

- Friends 1-1 The GPS data for the project is in a raw form that is not presentable in a readable format for public distribution. The GPS data is intended to be used by staff during construction to accurately locate the planned trail alignment where flagging may be missing. The public comment period for the DEIR ended on September 24, 2007.
- Friends 1-2 The 2003 North Fork American River Trail Plan (Trail Plan) was vacated along with the MND for the North Fork American River Trail Project. The County will prepare another Trail Plan that reflects the current project description. The new Trail Plan is considered an implementation/construction document for the proposed project and will be used to guide the County with implementation of the proposed project. Because an EIR has been prepared for the proposed project, which will be the subject of the new Trail Plan, no further CEQA analysis is required for implementation of the Trail Plan. See Chapter 4, "Revisions to the Draft EIR," of this document for a revision of this text.
- Friends 1-3 The construction details and visual simulations included in the Draft EIR provide an accurate description of the project and provide typical detail options that trail builders would use to respond to conditions in the field as encountered. This trail project must be differentiated from a road project in that this trail project would include a refinement of the trail tread within the studied corridor during construction. The purpose of this refinement is to incorporate rolling grade reversals that meander around anchor points such as rock outcroppings and trees. This trail project intends to use and preserve these natural features whereas roads must often remove them to provide safe alignment for motor vehicles. Rolling grade reversals are also a primary feature used to disburse water before it becomes concentrated and direct it away from the trail bed in small volumes. Because of the density of the vegetation in many areas, the tread refinement (often referred to as "tight line flagging") must be conducted in conjunction with the initial vegetation clearing and would not be permissible during the planning process. It is therefore impossible and unnecessary to provide a detailed diagram of excavation amounts, rock wall lengths, and such. The details provided in Section B of Appendix B to the DEIR provide field options to minimize the height of cut slopes in steeper side slope areas.
- It is not anticipated that the tread would exceed 6 feet in any location except in relatively rare instances, when it may be necessary to incorporate short sections of tread that are over 6 feet in consideration of discreet, site-specific safety or geologic conditions.
- The U.S. Forest Service (USFS) Construction Standards referenced in the ASRA IRMP are published at <http://www.fs.fed.us/database/acad/dev/trails/trails.htm>. These construction standards are intended to provide standard construction contract language and details and do not deal with planning format. The construction documents that would be prepared in conjunction with this project would be consistent with the USFS Construction Standards.
- Friends 1-4 The comment does not pertain to the adequacy of the DEIR. No further response is required.

- Friends 1-5 Several multiple-use and single-use trails currently exist in the project area; therefore, the project area is currently being used for similar types of recreation. The proposed trail is consistent with State Parks' mission and management plan for the project area as a state recreation area.
- Friends 1-6 The proposed project is described in Chapter 3.0 of the DEIR.
- Friends 1-7 This comment expresses the commenter's opinion and does not cite facts in support of this opinion.
- Friends 1-8 The portion of the North Fork American River that is designated as a Wild and Scenic River is approximately 8 miles upstream of the proposed trail. The proposed project would not affect the area of the river designated as a Wild and Scenic, nor is this project in the vicinity of the Stevens Trail or the Beacroft Trail. See response NFARA-21.
- Friends 1-9 See response Friends 1-5 above.
- Friends 1-10 This topic is outside the scope of the proposed project and DEIR. No further response required.
- Friends 1-11 Chapters 4.0 through 15.0 of the DEIR address all relevant plans, policies, and ordinances relevant to the project area for each resource area.
- Friends 1-12 This topic is outside the scope of the proposed project and DEIR. No further response required.
- Friends 1-13 The issues raised in previously submitted comments do not pertain to the adequacy of the DEIR and have been addressed in previous responses, analysis in the DEIR, or responses in this FEIR. Those responses are hereby incorporated by reference. No further response is required.
- Friends 1-14 Under CEQA, impacts to population and housing would occur if a project would induce substantial population growth in an area, either directly or indirectly; displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere; or displace substantial numbers of people, necessitating the construction of replacement housing elsewhere. Because none of these conditions would occur as a result of the proposed project, this topic was not further analyzed in the DEIR.
- Friends 1-15 As part of the information gathering for the ASRA General Plan, an on-site visitor survey was conducted in 2006 to learn more about visitor use patterns and visitor preferences within ASRA. Five hundred and twenty eight useable surveys were completed by visitors at a variety of locations throughout the SRA from May through October of 2006. Survey results from these surveys are available on-line at:
http://www.parks.ca.gov/default.asp?page_id=24325.
- Friends 1-16 The proposed project does not conflict with or preclude river-dependent uses of the North Fork American River Canyon.
- Friends 1-17 See response Friends 1-15.
- Friends 1-18 The TAG included a representative of the mountain bike community. Input from all user groups and the public was solicited on the project during the public scoping and comment periods in November 2005 and August 2006.

- Friends 1-19 This topic is outside the scope of the proposed project and DEIR. No further response required.
- Friends 1-20 Cultural resources and historic use of the project area are described in Chapter 6.0 of the DEIR.
- Friends 1-21 Suction dredging is an on-going activity that would not change with implementation of the project. As described on pages 6-15 and 6-16 of the DEIR, Mitigation Measures 6-1, 6-2, and 6-3, would reduce impacts to known and yet-to-be-discovered cultural resources to a less-than-significant level.
- Friends 1-22 As described on page 6-13 of the DEIR, an approximately 25-foot wide corridor was surveyed for cultural resources. The survey area extended beyond the 6 foot trail tread and potential 15-foot area of vegetation clearing.
- Friends 1-23 Although Section 106 of the National Historic Preservation Act requires "consultation," it does not specifically mandate with whom consultation is conducted. Therefore, procedures were followed to reasonably identify the appropriate points of contact when consulting the Native American community to include them in the surveys and allow them to provide comments or voice concerns about the project as is required under Section 106. Native American consultation is not required under CEQA; however, Policy 5.D.3 of the Placer County General Plan and Policy 4.B.1-5 of the Foresthill Divide Community Plan do require consultation. As described on pages 6-12 and 6-13 of the DEIR, in accordance with the consultation requirements of Section 106, EDAW, on behalf of Reclamation, initiated the consultation process with appropriate Native American groups with a possible interest in the cultural resource studies and the proposed trail construction. EDAW contacted the Native American Heritage Commission in Sacramento and requested a list of suitable tribal organizations and individuals and a search of the NAHC Sacred Lands Files. The Sacred Lands Files search revealed that no known sites of cultural or spiritual importance to the present-day Native American community were known to exist within the project area. The Native Americans contacted are considered representatives for the living and non-living members of their respective tribes.
- Friends 1-24 Commenter's recommendation to expand a study area to include the Sierra Nevada Mountain region and Sacramento Valley is outside of the scope of this project. Impacts to wildlife movement corridors were evaluated in the DEIR, as provided in thresholds of significance in the Placer County CEQA checklist and State CEQA Guidelines. It was determined that a 6-foot wide trail would not substantially interfere with the movement of wildlife.
- Friends 1-25 See response Friends 1-24. Impacts to wildlife populations were evaluated using the Placer County CEQA Checklist and State CEQA Guidelines.
- Friends 1-26 See response Friends 1-24.
- Friends 1-27 See response Friends 1-24.
- Friends 1-28 Chapter 4.0 of the DEIR evaluates the plans, policies, and land use and zoning designations that apply to the project area. Impact 4-1 on page 4-6 of the DEIR evaluates consistency of the proposed project with these plans, policies, and land use and zoning designations.

