perry, Board of Governors, Western States Trail Foundation
Linda Glazier, Board of Governors, Western States Trail Foundation

Co:
Tim Rundel, Auburn City Manager
Keith Nesbitt, Mayor, City of Auburn
Dr. Hill Kirby, Council Member, City of Auburn

A Western States organization of California and Nevada Horsemen. To save and preserve for future generations the historic Western States Trail of Cowpioneers and Gold Rush California and the trail route of miners from the gold mines of California to the silver mines of Nevada. To encourage public participation in riding and hiking on the Western States Trail to sites of once populous Gold Rush mining camps and



locations of events prominent and important in the history of the West. To sponsor annually the Western States 100 Miles One Day Ride for international competition. To recreate public attention and interest everywhere for endurance riding as made famous in our western history more than a century ago, by the riders and horses of THE PONY EXPRESS.



January 5, 2018

Ms. Cheryl Essex
ASRA General Plan Project Lead
California Department of Parks and Recreation
One Capital Mall, Suite 410
Sacramento, CA 95814

Re: Auburn SRA General Plan/Resource Management Plan Comments

Dear Ms. Essex,

We at PARC believe the new Auburn State Recreation Area General Plan can be a vital link between our community and its enjoyment of the American River canyons. As the park grows in popularity, it is crucial to have a system in place to keep the wild places beautiful and the over-used spaces more thoughtfully managed. This is a delicate balance which only careful planning, preparation and stewardship can effectively accomplish. We hope you will take the time to carefully consider our comments. Together the Bureau of Reclamation and California State Parks, working with the agencies of interest, stakeholder groups and the general public can help shape a positive future for the Auburn SRA as a river-based recreational and natural treasure.

Following the general comments below pertaining to park-wide issues and to each management zone, we have listed our responses to the General Plan/Resource Management Plan "Participation Guide and Questionnaire," and have also listed the numbered proposed actions and guidelines identified in the November 27, 2017 "Alternatives Summary Table" that we believe should be part of the GP/RMP that is ultimately adopted. We also incorporate by reference the comments and suggestions provided in our earlier GP/RMP comment letters dated January 15, 2016 and July 22, 2016.

PARK-WIDE QUESTION:

As our society turns toward health conscious recreation the Auburn SRA is well suited to help improve public health in a natural semi-wilderness setting. Interpretive education, stewardship programs and collaboration with community partners are essential ingredients to successful State Parks experiences.

Challenging trails, rock climbing and whitewater paddling through our scenic foothill American River canyons are some of the unique experiences the Auburn SRA has to offer. A comprehensive trails plan and dedicated trails and river manager are important to the future well-being of the park. A realistic flexible approach is important to providing a quality experience for the ever-growing number of users without damaging natural or cultural resources. Signage, facilities and park regulation enforcement are key tools to protecting the canyons' natural resources while leading to quality memorable experiences.

PARC generally recommends the alternative that places equal emphasis on recreation and resource management. We favor guidelines and actions that will allow for enhanced non-motorized recreational opportunities (limited to the types of activities that are currently allowed in the park), and without impacting in any significant way the semi-wilderness atmosphere that characterizes much of Auburn SRA. We also believe conservation of the park's natural and cultural resources has to be a high priority.

Increased parking capacity where feasible is a worthwhile goal, but not at the cost of impacting the canyons' scenic and aesthetic qualities (an exception should be made for highly disturbed areas like Rocky Point at China Bar, where parking should be allowed). As increased demand at popular locations occurs, a priority should be placed on implementing a shuttle system.

Existing roads should be improved and better maintained. Some existing roads should be opened to public access on an expanded basis, while at least one currently closed road (from Cool to the river at Rocky Point) should also be opened to the public.

PARC Questionnaire recommendations: 1.C

PARC Proposed Action recommendations: 3,4,5,10,11,13,15,17,19,20(improve existing roads first), 21,22,23,24,25, 26,27,28,29,30,34,35,36,38,41,42,44,46,47,48,50,52,55,57,58,59,63,66,67,69,70,71,72,74,75,76,77,78,79,82,83,84, 85,86,88

KNICKERBOCKER ZONE: This area is noted for its diverse trail systems in rolling blue oak woodlands and forest along the canyon rim. The trails are in need of signage, maintenance, rehab and low bridge or gravel causeway features at many of the stream crossing locations. To protect the natural, scenic and diverse quality recreational values of Knickerbocker **50 campsites** with park rules, regulations and interpretive information seems reasonable. To allow for the influx of visitors that participate in competitive sports events and who would like to spend the night a **low impact event camping area** is recommended. An event camping area would provide minimal services: parking for cars and campers, tent camping, some picnic tables, toilet facilities and water if available. **Vehicle access to the river** for whitewater recreation at Rocky Point is recommended with some facility improvements. Pave the road if this area is designated for camping.

