Helen Crawford
August 26, 2007

Crawford-1	As described on page 11-15 of the DEIR, the County will obtain authorization for construction and operation activities with the Central Valley RWQCB and implement sediment control measures as required. Implementation of these measures would reduce erosion impacts to a less-than-significant level.
Crawford-2	As described on page 3-6 of the DEIR, the trail is designed to be barrier free, but a deterrent to motorized vehicles is required. This would be addressed by the installation of walk-throughs or stiles at trail entrances and intersections with roads and the use of stepovers or other methods approved by the State Parks.
Crawford-3	The comment does not pertain to the adequacy of the DEIR. No further response is required.

Palma

GEORGE PALMA

6560 Casa Vista Drive
Loomis, CA 95616
gapalma@fastkat.com

August 26, 2007

Facility Services Department
c/o Andy Fisher
11476 C Avenue
Auburn, CA 95603

I am writing to urge the construction of the planned North Fork multi-use trail. I am a mountain bike rider and my family hikes, using the existing trails within the Auburn SRA. All of the trails provide a wonderful way for our families to get out an play in the outdoors, We need more miles of trails, as on weekends the existing trails can become quite busy. I hope that the new trail is built like the Connector trail, which is the best example of how a beautiful trail can be built. Palma-1

Sincerely,

Signature

RECEIVED
UTILITY SERVICE
2007 AUG 28 PM 2:38

George Palma
August 28, 2007

Palma-1 The comment expressed support for the proposed project and does not pertain to the adequacy of the DEIR. No further response is required.

Trythall

Andy Fisher

From: Steve Trythall [youngsteve10@yahoo.com]
Sent: Monday, August 27, 2007 4:31 PM
To: Andy Fisher
Subject: Fwd: How would you like to see a new 14 mile trail on the the North Fork?

Attachments: How would you like to see a new 14 mile trail on the the North Fork?

How would you like to see a ne...

Andy,

I wanted to follow up with the proposed trail system in the Auburn area. I was not able to attend the meeting last Thursday night, but wanted to express my encouragement for the new trail. Trythall-1

I am an avid mountain biker and love to ride in the Auburan area. The Confluence Trail, Foresthill Divide Loop, and the new additions in the Placer Legacy area are all great trails. I don't know what was mentioned during the meeting last Thursday, but would support the efforts and encouragement from the Folsm Auburn Trail Riders Action Coalition (FATRAC). Trythall-2

Can I be included on the list of those names who are in support of this trail system? Do I need to be present during the meeting in September? Please let me know. Trythall-3

Thank you very much for your time, and I look forward to hearing from you.

Sincerely,

Steve Trythall
(916) 216-6439

Note: forwarded message attached.

Looking for a deal? Find great prices on flights and hotels with Yahoo! FareChase.
http://farechase.yahoo.com/

1

Trythall-1	The comment expressed support for the proposed project and does not pertain to the adequacy of the DEIR. No further response is required.
Trythall-2	The comment expressed support for the proposed project and does not pertain to the adequacy of the DEIR. No further response is required.
Trythall-3	The comment expressed support for the proposed project and does not pertain to the adequacy of the DEIR. No further response is required.

Reese

RECEIVED
FACILITY SERVICE
2007 AUG 28 AM 8:50

RECEIVED
AUG 23 2007
CDRA

August 19, 2007

Andy Fisher
Facilities Services Department
11476 C Avenue
Auburn CA, 95603
VIA HAND DELIVERY

RE: North Fork American River Trail Comments

Dear Mr. Fisher:

It would be appreciated if you would consider the following comments in regard to the above referenced project:

1) It is hoped that the width of the trail at 6' plus or minus can be maintained the entire length of the trail. This will be significantly important to allow for safe passage in both directions for all users. It also helps keep the poison oak back at the edge of the trail. Reese-1

2) It makes no sense to build the trail by hand unless ones motives are to drive the cost of the project up and delay its eventual construction. There is specific equipment that could be used to carefully build this trail. As the saying goes, "use the right tool for the job". Reese-2

3) Clear the brush back for site distance, no bad cases of poison oak and better fire prevention. Reese-3

4) Follow the natural terrain as best as possible to reduce grading impacts. Reese-4

Thank you for your consideration.

Sincerely,

Michael E. Reese
PO Box 3047
Auburn, CA 95604

Michael E. Reese
August 23, 2007

Reese-1	As described on page 3-10 of the DEIR, maintenance activities including brushing, vegetation control, and removal of slough would be performed by County staff or volunteers. Localized, hand-sprayed herbicide or mechanical or manual vegetation removal may be required along the trail tread for the first years to prevent vegetation from overgrowing the tread. Herbicide application would only be performed by staff that are certified in the application of herbicides. The County would also continue maintenance of vegetation for the life of the project.
Reese-2	The comment expressed support for the proposed methods of construction and does not pertain to the adequacy of the DEIR. No further response is required.
Reese-3	See response Reese-1.
Reese-4	As described on page 3-3 of the DEIR, to the extent possible, the proposed trail alignment would follow the contours of the canyon to minimize grades, discourage erosion from water velocity on steep profiles, and protect natural resources. Also, see response Friends 1-3.