- Friends 1-29 As described on pages 16-16 and 16-17 of the DEIR, the Cap-to-Cap Trail remains a concept and not a reasonably foreseeable, probable future project. The County agreed to design the trail section from the confluence to the Ponderosa Bridge to function as a stand-alone trail with independent utility, adequate staging area parking, and logical termini that would connect to existing trails.
- Friends 1-30 Development proponents are required to dedicate trail easements and/or construct trail sections across their property where designated in the County's various community plans. The current Foresthill Divide Community Plan (FDCP) does not include a trail plan. However, a draft EIR for an updated FDCP is available for public review between December 5, 2007 and March 5, 2008. A trail plan is included in the draft FDCP. In the case of the Dreisbach Parcel Map, a blanket trail easement was voluntarily offered to the County by the developer and subsequently became codified in the draft parcel map and conditions of approval. The County elected to incorporate the proposed Dreisbach trail easement for potential inclusion into the future FDCP. It is common practice for the County to accept trail easements that are voluntarily offered by property owners.
- Friends 1-31 The North Fork American River Trail IS/MND was vacated by the Placer County Board of Supervisors on May 10, 2005, and is not a part of this project. At the time the North Fork American River Trail IS/MND was prepared, the construction of the Cap-to-Cap trail was a concept that had been discussed, but it had no proposed plan, alignment, or funding; therefore, despite the concept discussion, it was not a reasonably foreseeable project under CEQA. Since that time, there has been no interest by any implementing agencies to construct this larger trail. There also continues to be many obstacles to constructing the Cap-to-Cap trail. For these reasons, construction of the larger Cap-to-Cap trail is still not a reasonably foreseeable project and is not included as part of the DEIR. A detailed discussion of the Cap-to-Cap concept is provided on pages 16-16 and 16-17 of the DEIR.
- Friends 1-32 See response Friends 1-30.
- Friends 1-33 As described on page 16-15 of the DEIR, the project would not result in growth-inducing effects.
- Friends 1-34 U.S. Bureau of Land Management (BLM) and USFS are not responsible or trustee agencies for the proposed project, nor would they issue permits on or be responsible for approving any part of the proposed project. In addition, the proposed project would not be located on BLM or USFS managed land. Therefore, consultation with these agencies for the proposed project is not required. These agencies have had opportunities to review and comment on the project during the public comment periods for the NOP and DEIR.
- Friends 1-35 The portion of the North Fork American River that is designated as a "wild river" under the Wild and Scenic River Act is approximately 8 miles upstream of the proposed trail. The proposed project would not affect the area of the river designated as Wild and Scenic. BLM and USFS plans and policies only apply to the lands under their management. Because the proposed project is not on BLM or USFS managed land, these plans and policies do not apply to the project.
- Friends 1-36 The County has had on-going coordination with all responsible and trustee agencies on the proposed project. See response Friends 1-34.
- Friends 1-37 Section 15130 of the State CEQA Guidelines requires that an EIR discuss cumulative impacts of a project when the project's incremental effect is "cumulatively considerable."

According to State CEQA Guidelines Section 15065, “Cumulatively considerable means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past, current, and probable future projects as defined in Section 15130.” The DEIR considered the project’s effect in combination with all other past, present, and reasonably foreseeable projects on private and public lands. Property ownership, by itself, is not considered a past, present, or foreseeable project, so it would not influence the cumulative impact analysis. Land uses surrounding the project area are discussed in Chapter 4.0, “Land Use,” of the DEIR.

- Friends 1-38 Pages 4-1 and 4-2 of the DEIR describe the zoning designations within the project area. The project would be located entirely on public lands and would be consistent with and would not affect zoning in the project area or surrounding areas. Because the project would not affect zoning in the project area, the level of detail provided by a zoning map, was not required or necessary to evaluate the impacts of the project. In addition, inclusion of zoning maps in EIRs is not required by CEQA.
- Friends 1-39 The TAG was comprised of a cross-section of knowledgeable user group representatives. The TAG recommendations have been open to public review and input through the CEQA process prior to finalization of the project.
- Friends 1-40 The trail is intended to be multiple-use. See Master Response 1.
- Friends 1-41 Methods were used for the visual analysis of the project to provide a reasonable and representative understanding of scenic impacts. The methods include the sampling of the project area from representative views via photographs. The methodology for selecting Key Observation Points (KOPs) and preparing visual simulations is described on pages 7-9 through 7-11 of the DEIR. The County determined that five KOPs sampled at various publicly accessible locations in the project area would be representative of the changes in views that would occur with implementation of the project. KOPs were chosen from commonly accessed locations looking at each end of the trail as well as a representative KOP looking at the middle of the trail. Other viewpoints along the trail would have similar views to the selected KOPs; therefore, the selected KOPs are representative of views along the trail. Under CEQA, impacts on visual resources result from changes in existing views. There would be no change in views from the location of the proposed trail; therefore, visual simulations taken from the proposed trail location were deemed unnecessary. Exhibit 7-3 in the DEIR showing Robber’s Roost is only included as a documentary photograph to show an existing scenic outcropping in the project area. This photograph was not taken from the proposed trail route and is not intended to show an area that would have views of the trail. Exhibit 7-10 shows a section of trail viewed from near Boole Road on the Canyon Rim near Applegate and is considered representative of similar canyon rim views including various private parcels.
- Friends 1-42 See response NFARA-9.
- Friends 1-43 The proposed trail alignment was evaluated by a geotechnical engineer, and soils in the project area were determined to be suitable for trail construction. Appendix B of the DEIR describes the soil types in the project area as well as geotechnical considerations for construction of the trail. Appendix B of the DEIR also describes and shows the locations of all areas of instability or landsliding along the proposed trail alignment. Areas of instability that would not be affected by construction or use of the proposed project are outside the scope of this DEIR.