NOTE: If trail conflicts reach an unacceptable level between mountain bikers and equestrians, odd/even days of use management should be considered.

PARC Questionnaire recommendations: 1.B, 2.C, 3.B

PARC Proposed Action recommendations: 90,91,93,95,98,100,101,102,105,107,108(priority should be given to maintaining and improving existing trails)

AUBURN INTERFACE ZONE: CHINA BAR, BIRDSALL, OREGON BAR & ROCKY POINT:

This complex area consists primarily of the Auburn Dam construction area that was partially restored in 2008 with the closure of the dam diversion tunnel, restoration of the river to its channel and construction of a permanent PCWA pumping station. PARC's emphasis is on constructing a **recreational bridge crossing** that connects the Auburn and Cool Area trails, providing safe reasonable **whitewater access** to and from the river, and day use facility improvements throughout. Additionally, infrastructure at the Rock Island Rapids for **whitewater slalom course gates** should be considered. The **Oregon Hill Area** has the potential for an ASRA park amphitheater, ADA camping and equestrian facilities. The **Promontory Point Area** is in need of day use facilities and possibly holds the potential for rock climbing. Restore, preserve, maintain and relocate as necessary the Western States Pioneer Express National Recreation Trail, as it traverses the Auburn SRA from its boundary with the Folsom SRA to the Tahoe National Forest boundary in Foresthill.

PARC Questionnaire recommendations 1.A, 2.A, 3.A, 4.B

PARC Proposed Action recommendations:109 (except core sheds should be removed),110,112,113,115,117,118,119, 122,124,125,127,129,130,132,133(limited to the types of non-motorized recreational activities currently allowed in Auburn SRA, and possibly other compatible recreational activities such as an archery range),134,135,137,139,140

CONFLUENCE MANAGEMENT ZONE:

The most popular area of the Auburn SRA is in danger of being "**loved to death**". Traffic and parking congestion, trash, graffiti, alcohol, poorly maintained and "social" trails are at the top of the list for a remake of this area. **Shuttle service** from Auburn and an improved **visitor information center** about the other areas of the park in which to recreate are needed. Better **enforcement of park rules, regulations**, trail rehab and removal of **dangerous metal bridge debris** need to be addressed in the General Plan. PARC supports public tours and shuttle service to the **Hawver Cave** and interpretive panels at the Foresthill Bridge.

PARC Questionnaire recommendations: 1.C, 2.A, 3.B, 4.A, 5.A

PARC Proposed Action recommendations: 143,144,145,146,147,148,152,155,156,158,159,160(multi-use trail from Confluence to Lake Clementine, but hiking trail only from Lake Clementine to Ponderosa Road),161,162,163,164, 165,168

FORESTHILL DIVIDE MANAGEMENT ZONE:

Trail maintenance and better trail signage with an emphasis on **trail protocol** are needed. **Hunting season** and open hunting areas should be clearly identified. There seems to be very limited opportunity for camping except possibly in the Butcher Ranch or 8 Mile Curve area. The **historic Grizzly Bear House** area should be protected.

PARC Questionnaire recommendations: 1.B, 2.A

PARC Proposed Action recommendations: 169,171,172,173,174(use shooting range area for maintenance/storage)

LAKE CLEMENTINE ZONE:

Open Upper Lake Clementine year-round when there is demand and road conditions permit. It may not be necessary to pave the popular Upper Lake Clementine dirt road. Installation of **culverts, water bars, gravel and better maintenance** may resolve road issues. No access from the Applegate-Boole Road area. **Improve the trail below the North Fork Dam** for day use and as a boater put-in.