Sorensen

North Fork American River Trail Project EIR
COMMENTS

Name: Kurt Sorensen

Email address (optional): kr.sorensen@att.net

Organization/Agency (if any): Gold Country Trails Council

Address (optional): 4150 Wilson Way

City, State, Zip: Lincoln CA 95648

Placer County Department of Facility Services invites you to provide comments on the Draft EIR for the North Fork American River Trail Project. Thank you!

Comments please see attached.

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COUNTY SERVICES
2007 SEP -6 PM 1:10

Please note that comments submitted are not confidential.

Overall, the proposal is well done and very welcome. The proposed use is obviously within the planning for the region, and sure is better than flooding the canyon. The trail need not be as wide as proposed, but it is essential there be turnouts for passing. The switchbacks should have a good radius; if too short, it is difficult for horses and nearly impossible for bicycles. The run of the switchback should include a rock, log or brush barrier to discourage those who find it necessary to cut off the switchback. Also, please avoid sharp turns onto bridges. If there are springs or small streams that will be crossed, limited access for stock water, such as a small widening and deepening would be welcome. Sorensen-1 Sorensen-2

Staging areas for horses need ample room for the larger trailers and trucks now in use. Our large trailer and truck combo is 50 feet. It turns sharply, but some room is required. Large gravel surfaces make manure removal difficult without also removing the gravel. Dirt actually is better, and a pea gravel would keep down dust. Dumpsters for manure disposal work well in many facilities, thus avoiding the charge that scattered manure attracts and fosters increased fly populations. A small day use fee would offset the cost. Sorensen-3

Please do not consider allowing motorized vehicles. Those vehicles are not compatible with any other uses. Sorensen-4

RECEIVED
CILITY SERVICES
2007 SEP -6 PM 1:10

Kurt Sorensen
September 6, 2007

Sorensen-1	See Master Response 3.
Sorensen-2	The proposed trail would be designed to avoid sharp turns. Deepening or widening of streams is not proposed as part of the project.
Sorensen-3	As described on page 3-6 of the DEIR, State Park Trail Standards require either a gravel or dirt surface for equestrian facilities. Staging termini that are planned to accommodate horse trailers would be designed and engineered to accommodate horse trailer size and turning radius including consideration of side loading trailers.
Sorensen-4	As described on page 3-6 of the DEIR, the trail is designed to be barrier free, but a deterrent to motorized vehicles is required. This would be addressed by the installation of walk-throughs or stiles at trail entrances and intersections with roads and the use of stepovers or other methods approved by State Parks.

Wauters 1

Send your comments to:

(1 of 2)

Mr. Andy Fisher
Placer County Department of Facility Services
11476 C Avenue
Auburn CA 95603 FAX 889-6809

William M. Wauters
700 Clipper Gap Rd.
Auburn, CA 95603
FAX 878-0296

Please write Placer County and urge them to adopt a trail alternative that:

- Is consistent with the North Fork's Wild & Scenic eligibility.

DEAR MR. FISHER;

AS A MEMBER OF THE ORIGINAL TRAILS ADVISOR GROUP, I HAVE BEEN UPSET BY THE PRINTED COMMENTS OF TWO OF THE OTHER MEMBERS. SINCE YOU WERE NOT ON THIS PROJECT AT THE BEGINING, I TRUST YOU WILL ASK THE MODERATOR FOR HIS FEED BACK. IT IS MY FIRM OPINION THAT MOST ALL T.A.G. ADVICE WAS NEARLY UNAIMOUS AND WILL BE REFLECTED IN THE PROJECT. HERE ARE MY REFLECTIONS ON A LOCAL NEWSLETTER CALL FOR COMMENTS. Wauters 1-1

- Employs a more responsible design, such as a mid-slope, contour-following trail no more than 4 feet wide.

— THE RIDGE TRAIL WAS DEMANDED BY STATE PARKS TO KEEP FROM CUTTING DOWN TO THE RIVER. THE TRAIL DOES FOLLOW CONTOURS AS BEST AS IT CAN. Wauters 1-2

- Reduces conflicts between equestrians and mountain bikers by designating alternative days for trail use by each user group.

— THIS ALSO WAS NOT T.A.G. POLICY. STATE PARKS HAS REPEATEDLY STATED THEY CAN NOT, WILL NOT AND DO NOT WANT TO ENFORCE ALT. DAY USE. SAFE WIDTH IS THE NUMBER ONE REQUEST OF RIDERS. Wauters 1-3

- Moves the Ponderosa Way staging area higher up the road to a safer location.