- Friends 1-44 As described on pages 3-13 and 3-14 of the DEIR, the proposed project may have the potential to degrade water quality of other waters of the United States as regulated by the Central Valley RWQCB. An application for Section 401 certification was submitted to the Central Valley RWQCB on August 25, 2004, and a Section 401 certification was issued on April 3, 2007. See Response Yeates-4 for a list of the conditions of the Section 401 certification that the County would be required to comply with. Water quality impacts associated with the proposed project are described on pages 5-13 through 5-14 and 12-10 through 12-11 of the DEIR. Water Quality impacts related to the project alternatives are described in Chapter 16.0 of the DEIR. The Section 401 certification will be updated as necessary to ensure consistency with the FEIR.
- Friends 1-45 No funds from Resources Grant Agreement #40714-01, “North Fork American River Trail Project”, would be released to the County until the County can demonstrate to the satisfaction of the Resources Agency that it has completed the terms and conditions of the Grant Agreement.
- Friends 1-46 The August 2007 North Fork American River Trail Project DEIR serves as CEQA compliance for the proposed project.
- Friends 1-47 No grading permit is required for the proposed project.
- Friends 1-48 These documents are available at the County offices for review.
- Friends 1-49 The County received a letter from Michael Garabedian on behalf of Friends of the North Fork on December 4, 2007, requesting a “meeting consultation on the North Fork Trail Project.” On January 11, 2007, the County sent the following reply to Mr. Garabedian by mail: “This letter is in response to your letter of December 4, 2006. In your letter you requested consultation on the subject project pursuant to Public Resources Code section 21153(a) that states a local lead agency ‘may consult with members of the public who have made written request to be consulted on the project.’ The County is agreeable to provide the requested consultation to you as a member of the public. To facilitate the consultation, please provide a selection of dates and times that fit your schedule. In addition, please let us know what topics you are interested in discussing so we may better prepare. You may contact me directly with the information at afisher@placer.ca.gov or by mail. Thank you for your interest in this project.” On January 18, 2007, Mr. Garabedian sent an email confirmation of receipt of the County’s January 11, 2007 letter, but no subsequent proposal of dates and times or requested topics have been received by the County.

Friends of the North Fork
7143 Gardenvine Avenue
Citrus Heights, California 95621-1966

September 24, 2007

Andy Fisher, Project Manager
Placer County Parks Division, Facility Services Department
11476 C Avenue
Auburn, California 95603
By 8-page fax to (530) 889-6809

Re: North Fork American River "Trail" DEIR
SCH #2005112042
Additional attachments to today's comment letter

Dear Mr. Fisher:

The Dreisbach parcel map condition materials requiring an irrevocable trail easement dedication are enclosed. We discussed this at the August 23, 2007 DEIR meeting, and the attached map and approval Condition No. 38 are discussed on page seven of our letter submitted earlier today. They were mistakenly omitted from the letter.

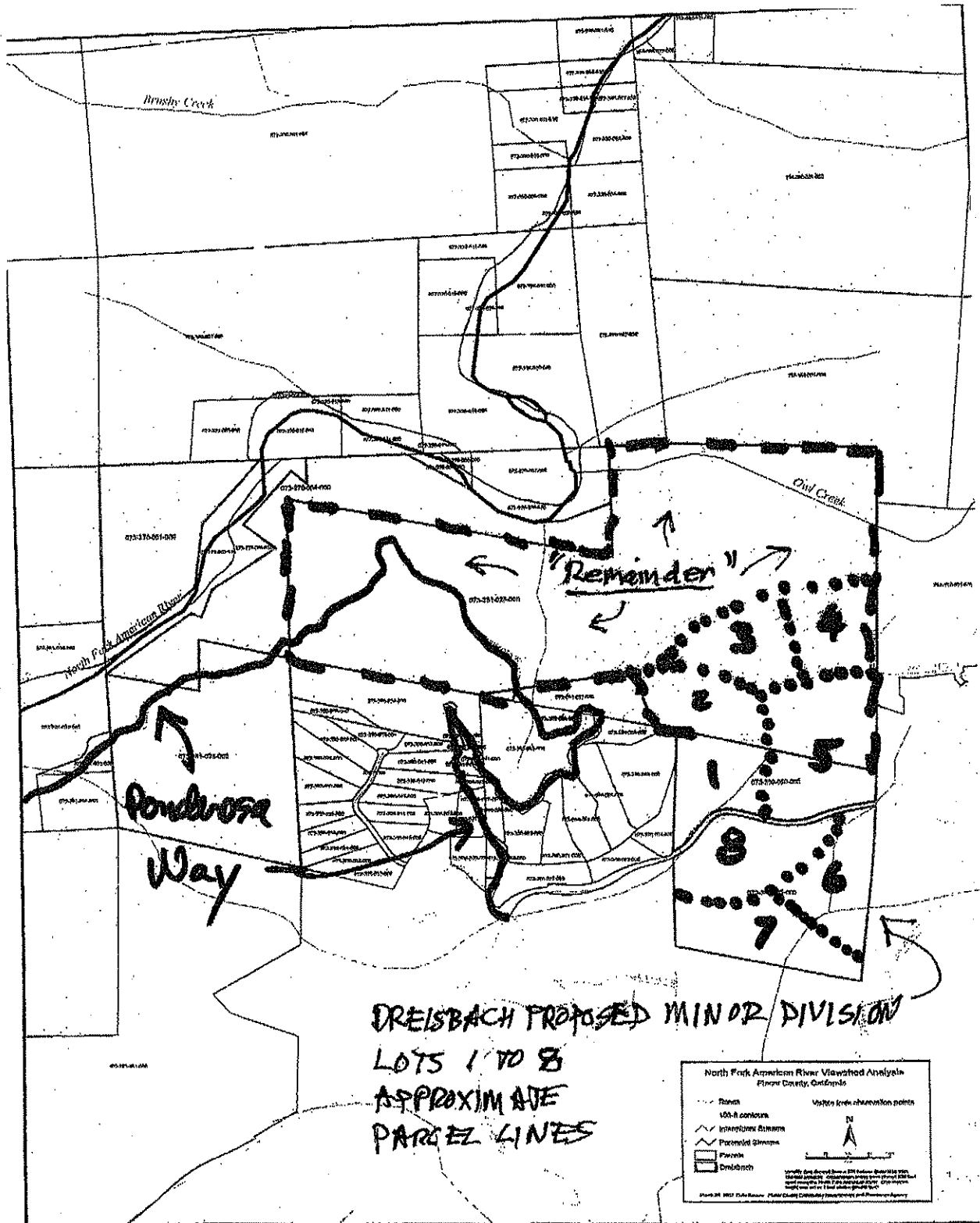
Our comments to Parks and Recreation on the Auburn-Cool Crossing Feasibility Study which is being subject to review including CEQA review as part of the ASRA plan and CEQA/NEPA process is also enclosed. This was mistakenly omitted.