PARC Questionnaire recommendations: 1.A, 2.C, 3.C, 4.B

PARC Proposed Action recommendations: 175,179,180,181,182,183,185,186,187,189,192,194,195(grade only),196,197,198(multi-use trail from Confluence to Lake Clementine, but hiking trail only from Lake Clementine to Ponderosa Road)

MAMMOTH BAR ZONE:

The Mammoth Bar OHV Area track and steeper cross-country trails have **erosion problems** that need long term solutions. Management of this area should take into account that it is also used for swimming, fishing, picnicking and as a whitewater take-out. Access should be available on non-OHV days. **Better signage** is needed especially for the whitewater take-out and a warning sign for the Class VI Murderers Bar Rapid. Please evaluate building a **portage trail** around this dangerous rapid. The Mammoth Bar Area with some improvements could also be used as a **temporary event camping area** on days when the track is closed.

PARC Questionnaire recommendations: 1.A, 2.B, 3.A

PARC Proposed Action recommendations: 199,200,202,204,205,206,207,208,209

LOWER MIDDLE FORK ZONE:

The lower Middle Fork is a popular beginner whitewater stretch of river and canyon trail training area for runners and equestrians. The Maine Bar area is a popular rest area for trail users coming from American Canyon and Quarry Road Trails. **Sturdy picnic table(s) and a toilet** would benefit all users including boaters. Trail maintenance and possibly trail reroutes are needed in this entire area. **Parking and a trail map are needed at the American Canyon and Quarry Road trailheads.** Surveys are needed to determine **where public property boundaries are at the Poverty Bar Tevis river crossing area and the "Miner Bud" property.**

PARC Questionnaire recommendations: 1.B

PARC Proposed Action recommendations: 210,211,212,213,214

CHEROKEE BAR/RUCK-A-CHUCKY ZONE:

These semi-remote areas are attractive to all recreational users but the steep access roads present chronic maintenance problems. The public would benefit greatly from **restoration and expansion of the popular Ruck-a-Chucky campground.** A recreation bridge crossing at the Greenwood Bridge site would benefit all trail enthusiasts especially the Western States runners and Tevis Cup equestrians. Day use facilities and designated parking with barriers are needed to stop vehicle access to the Cherokee Bar beach area. **Sliger Mine Road should be closed seasonally** due to its remoteness and difficulty to service and patrol. The **"Miner Bud" property should be surveyed** to ensure the occupants are not dumping on public property or polluting the river.

PARC Questionnaire recommendations: 1.B, 2.A, 3.A, 4.A

PARC Proposed Action recommendations: 215,217,219,221,222,224,225,226,228,229

UPPER MIDDLE FORK ZONE:

The Upper Middle Fork features popular whitewater rafting and the Western States Pioneer Express National Trail in a remote, steep, scenic canyon. There is a need to **address illegal OHV access at Fords Bar and other locations**, and to restore trail access at White Oak Flat trailhead. Whitewater guide training should emphasize the fire danger from smoking. Carefully evaluate whitewater carrying capacity to ensure quality river wilderness experiences. Consider restoring the lower section of the portage trail at Ruck-a-Chucky rapid.

PARC Questionnaire recommendations: 1.A

PARC Proposed Action recommendations: 230,231,232,233,234,235,236(multi-use trail from Confluence to Lake Clementine, but hiking trail only from Lake Clementine to Ponderosa Road)

UPPER NORTH FORK ZONE:

The Upper North Fork is a wild and scenic whitewater gorge canyon with limited access and parking near the river. Road maintenance is a priority along with improvements to parking and day use facilities. Trail maintenance is needed also. Protect and maintain the historic Yankee Jims Bridge. Evaluate commercial rafting carrying capacity to maintain a high quality experience. **Support Wild & Scenic river designation for the North Fork from Mineral Bar to Shirrtail Creek.**

PARC Questionnaire recommendations: 1.B

PARC Proposed Action recommendations: 237,240(limit additional campsites to 10 in number),241,243

MINERAL BAR ZONE:

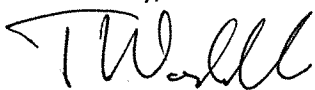
This popular day use area next to the river is well suited for upgrades and modest expansion. State Parks should enter into a management agreement with BLM to ban camping along the Pennyweight Trail.

PARC Questionnaire recommendations: 1.A

PARC Proposed Action recommendations: 244,245

Thank you for the opportunity to comment on the Auburn SRA General Plan. Given the right tools and management strategies, we can develop and successfully implement a plan that will provide a high level of protection to Auburn SRA's natural and cultural resources while also allowing for enhanced recreational opportunities in this unique and increasingly popular state recreation area.