— I TOTALLY AGREE WITH THIS, AND SINCE THIS IS A COUNTY ROAD FEEL IT IS A VERY BAD IDEA IN MANY WAYS. Wauters 1-4

William Wauters

North ForkTrail Draft Environmental Impact Report Released

We are blessed to live in an area with so many trails available to experience nature. We need to take better care of the trails we have. OK — BUT THIS WAS NOT T.A.G. CONSIDERATION AND DESIGN OF *A much wiser use of public funds and Placer County resources would be to improve the current trail to a multi use trail from the Confluence to the American River Canyon Overlook Park trailhead on Pacific Avenue.* Wauters 1-5

OTHER TRAILS AND EVEN EXTENSIONS OF THE N.F.TRAIL WAS PROHIBITED

Approximately 3 years after the Trails Advisory Group made its initial recommendations for the proposed North Fork Trail, Placer County has completed a draft EIR. Unfortunately, many of the recommendations made by TAG have been ignored. I STRONGLY DISAGREE. Wauters 1-6

PARC board members are currently evaluating the EIR. The following are some of the preliminary concerns PARC has identified with the current North Fork Trail proposal.

- The trail width has jumped from 4 feet to 6 feet, with all the soil and rock cut for the trail to be pushed over the side.

ONLY TWO MEMBERS OF THE T.A.G. WANTED A NARROW, DANGERDUS TRAIL. THE BIG OMISSION HERE BY THE WRITER IS HIS KNOWLEDGE THAT THE 6' TRAIL WILL NOT BE CUT ANY WIDER THAN THE 4' ONE SINCE YOUR GED TESTERS HAVE NOTED SUCH STABLE SOILS THAT A MORE GRACEFUL BANK MAY BE LEFT. SAME CUT THAT THE T.A.G. AGREED TO, NOT WIDER. Wauters 1-7

- The wilderness view shed will be compromised by what has essentially become a road.

INFLAMATORY RHETORIC. NO ROAD IS 6' TO START AND AS YOU HEARD FROM RECREATIONAL USER TESTIMONY, THE TRAIL PATH NARROWS IN TIME AND NEEDS TO BE WIDE ENOUGH FOR TWO HORSES TO PASS. Wauters 1-8

- The trail zig-zags all over the canyon to avoid private property and geologically unstable areas for a 6 foot wide trail.

THESE ARE BOTH GOOD AND NECESSARY IMPLEMENTATION Wauters 1-9

- The Ponderosa Way access road to the upstream staging area has sections that are dangerous and unsuitable for trucks hauling horse trailers.

THIS POINT I DO AGREE WITH. I FEEL NO TRAILERS SHOULD COME DOWN EITHER SIDE OF PONDEROSA WAY. STAGING SHOULD BE ON TOP. Wauters 1-10

- At a 10% grade in places the trail will be too steep to ride for average cyclists.

SO WHAT? BIKERS CAN WALK. THIS IS A TRAIL — NOT A ROAD! Wauters 1-11

- User conflicts between horseback riders and mountain bikers seem unavoidable.

MANDATE FOR TRAIL HAS ALWAY BEEN MULTI-USE. Wauters 1-12

Wauters 1-1	The comment does not pertain to the adequacy of the DEIR. No further response is required.
Wauters 1-2	The comment does not pertain to the adequacy of the DEIR. No further response is required.
Wauters 1-3	The comment does not pertain to the adequacy of the DEIR. No further response is required.
Wauters 1-4	See Master Response 2.
Wauters 1-5	The comment does not pertain to the adequacy of the DEIR. No further response is required.
Wauters 1-6	The comment does not pertain to the adequacy of the DEIR. No further response is required.
Wauters 1-7	The comment expressed support for the proposed project and does not pertain to the adequacy of the DEIR. No further response is required.
Wauters 1-8	The comment does not pertain to the adequacy of the DEIR. No further response is required.
Wauters 1-9	The comment expressed support for the proposed project and does not pertain to the adequacy of the DEIR. No further response is required.
Wauters 1-10	See Master Response 2.
Wauters 1-11	The comment does not pertain to the adequacy of the DEIR. No further response is required.
Wauters 1-12	The comment does not pertain to the adequacy of the DEIR. No further response is required.

Wauters 2

ANDY FISHER FAX 889-6809

North Fork American River Trail Project EIR
COMMENTS

Name: ~~William M. Wauters~~
Email address (optional): ~~700 Clipper Gap Rd.~~
Organization/Agency (if any): Auburn, CA 95603
Address (optional): ~~William M. Wauters~~
City, State, Zip: 700 Clipper Gap Rd.
Auburn, CA 95603

Placer County Department of Facility Services invites you to provide comments on the Draft EIR for the North Fork American River Trail Project. Thank you!

Comments THINKING MORE ABOUT THE PROBLEMS OF HORSE TRAILERS ON PONDEROSA ROAD LEADS ME TO CONCLUDE THAT THE ONLY SAFE PLACES FOR TRAILER PARKING WOULD INVOLVE IMPROVEMENTS TO THE UPPER LAKE CLEM. ROAD AREA OR THE DRIVERS FLAT, FUEL BREAK TRAIL AREA. — EACH OF THESE WOULD PROBABLY NEED TRAIL IMPROVEMENTS FOR SAFETY. Wauters 2-1

— THE PONDEROSA CUT IS STILL NEEDED FOR HIKER AND BIKER SHUTTLES, ~~[illegible]~~ BUT NOT HORSE TRAILERS. RAFTING PARKING COULD ALSO USE THE SITE, BUT THE CUT COULD BE SMALLER. Wauters 2-2

Please note that comments submitted are not confidential.

