

be enough room to pass. There are many places where the line of sight does not allow one to see very far ahead which further hinders passing. Assuming heavy use of the Ponderosa staging area, how will the horse trailers be able to park and turn around on the narrow road and within a relatively small staging area? This safety issue could impact emergency access if the road became blocked or if there was a fire. Beyond safety, damage to the road will occur due to increased use by large vehicles pulling trailers. It is stated in the document that there is parking capacity for 18 trucks with trailers at the Ponderosa staging area. The Ponderosa Bridge area already suffers from a lack of parking. Other users who would park in the staging area include river rafters/kayakers, hikers going to Codfish Falls, fishermen, ORV enthusiasts, swimmers and others that just want access to the river.

The dirt portion of Ponderosa Way is predominantly 12-14 feet wide. The width of the proposed trail would be up to 15 feet where needed to promote safe lines of sight. Apparently, bicycles and horses need 15 feet in places along the proposed trail to be safe while large trucks with trailers need only 12-14 feet to maneuver blind curves along a very steep road with a horrendous drop-off on one side.

According to the DEIR document, State Parks would increase maintenance of Ponderosa Way to ensure the safety of vehicles using the roadway. What exactly is meant by this? The roadway would need to be widened and possibly paved to accommodate large trucks pulling horse trailers.

The document does not address the poor condition of the 11 foot 6 inch wide Ponderosa Bridge. Although the bridge has a metal frame, the bed of the bridge is made from wooden cross beams. Overall, the wood visible on the tread is in very bad condition. The wood is rotting and, where it has rotted through, 2X4 foot plywood patches have been screwed over the rotted wood. Some raised tread boards are missing creating an uneven driving surface. Nails and bolts are sticking up from the boards. In order to park in the proposed Ponderosa staging area this safety hazard must be crossed and then recrossed to exit the area. Rapid deterioration of a bridge in such poor condition is inevitable considering the increased use by trucks and trailers. This is a disaster waiting to happen.

The location of the Ponderosa staging area will necessitate a huge amount of earth moving. What are the mitigation measures for the construction impacts of this staging area, which will ultimately carve an ugly scar into the hillside?

Why is there no habitat conservation or natural community conservation plan currently in effect for the project area?? This is outrageous and allows the proposed project to disregard conservation and create the potential for destruction of habitat.

The streams along the proposed trail are beautiful delicate riparian areas. The excavation of a trail and building of bridges in these streams will disrupt their natural beauty and potentially harm a species of special concern, the Foothill Yellow-Legged Frog.

Raptors of special concern such as the bald eagle, osprey, sharp-shinned hawk and

Cooper's hawk and migratory birds will all be disrupted, despite the mitigation, during the three years it takes to construct the proposed trail.

According to the Impact Analysis, the construction-generated noise levels could reach between 80 and 93 dBA at 50 feet. Apparently this does not pose a problem for humans due to the remote location of the proposed project. However, no mention is made concerning the impact to the fauna who live in these remote locations. It is projected that the project will take three years to complete. This is a significant amount of time to subject the wildlife to noise levels considered to degrade the hearing of most people under the conditions of "continuous exposure". (A time frame was not given to define continuous exposure).

It remains unclear whether or not the new trail alignment contains the CNPS List 1B species *Clarkia biloba*.

There seems to be some concern about human-wildlife interactions. Imagine a remote canyon where people rarely visit. Suddenly there is a three year construction project involving multiple people and noisy trail construction equipment. This is followed by an influx of multi-use recreational enthusiasts who are not necessarily thinking about their invasion of the animals' habitat. Are you worried about the people being attacked by animals or the animals losing their once peaceful existence to humans?

Mitigation measures set forth to prevent the introduction and spread of invasive weeds does not seem feasible. Eradication of invasive weeds plus preventing vegetation from overgrowing the tread would be accomplished with, among other things, herbicides. This would lead to contamination of water courses and poisoning of animals with toxic chemicals. Release of hazardous materials during construction or maintenance is probably inevitable. Who will oversee and be responsible for preventing the contamination of soil and water sources?

The argument that there would be no increase in demand for police or fire services seems unrealistic. The Ponderosa Bridge is already the destination for some disreputable people. The area adjacent to the bridge is littered with beer cans, cigarette butts and other various types of trash. Increased use would only make matters worse. There will also certainly be an increase in the threat of fire, accidents, vandalism, illegal camping, use of the trail for motorized vehicles and altercations between user groups.

The DEIR statement that the number of users in the Auburn State Recreation Area would remain the same but be dispersed differently is questionable. According to Table 2-1 "Increase in Unauthorized Activities in the Project" there may be an increase in the number of visitors to the Auburn SRA. State Park rangers can't possibly be available to patrol the proposed trail at all times, especially given that the trail is 14.2 miles long and partially in a remote section of the canyon.

No matter how good the intentions of the proposed trail alignment, users of the proposed trail will find informal connections to the river. What is the point of a trail along a river if

one cannot go to the river?

How will the motorized dirt bikes be prevented from using the proposed trail? State Park rangers spread over a huge jurisdiction will certainly not be able to prevent this from happening. If a bicycle or horse can fit through the turn stiles, so can a dirt bike. There is already illegal OHV use occurring on ASRA managed lands off Ponderosa Way above Sore Finger Point. This trail connects to Ponderosa Way, a road that passes through rural residential areas on both sides of the canyon. Many OHV users can often be seen in the canyon from Ponderosa Way. The trail itself will likely become a source of illegal use. It will serve as a corridor for OHVs going up and down the canyon connecting with Upper Clementine where there already is illegal OHV use occurring due to easy entry from Boole Road in Applegate. This is a not a LTS impact as stated.

A proposed trail that initially started out to be four feet wide has now been increased to six feet but may vary up to fifteen feet where needed. The wheel base of a Toyota 4X4 truck is less than six feet wide. A fifteen foot trail bed could accommodate two Toyota 4X4s passing in opposite directions! And this would be dug out of a steep slope with no visual impacts? This is a road, not a trail.

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 NFARTP. 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. The dichotomy is if this project will conflict with the Management Plan or will it unjustly influence the future Management Plan?

CEQA for this proposed trail project should be part of the ASRA RMP.

Since the original NFARTP 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.

Expansion of the trail network in this area is a priority for the county partially due to growth demands for recreational facilities. Multi-use trails are only one type of recreational facility. We should provide for other recreational opportunities in the NF canyon. Any trail in the NF canyon should be considered in light of an overall management plan that addresses all the recreation opportunities, including recreational wilderness. Additional demand for recreation facilities could come from other trail users wanting equal access for the type of trail experience that they desire. Adding a multi-use trail could create a demand for non-multi use trails based on equal recreational access. The impacts to other recreational uses (unspoiled wilderness recreation) in the project area are not considered. This should be addressed in the ASRAGP. Because the project area is currently surrounded by open space and undeveloped land, the proposed trail alignment WOULD conflict with adjacent land uses. Constructing a 6-15 foot "road" in a pristine undeveloped area is in conflict with the rest of the area.