Sincerely,



Tim Woodall

PARC Board Chairman



Eric Peach

PARC Conservation Chairman



January 7, 2018

Ms. Cheryl Essex
ASRA General Plan Project Manager
California Department of Parks and Recreation
Acquisition and Development Planning Section
One Capital Mall, Suite 410
Sacramento, CA 95814

Re: Notice of Preparation for the ASRA GP/RMP: Environmental Review Scoping Comments

Dear Ms. Essex,

Project American River Canyons (PARC) appreciates the opportunity to provide comments regarding the environmental review to be performed for the Auburn State Recreation Area General Plan/Auburn Project Lands Resource Management Plan (GP/RMP). PARC supports the effort that has been put into the GP/RMP and is excited about the future opportunities for enhanced recreational use and resource management within the Auburn State Recreation Area.

These comments are provided in response to the Notice of Preparation (NOP) dated November 29, 2017, and are intended to be constructive to the process. As identified in the NOP, the California Department of Parks and Recreation (CDPR) is the lead agency under CEQA for the preparation of a GP/RMP and associated environmental impact report/environmental impact statement (EIR/EIS) for the Auburn State Recreation Area (ASRA) and Auburn Project Lands (APL). The U.S. Bureau of Reclamation (Reclamation) is serving as the lead agency under the National Environmental Policy Act (NEPA).

The NOP identifies that the *“planning team has identified the types of environmental impacts that may result from implementation of the GP/RMP and from continued recreational use of the property. The potential environmental effects that are anticipated to be addressed in the EIR include impacts on the following resource areas:*

- *Aesthetics and visual resources*
- *Agriculture and forestry resources*
- *Air quality*
- *Biological resources*
- *Cultural resources*
- *Geology, soils and mineral resources*
- *Climate change and greenhouse gas emissions*
- *Hazards and hazardous materials*
- *Hydrology and water quality*
- *Land use and management*
- *Noise*
- *Population growth and housing*
- *Transportation, parking and circulation*
- *Public services and utilities”*

It is PARC's understanding that while this broad listing of resource areas will be addressed in this EIR/EIS effort, it is at a program level. As such, subsequent specific environmental reviews will occur as necessary depending on the nature of specific project to be implemented – when more detailed information will be available regarding location, design and construction.

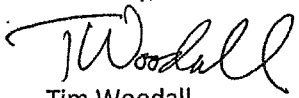
The following comments are provided based on the understanding described above.

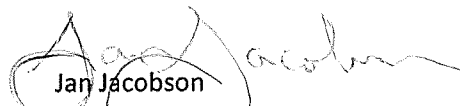
1. As the EIR/EIS will not evaluate project-level issues (such as precise project footprints or specific design details that are not yet ready for decision at the planning level), the EIR/EIS should examine the interaction among proposed projects and plan elements, and adequately assess cumulative effects. This is important for each management zone as well as ASRA as a whole, as some projects involve more than one management zone and projects within one management zone have the potential to have impacts on other management zones. As example, downstream water quality impacts by up-stream uses that increase erosion; motorized recreational activities where noise impacts could adversely affect users in adjacent areas looking for a semi-wilderness experience, etc.
2. As a program EIR/EIS, PARC would like clarification that the EIR/EIS will identify sensitive cultural, biologic and historic resources present in each of the management areas as well as other specific conditions or resources that future projects should be considerate of.
3. The EIR/EIS should also identify the key ASRA general conditions and concerns to ensure adequate future project specific environmental review, and set the stage to ensure evaluation of the additional (cumulative) impacts by the specific project in review occurs versus solely evaluating the potential impacts of that project in isolation.
4. Examples of ASRA conditions to be considered in the program level and future project specific EIR/EIS documents include the following:
 - a. The steep slopes of the canyons and shallow soil development in many areas create increased susceptibility to erosion, with the associated increase potential for impact to aesthetics and visual resources, biological resources (terrestrial and aquatic) and water quality of the river system. As specific example, the Mammoth Bar OHV Area track and steeper cross-country trails within the Mammoth Bar Management Zone already have erosion problems that need long term solutions.
 - b. The narrow canyon conditions and limited locations for parking/car traffic increase the potential for aesthetics, air quality, noise, climate change and greenhouse gas emissions, and transportation related impacts. Increased vehicle access and parking capacity where feasible is a worthwhile goal, but as increased demand at popular locations occurs, a priority should be placed on alternatives such as implementing a shuttle system. An exception should be made for highly disturbed areas like Rocky Point at China Bar, where parking should be allowed.
 - c. The topographic, geologic and vegetation conditions are relevant to potential uses and impacts; not all trails and areas are suitable for all uses due to the variation in these conditions that occurs throughout the ASRA. As example, not all trails suitable for hikers are suitable for biking due to the difference in impact by each use. Accordingly, thoughtful planning needs to occur to ensure enhanced recreational uses are consistent with the physical (topography/soil) and biological (type of vegetation) conditions of the planned use location(s) to be protective of aesthetics, biological, forestry, cultural and water quality resources (as example).