Wauters 2-1	See Master Response 2.
Wauters 2-2	See Master Response 2.

Shuttleworth

RECEIVED
FACILITY SERVICES
2007 SEP 21 PM 2:24

20 September 2007

Mr. Andy Fisher
Placer County Department of Facility Services
11476 "C" Avenue
Auburn, CA 95603

Dear Mr. Fisher,

Please include my observations on the draft environmental impact report for the proposed North Fork Trail when crafting the final EIR:

1) The North Fork Trail needs to be created in a way that maintains this portion of the river's "Wild and Scenic" eligibility. Consider some of the current problems: Shuttleworth-1

A) A six-foot wide "trail" will damage the viewshed just as a road. would The existing trail should be 4 feet wide only. Anything larger begins to resemble a road, and a road is intrusive on the viewshed. Shuttleworth-2

B) The proposed trail zig-zags all over the canyon. A trail needs to blend in with the viewshed by following existing canyon contours. A trail that is "scribbled" over the canyon walls would be an eyesore. Shuttleworth-3

C) The soil and rocks cut to form the new trail bed should not be simply pushed over the side. Pushing this dirt over the side would further create a trail that detracts from the canyon's scenic qualities. The displaced soil and dirt should be used in the trail construction itself or carted away. Shuttleworth-4

2) Portions of the trail are too steep to be practical. Then-Supervisor Rex Bloomfield said that his vision for the trail was for it to be an alternative to Placer County's notoriously steep trails (like Euchre Bar and Mumford Bar). Proposed sections over 10% are too steep. The steepest portions of Interstate 80 at Donner Summit are only 7% steep. Something this steep is not supportive of Bloomfield's vision of creating an accessible recreation trail for all. Shuttleworth-5

3) The Draft EIR does not address the inevitable conflict between bikers, hikers, and equestrians. As it is, the North Fork Trail will become a biker's superhighway – and injuries incurred by some trail users will be inevitable. Shuttleworth-6

Some people have suggested that the trail use should alternate days between bike and equestrians. That policy can work well assuming all users choose to follow it. The policy, unfortunately, is nearly impossible to enforce. I envision witnessing many accidents involving bikers, riders, and walkers. I recommend not allowing bike use on this trail. Bikers have plenty of *wide* trails to use already in the Auburn area. Shuttleworth-7

4) The staging area at Ponderosa Bridge seems inadequate for large vehicles. I recommend redesigning this area or moving the staging area further up the road. Shuttleworth-8

5) The trail needs to be built by hand and *not* with a mechanized trail builder. Building this route by hand ensures that some care will be given to preserving the natural feel of the area. Using a mini "bulldozer" will inevitably tear apart the forest. Shuttleworth-9

6) The trail should not use "water bars" to manage water run-off. Water bars become large ruts that disrupt the contour of the path. The trail should be built in all areas with the appropriate outslope. Shuttleworth-10

Thank you for your consideration.

Best Regards,

Jay Shuttleworth

Jay Shuttleworth
PO Box 342
Colfax, CA 95713

Shuttleworth-1 As described on page 7-22 of the DEIR, the stretch of the North Fork American River between Clementine Dam and the intake of the Auburn Dam diversion tunnel was deemed eligible for designation as a recreational river under the Wild and Scenic River Act. The trail would be consistent with the proposed recreational designation. The project would minimize impacts on ORVs along this stretch of river.

Shuttleworth-2 As shown by the visual simulations on pages 7-19 and 7-20 of the DEIR, the proposed trail would not have a significant visual effect on the viewshed of the project area.

Shuttleworth-3 As described on page 3-3 of the DEIR, to the extent possible, the proposed trail alignment would follow the contours of the canyon to minimize grades, discourage erosion from water velocity on steep profiles, and protect natural resources.

Shuttleworth-4 The cut material, distributed uniformly onto the subadjacent slop, would “adjust” to the slope and settle over time.

Shuttleworth-5 Reference to a 10% trail profile slope refers to a guideline used by trail designers of this project while laying out the trail corridor. According to the 10% guideline, designers sought to locate a trail corridor in the field that does not exceed 10% in profile slope. In most locations of the project, grades of less than 10% were achievable. In a few discreet cases, a 10% grade was exceeded for a short distance in order to avoid rock outcroppings and such. Tread grades exceeding 10% are not uncommon in trail construction of this type and are not considered excessive provided proper grade reversals are incorporated to limit erosion potential. Within the planned trail corridor that has been designed and flagged in the field, refinements would be incorporated to the tread alignment prior to construction to provide for grade reversals (see response Friends 1-3). The interval between grade reversals would generally decrease as tread slopes increase.

Shuttleworth-6 As described on pages 14-8 and 14-9 of the DEIR, the potential exists for conflicts between trail users; however, this does not constitute an effect on the physical environment and is not covered by CEQA.