We feel that the county, through a nonpublic process, has pressured State Parks to change its land use management policy in this part of the canyon. These types of decisions would be best left to the more public process being used in developing the ASRAGP and associated trail management plan. One would hope the ASRAGP would address recreational opportunities and make sure that pure wilderness recreation is recognized. Wilderness recreation would be appropriate above Upper Clementine considering a multi-use trail would be intrusive and have a huge impact on a remote and pristine area.

Mitigation would be to eliminate the proposed trail above Upper Clementine in order to wait for the new ASRAGP and trail management plan; especially considering that the interim plan recognizes the value of the undeveloped area above Upper Clementine.

The Weimar-Applegate-Clipper Gap General Plan states:

Goal A.2: Preserve outstanding areas of natural vegetation or fish and wildlife habitat.

Policy A.2.1. Preserve the natural condition of all stream influences, including flood plains and riparian vegetation areas.

The Foresthill Divide Community Plan has these policies:

Policy 4.A.1-1, Policy 4.A.1-10, Policy 4.A.1-15, Policy 4.A.2-3, and Policy 4.A.6-1 which would seem to be counter to the proposed project. Does the county supersede the local General Plans?

The Impact Analysis and Mitigation Measures go into great detail on the impacts and how they will be mitigated. Who will oversee the project at every step to guarantee that the mitigation measures are followed?

The proposed trail is not a necessary development. The argument that a 6-15' wide "trail" is needed to accommodate the immediate needs of hikers, equestrians and mountain bikers when they have many other options from which to choose is ridiculous. This does not even include the future needs of the area. What remote and pristine areas will be developed next? Instead, we should be rejuvenating old Forest Service and historic mining trails rather than building new ones. New multi-use trails should be constructed closer to areas within the county with the greatest population density.

Given the many sites documented during prior surveys, even if not found during this survey, it would seem unavoidable that some cultural resources would be overlooked and destroyed during the construction process.

The soil types in the proposed project have been characterized as having moderate to very high erosion hazards. There exist along proposed alignment areas slope instability and/or small landslides. This is a forewarning of problems during construction as well as maintenance issues in subsequent years. Substantial measures will need to be implemented to control erosion and sediment due the steep slopes along the proposed trail. In addition, winter weather events as well as user activities will create ongoing degradation of the trail.

The question remains how the huge volume of dirt, rock and duff will be dealt with.

The DEIR addresses significant irreversible environmental changes such as the potential for contamination by fuels and other building materials. Contaminating soils and watercourses so a relatively small number of outdoor enthusiasts can recreate in a new location is unjustifiable.

The statement that the project is a relatively small scale trail that could be restored to a natural condition in the future if desired is preposterous. Even if it was left to the elements and not maintained it would remain a blight on the landscape for a very long time. This is based on the observations of historic trails constructed by the gold miners in the mid to late 1800s. Even though they are now overgrown and were originally constructed with less than a six foot tread they remain quite noticeable as trails. It seems evident that changes in visual resources are very long lasting and do not disappear within a year as stated by the DEIR.

This is not to mention the four bridges that will be constructed over watercourses. Would these be torn down if the area was "restored"?

Since the North Fork Trail Project originally started as the "Phase I" segment of the proposed Capital to Capital Trail, allowing it to be constructed is essentially a step toward an ill-conceived trail through the wild and beautiful North Fork American River.

At that time the Cap-to-Cap was being considered, a glossy brochure was produced promoting the project. Alarmed concerned citizens who love the North Fork Canyons gathered together to stop the project. The Cap-to-Cap, in its entirety, was tabled and the "stand alone" North Fork American River Trail concept was born. Many people believe the Cap-to-Cap will be resurrected at a later date and that the NFARTP is "Phase I" in disguise. According to the DEIR document State Parks will not consider planning or defining any potential sections of trail in the North Fork American River Canyon above Ponderosa Bridge until the update for the Auburn SRA GP/IRMP has been completed. That statement has some interesting implications.

ASRA, in its planned operation of the new river access at the dam site, has severely restricted use due to fire concerns. The river access will only be open for use when the entry road is staffed. How is there any significant difference between the project area and the river access area at the dam site? Why does the proposed project not require similar mitigation? Obviously, with the way the river access at the dam site is managed with respect to fire, this issue is not a LTS impact for the proposed trail.

Some of the funding for the proposed trail comes from a Proposition 40 grant. Since Placer County apparently needs more recreational use areas perhaps Proposition 40 grant money would be better spent building parks and multi-use trails near the ever growing Roseville housing developments.

In July 2003 the Trail Advisory Group developed recommendations for the proposed alignment of the NFARTP. Among the recommendations that have not been addressed

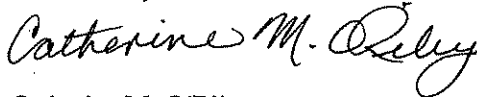
in the Proposed Plan are:

- 1) The trail should be primitive in character. It should be hand-constructed; the SWECO trail cat should not be used.
- 2) Trail bed width should be no greater than four feet. The width of the proposed trail is now six feet increasing up to fifteen feet where needed. At the time of the agreement why was there no mention that a four foot tread did not conform to State Parks' standards for multiple-use trails?
- 3) Mountain bikers and horseback riders should be encouraged to dismount and walk in fragile trail areas.
- 4) Where user safety or resource values are at risk due to simultaneous multiple use, an odd/even trail use program should be considered. Most conflicts are not reported, thus the lack of data. Almost any conflict should be considered a safety issue.

In conclusion, the Public Draft Environmental Impact Report for the North Fork American River Trail Project presents a myriad of concerns and is unacceptable due to, among other issues, the lack of viable alternatives to the proposed project. Because of the blatant disregard for alternatives and unacceptable mitigation measures for the proposed project we must recommend the "No Project Alternative".