Finally, a copy of my September 5, 2002 e-mail to Vance Kimbrell is enclosed. This is mentioned on page nine of our earlier submission today, and was also inadvertently omitted.

Sincerely,



Michael Garabedian
President





PLACER COUNTY PLANNING DEPARTMENT PARCEL REVIEW COMMITTEE

FINAL CONDITIONS OF APPROVAL

Parcel Map PMLD 20050257

Name: DREISBACH

1. Provide will-serve letters from the following agencies that express satisfaction with the proposed project.

Electric Company: PG&E
School Districts: Foresthill Union School District and Placer Union High
Water District: Foresthill PUD
Sewer District: Private Septic

Fire District: California Department of Forestry (CDF)
Foresthill Fire Protection District

2. Show all record easements on the parcel map.
3. Provide proof of minimum off-site right-of-way access in accordance with Placer County Minor Subdivision Ordinance Section 16.20.160 (3) (E); formerly 19.332. Right-of-way shall be of sufficient width to accommodate the required road improvements with their cut, fill and drainage facilities. If this condition is not met the proposed Parcel Map shall not be able to go to record.
4. Dedicate to Placer County a no-access easement where the project abuts or fronts Foresthill road as approved by the Transportation Division of the Department of Public Works. The existing emergency access between proposed parcels 6 and 8 is exempt from this condition.
5. Create a 50 foot (minimum) road and public utilities access to all parcels as depicted on submitted tentative parcel map (revised 11/05).
6. Offer to Dedicate to Placer County a road and utility easement for all on-site road and utility easements being created by this minor land division.
7. Improve the off-site road to the following standards:
From Moshiron Drive through Parcel A (PM Book 14 Page 107) to proposed property line of parcel 7 and 8 and from Spring Garden Road to property line of parcels 5 and 4, shall be improved to an 20-foot wide section of 3" asphalt (A.C.) over 8" Class II aggregate base (A.B.) and 2-foot wide A.B. shoulders, unless otherwise specified by local Fire Protection Districts, Special Districts or other authorized serving entity.

NOTE: Partial sections of the offsite road improvements may currently meet County Standards and will not require further improvement. These sections will be identified on the submitted Improvement Plans. Other tentative parcel maps may have received tentative approval, or may be approved in the future, requiring the same road improvements for the same section of road. It is the applicant's responsibility to contact the Placer County Engineering and Surveying Dept. before beginning any engineered design or construction to determine the status of any such approved maps.

If construction or engineered design has begun for other approved parcel maps, then the above conditions apply to the next section of road contiguous to the above required improvements unless otherwise approved by Placer County Engineering and Surveying Dept. (ESD).

The following additional improvements are required:

8. Minimum vertical clearance (branch overhang, utility wires, etc.) crossing the road shall be 15 feet.

37. Pursuant to Section 21089 (b) of the California Public Resources Code and Section 711.4 et. seq. of the Fish and Game Code, the approval of this permit/project shall not be considered final unless the specified fees are paid. The fees required are \$1,830 for projects with Negative Declarations. Without the appropriate fee, the Notice of Determination is not operative, vested or final and shall not be accepted by the County Clerk. **NOTE: The above fee shall be submitted to the Planning Department within 5 days of final project approval. (PD)**
38. An Irrevocable Offer of Dedication (IOD) shall be included with the project final map for a blanket trail easement over the remainder parcel. When Placer County identifies a specific trail route, a 50' wide public trail easement shall be dedicated, and concurrently, the blanket trail easement shall be abandoned. It shall be Placer County's responsibility, at no cost to the remainder parcel owner, to identify the trail route, create a legal description, record the trail easement, and abandon the blanket easement IOD.

Michael Garabedian

From: "Michael Garabedian" <mikeg@gvn.net>
To: <jrogers@jsanet.com>
Sent: Monday, April 16, 2007 2:43 PM
Subject: Auburn to Cool Crossing Feasibility Study

To: California Department of Parks and Recreation

Jennifer Rogers

c/o Jones & Stokes

Thank you for confirming that feasibility study public responses are being accepted today. Our understanding is that because yesterday's April 15 deadline fell on a Sunday, they should be accepted today.

We welcome the Department of Parks and Recreation's invitation to the public to address the Auburn-Cool trail-crossing project at the feasibility study stage. The value of this is demonstrated by the standing room only group at the March 27, 2007 meeting. However, we believe that we should have received notification of the crossing feasibility study and input from the department or Jones & Stokes, but we did not. Instead, we learned about it from another organization.

We urge that this feasibility stage approach be used for all projects in the North Fork American River watershed, including for Placer County's North Fork American River Trail Sacramento-Carson City project, and for the county's North Fork Trail Confluence to Ponderosa Way project.

We also commend also the department's policy disclosed at the March 27, 2007 Feasibility Study meeting that the Trail Crossing must be addressed in the Auburn State Recreation Area ("ASRA") General Plan and Resource Management Plan that are being prepared at this time. This policy is also necessary for the Placer County's proposed North Fork American River Trail, which as proposed is inconsistent with current general and resources management plans.