Shuttleworth-7 See Master Response 3.

Shuttleworth-8 See Master Response 2.

Shuttleworth-9 As described on pages 3-3 and 3-5 of the DEIR, both hand and mechanical construction techniques would be used to build the proposed trail. To the extent possible, the proposed trail alignment would follow the contours of the canyon to minimize grades, discourage erosion from water velocity on steep profiles, and protect natural resources.

Shuttleworth-10 As described on page 3-6 of the DEIR, drain dips and grade reversals would be used throughout the alignment to reduce water volume traversing the trail tread when the volume of surface water runoff exceeds the amount of runoff that a normal outslope design can accommodate. When feasible, drain dips would be located where natural swales or drainages bisect the trail. The impacts associated with construction of the proposed trail using a Sweco are evaluated in Chapters 4.0 through 15.0.

Danforth

Andy Fisher

From: Arianne Danforth [adanforth@RoseVilleCardiology.com]
Sent: Friday, September 21, 2007 9:57 AM
To: Andy Fisher
Subject: Trail

As an equestrian enthusiast and very concerned about trails kept up for all of us trail goers, please take the time to know I am in support of the North Fork American River Trail.

The athletes that use these trails are very environmentally aware and want to keep our land in Placer County safe and pristine. I would always be willing to volunteer to help with trail upkeep if necessary. Danforth-1

People who ride and bike love the beauty of Placer County and we all have hopes to keep it in an as natural state as possible. It is beautiful.

Arianne R. Danforth

RCMA, INC. / Bookkeeper

adanforth@rosevillecardiology.com

9/21/2007

Arianne R. Danforth
September 21, 2007

Danforth-1 The comment expressed support for the proposed project and does not pertain to the adequacy of the DEIR. No further response is required.

Danbrowski

Andy Fisher

From: KathyD [moomom@garlic.com]
Sent: Friday, September 21, 2007 9:39 AM
To: Andy Fisher
Subject: North Fork American River Trail

Hi Andy,

I just received a notice from ACE requesting comments on the North Fork American River Trail that came from the Public Meeting for the Draft Environmental Impact Study. For some reason LBHA was left off the list when the info on the meeting was sent out. Could you please put LBHA back on the list for information on this project, email is lbha@vfr.net. LBHA sends out notices to our members (over 300 as well as to other local clubs) so they know what is coming up of interest to Horsemen in the area. I am sure there would have been more Equestrians at this meeting had we known. Danbrowski-1

Thank you so much.

Kath

Kathy Dombrowski
lbha@vfr.net
www.garlic.com/~lbha
Please be assured that all outgoing mail
from this address has been virus scanned
and is safe.

9/21/2007

Kathy Dombrowski
September 21, 2007

Dombrowski-1 Commenter will be added to the project mailing list.

Furlow

Andy Fisher

From: M. Furlow [mfurlow@quiknet.com]
Sent: Friday, September 21, 2007 8:00 PM
To: Andy Fisher
Subject: North Fork American River Trail

Dear Mr. Fisher,
I am an equestrian who uses the trails in the vicinity of Folsom Lake as well as up and down the American River and am very much in favor of creating the new North Fork American River Trail with as much attention to safety as possible. Though my own horse is usually calm, I advocate a trail wide enough to safely turn a horse who may have spooked or is otherwise upset. Trail maintenance should include cutting back the encroaching vegetation to keep the trail wide (I believe a 6' width has been suggested and I agree with this). Furlow-1
Sincerely,
Donna Furlow
Resident of Granite Bay
Boarder at Folsom Lake Equestrian Center, Loomis

9/24/2007

Donna Furlow
September 21, 2007

Furlow-1 The comment expressed support for the proposed project and does not pertain to the adequacy of the DEIR. No further response is required.

Glenn

Andy Fisher

From: Janet Glenn [janetg@vfr.net]
Sent: Friday, September 21, 2007 3:00 PM
To: Andy Fisher
Subject: North Fork American River Trail

As avid equestrians, we strongly urge the powers that be to include, in the use planning, equestrian use of this trail. We absolutely cannot lose our ability to enjoy the wonderful open spaces - as diminished as they are - and although some feel horses are a vanishing part of our environment, they are a very important part of both our history and our future. For those of us who respect everyone's ability to use trails and recreation areas to suit their individual needs, we also expect the same degree of respect and consideration for equestrian usage. Glenn-1

Loomis Basin Horseman's Association has been extremely incremental in not only ensuring existing trails stay open for our use, but also in maintaining these existing trails and staging areas. We may not have the numbers that mountain bikers or hikers have, but we are just as dedicated to our riding and overall enjoyment of our animals and the fabulous opportunity we have to enjoy the trails in and around Placer County. Glenn-2

Thank you for your attention - we hope everyone comes out a winner on this issue.

Janet and Larry Glenn
Loomis, CA

9/21/2007

Glenn-1	The comment does not pertain to the adequacy of the DEIR. No further response is required.
Glenn-2	The comment does not pertain to the adequacy of the DEIR. No further response is required.