Sincerely,
Board of Directors, North Fork American River Alliance

Submitted by:



Catherine M. O'Riley
Secretary, North Fork American River Alliance

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- O'Riley-1 Pages 16-16 and 16-17 of the DEIR describe the history and current status of the Cap-to-Cap trail concept.
- O'Riley-2 Commenter states that she is able to travel and has traveled a number of the steep single track trails and trailless areas within the North Fork American River Canyon. As stated on page 1-6 of the DEIR, the first objective of this project is to "provide access to the North Fork American River Canyon within the ASRA to a wide variety of users." The suitability of the project to the terrain in which it is proposed is addressed in detail in Chapters 5.0, "Biological Resources," 6.0, "Cultural Resources," 7.0, "Visual Resources," 11.0, "Soils, Geology, and Seismicity," and 12.0, "Hydrology and Water Quality."
- O'Riley-3 This project begins at the confluence of the North and Middle Forks of the American River and ends 14.2 miles upstream at the Ponderosa Bridge near Weimar. The entire project is within the ASRA. Development upstream of the Ponderosa staging terminus is not a part of this project nor is it a reasonably foreseeable future project. As part of the ASRA, recreational development is currently extant throughout the project area including multiple-use nonmotorized natural surface trails.
- O'Riley-4 See responses NFARA 1 through NFARA 35.
- O'Riley-5 See Master Response 1.
- O'Riley-6 The project is consistent with the current ASRA IRMP. While the section of proposed trail shown in the IRMP between Upper Clementine Road and Ponderosa Bridge is shown as a "Proposed Hiking Trail" on Plate 4 "Trails" of the IRMP, page 108 of the IRMP states "Trails within the ASRA are not necessarily limited to those proposed on the trails map (Plate 4). New Trails may be permitted with the approval of the administrative agency. New and existing trails should conform to other IRMP and ASRA guidelines." Multiple-use, nonmotorized trails are consistent with the planning goals for trails for the ASRA as outlined on pages 85 and 86 of the IRMP. "Providing wider trails," is listed in the planning goals of the IRMP on page 86 as a method of dealing with use conflicts. Page 108 of the IRMP states "Multiple-use trails should be 60 [inches] or wider" (a typographical error in the text states the width as "60 feet"). Per Jim Michaels of State Parks, the text was intended to read "60 inches." The County has worked closely with Reclamation and State Parks in the development of this project, and both agencies approve of the project as proposed. Reclamation is the lead agency for the update of the IRMP, and has not issued any restrictions on development of projects that are consistent with the current IRMP while the update is in progress.
- O'Riley-7 The County has coordinated closely with Reclamation throughout the environmental review process and Reclamation has reviewed and provided comments on the EIR. After review of the DEIR and FEIR, Reclamation will adopt a revised FONSI for the proposed project (Appendix A).
- O'Riley-8 Commenter asked for recognition of litigation filed by Friends of the North Fork. Friends of the North Fork filed a Petition for Writ of Mandate and Complaint for Declaratory and

Injunctive Relief on March 24, 2005, to challenge the North Fork American River Trail Project. The decision of the Board of Supervisors to authorize the preparation of an EIR for the North Fork American River Trail Project reflected the independent judgment of the Board and was not compulsory.

O'Riley-9

Comment noted. No response required.

Andy Fisher

From: Susan Parry [susanparrydvm@pacbell.net]
Sent: Saturday, September 22, 2007 6:19 PM
To: Andy Fisher
Subject: North Fork American River Trail

Dear Mr Fisher,

Regarding the Draft Environmental Impact Study of the **North Fork American River Trail** (a new trail proposed by Placer County from the Confluence to Ponderosa Bridge along the south side of the North Fork of the American River) I hope you will consider the needs of the equestrian users.

It will be very helpful if we have facilities to water our horses, at least at the staging area.

Please make the switchback areas wide enough that we can see the mountain bikes & they can see us. They get going really fast!

Thank you for your consideration.

Susan Parry DVM

Susan Parry DVM, CVMT, CVA
Veterinary Acupuncture & Spinal Therapy ("Chiropractics")
Horses, Dogs, Cats - Emphasis on Sport Horses, Rehabilitation & Pain Management
831-261-4436 cell
916-663-2750

9/24/2007

**Letter
PARRY
Response**

Susan Parry
September 22, 2007

- Parry-1 Equestrian uses have and will continue to be considered in the design and management of the proposed trail.
- Parry-2 Running water at the staging termini is not being proposed as part of the project.
- Parry-3 See Master Response 3.

Andy Fisher

From: Alice Tenscher Dunbar [allyct@inreach.com]
Sent: Sunday, September 23, 2007 10:23 PM
To: Andy Fisher
Subject: North Fork Trail

September 24, 2007

Andy Fisher, Senior Planer
Placer County Parks and Grounds Division
11476 C Avenue
Auburn Ca 95603
889-6819

Dear Mr. Fisher:

As a person who loves the American River Canyons, a property owner and tax payer in Placer County, I have some concerns about the proposed construction of the new North Fork Trail. The trail should be kept to a minimum width and as close to 4 feet on the base as possible. This incorporates the shoulder slope as part of the overall trail width. Some of the trails at the new Hidden Falls Park are too wide and look like roads.

The Ponderosa Road Staging Area should be eliminated. The design is much too extensive and destructive of habitat. The roads down into the Ponderosa area are also too dangerous for vehicles with trailers. Expand the staging area at upper Clementine where they use overflow boat trailer parking near the Foresthill Road. Trailer parking areas should be built with the smallest footprint possible.

I suggest an odd-even day trail use on the section of trail from upper Clementine to Ponderosa Way. This seems to work well on the Tahoe Rim trail. This would make the trail safer by reducing the possibility of horse or hiker and bicycle conflicts.

Enlist the help of volunteer groups such as Folsom-Auburn Trail Riders Coalition (FATRAC), equestrian groups and perhaps the ASRA Canyon Keepers to "patrol" (have an informative presence) upon opening the trail and on high use days.

Thank you for this opportunity to share my concerns.
Sincerely,
Alice Tenscher Dunbar
11577 Bourbon Hill Rd.
Nevada City, CA 95959

No virus found in this outgoing message.

9/24/2007

- Dunbar-1 As described on page 3-5 of the DEIR, the tread width of the proposed trail alignment would generally be 6 feet, but may vary as needed based on geologic and safety considerations. A 6-foot width would conform to the ASRA IRMP standard for multiple-use trails. See Master Response 3.
- Some trails at Hidden Falls Regional Park are dirt ranch roads that existed at the time the County purchased the property. These existing ranch roads are wider than the proposed trail and were often constructed without environmental and sustainability considerations in mind. The ranch roads at Hidden Falls Regional Park are not comparable with the trail standards being used for the proposed project. The Seven Pools Loop Trail is one example of a trail that was constructed by the County at Hidden Falls Regional Park using similar standards to those proposed for the North Fork American River Trail. Additional information about Hidden Falls Regional Park may be found at the Parks Division link at www.placer.ca.gov or by calling the Placer County Parks and Grounds office at (530) 886-4900.
- Dunbar-2 See Master Response 2. There is no plan at this time to expand the upper Clementine overflow parking.
- Dunbar-3 See Master Response 3.
- Dunbar-4 Input and volunteers from the public and user groups are welcome.