- d. ASRA is a multi-use park with ever increasing popularity. The potential for trail conflicts should be considered with proactive identification of options such as odd/even days of use management.
 - e. River related activities present potential hazards at ASRA; consideration of potential impacts to ASRA recreationists should be addressed through better signage including warning signs at whitewater take-out locations. A specific example is within the Mammoth Bar Management area, where better signage is needed for the whitewater take-out and a warning sign for the Class VI Murderers Bar Rapid.
5. A realistic flexible approach is important to providing a quality experience for the ever-growing number of users without damaging natural or cultural resources. A comprehensive trails plan and dedicated trails and river manager are important to the future well-being of the park. Signage, facilities and park regulation enforcement are key tools to protecting the canyons' natural resources while leading to quality memorable experiences.

Thank you for the opportunity to provide comments regarding the environmental review to be performed for the ASR GP/RMP, in response to the November 29, 2017, NOP. We look forward to participating in future planning opportunities.

Sincerely,


Tim Woodall
PARC Board Chairman


Jan Jacobson
PARC Board Member



January 8, 2018

Cheryl Essex
Northern Service Center Project Lead
One Capitol Mall, Suite 410
Sacramento, CA 95814

Re: Auburn State Recreation Area (ASRA) General Plan, Scoping Comments

Dear Ms. Essex:

The Folsom Auburn Trail Riders Action Coalition (FATRAC) appreciates the opportunity to participate in the ASRA General Planning Process. To that end we are submitting the following comments for your consideration in preparation for the upcoming General Plan. The FATRAC Board of Directors is confident that all of the requests listed below are reasonable and beneficial to Auburn and the surrounding community as a whole.

FATRAC is a non-profit, volunteer based trail advocacy organization, founded in 1988, representing the Sacramento, Folsom, Auburn and surrounding areas that include portions of Placer, El Dorado, and Yolo Counties. FATRAC members have donated thousands of hours of volunteer services in the State Parks system and have raised hundreds of thousands of dollars in donations and grants since inception. FATRAC often works with State Parks in the ASRA and Folsom Lake State Recreation Area (FLSRA) and has extensive experience maintaining, improving and building multi-use trails enjoyed every year by thousands of hikers, mountain bikers, runners, and equestrians. For instance FATRAC was instrumental in much of the planning and construction for the “Connector” and “Foresthill Divide Loop” Trails in ASRA, and the “Sweetwater” in FLSRA among others, and we continue to maintain these trails to the extent authorized by Parks management .

Parkwide Suggestions regarding Scope of the ASRA General Plan, FATRAC supports:

1. Acknowledge the mission of the ASRA to both preserve our natural resources and support recreational use by the public. It has been our experience that overly conservative interpretations of existing natural resource laws (eg. California Environmental Quality Act [CEQA], Department Operating Manual [DOM], Project Evaluation Form [PEF]) have made performing even basic volunteer activities related to trail maintenance and improvement throughout the Gold Fields District nearly impossible. We believe a balanced approach is needed to both preserve our natural resources while at the same time encourage the public to enjoy the State Parks through active recreation. We believe the inclusion of “recreational” in the General Plan mission

and/or goals will reinforce the importance of striking this balance in the administration of the ASRA.