Murphy

Andy Fisher

From: Equuspassage@aol.com
Sent: Friday, September 21, 2007 8:09 PM
To: Andy Fisher
Subject: North Fork Trail

Mr. Fisher,

We appreciate the construction of the proposed North Fork Trail. My concerns are primarily directed to 'multi-use'. As an equestrian who utilizes the trail systems for pleasure riding and training, my biggest concern is safety. I have no issue with multi-use *if* the users are courteous and abide by the code of conduct in trail usage. The biggest issues are the speed of mountain bikers, blind corners and the lack of understanding about what startles horses or mules and lack of consideration for same. Murphy-1

Many of these issues can be easily addressed. First, the trails must be maintained to insure adequate 'line of sight'. Keep in mind that mountain bikers are primarily focused on the ground straight ahead. They may not see equestrians until they are right on top of them. Keeping speed down on the trails at least gives better reaction time to avoid serious consequences. Second, blind corners or sudden change of direction should be eliminated from any multi-use trails. Third, education of trail users and courtesy must become a requirement for usage. Murphy-2

I have ridden(on horseback) the trails in and around Auburn, Folsom and Cool for years. The Cool multi-use trails and users are exceptional and should be looked at as a model for other trails. I have never had issue with multi-users in Cool. The same cannot be said for Folsom and Auburn areas. I have been subjected to verbal abuse by mountain bikers for using 'their trails', physical harm (while mounted) by speeding bikes, bikes speeding down trails with blind turns and in one instance, motorcycles on the Pioneer Express Trail. I cannot describe the look of terror in a horses eyes. I am an experienced horseman riding experienced competitive trail horses. I shudder to think of what would have happened if a young, less experienced person encountered the same situations. Murphy-3

I am not against multi-use. I do believe we can share our trails. I do think that some trails are not conducive to multi-use (single track trails with drop offs on either side, for example).As an equestrian, I am limited to where I can ride. Riding on pavement and on roadways is not an option. Equestrians need to have equal share of a safe riding environment to enjoy our fabulous Parks. Murphy-4

When considering feasibility of trail usage, please keep in mind that animals startle easily, no matter how well trained or how good the rider. Horses are 'fight or flight' animals that we choose to ride. We all want to and can enjoy the outdoors safely with proper planning and execution of trails. As horseman, we can help you safely plan the trail needs. If feel to contact me should you require anything further. Murphy-5

Kind Regards,

Debbie Murphy

See what's new at AOL.com and Make AOL Your Homepage.

9/24/2007

Letter **MURPHY** Response	Debbie Murphy September 21, 2007
Murphy-1	See Master Response 3.
Murphy-2	See Master Response 3. As described on page 3-5 of the DEIR, up to 15 feet may be cleared where needed to promote safe lines of sight. The trail corridor would be cleared of vegetation to a height of 10 feet to accommodate equestrian use. In addition, as described on page 14-8 of the DEIR, the proposed trail would incorporate several measures to reduce user conflicts, including a 6-foot trail width and informational signage to remind trail users of trail courtesy. Signage with trail etiquette would be posted at trail entrances.
Murphy-3	The comment does not pertain to the adequacy of the DEIR. No further response is required.
Murphy-4	The comment does not pertain to the adequacy of the DEIR. No further response is required.
Murphy-5	The comment does not pertain to the adequacy of the DEIR. No further response is required.

Will

Andy Fisher

From: pwells6928@aol.com
Sent: Friday, September 21, 2007 3:12 PM
To: Andy Fisher
Subject: N. Fork American river Trais

Please don't forget us equestrians. We are all I think big supporters of public lands projects and agencies. P. Will , M. D. | Will-1

Email and AIM finally together. You've gotta check out free AOL Mail!

9/21/2007

P. Will
September 21, 2007

Will-1 Comment noted. No further response is required.

S. Williams

Andy Fisher

From: kcswbr [kcswbr@foothill.net]
Sent: Friday, September 21, 2007 6:46 PM
To: Andy Fisher
Subject: new North Fork Trail

Dear Mr. Fisher,
We hike and ride our horses and live in Foresthill. We are very concerned about the plan for a narrow trail which appears not to have good sight distance. Much as we like the Divide Loop trail, we rarely ride it as we have experienced some near wrecks and know of others who have, too. While most mountain bicyclists are safety conscious, there are some riders who get up speed and really don't have control over their bicycles. Hikers and equestrians are at a big disadvantage when a bicycle suddenly approaches without warning. Where there is no place to get out of the way, or where the curves in the trail don't allow for any warning of a bicyclist's approach, the result can be serious injury. Please rethink the design of the trail to assure it is actually save for more than one user group! S. Williams-1

Sincerely,
Stephanie Williams
Keith Collins
(530) 367-4905

1

S. Williams-1 See Master Response 3.

Yee

Andy Fisher

From: James Yee [yeejames@pacbell.net]
Sent: Friday, September 21, 2007 10:44 AM
To: Andy Fisher
Subject: North American RIver Trail