We have a number of reservations about the proposal to use No Hands Bridge for the Auburn-Cool trail crossing. Foremost, and a reason we oppose this alternative, is the major new trail construction that would be necessary to carry out this alternative. Using the map scale and measuring from the maps displayed at the March 27, workshop, it appears that approximately nine miles of new trail is proposed to be constructed for this option. Most of the nine new miles of trail would be where no trails exist today.

The approximately three miles of new trail construction on the south side of the river would have the erosion and river sedimentation folly of starting on the south bank of No Hands Bridge for 1,500 to 2,000 feet of trail length in the "Metamorphic rock land" of 30-75% slopes (Capability Unit VIII-1 (18, 22) identified in the El Dorado Area 1974 Soil Survey. The El Dorado soil survey identifies most of the rest of the south side trails soils to be Auburn very rocky silt loam, 30 to 50 % slopes, Auburn extremely rocky silt loam, 3 to 70 percent slopes, Boomer very rocky loam, 30 to 50 percent slopes, and Boomer very rocky loam, 50 to 70 percent slopes. These soils have unacceptable characteristics for the trail construction.

According to the 1980 Placer County Soil Survey, Western Part, most of the approximately six miles of trail on the north side of the river would be in Auburn soils (#121 in the survey) from the bridge for its length below Highway 49, and then significantly on Boomer soils (#125). The Placer County soil survey specifies that the Auburn # 121 and Boomer # 125 soils have severe trail-building constraints due to slopes.

There are enough trails concentrated in the confluence area, and no new ones are necessary. These new trails are not needed if the existing crossing is used.

To the extent that ASRA area trail planners might be looking to the flat American River Parkway through the City of Sacramento where in some locations there are separate trails for (a) street bikes, (b) equestrians, (c) motor, maintenance and emergency vehicles, and (d) hiking, this is inconsistent with the ASRA, Trail use management, not more trails, is the answer in the ASRA, Restoration of the canyon to deal with existing and past erosion and the accompanying eyesores is necessary.

The erosion and absence of necessity for any of the new connecting trails if the existing crossing is used should lead the department to avoid considering them further. These factors should also preclude approval of projects using these routes by the Central Valley Regional Water Quality Control Board.

We support building a permanent crossing at the present location. An explanation is needed about why a permanent trail crossing at the present site may be opposed by the Bureau of Reclamation in light of the existence of the new permanent pumping facility that has been constructed nearby.

The idea of building trails that threaten water and visual quality in order to preserve the possibility of using the site for the constructing Auburn Dam is inadvisable. If permanent construction is to be avoided at the present crossing, then an interim crossing of some kind should be used at the present crossing site.

It may be that construction of a crossing at the existing site might be done either based on existing environmental impact studies or by CEQA negative declaration or NEPA Finding of No Significance.

However, because of the erosion, visual and other problems, new trail construction proposals require preparation of a CEQA Environmental Impact Statement and a NEPA Environmental Impact Statement. In addition to the approximately nine-miles of trail identified for the No Hands Bridge crossing, the Oregon Bar crossing appears to require about three miles of new trail construction, the Knickerbocker Bar crossing perhaps up to two miles, the Lower Outlet crossing perhaps up to 1 ½ miles, and the Upper Outlet crossing perhaps up to two miles. Among the issues for this environmental review if the existing crossing is not used are the impact of raising the level of Folsom Reservoir, the impact of different locations of the Auburn Dam site, the Auburn-Cool road crossing, and so forth.

The Folsom Lake State Recreation Area plan should not be adopting policies on the crossing in question prior to the required CEQA and NEPA analysis. Crossings in the Folsom Lake SRA would impact resources in the ASRA.

Finally, at this feasibility study stage, the sources and amounts of known and possible funding need to be identified along with the cost of each alternative considered. The cost of building unnecessary trails should also be a major factor for this issue.

If we can supply any further information, please let me know.

Sincerely,

Michael Garabedian, President

Friends of the North Fork

7143 Gardenvine Avenue

Citrus Heights, California 95621

(916) 719-7296

mikeg@gvn.net

Friends of the North Fork is a California nonprofit corporation

Garabedian, Michael

From: Garabedian, Michael
Sent: Thursday, September 05, 2002 10:56 AM
To: 'kimbrel@placer.ca.gov'; 'ramirez@placer.ca.gov'
Subject: Sacramento to Carson City trail

Vance Kimbrell, Senior Parks Planner
Placer County

Mr. Kimbrell,

I appreciate the opportunity I had to speak with you and Mr. Ramirez about the American River trail.

I started hiking up the American River at the Sacramento River by wading through icy flood waters mid-March 1999 at Discovery Park, and have covered the length from Sacramento, along Folsom Lake, and up the north fork on foot to just past Pickering Bar and various stretches after that. I've gotten up to the American Eagle Mine past Humbug Canyon with one big hiking gap at Giant Gap and a tiny gap just past the end of Green Valley. Last weekend on my third overnight in the canyon in the last month, I used the Beacroft Trail. When I lived in Auburn, I first started hiking the river 1997-1998 at the confluence area in all seasons.

Seeing the article on the trail plans leads me to raise several issues.

1. A major issue requiring CEQA and NEPA analysis before decisions are made is what route over the Sierras a bike route should take. A bike route over is a good idea, but the American River North Fork is a seriously doubtful location for one. The North Fork is a remote hiking canyon in most areas above the confluence of the North and Middle Forks American, and a bike trail up the North Fork should not be started without a full analysis of alternatives. Starting a bike trail up the North Fork could very well be a premature potential commitment of bikes all the way up and over. Based on a number of my direct experiences, there are bike-hiking conflicts on both the single path and wide path areas on the North Fork trails just above the confluence now that the shouted apologies from the bikers do not mitigate. Another issue is that were bicycles go, motorbikes follow. Thought needs to be given to the extent to which the same trail and same canyon can serve the needs of people "commuting" to Carson City (where my mom was born)/Tahoe and those exploring the canyon on foot, and how to do it if you think it can.

2. Trail location is critical because there seems to be no place to put one in some places (or else one would be there in some cases). Depending on the geology and soils, some trails have endured intact for many decades while others have disappeared. Some are still there, but finding them can take a couple of trips. I was right below one once, and might not have found it if an old miner hadn't told me from across the river that I was practically standing on it - you can't easily see where it starts when looking right at it. In some areas, to make a trail that doesn't itself have a big visual or other impact means it probably has to leave the canyon for a ways, as existing trails do already.