2. Work with mountain bikers and other stakeholder groups to develop a Road and Trails Management Plan to assess the current trail system, make recommendations for individual trails, and address specific issues of concern to mountain bikers and other trail users, such as converting trails to multi-use where feasible and appropriate, and considering alternate-day access or one-way trail use to address potential user group concerns.
 - Specifically, FATRAC reiterates the need for a viable, safe and legal option for mountain biking between Auburn and Cool. This project would be supported by all user groups, would alleviate congestion and increase capacity for the Confluence area, has already been studied in a 2007 Feasibility Study by Parks, and is in line with the existing 1992 Resource Management Plan. As such, FATRAC requests that Parks staff explore options to implement such a project ahead of, or in parallel with, the General Plan and RTMP process.
 - Currently, ASRA trails currently includes approximately 176 miles open to hiking, 139 miles open to equestrians, and 78 miles open to mountain biking. This disparity should be addressed to better reflect current usage and demands.
 - To better meet the needs of the estimated 60,000 mountain bikers¹ in the greater Sacramento area, FATRAC is in favor of a greater emphasis on providing outdoor recreation opportunities, as opposed to greater resource protection or a balance between the two.
3. Work toward converting strategic trails to multi-use to allow better trail connections both inside and adjacent to ASRA. Specifically, we recommend working with FLSRA, City of Auburn, Placer and El Dorado Counties to plan and construct a trail that circumnavigates Folsom Lake.
 - This includes enhancing trail connectivity for mountain bikers with adjacent trail systems, specifically connecting the China Bar area trails to Folsom SRA and to Confluence area trails (via Riverview Trail), and connecting Auburn (via Overlook Park), Foresthill and Colfax communities via multi-use trail systems.
4. State Parks should work with nonprofits such as Placer Land Trust, American River Conservancy and public agencies (federal, County) to protect land along and near the river through any means necessary. And State Parks should be willing to acquire, own and manage land as part of this effort.
5. Reduce barriers and promote additional mountain biking opportunities such as benefit rides, “poker” rides, night rides, race events, and skills courses while remaining consistent with the Park’s mission to encourage safe outdoor recreation and stewardship of our Park resources. Such events could also serve as a revenue generating avenue.
6. Partner with other organizations to promote responsible mountain biking through appropriate trail design, mountain bike patrols, signage, and skills courses. Trail design

¹ 60,000 based on recent recreation survey that shows 2.9% of the population of the US participates in mountain biking, and applying that percent to the population of the Sacramento area.

could include installing natural obstacles as pinch points (e.g., boulders, rocks, rock water bars, downed logs, etc.) to improve trail quality, add technical challenges and slow rider's speed where appropriate, over simply requiring minimum trail bed widths.

7. Promote ASRA as a premier destination for outdoor recreation and mountain bike riding in particular. Promote winter riding (as conditions allow) when other northern California trail systems are inaccessible due to snow.
8. In accordance with Senate Bill No. 204 and the Parks Forward Commission, facilitate and expedite implementation of reforms to public-private partnerships, and specifically with FATRAC, to provide improved stewardship of State Parks and increase local volunteer involvement with tasks including, but not limited to, project management, resource surveys, design, construction, and maintenance.
9. Provide full-time, dedicated staffing at ASRA to work with nonprofit organizations including FATRAC to develop and maintain trails and to assist in educating trail users, promoting the Park mission, and supporting the preservation of natural resources and promotion of recreational opportunities in the ASRA.
10. Consider user safety, erosion, watershed damage, and damage to other resources due to inaction on trails and prioritize these trails for basic trail maintenance (without CEQA/NEPA) and relatively minor reroute activities.
11. Add Hiker-Biker sites at developed campgrounds and primitive campsites for bikepacking.

Mammoth Bar Area, FATRAC supports:

12. Improve existing trails in the Mammoth Bar OHV area (which are currently severely eroded) and create additional trails with jump features that can be used by mountain bikers within Mammoth Bar OHV. This will spread out mountain bikers from the Confluence area trails, bring more downhill oriented cyclists to the Mammoth Bar OHV area and alleviate overall congestion in the Confluence area.

Knickerbocker Zone (aka: Olmstead Loop and the Cool area), FATRAC supports:

13. Incorporating existing, non-system trails into the ASRA and adding new trails to accommodate increased recreational use of the area.
14. Creating a bike-legal, singletrack trail that connects the Confluence area trails up to the Olmstead Loop, and/or allow mountain bikes on the Western States Trail up to Cool.
15. Supporting the proposed new trail along the North Fork Arm of Folsom Lake from Olmstead Loop to Peninsula area within Folsom SRA.

Confluence Zone (aka: Confluence-Culvert-Stagecoach Trail area), FATRAC supports:

16. Improving the Clementine Trail as the first segment of a multi-use trail from Confluence to Ponderosa Crossing.
17. Incorporating existing, non-system trails into the ASRA and building new trails to accommodate increased recreational use of the area.