I am a trail runner, endurance equestrian and also a road and mountain biker and thus am familiar with the wants and desires of each activity. I just want to reinforce the concepts that it is difficult to share a single track trail with mountain bikes and horses unless you have an extremely well trained horse. Even trail runners and hikers would generally prefer not having to run into a mountain biker on the trail. Wide sections of trail with a good preview of the oncoming traffic are much easier to share with mountain bikes. As a biker, I would like short sections of trail devoted to mountain bikes only for technical riding. It is difficult to make adjustments for a hiker or a horse when you are bombing down a difficult technical section, or having to stop going up a steep grade. A technical section that is good for a mountain biker is much different for an equestrian or a runner or hiker as well and would require different terrain as well, so that going through an area, you might be able to have dual trails depending on your use. Yee-1

James Yee

9/21/2007

Letter YEE Response	James Yee September 21, 2007
Yee-1	See Master Response 3.

Miller

Andy Fisher

From: Pat Miller [pamiller2@sbcglobal.net]
Sent: Saturday, September 22, 2007 1:46 PM
To: Andy Fisher
Subject: North Fork Trail

Dear Andy Fisher,

This letter is in support of keeping the North Fork Trail fully open to equestrians. As development continues to occur, good places for horseback riding are dwindling. The preservation of an existing trail that is popularly used is essential in our area where horses and horseback riding are so popular. Thank you for your consideration. Miller-1

Sincerely,

Pat Miller
4395 Gold Trail Way
Loomis, CA 95650

916/652-8606

9/24/2007

Pat Miller
September 22 2007

Miller-1 The comment expressed support for the proposed project and does not pertain to the adequacy of the DEIR. No further response is required.

O' Riley

Catherine M. O'Riley
14885 Goldcone Drive
Grass Valley, CA 95949
canyonspirit@yahoo.com

September 22, 2007

Andy Fisher
Placer County Department of Facility Services, Parks division
11476 C Avenue
Auburn, CA 95603
afisher@placer.ca.gov

Re: North Fork American River Trail Draft Environmental Impact Report (SCH No. 2005112042)

Dear Mr. Fisher:

As the secretary of North Fork American River Alliance (NFARA) and a member of the Board of Directors of Friends of the North Fork I concur with the comments submitted by both groups. I have included the NFARA comments with this letter to help elucidate my perspective.

As a member of the Board of Directors of the North Fork American River Alliance I and others strive to accomplish our mission "To preserve the wild, scenic and cultural heritage within the watershed of the North Fork American River".

I am an avid explorer of the North Fork American River and its tributaries. It is my soul and inspiration and one of my missions in life is to insure that it remains wild and undeveloped. I feel so adamantly in this belief that in 2003 I helped form the North Fork American River Alliance due to the threat of the proposed Capital-to-Capital Trail. I believe that the proposed North Fork American River Trail is essentially the initial phase of a more grandiose plan in the future to continue developing multi-use trails (or worse) up the North Fork American River Canyon. O' Riley-1

I regularly (1-3 times per week) hike remote areas within the North Fork American River watershed. Sometimes I hike existing trails such as: Stevens (north and south), Pickering Bar, Green Valley (north and south), Euchre Bar (north and south), Lost Camp/China, Mumford Bar (north and south) Cherry Point, Big Granite, Palisades (north and south), Italian Bar, Beacroft, Sailor Flat, Wildcat, Wabena, American River and up Lyon Peak and into Needle Lake, the headwaters of the North Fork American River. From these trails I have explored extensively to locate old mining routes and abandoned Forest Service trails. Besides these explorations, I have adventured into many of the trailess side canyons of the North Fork American River. I have accomplished both an overland and river corridor route through Giant Gap as well as other canyoneering endeavors through very remote stretches of the river. I could go on but I think you get the picture. The point is that I know the North Fork American River canyons quite well. Another point is that many trails already exist for those who wish to explore them. O' Riley-2

I have walked portions (many miles) of the proposed trail from both directions. My conclusion is that this is an inappropriate location for a multi-use "trail" due to the steep slopes and remote and undeveloped nature of the area.

While exploring the North Fork American River and its tributaries I have discovered many abandoned historic trails. These are wonderful old trails that are in jeopardy of being lost forever if they are not restored. Why build new trails when these old historic trails are being abandoned? More importantly, I have GREAT awe and appreciation for the wild beauty of the North Fork American River canyons. At this point, they are remote and undeveloped except for the trails I have mentioned previously. The North Fork American River canyons MUST retain their wilderness values. It is unconscionable to start marching up the North Fork American River with a multi-use "trail" through the first stretch of undeveloped canyon. This opens the way to continued development upstream into even more remote areas. O' Riley-3

I feel that the Draft Environmental Impact Report is inadequate on many levels. These can be referenced in the North Fork American River (NFARA) comments. O' Riley-4

However, there are three items in the document that are particularly alarming.