Andy Fisher

From: BJHeyward@aol.com
Sent: Sunday, September 23, 2007 10:36 AM
To: Andy Fisher
Subject: North Fork Trail

To: Andy Fisher, Placer County

Re: North Fork American River Trail

The area is beautiful, and all the outdoor-lovers in Placer County are glad you are building this trail.

No. 1 is safety for all users. Standards for safety, tested all over the country, are available for equestrians, bikers, and hikers.

Please remember to consult with active members of all user groups and you plan the route. Most of us are more than willing to help track down information for you about standards for safety and environmental preservation.

Also, many groups are willing to participate in ongoing maintenance.

Barbara Heyward
Member, Action Coalition of Equestrians
Member, Loomis Basin Horsemen's Association
Member, California Dressage Association

Sept. 19, 2007

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9/24/2007

Letter
HEYWARD
Response

Barbara Heyward
September 23, 2007

- Heyward-1 The comment expressed support for the proposed project and does not pertain to the adequacy of the DEIR. No further response is needed.
- Heyward-2 See Master Response 3.
- Heyward-3 Input from the public and user groups on the proposed trail is welcome.
- Heyward-4 The comment expressed willingness to participate in trail maintenance. Comment noted. No further response is needed.

Andy Fisher

From: BIRDIEBCPH@aol.com
Sent: Sunday, September 23, 2007 8:20 PM
To: Andy Fisher
Subject: North fork trail

Dear Mr. Fisher,

I am writing to you as a Placer County resident and avid equestrian. I trail ride my horse several times a week, typically on the Folsom Lake trails as I live right on them, but also often in the Auburn State Recreation Area, Olmsted Loop, and in Foresthill.

The proposed North Fork Trail is very exciting and we are so looking forward to enjoying it in the future. Please rely on some of our local equestrian groups to help ensure the trail will be built with safety of all the users in mind. I think a multi-use trail will best serve the community, but this obviously means a wider trail and hopefully one that will somehow limit the speed of the mountain bikes. Staging areas that are large enough for our trucks pulling trailers are also a necessity.

Thank you for your consideration. Please contact me if I can help in any way.

Roberta Raymond, DVM

9/24/2007

Letter
RAYMOND
Response

Roberta Raymond
September 23, 2007

Raymond-1

Input from the public and user groups on the proposed trail is welcome.

Raymond-2

See Master Response 3. 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.

Andy Fisher

From: jeanne bonner [jeanbonner@hotmail.com]
Sent: Monday, September 24, 2007 4:41 PM
To: Andy Fisher
Subject: North Fork American River Trail

As an equestrian and a Placer County resident, I wish to encourage the construction of this new trail. I ride many times a week and am always looking for new and safe trails to ride on. If it is to be multi-use, of course many factors need to be considered such as blind curves, trail width and height, adequate parking and turn around for trailers, etc. I really appreciate Placer County's interest in adding to our wonderful system of trails, we are really fortunate to live where we can play.

9/24/2007

Letter
BONNER
Response

Jeanne Bonner
September 24, 2007

Bonner-1

See Master Response 3.

September 24, 2007
Facility Services
c/o Andy Fisher
11476 C. Ave.
Auburn, CA 95603

RECEIVED
FACILITY SERVICES
2007 SEP 24 PM 2:02

Re: North Fork American River Trail project DEIR

Dear Mr. Fisher,

The creation of this wonderful multiuse trail in the Auburn State Recreation Area (ASRA) has the potential to add to the outdoor experience so many people desire in this area. While the 6 foot trail bed may not meet individual users desires for certain trail experiences, the trail width is a necessary factor in creating safe trail use for the variety of trail users it is designed to accommodate.

The steep canyon topography in the ASRA does not lend itself to multiuse single track trails because, among other things like site distance etc, there is little or no place to pass other users as the uphill sides are too steep and the down hill sides of the trail are straight off. Please note item 14.1.3 "The Western States Trail is a multiple-use trail that traverses the confluence area." Is not correct. The WST is not "a multiple use trail". That portion of the trail in ASRA that coincides with the Mtn Quarries trail, where the trail width is over 10 feet in most areas due to the reused railroad bed, is a multiuse trail.

Regarding IMPACT 14-4 Recreation – Potential for Conflicts between Trail Users, I was surprised to find "...no safety issues related to user conflicts along existing trails have been reported (Hendricks, pers. Comm..2006) ..." Per the References section, Hendricks spoke with Bishop, both are with EDAW. I was not able to find any reference to park personnel that provided this information. The lack of reporting could be a tribute to the various trail user's ability to avoid each other at the last minute, thus no physical injury to report, or threatened users no longer travel a given trail, in any case, lack of reporting does not mean that conflict and more importantly safety issues do not exist.

In July of 2007, Action Coalition of Equestrians (ACE) turned in 500 yes/no surveys to State Parks, Gold Fields District, in which several equestrians added comments regarding specific unsafe encounters with mountain bikers. A letter to the editor in the Auburn Journal December 19, 2006 described a equestrian/ mountain bike safety issue. While not 'scientific', such comments have been noted to be persuasive indicators of actual user conflict and safety issues. In addition, I am not aware of any dedicated system in place to report such incidents. There is no phone number on park signs, there is no dedicated data base for such information, there is little to no way to identify the parties and no way to communicate in a timely manner with Rangers on the ground to "catch" anyone.

However, one can reasonably conclude, with or with out "reports" that safety issues on poorly designed trails intended for multi use do IN FACT EXIST. Real safety issues can

no longer be dismissed as “perceived” conflict. One can reasonably infer that safety is a very real issue given the following facts:

- Fifteen miles per hour is the allowed bike speed in the ASRA,
- Dirt trail beds do not provide traction for quick stopping at that speed,
- site distance is often limited, no time to adjust speed or move out of each other’s way,
- trail users are mixed together in terms of direction and speed ie. no segregation via separate lanes,
- steep canyon walls, single track trail, allow no room to avoid others,
- other trail users travel much slower rate

Thus safety is a critical factor that must be addressed in trail design.

As stated, the North Fork Trail will incorporate several measures to reduce user conflicts. These measures must include bike speed control incorporated into the actual trail design (IMBA trail books has good examples), (etiquette signs are not enough in steep terrain) signage that provides a phone number for reporting incidents, removing site distance obstacles, and maintaining the 6 foot trail bed. It is careful design that will keep safety conflicts from rising to the level of having an effect on the physical environment.

This trail can work for a multitude of users as a way of enjoying the vast North Fork portion of the Auburn State Recreation Area.

Thank-you for working so hard to make it a reality.