18. Providing additional parking, crosswalks, and shuttle or transit services near the Hwy 49 bridge.
19. Add potable water source(s) at Confluence

Auburn Interface Zone (aka: China Bar, Overlook, Western States Trail, Cardiac/Cardiac Bypass, Railbed Trails): FATRAC supports:

20. Constructing or improving a bike legal trail between Cool and the China Bar Area.
21. Constructing or improving new bike legal trail routes across canyon using existing Mt. Quarries Bridge.
22. Limiting vehicles in the China Bar to promote increased, multi-use recreation in the area.
23. Constructing a permanent Auburn-to-Cool Trail river crossing, but this should happen AFTER or in direct connection with a building new trails in the area and/or improving existing trail connections for bikes. Essentially, a new bridge should be the final piece of the puzzle to support a robust trail network in the vicinity, as opposed to an initial building block to work off of.
24. Making Railbed Trail and the lower portion of Western States Trail bike-legal.
25. Allow bikes on Pioneer Express Trail based on an odd/even day schedule with other trail users.

Cherokee Bar/Ruck-a-Chucky Zone, FATRAC supports:

26. Constructing a trail bridge across the river at the Greenwood Bridge site, to include access on the bridge and both sides of the Western States Trail for bikes. Consider odd/even days for bike/equestrian use if necessary. .

Foresthill Divide Management Zone, FATRAC supports:

27. Increased bike access to trails and specifically allowing for alternative-day or one-way directional use of Western States Trail along the "California Loop" section of WST. Consider odd/even days for bike/equestrian use if necessary.
28. Adding additional multi-use trails branching from the Foresthill Divide Loop Trail.

Lake Clementine Zone, FATRAC supports:

29. Constructing a bike legal singletrack trail from the Confluence to Ponderosa Crossing.

Lower Middle Fork Zone, FATRAC supports

30. Working with the Auburn Lake Trails community to add trailheads, formalize existing trails and to convert them to multi-use (bike legal) trails.
31. Improving trail access to the river, including bike-legal trails where feasible to the terrain.

Finally, in light of the challenges associated with completing this general plan to date, FATRAC is also requesting that ASRA develop a parallel plan to address, in the short term, developing a safe bicycling route from Auburn to Cool and to facilitate basic trail maintenance and minor reroutes whose primary goal is to reduce trail erosion, ensure trail user safety, and protect nearby watersheds as described in Suggestions 1 through 11 above. Given the relatively limited scope, and the fact that this would be in parallel with the current general planning

process and in accordance with the existing 1992 Interim Resource Management Plan, we are confident that implementing such activities in the near term would have an immediate benefit for the greater communities of Auburn, Cool, and surrounding areas while garnering widespread acceptance amongst all user groups.

If you have any questions or wish to discuss any aspect of our requests further please contact me at [REDACTED] or [REDACTED]

Kindest regards,



Matt Wetter, FATRAC President

Cc: Jason De Wall – Gold Fields District Superintendent
Mike Howard – Auburn Sector Superintendent
Jim Michaels – Gold Fields District Project Lead



December 30, 2017

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Gold Fields District Superintendent
California State Parks
7806 Folsom Auburn Road
Folsom, CA 95630

Cheryl Essex, No. Service Center Project Lead
California Department of Parks and Recreation
One Capitol Mall, Suite 410
Sacramento, CA 95814

Drew Lessard, Area Manager
US Bureau of Reclamation
Central California Area Office
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Folsom, CA 95630

Jim Micheaels, Gold Fields District Project Lead
California State Parks
Gold Fields District
7806 Folsom-Auburn Road
Folsom, CA 9563

Mike Howard, Auburn Sector Superintendent
California State Parks
501 El Dorado
Auburn, CA 95604

RE: Auburn State Recreation Area General Plan

The Auburn Trails Alliance (ATA) is nonprofit representing multi-user trail enthusiasts including equestrians, hikers/runners, and mountain bicyclists. Our mission is to build trail community. We are a unified voice to promote the safe use of trails, educate our community, and support multi-use trails. We accomplish this mission through promoting mutual respect, shared understanding and positive working relationships amongst all trail users. ATA previously submitted comments in March 2017 regarding the pending Auburn State Recreation Area (Auburn SRA) General Plan, and have the following additional comments related to the General Plan options currently out for stakeholder review:

1. **ATA supports a *Recreational* emphasis for ASRA.** We urge State Parks and USBR to embrace its identity as a recreational area, by building more multi-use trails and facilities that bring people to the outdoors. The Auburn SRA is the gateway to the Sierras, our steep and beautiful canyons already attract thousands from the greater Sacramento area and around the world. Should the General Plan adopt a “resource management” emphasis, this will only serve to frustrate those who visit the canyon to seek out trails, camping,

parking, etc., and potentially lead to damaging these lands due to inadequate capacity to meet these demands. A *recreational* emphasis will enable Auburn SRA to build upon its existing infrastructure, addressing the increasing demand for public access to these beautiful lands.