1) The lack of alternatives other than the Original Alignment Alternative, the Proposed Alternative (essentially the same thing) and the No Project Alternative is an affront. Reference the NFARA letter for alternatives that should have been included in the DEIR. O' Riley-5

2) The Auburn State Recreation Area Interim Resource Management Plan is currently under revision. It would be appropriate to wait until the plan is finalized before implementing the North Fork American River Trail Project. As it stands now, the project is not consistent with the ASRA interim management plan which calls for the area above Upper Clementine to have only a hiking trail, if that. O' Riley-6

3) Since the original proposal was reviewed by the Bureau of Reclamation and determined to be a project of "No Significant Impact" the new proposal should require a review under NEPA and a joint EIR/EIS should be prepared. O' Riley-7

It is interesting to note that in the document section 1.5.2 History of Environmental Review no mention is made of why Placer County decided to prepare an EIR for the project pursuant to CEQA and to vacate its earlier approval of the mitigated negative environmental declaration beyond the statement "in order to further evaluate a number of issues raised by the public". Why was there no mention that it required litigation by Friends of the North Fork to to force the EIR?! O' Riley-8

In conclusion, the No Project Alternative is the only viable option. O' Riley-9

Sincerely,

Catherine M. O'Riley

Catherine M. O'Riley
Concerned Citizen
Protector of the North Fork American River Watershed

Printed on 100% recycled paper.

North Fork American River Alliance
(NFARA)

P.O. Box 292
Gold Run, CA 95717

Mission Statement
To preserve the wild, scenic and cultural heritage within the watershed of the North Fork American River

Officers 2007
President: Jim Ricker *Vice President*: Ron Gould *Treasure:* Judy Suter
Secretary: Catherine O'Riley *At Large*: Bob Suter, Heidi Johnson
Honorary Member: Rena Ferreira

September 22, 2007

Andy Fisher
Placer County Department of Facility Services, Parks Division
11476 C Avenue
Auburn, CA 95603
afisher@placer.ca.gov

Re: North Fork American River Trail Draft Environmental Impact Report (SCH No. 2005112042)

Dear Mr. Fisher:

North Fork River Alliance is submitting the following comments on the Public Draft Environmental Impact Report (DEIR) for the North Fork American River Trail Project (NFARTP).

We were disappointed with the the lack of alternatives for the NFARTP. We find them inadequate and incomplete.

To reduce the project impact on the undeveloped North Fork American River canyon above Upper Clementine other alternatives should be included in the DEIR process. There should be an alternative that does not have the project enter the NF canyon above

1

Upper Clementine. Another alternative could be a multi-use trail to upper Clementine followed by a narrower less intrusive hiking trail to the Ponderosa Bridge.

In December 2005 NFARA submitted a letter to Andy Fisher, Placer County Department of Facility Services, Parks Division. Among our recommendations for alternatives to the proposed project was the suggestion that the proposed trail could connect to the Upper Clementine Road and from there connect with the Forest Divide Loop Trail (#12 on the Auburn State Recreation Area Map). It could then continue on to connect with any number of existing trails. Another possibility would be to connect the NFARTP to the Long Point Fuel Break Trail (#19 on the ASRA Map) which would then give access to the extensive preexisting trail system. We pointed out that an added advantage to these suggestions would be a substantial cost savings and would eliminate the need for a staging area at the Ponderosa Bridge. Both the Upper Clementine Road and the Long Point Fuel Break trails have existing staging areas where they junction with Forest Hill Road. These alternatives were not included in the DEIR.

It could be argued that increasing demands for recreation within Placer County would require a multi-use trail to accommodate these demands but this trail need not be constructed in the North Fork Canyon in a remote and pristine setting.

Under the circumstances, we have no choice but to choose the "No Project Alternative".

Our many concerns are listed below.

Multi-use trails have multiple user problems. Most hikers do not want to hike along a six foot wide or greater "road" and endure fast moving bicycles. Equestrians are concerned about their horses being spooked by bicycles and hikers with the possibility of a horse and its rider being forced off the trail and down a steep embankment. Mountain bikers want to cruise unencumbered by slow moving hikers and spooky horses. In the end, multi-use could easily come down to primarily bicycles. The DEIR states that there is potential for conflict, but the impact is considered to be Less Than Significant (LTS). Any time you put mountain bikes on the same trail with other user groups you have a potentially significant chance of conflict.

The Impact Analysis for transportation circulation is considered to be LTS. This is based upon LOS C or better classification and the premise that the proposed trail would not create its own demand and would not significantly increase traffic in the project area. Yet, CEQA guidelines stipulate that the proposed project would result in a potentially significant impact on traffic or circulation if it would result in "increased vehicle trips or traffic congestion, hazards to safety from design features (e.g., sharp curves or dangerous intersections) or insufficient parking capacity onsite or offsite.

Ponderosa Way is a very steep, windy and narrow dirt road. It is illogical to place a staging area for equestrians at the Ponderosa terminus. Neither the Weimar nor Foresthill side of Ponderosa Way is suitable for trailer traffic. If a large truck with a horse trailer was to meet another such vehicle coming in the opposite direction there would not

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