Patricia Gibbs

**Letter
GIBBS
Response**

Patricia Gibbs
September 24, 2007

- Gibbs-1 The comment expressed support for the proposed project and does not pertain to the adequacy of the DEIR. No further response is needed.
- Gibbs-2 Both the North and Middle Fork American River Canyons are steep sided canyons. There are many successful trails that are used by thousands of hikers and equestrians every year with little or no conflicts.
- Gibbs-3 See Master Response 3.
- Gibbs-4 See Master Response 3.

Andy Fisher

From: trlyder [trlyder@pacbell.net]
Sent: Monday, September 24, 2007 11:16 AM
To: Andy Fisher
Subject: No Fork American River Trail

Sir,

I am writing in regards to the new North Fork American River Trail. I am a hiker and equestrian, when designing the trail please consider safety issues with multi use design. When combining mountain bike, hiker and horse. Two are slower than the 3rd, controlling speed and line of site are the main issues of the 2 slower users. If the property allows for the space, the mountain bikes actually needs their own trail for going for the gusto and speed. The other users shouldn't have to dive out of the way for the aggressive speedster. And I do recognize that it is only a percentage of users that are that fast. But those are the ones that are ruining the outdoor experience for the others users.

Please consider that on the equestrian side of the house, trail riding is the fastest growing segment of horse users in the United States, this is from the American Horse Council Report. And within that group, there are: experienced, intermediate, and beginner riders of all ages, children too. And in that experienced, intermediate, and green (non-experienced trail) horses.

As a Grandmother, I am thrilled to be showing my grandchildren the outdoor experiences, but I do have a issue when somebody threatens their safety. I teach them courtesy when combining with other users, and try to explain the why's when doing so. They are the future that we build for and I hope to continue safely showing them appreciation for nature by way of trails.

Thank You,
Randy Hackbarth

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9/24/2007

Letter
HACKBARTH
Response

Randy Hackbarth
September 24, 2007

Hackbarth-1

See Master Response 3.

Hackbarth-2

As described on page 3-5 of the DEIR, the trail corridor would be cleared of vegetation to a height of 10 feet to accommodate equestrian use. Because of the steep side slopes and the need to support equestrian traffic, the entire trail would be cut out of the hillside. As described on page 3-6 of the DEIR, an equestrian staging terminus would be constructed near the confluence approximately 200 yards east of the Foresthill Bridge. In addition, the TAG composed of local citizens and stakeholders including equestrians, hikers, mountain bikers, and environmental organizations.

Andy Fisher

From: SPMULE@aol.com
Sent: Monday, September 24, 2007 3:17 PM
To: Andy Fisher
Subject: north fork Am. River trail

Dear Andy-

I am President of the Mother Lode Unit of Backcountry Horsemen of Ca. I am writing on behalf of our unit which consists of over 100 members. Our mission is to help keep public lands open to recreational stock use. We work very closely with the various government and private agencies to help maintain trails. The possibility of any new trail is always very exciting. We are all becoming more aware of the fact that trails must be multi-use, as long as this can be done safely. Thank you for your help in making this happen. Let me know if we can be of any assistance.

Julie Hahn
BCHC

See what's new at AOL.com and [Make AOL Your Homepage](#).

9/24/2007

Hahn-1

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

Andy Fisher

From: Patricia Keller [pkeller224@sbcglobal.net]
Sent: Monday, September 24, 2007 10:24 AM
To: Andy Fisher
Subject: Horse TRails

Horse trails are essential in the Auburn area! Keep the trails open and usable for the next generation. There is no place like it in all of California. I have lived in So Cal and there are no places to ride. I live in Paso Robles, and there are no trails like the ones there in Placer County. I still own my house in Cool and when I come back to that area to retire, I want to ride my horse and enjoy the beautiful country side.

I beg you to listen to the horsemen of the area and build and maintain trails for everyone to enjoy....when they are gone we will all suffer.

Patricia Keller.
805-714-8986

9/24/2007

Letter
KELLER
Response

Patricia Keller
September 24, 2007

Keller-1

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

Andy Fisher

From: Sarah Konst [skonst@sbcglobal.net]
Sent: Monday, September 24, 2007 5:05 PM
To: Andy Fisher
Subject: North Fork American River Trail

Dear Mr. Fisher,

I'm thrilled to see such a wonderful trail project coming to fruition! I'm a local resident and equestrian and chose to live in Auburn because of the available parks and trails here. Although I'm very excited about this trail project, I have a few serious safety concerns which I hope will be addressed.

First of all, I'd like to point out a few examples to illustrate my point. It is an undocumented fact that the decline in use of the Foresthill Divide/Driver's Flat loop by equestrians is due to unsafe trail conditions. These unsafe conditions are created by the combination of inadequate line of site and drop offs combined with bicycles sharing trails with hikers and equestrians. Cronin Ranch and the Olmstead Loop in Cool are excellent examples of multi-use trail systems that are safe. These trails are wider, have better line of site, and there are no drop-offs.

The new North Fork Trail, as a canyon trail, should be wider than an access road (10'), the actual width needs to be maintained regularly, implements to deter bicycle speeding must be installed, excellent line of sight at all times should be established, a thick brush edge along the canyon side of the trail should be created to stop any horse or person from falling off the edge. If at any point along the trail any of these are not physically possible, then parallel trails should be given consideration. Note that the WST from Auburn to Cool and the Pioneer Express trail going the other direction along the canyon is only for Hikers and Equestrians.

In summary, creating multi-use trails on canyon property is a whole different issue with respect to safety and warrants additional planning and safe design to insure all the users can have a safe trail experience.

Thank-you,
Sarah Konst
(530) 887-8701

9/24/2007

Konst-1

As described on page 3-5 of the DEIR, the tread width of the proposed trail alignment would generally be 6 feet, but may vary as needed based on geologic and safety considerations. A 6-foot width would conform to the ASRA IRMP standard for multiple-use trails. See Master Response 3.

WILLIAM A. NEWSOM

September 24, 2007

Andrew Fisher
Placer County Dept of Facility Services
Via FAX 889-6809
11476 C Avenue
Auburn CA 94503

Subject: North Fork American River Trail Draft EIR (SCH #2005112042)

Dear Mr. Fisher,

In 1975 I moved from Squaw Valley to Dutch Flat, accepting a position as an Auburn Superior Court Judge. Shortly thereafter, in 1976, having been elected to the same Court, I moved to Dutch Flat, which is just outside the North Fork American River Canyon.

Thereafter, in 1978 I was appointed, and later twice elected to the State Court of Appeal, where I wrote a number of opinions concerning CEQA. I use my close familiarity with the North Fork Canyon and with the provisions of CEQA as the basis for the following comments on the proposed North Fork Trail Project.

One of the principal reasons the North Fork Canyon remains one of the priceless natural areas in the West and in the world is the difficulty in accessing it. It is the difficulty in getting in and out of it that insures its pristine character and perpetuates its qualities as a cultural, historic and ecological treasure.