2. **Connect ASRA Planning with other Public Entities:** State Parks and USBR continue to manage public lands in isolation of the communities they directly impact. This must be remedied. Park visitors enter and exit the Auburn SRA primarily through the cities of Auburn, Colfax, Foresthill and Cool. These communities are directly impacted by decisions made by Auburn SRA, through increased traffic and visitors, that can have both positive and negative consequences. Generally, the Auburn SRA is a tremendous asset, and has boosted these local economies. Future expansion of recreational opportunities in the Auburn SRA needs to be factored into local planning, and this should be done jointly with these cities, Auburn Area Recreation and Parks District (ARD) and Placer County, to support cooperation and mutual support. Everyone stands to benefit when public agencies are working together towards common goals. We recommend the entities utilize a Memorandum of Understanding (MOU) to form a joint authority to help guide decisions around infrastructure and land management.
3. **Update the existing MOU between State Parks and USBR (and ARD) to loosen the Federal and State reins of control:** It has been our experience that all decisions are made twice due to the continued control of USBR over the lands managed by State Parks and ARD. Any and all work on USBR property must be vetted and approved by the federal government, which adds time and cost to any project. This is unacceptable. Resources are scarce and the need to improve Auburn SRA infrastructure is great. We urge USBR to develop alternative methods for monitoring land management while delegating decisions to these local land managers. Likewise, California Department of State Parks exercises unreasonable control over its local land managers that chokes the wheels or progress, and should also yield its control to allow these local land managers to do their job.
4. **Establish Overlook Park as the Gateway to Auburn SRA:** Because Overlook Park is under ARD management, the Auburn SRA plan largely ignores this vital asset. However, ARD is also in process of developing its Operations and Development Plan for USBR (these plans were submitted and are pending USBR approval). USBR should encourage a joint plan between ARD and Auburn SRA, promoting Overlook Park as the gateway to trails in the American River Canyon in Auburn and beyond. Overlook Park is an underutilized resource, yet has plenty of parking, a fantastic view, easy access to multi-use trails and the river, and is near major roads and highways. This would also serve to ease congestion at the Confluence. The large vacant space just below Overlook Park (under ARD management) can be transformed into seasonal camping or have other facilities added. This planning can be accomplished through the MOU suggested in #3 above.

The Auburn SRA is an asset to local communities and to those of us who are fortunate to live and play here. The ATA, as the only true multi-user group in the Auburn area, looks forward to providing additional input to the Auburn SRA General Plan process, working towards a vision of building mutual respect amongst trail user groups and working together for the safe use and stewardship Auburn area trails.

Thank you and please feel free to contact me if you have any questions at [REDACTED].

Sincerely,

A handwritten signature in green ink that reads "Diana Boyer". The signature is written in a cursive, flowing style.

Diana Boyer
ATA President

Section 7

Petition Summaries

This section summarizes petitions received and the number of signatures or letters of support. Two petitions were received addressing recreational gold mining in ASRA and one petition requesting recreational improvements in the China Bar area.

Petition Summaries

Recreational Gold Mining

A petition was submitted requesting that ASRA rescind regulations prohibiting the use of small hand tools, sluice boxes, and metal detecting for recreational gold panning/mining.

242 ink signatures

Recreational Gold Mining: Change.org campaign

A petition was created at Change.org requesting that ASRA allow gold panning, sluicing, and metal detecting in the park.

650 on-line signatures

China Bar Improvements

Protect American River Canyons (PARC) submitted a comment letter and proposal for recreational improvements at China Bar, the site of the abandoned Auburn Dam construction project. This letter requested increased public access to Maidu Drive (currently only accessible on weekends and holidays, June through September) and a multi-use trail bridge spanning the North Fork of the American River to restore connectivity of the Auburn to Cool trail. In addition, the following recreation enhancement infrastructure improvements were suggested: trail maps kiosks, picnic and shade structures, garbage receptacles, interpretative information, trail connections, an equestrian campground and staging area, an environmental campground, and general maintenance.

997 letters of support were received