3. The canyon is essentially wilderness in a number of places below the Beacroft Trail (I've only been a mile above the Beacroft so far). Thought needs to be given to protecting the wilderness qualities. For instance, I recently met two motorbike riders in full get up coming up the Ecuhr Bar trail. There are many motorbike spin-out grooves damaging the Mumford Bar trail where motorized vehicles are prohibited.

4. My up close experiences encountering eye-to-eye a skunk, a bobcat, and rattlesnakes (four so far), and when a cormorant looped me for a whole day as I went upriver, and seeing a bear that had crossed the trail that was about 150 feet above it when I finally saw it, cause me to seek assurance that wildlife biologists survey the length and affect trail design, location and use.

Please let me know about any meetings about the trail, any committees that form, and field trips, all documents that are produced, and all notices, and please put me on any mailing lists.

Please provide me with a copy of the request for proposals for a trail consultant.

Thank you, and good luck.

Please let me know if I can help. I am a staff counsel in state government working on preservation of agricultural including ranch lands, and have a degree in Forestry & Conservation. However, I am writing you in my personal capacity, not on behalf of my agency.

1

Michael Garabedian
(916) (office phone)

P.O. Box 19199
Sacramento, California 95819

Home phone (916) ~~921-1276~~
Home fax: (916) ~~921-1915~~

Letter
FRIENDS 2
Response

Friends of the North Fork
Michael Garabedian, President
September 24, 2007

- Friends 2-1 See response Friends 1-30.
- Friends 2-2 The comment does not pertain to the adequacy of the DEIR. No further response is required.
- Friends 2-3 The comment does not pertain to the adequacy of the DEIR. No further response is required.

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INTERNATIONAL MOUNTAIN BICYCLING ASSOCIATION

REPLY TO: 7589 Ridge Road Newcastle CA 95658

September 20, 2007

Mr. Andy Fisher, Project Manager
Placer County Dept of Facility Services
Parks and Grounds Division
11476 C Avenue
Auburn, CA 95603

2007 SEP 24 AM 8:36
RECEIVED
UTILITY SERVICE

RE: NORTH FORK AMERICAN RIVER TRAIL PROJECT DRAFT EIR

Dear Mr. Fisher,

As a representative with the International Mountain Bicycling Association [IMBA], I would like to submit the following comments in connection with draft EIR for this trail project.

IMBA is a nonprofit corporation that represents mountain bicyclists and local IMBA affiliated clubs around the world. IMBA has published two books and developed significant expertise in trail design and management. The IMBA club in this area, FATRAC, has worked on local trails for over a dozen years. Thank you for your years of effort in bringing this particular project to life. It coordinates well with the existing trails and will provide another trail to disperse existing trail traffic. This should result in an excellent trails experience by hikers, runners, cyclists and equestrians.

I. COMPLIANCE & IMPACTS – General.

IMBA reviewed the 2004 Environmental Assessment and Mitigated Negative Declaration and believed that potentially significant impacts and appropriate mitigation measures were well documented and identified at that time. This EIR further details any impacts. We reviewed specifically Chapter 14.0, *Recreation*, which IMBA believes carefully shows full compliance with the various plans, including the *Placer County General Plan*, outlined in Chapter 14, pages 14-2 to 14-5.

The CEQA document adequately outlines the impacts, significance of those impacts and mitigation measures of this trail project. Since mitigation measures include obtaining the appropriate permits from the Regional Water Quality Control Board, the Department of Fish & Game, and compliance with rules of several regulatory agencies, we are confident that the trail construction will



proceed using proper environmental measures. Trail experts from the County and private consulting firms have surveyed the trail alignment, with gradients to be kept less than 10%, thereby mitigating erosion and siltation. Tree and brush removal will be kept to a minimum so that visually the trail will be natural and hardly visible and will maintain habitat. The potential impact to wildlife was adequately addressed.

II. SPECIFIC IMPACTS.

Impact 14-3, discusses potential increased trail degradation, and explains this degradation would be a less than significant impact. The draft EIR notes:

“that the proposed trail may redirect trail users from other areas of the Auburn SRA to the project area, thereby increasing recreational use in the immediate project area. Redirecting trail users from other trails in the Auburn SRA would reduce degradation of those trails. Because the proposed trail would not cause a significant increase in demand, it would not cause degradation of existing trails. While regular trail use by equestrians and bicyclists could cause degradation of the proposed trail, routine maintenance of the trail would be performed to address this issue.”

There is a suggestion here, that regular trail use by equestrians and bicyclists is similar. Studies are showing that bicyclists impacts are much more like hikers, and much less than equestrian use. A newly completed study, "Assessing and Understanding Trail Degradation: Results from Big South Fork National River and Recreation Area," by Dr. Jeffrey L. Marion of Virginia Tech University adds fresh information to help trail enthusiasts understand and manage trail impacts. (The report may be downloaded at:

http://www.imba.com/resources/science/marion_nps_report_intro.html)

You might add “hikers” to the list of users who ‘may’ cause degradation, or simply say “trail users.” And that in addition to “routine maintenance” you might add that “a properly aligned, designed, and maintained trail would address this issue.”

III. PREFERRED ALTERNATIVE. In Chapter 16, various alternatives are discussed. IMBA will support the Preferred Alternative, but has the following comments. IMBA likes elements of the 4-FOOT TRAIL ALTERNATIVE, which provides:

A trail that would follow the same alignment as the proposed project and have a 4-foot trail tread width was evaluated when the proposed project was being developed... A trail with a slightly narrower tread width would have slightly less impact on biological resources, cultural resources, and hydrology and water quality compared to the proposed project; however, 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 trail width would not meet the project’s objectives nor conform to State

Parks' standards for multiple-use trails. This alternative may result in slightly less impact on some resources compared to the proposed project; however, it would not significantly reduce any impacts. (Page 16-5, Draft EIR.)

The six foot trail width, you state, is in conformance with State Park standards for multiple use trails, however, on any of the State Parks trails I have personally worked on or ridden, the trail width was four feet or less. Other trails in the area, for example the Connector Trail, was built with a SWECO, with an approximate four foot width; it then narrowed nicely into a single track line with use over time. We think that there may be five-foot "guidelines", but not "standards," and this may be changing to narrower widths where possible. Thank you for re-confirming with State Parks regarding this issue.