Precisely because of the difficulty of access, the Canyon remains a time capsule of the Gold Rush and later mining efforts, essentially unvandalized. Its remoteness protects historic and pre-historic trails; petroglyphs of unique ethnographic and cultural importance, especially to Native Americans, and a unique record of the natural history and geological record of the area.

The DEIR correctly recites at pp. 6-14 that "The project vicinity is known to contain numerous historic and prehistoric resources". That bland statement is hardly a substitute for a description and an assessment of the significance of those resources.

The DEIR in my considered view is legally deficient in failing to identify a multitude of such sites, and in ignoring numerous state, federal and county designations for which the area could qualify through simple legislative or administrative action, e.g. as a National Historic Site, as a State Historic Site, etc.

In closing, I am reminded of the Glen Canyon battles—won, as usual—by exploiters and the monied interests which now so rigidly control Placer County and its last

P.O. Box 160, Dutch Flat, CA 95714
Office Telephone: 530-389-2804 • Office Fax: 530-389-2789
e-mail: wanewsom@earthlink.net

threatened. Places. Who was it that asked rhetorically whether the Dam Boosters were prepared to flood the Sistine Chapel in order to improve public viewing of its incomparable murals? And I am reminded of my friend Wallace Stegner's splendid letter to Dave Pesonen, with its resonant closing lines: "These are some of the things wilderness can do for us. That is the reason we need to put into effect, for its preservation, some other principle than the principles of exploitation or "usefulness" or even recreation. We simply need that wild country available to us, even if we never do more than drive to its edge and look in. For it can be a means of revesassuring ourselves of our sanity as creatures, a part of the geography of hope".

Thanks for giving me the chance to comment.

William A Newsom

William A newsom
p.o. 160
Dutch flat, ca.95714

**Letter
NEWSOM
Response**

William A. Newsom
September 24, 2007

- Newsom-1 The comment does not pertain to the adequacy of the DEIR. No further response is required.
- Newsom-2 The comment does not pertain to the adequacy of the DEIR. No further response is required.
- Newsom-3 The comment does not pertain to the adequacy of the DEIR. No further response is required.
- Newsom-4 Pages 6-5 through 6-8 of the DEIR provide detailed descriptions of the identified cultural resources.
- Newsom-5 The comment does not pertain to the adequacy of the DEIR. No further response is required.

Andy Fisher

From: talleyr@surewest.net
Sent: Monday, September 24, 2007 2:34 PM
To: Andy Fisher
Subject: Trail patrol, N Fork of Amer River

I strongly support the creation of a new multiuse trail on the N. Fork of the Amer. River. We trail ride alot and would definitely use it. New trails are always a pleasure. Thanks, Sharon Talley, member of the ARTP.

Letter
TALLEY
Response

Sharon Talley
September 24, 2007

Talley-1

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

Andy Fisher

From: Lin Silva [lins@dentalcontractors.com]
Sent: Monday, September 24, 2007 9:37 AM
To: Andy Fisher
Subject: New Trail - No. Fork American River Trail
Importance: High

Mr. Fisher,

I am an equestrian trailer user, and have been since 1976. Back in those days, we did not have to worry about bikers spooking our horses, and causing life threatening accidents. Today this is not the case. With regard to the proposed trail as shown above, please do NOT widen the corners of the switch backs. The bikers need to slow down at the corners as to help prevent accidents. This is totally the only responsible option to help prevent accidents, which can be life-threatening.

We also need to keep the trails, at least, six-feet wide. AGAIN to help prevent accidents.

Linda Silva (Lin)
Westridge Builders, Inc.
916.660.9919 ~ voice
916.660.9799 ~ fax
Joe O. Alexander Construction, Inc.
916.660.9399
6207 So. Walnut Street
Loomis, CA 95650

9/24/2007

**Letter
SILVA
Response**

Linda Silva
September 24, 2007

Silva-1

See Master Response 3.

Silva-2

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

Andy Fisher

From: Laurie Sweeney [lsweeney@pacbell.net]
Sent: Monday, September 24, 2007 10:46 PM
To: Andy Fisher
Subject: Equestrian Response to North Fork American River Trail

This is past the deadline, but I just got the reminder.

I just want to communicate that I'm an enthusiastic equestrian trail user who is tolerant of all other trail users. I actually prefer multi-use as you will get more people interested in maintaining the trails.

If wider trails are not desired by the bicyclists, can we get some kind of warning mechanisms around tight turns, so that we don't have inadvertant collisions? Signage is good that will show right of way yields.

Thank you for including the equestrians in your trail design!

Laurie Sweeney
Meadow Vista

Letter
SWEENEY
Response

Laurie Sweeney
September 24, 2007

Sweeney-1

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

Sweeney-2

See Master Response 3. Clearing standards would allow for creation of safe sight lines around curves in the trail.

Andy Fisher

From: Laurie Sweeney [lsweeney@pacbell.net]
Sent: Monday, September 24, 2007 10:46 PM
To: Andy Fisher
Subject: Equestrian Response to North Fork American River Trail

This is past the deadline, but I just got the reminder.

I just want to communicate that I'm an enthusiastic equestrian trail user who is tolerant of all other trail users. I actually prefer multi-use as you will get more people interested in maintaining the trails.

If wider trails are not desired by the bicyclists, can we get some kind of warning mechanisms around tight turns, so that we don't have inadvertant collisions? Signage is good that will show right of way yields.

Thank you for including the equestrians in your trail design!

Laurie Sweeney
Meadow Vista

Letter
D. WILLIAMS
Response

Donna Williams
September 24, 2007

- D. Williams-1 As described on page 3-9 of the DEIR, the proposed trail would be designed to be as low-maintenance as practicable, and should not require brush and tree trimming maintenance during the first 3 years of use. The County is committed to long-term maintenance of the proposed trail and staging termini in accordance with License No. 04-LC-20-8324 issued to Placer County by Reclamation for construction and maintenance of the North Fork American River Trail.
- D. Williams-2 See Master Response 3.
- D. Williams-3 The comment expressed support for the proposed project and does not pertain to the adequacy of the DEIR. No further response is required.

Andy Fisher

From: JoAnn Skinner-Kita [joannkita@gmail.com]
Sent: Sunday, September 16, 2007 2:26 PM
To: Andy Fisher
Subject: North Fork Trail - Reasonable Solution

Mr. Andy Fisher,

As a resident of Auburn and an avid user of the Auburn Recreation Area, I try to keep updated on developments in the canyon.

In this instance I have specific concerns about the fact that a 6 ft wide trail is proposed to be built. I feel that the originally proposed 4 ft trail will more than accommodate the needs of various recreation. I would also like to be assured that with construction of any trail that environmentally sound practices will be employed; erosion controls, riparian run off mitigated, etc.

I am also aware that mountain bikers and equestrian folks often have conflicts when using the same trails. One proposed solution which I agree with is to clearly post days of use, fairly alternating between these two groups.

Sincerely,

Jo Ann Kita

9/17/2007

- Kita-1 Comment does not pertain to the adequacy of the DEIR. No further response required.
- Kita-2 As described on page 16-5 of the DEIR, a narrower tread width would have more of an impact on user safety and recreation because of user conflicts and reduced lines of sight. In addition, this tread width of 4 feet would not conform to the minimum width standards of the ASRA IRMP for multiple-use trails. Also see response Yeates-4.
- Kita-3 See Master Response 3.

NORTH FORK AMERICAN RIVER TRAIL DRAFT EIR PUBLIC MEETING

SUMMARY MEETING NOTES

DATE: Thursday, August 23, 2007
TIME: 6:30 pm
LOCATION: Planning Commission Hearing Room, Auburn, CA

STAFF AND CONSULTANTS ATTENDING:

John Ramirez, Parks Administrator, Placer County	Steve Heipel, EDAW
Albert Ritchie, Placer County	Stephanie Bradley, EDAW
Andy Fisher, Placer County	
Jim Durfee, Placer County	

MEETING PURPOSE:

The purpose of the public meeting is to present a summary of the proposed project and seek public comments on the draft environmental impact report (DEIR) as part of the California Environmental Quality Act (CEQA) process.

SUMMARY MEETING NOTES:

Comment Designation:	Summary of Key Points:
Martin 2-1	Concerned about the amount of money put into replacing trees. It should be limited to a specific number of trees to be removed.
Martin 2-2	The existing trails are popular – there have already been a couple of near misses between users. The width of the trail is critical to the enjoyment of the trail – the width should be as similar as possible to the Connector Trail. Try to mimic the meander, undulation, and width. The width shouldn't be too wide or too narrow. A 20-foot width on switchbacks is optimal. 25 feet is better than 15 feet for switchbacks. Ten percent grades are too steep unless they are only for short distances. Four to seven percent grades are better.
Wauters 3-1	The trail width is interesting. It is forbiddingly narrow in some places; there is no place to get off the trail. It is too narrow now. The trail needs to be wide enough for a walker, a dog, and a biker. The Connector trail is too narrow.
Gerhard-1	It is good to have passing lanes or turnouts, if possible.
Sorensen 2-1	She rides trails on horseback a couple times a week. The project is wonderful and consistent with the area being an endurance capital. Equestrian users bring in business to the area. The size of trucks and trailers are growing and she is concerned about there being enough room for them to turn around and get in and out of the staging termini. Would like to see water for horses provided at the staging termini and manure disposal.

Comment Designation:	Summary of Key Points:
Goodwin 2-1	Concerned about the north end of the trail. Foresthill Road would be accessible from the other end of Ponderosa Way. The road is already bad, especially for trailers. People may think Ponderosa Way is a short cut and may get stuck. There would be an increase in traffic from Weimar. Need to consider the cost of maintaining the road.
Terrazos-1	The trail alignment should protect other existing trails. Hoping that existing trails won't be disturbed.
Terrazos-2	The switchbacks should be more rounded rather than zig-zag design.
Garabedian-1	The Bifurcation Alternative was discussed as part of the settlement agreement and is not part of the public record. Those pages should be removed from the document.
Garabedian-2	The trail is inconsistent with the ASRA plan.
Garabedian-3	The project area is remote and should be a State Preserve. The EIR should distinguish between heavy recreation areas and remote recreation and indicate that the area would be open to the public for the 1 st time.
Garabedian-4	The Auburn Cool Crossing EIR is part of the updated ASRA plan; the North Fork American River Trail project should be incorporated into the ASRA plan too.
Garabedian-5	The MND states that the trail could be extended.
Garabedian-6	The ASRA plan states that trails should be built to USFS standards.
Garabedian-7	Need to recognize other trails (bike cross country trail).
Garabedian-8	The EIR needs to be clear if the 2003 or 2004 Trail Plan is the subject of the EIR.
Garabedian-9	The cultural surveys, TAG meeting minutes, biological surveys, and visual simulations should be available to the public.
Garabedian-10	The project has changed, so there should be a new EA or an EIS prepared.
Garabedian-11	The TAG process was inadequate and incomplete. TAG should be reopened and expand the membership. The TAG shouldn't be relied on.
Garabedian-12	Concerned that the project is not a proper use of grant funds.
Garabedian-13	EIR states that the trail is based on Troy Scott Parker's book, <i>Natural Surface Trails by Design</i> , but it isn't consistent with this book.
Garabedian-14	The water quality certification received earlier this year was based the voided MND. The County needs to go back to agencies and get new permits. It is illegal to construct based on existing permits.
Garabedian-15	The EIR should be placed in the Colfax Library and ASRA office.
Garabedian-16	Is staking off different from flagging?
Garabedian-17	The changes that have been made to the trail are appreciated and commenter is looking forward to additional changes.
Garabedian-18	What would you do with material that is cut for the trail? Soil and rock?
Garabedian-19	Does the project require a grading permit?

Comment Designation:	Summary of Key Points:
Garabedian-20	Housing on the ridge requires a trail easement be allowed on the property north of the staging termini. Commenter is concerned the County is looking to extend the trail.
Peterson-1	Concerned about maintenance. Six feet is an adequate width if the trail stays at 6 feet. Trails are usually built larger than they are expected to remain with passing. Need to plan for maintenance to maintain the 6-foot width.
Peterson-2	What is Hendricks, pers. comm.? What are his qualifications? Shouldn't have pers. comm.. Comment is not correct and not substantiated.
Peach 2-1	Is the Ponderosa Way staging termini cut on the existing road or is it above the high water line? What is the acreage of that staging terminus?
Covich-1	This is a good process. The trail was supposed to be on the other side of the canyon and part of the Cap-to-Cap trail. Would like to see a trail on the other side researched that makes a loop to reduce traffic.

MARTIN 2
Response

Public Hearing
Randy Martin
August 23, 2007

- Martin 2-1 Pursuant to the Placer County Tree Ordinance, the County would purchase oak woodland mitigation credits for all oak trees greater than 6 inches dbh that are removed as a result of the project.
- Martin 2-2 The design criteria, construction methods, and equipment used for the proposed project would be similar to those used for the Connector Trail. See Master Response 3. See response Shuttleworth-5.

WAUTERS 3
Response

Public Hearing
Helen Crawford
August 23, 2007

Wauters 3-1

As described on page 3-5 of the DEIR, the tread width of the proposed trail alignment would generally be 6 feet, but may vary as needed based on geologic and safety considerations. A 6-foot width would conform to the ASRA IRMP standards for multiple-use trails. See Master Response 3.