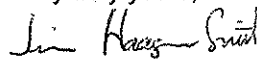
We understand that trail builders will be dealing with trees, boulders, nesting sites, etc. and need to have room to work around these issues. We do like a narrower alignment wherever possible. Regarding the safety issue, IMBA's research shows that wider "road" width trails actually may increase speeds of cyclists and reduce the overall enjoyment of all users. In Chapter Six of "Managing Mountain Biking" ISBN 978-0-9755023-1-X, IMBA makes the following recommendations:

"Use More Singletrack. Those who object to mountain biking on singletrack envision riders bombing along a skinny trail at supersonic speeds, launching headlong into startled hikers and equestrians. In fact, singletrack trails tend to slow mountain bikers—particularly on shared-use trails where they anticipate encountering other visitors—demanding constant vigilance and a slow to moderate speed. It's almost counterintuitive, but speed and danger tend to increase on wide, unchallenging roads." Page 150, "Managing Mountain Biking."

"Plan for Passing. On high-traffic trails, slightly wider trails with clear sightlines can allow users to pass each other comfortably. But wide, smooth trails also allows cyclists to travel relatively quickly. One solution is to blend extra width to accommodate a high number of users with a rough surface to slow riders. When narrow trails are subject to high traffic, create occasional wider areas or pulloffs with good sightlines to facilitate passing." Page 152, "Managing Mountain Biking."

Thank you for this opportunity to comment. Contact me if you have any questions. My number is (916) 663-4626.

Very truly yours,



Jim Haagen-Smit

- IMBA-1 The comment expressed support for the proposed project and does not pertain to the adequacy of the DEIR. No further response is required.
- IMBA-2 The comment expressed support for the proposed project. No further response is required.
- IMBA-3 The comment expressed support for the proposed project. No further response is required.
- IMBA-4 Comment noted. Routine maintenance of the trail would be performed to address degradation by all trail users.
- IMBA-5 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.
- IMBA-6 State Parks routinely reviews and updates its Trail handbook that establishes standards for trails. The State Park Trails Handbook specifically states that where possible multiple-use trails would be developed and that the standard for those trails is 6 feet wide. The fact that many older trails are narrower is more a factor of the period of time the trail was constructed and what the existing standards were at the time the trail was constructed.
- IMBA-7 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.

Andy Fisher

From: Sherry G Turner [Sherry@SierraAlliance.com]
Sent: Tuesday, September 11, 2007 9:00 PM
To: Andy Fisher
Subject: North Fork American River Trail Project
Importance: High

Dear Andy Fisher,
Senior Planner, Placer County, CA

I am writing you to tell you that I fully support the North Fork American Trail Project. The new trail will help to disperse the heavy use on our existing trails. This will go a long way toward improving the trail experience of everyone using those trails.

I ride FDLT and other Confluence area trails. I have done volunteer trail work with FATRAC. I would love riding on a new trail and would volunteer on a new trail!

I wish I could make the meeting, but other plans prevent my attendance.

Please, support this new North Fork American River trail!

Thanks!

Sherry G Turner

9/12/2007

Letter
TURNER
Response

Sherry G. Turner
September 11, 2007

Turner-1

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

Turner-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
Placer County,
Facility Services Department,
11476 C Avenue,
Auburn, CA 95603

Mr. Fisher

I want to add my support in favor of the proposed North Fork American River Trail. As a senior citizen and second generation Northern Californian, I strongly support the work that Placer County has done to allow access to outdoor recreation through its system of trails.

I am an avid mountain biker and use FDLT and other the other trails in the Confluence area regularly. I am concerned about the impact that heavy use is having on our existing trails and feel that the proposed 14-mile trail would alleviate some of that pressure. The Connector Trail is an excellent example of what a designed trail should be, and I hope that the new North Fork American River Trail would be of a similar design.

As a member of FATRAC, I have done volunteer work on the FDLT and Granite Bay Trail and would be happy to volunteer to work on a new trail - and would take every opportunity to use it.


Bert Pierroz

RECEIVED
FACILITY SERVICES
2007 AUG 14 PM 2:32

**Letter
PIERROZ
Response**

Bert Pierroz
August 14, 2007

- Pierroz-1 The comment expressed support for the proposed project and does not pertain to the adequacy of the DEIR. No further response is required.
- Pierroz-2 The comment does not pertain to the adequacy of the DEIR. No further response is required.
- Pierroz-3 The design criteria, construction methods, and equipment used for the proposed project would be similar to those used for the Connector Trail.
- Pierroz-4 The comment expressed willingness to help with maintenance of the trail. The comment is noted. No further response is required.

August 14, 2007

Placer County Facility Services Department:

As a mountain biker in the Auburn area, I was very pleased to see the plans for a natural surface trail beginning at the confluence of the North and Middle Forks of the American River and ending at the Ponderosa Bridge.

I hope this trail will be a width much like the Connector, which was built with a SWECO and has developed a nice narrow line. This new trail will disperse the heavy use on existing trails and improve the trail experience for everyone. I regularly ride on the Foresthill Divide Loop Trail and other Confluence area trails, and have done volunteer trailwork with FATRAC, and would appreciate riding and volunteering on a new trail.

Regards,



Craig Wilson

RECEIVED
FACILITY SERVICES
2007 AUG 15 PM 3:17

Letter
WILSON
Response

Craig Wilson
August 15, 2007

- Wilson-1 The comment expressed support for the proposed project and does not pertain to the adequacy of the DEIR. No further response is required.
- Wilson-2 The design criteria, construction methods, and equipment used for the proposed project would be similar to those used for the Connector Trail.
- Wilson-3 The comment expressed support for the proposed project and does not pertain to the adequacy of the DEIR. No further response is required.

August 15, 2007

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

RE: North Fork American River Trail

Dear Andy,

I am excited to learn of the progress on the North Fork American River Trail. My family regularly uses the trails around Auburn, we primarily ride the FHDL trail and the Connector Trail. I am particularly impressed with the design of the Connector Trail. We specifically like the moderate grade, the undulations and the way it meander that was so artfully executed. We hope the design of the new trail will follow this since the terrain is similar.