GERHARD
Response

Public Hearing
Andrew Gerhard
August 23, 2007

Gerhard-1

Subject to the dimensional standards described in the DEIR and in accordance with environmental protections included in the MMRP and terms of various permits, passing lanes and/or turnouts may be field located during construction at locations that would promote user safety and enjoyment.

SORENSEN 2
Response

Public Hearing
Ruth Sorensen
August 23, 2007

Sorensen 2-1

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. Water for horses is not being proposed at the staging termini at this time.

GOODWIN 2
Response

Public Hearing
Richard Goodwin
August 23, 2007

Goodwin 2-1

See Master Response 2.

TERRAZOS
Response

Public Hearing
Franki Terrazos
August 23, 2007

Terrazos-1

As described in Mitigation Measure 6-1 on page 6-15 of the DEIR, to ensure that construction of the proposed trail avoids all significant documented cultural resources in the project area, the County shall realign the trail route as follows:

The proposed trail shall be realigned at least 25 feet downslope from sites NF-4, NF-5, NF-7, and NF-8 to eliminate direct impacts and reduce the possibility of trail-related erosion and siltation.

The proposed trail shall be realigned at least 25–50 feet upslope from the currently proposed trail alignment from the Ponderosa Bridge to approximately 2,000 feet downriver to avoid the historically mined bar (site NF-9) and associated features.

Terrazos-2

Switchbacks would be constructed in substantial conformance with Type I, II, or III switchback standards published by the USFS and viewable at: <http://www.fs.fed.us/database/acad/dev/trails/trails.htm>. It is expected that the most applicable switchback type for the North Fork American River Trail Project will be the Type II or “Rolling Crown” type switchback. The determination of switchback type at each switchback location will be made in the field to best fit the conditions. There are 16 switchbacks anticipated for this project.

GARABEDIAN
Response

Public Hearing
Michael Garabedian
August 23, 2007

- Garabedian-1 See Chapter 4, “Revisions to the Draft EIR,” of this document for a revision of this text.
- Garabedian-2 The proposed project would be included in the updated ASRA General Plan. As described on page 108 of the ASRA Interim Resources Management Plan (IRMP), trails within the ASRA are not necessarily limited to those proposed on the trails map (Plate 4). New trails may be permitted with the approval of the administrative agency. The County has coordinated closely with State Parks and Reclamation to ensure the proposed project would be consistent with the existing IRMP.
- Garabedian-3 See response Friends 1-5.
- Garabedian-4 The proposed project would be included in the updated ASRA General Plan.
- Garabedian-5 See response Friends 1-31.
- Garabedian-6 See response Friends 1-3.
- Garabedian-7 Exhibit 14-1 on page 14-3 of the DEIR shows other existing trails and roads in the project area. Planning efforts for the North Fork American River Trail Project took into account the proximity and connectivity of other trails within the ASRA. As a 14.2 mile trail project designed for stand alone utility and connectivity to existing trails within the ASRA and having beginning and ending termini within the ASRA, consideration of connectivity to trails on a broader regional or state wide level is not applicable to this project.
- Garabedian-8 See response Friends 1-2.
- Garabedian-9 The cultural surveys for the project are confidential because of the sensitivity of identifying known cultural sites. The TAG meeting minutes, biological surveys, and visual simulations are part of the public record and are available at the County offices for review.
- Garabedian-10 See response Yeates-13.
- Garabedian-11 See response Friends 1-39.
- Garabedian-12 See response Friends 1-45.
- Garabedian-13 See response Friends 1-3. As described on page 3-3 of the DEIR, the County used standard procedures (Parker 2004) for design and construction of the proposed trail. County trail planners delineated the proposed trail alignment by walking and scouting the entire length of the project area for the most suitable route. During these initial field surveys, the trail was staked along an alignment that avoids profile grades greater than 10%, large rock outcrops, trees larger than 6 inches in diameter at breast height (dbh), and potential cultural resource sites. The proposed trail alignment was also delineated based on recommendations in the geotechnical report written by Blackburn Consulting (2007) for the proposed project (Appendix B), and it was designed to avoid high-erosion

areas. Wherever feasible, the trail corridor has a grade of less than 10%, and it mostly passes on the high side of mature trees to reduce construction-related damage to root structure. Final tread alignment adjustments will be made within the proposed trail corridor to avoid sensitive resources, make use of natural features, and incorporate grade reversals.

- Garabedian-14 See response Yeates-4. As described on page 5-17 of the DEIR, because of alignment changes and new drainages affected since the issuance of the 1602 Streambed Alteration Agreement, the permit application will be resubmitted following the filing of the Notice of Determination for the proposed project, and any new conditions attached to the reissuance of the Streambed Alteration Agreement will be implemented. As described on page 3-10 of the DEIR, after the 404 permit was issued the trail was realigned, resulting in placement of fill in two new drainage crossings and avoiding placement of fill into four previously included drainage crossings. Therefore, an amendment to Nationwide Permit 42 will be requested.
- Garabedian-15 Public noticing and posting of documents related to the North Fork American River Trail Project FEIR will continue to be performed in accordance with CEQA guidelines. The locations of posted documents for public review including physical locations and website information will be described in public notices.
- Garabedian-16 The terms “flagging” and “staking” have been used interchangeably to describe the layout of the proposed trail corridor. The terms “finish flagging” or “tight line flagging” are used to describe the layout of the final tread positioning within the trail corridor.
- Garabedian-17 Comment noted. No further response required.
- Garabedian-18 The cut material, distributed uniformly onto the subadjacent slope, would “adjust” to the slope and settle over time.
- Garabedian-19 See response Friends 1-47.
- Garabedian-20 See response Friends 1-30.

**Peterson
Response**

Public Hearing
Janet Peterson
August 23, 2007

Peterson-1

As described on page 3-10 of the DEIR, maintenance activities would be performed by County staff or volunteers, and maintenance would occur annually or as needed. Localized, hand-sprayed herbicide or mechanical or manual vegetation removal would be required along the trail tread for the first year to prevent vegetation from overgrowing the tread.

Peterson-2

See Master Response 3.

PEACH 2
Response

Public Hearing
Eric Peach
August 23, 2007

Peach 2-1

As described on page 3-9 of the DEIR, the Ponderosa Staging Terminus would be constructed approximately 400 yards east of the Ponderosa Bridge on the south side of the canyon. The area would be constructed by cut and fill of a road bank and a ledge below the roadway. The Ponderosa Staging Terminus would be approximately 0.4 acre.

**COVICH
Response**

Public Hearing
Toby Covich
August 23, 2007

Covich-1

See Master Response 1.