I was initially shocked at the six foot construction width of this trail built by a Sweco machine but I now understand it is necessary for passing and having clear distance for handlebars and horses. As the trail has seasoned, the wear surface is now about 18 inches. I expect you will find others that are also shocked by the six foot initial width and hope you will hold firm on this specification.

The only two additional things that I might suggest are:

1. The brush be thinned to a width of about 20 feet so that as the trail matures there won't be such tight sight lines and the need for maintenance.
2. Poison Oak be destroyed to the extent that is environmentally sensitive. Fourteen miles is a lot of trail to maintain and the Poison Oak will be a yearly challenge.

Thank you for your attention to this matter. I look forward to helping build and maintain this trail for the benefit of current and future generations.

I have included a picture of my daughter on the matured Connector Trail that shows the initial width and the wear surface.

Sincerely,

Randy Martin

FATRAC Member
1330 Lakeview Drive
Colfax, Ca 95713
530.637.1020
Randy@martin-associates.net



**Letter
MARTIN
Response**

Randy Martin
August 15, 2007

- Martin-1 The comment expressed support for the proposed project and does not pertain to the adequacy of the DEIR. No further response is required.
- Martin-2 The design criteria, construction methods, and equipment used for the proposed project would be similar to those used for the Connector Trail.
- Martin-3 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 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 certified in herbicide application.
- Martin-4 As described on page 3-5 of the DEIR, vegetation removal would be minimized within the trail corridor to the extent possible; however, up to 15 feet may be cleared where needed to promote safe lines of sight. Clearing of up to 15 feet is expected to be adequate to provide safe lines of sight.
- Martin-5 Control of poison oak within the trail corridor would be incorporated into maintenance operations.
- Martin-6 The comment expressed willingness to help with maintenance of the trail. The comment is noted. No further response is required.

August 16, 2007

Andy Fisher
Facility Services Dept.
11476 C Avenue
Auburn, CA 95603

Reference: North Fork American River Trail Project

The proposed trail will be a welcomed addition to the current trails in the Lake Clementine area. The Sun City Roseville Trails Club schedules three annual hikes in this area: [1] the Lake Clementine Loop Trail (Confluence along Middle Fork river to Lake Clementine access road and back under Foresthill Bridge), [2] the Lake Clementine View Trail (Driver's Flat to Lake Clementine access road), and [3] the Driver's Flat trail, south side (Driver's Flat to Grizzly-Bear House Jct).

The planned trailhead at Ponderosa will allow for an out & back hike (southward) and may be combined with the Codfish Falls venue. Plus, the northward route from Lake Clementine will also be a new route for our club.

The online information site is quite helpful in reviewing the documents and tracking the project status.



Bill Haley
Vice President
SCR Trails Club

5517 Lantern Grove Lane
Roseville, CA 95747
916-792-2939
sjhwme@comcast.net

RECEIVED
FACILITY SERVICES
2007 AUG 20 AM 8:37

Letter
HALEY
Response

Bill Haley
August 20, 2007

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

P. O. Box 544
Applegate, CA 95703

.....
August 22, 2007

RE: North Fork American River Trail Project

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

RECEIVED
FACILITY SERVICES
2007 AUG 24 PM 3:23

Dear Sirs,

I've been backpacking in the Sierra Nevada wilderness and hiking the North Fork canyon for over thirty years. I was totally unprepared for the North Fork trail proposal described in the DEIR.

A six-foot, full-bench bench trail cut along the steep banks of the canyon, cleared of vegetation to 10 vertical feet or 15 feet for line of sight, with graded slopes and signage might be better characterized as a tree-lined roadway. I appreciate your desire to satisfy bicycle riders, equestrians and people with disabilities as well as those of us who walk, but at what expense?

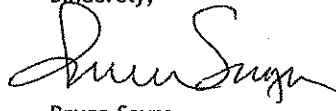
In addition:

1. The trail ascends and descends nearly 1,000 feet in several places. Even with well-graded switchbacks, such elevation gains and losses will make the hike moderately difficult. Another staging terminus at the Upper Lake Clementine Road might provide a shorter and less tiring hike option.
 2. The trail will appeal to equestrians, but how many of their horses will be spooked by hikers and bicyclers unfamiliar with trail protocols? Will there be places where hikers can step back from the trail? Horses, their riders and backpackers in the Sierra Nevada are accustomed to each other and have learned to share very narrow trails. I'd be less optimistic about your equestrians encountering hikers and bicyclers.
 3. As infrequently as those ephemeral streams flow, are those engineered bridges really necessary? People out hiking during the rainy season wouldn't object to a little boulder-hopping.
 4. Segment 5 seems to get very close to Lake Clementine. How do you propose to discourage informal trails forged to the water's edge?
-

August 22, 2007
Page 2

I'm sympathetic to your desire to satisfy all potential users; however, I think the trail you're planning is inappropriate for the east slope of the North Fork canyon. I would have expected something less pretentious, like the one in the Placer Big Trees Grove (less the paving). That trail fully engages the user in the beauty of the area, the only ethic that really matters here.

Sincerely,

A handwritten signature in black ink, appearing to read "Bruce Sayre". The signature is fluid and cursive, with the first name "Bruce" and last name "Sayre" clearly distinguishable.

Bruce Sayre

- Sayre-1 The comment does not pertain to the adequacy of the DEIR. No further response is required.
- Sayre-2 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. During 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 dbh, and potential cultural resource sites. The proposed trail would be approximately 6 feet wide, and the County standard for roadways is 20 feet minimum. See response Friends 1-3.
- Sayre-3 The comment does not pertain to the adequacy of the DEIR. No further response is required.
- Sayre-4 As described on page 3-3 of the DEIR, the trail was staked along an alignment that avoids profile grades greater than 10%.
- Sayre-5 See Master Response 3.
- Sayre-6 As described on page 3-5 of the DEIR, generally, new bridges and other structures would be avoided because of their high construction and maintenance costs, and natural stream crossings or fords would be implemented wherever possible. However, four of the stream crossings would require the construction of bridges because of the size of the streams in these locations as related to safe passage of users. Important factors in bridge construction are the seasonal water levels in the drainage and the bank configuration of the stream.
- Sayre-7 The goal of the proposed project is to discourage informal trails, which is accomplished by the distance of the trail from the river, the steep topography, and the dense intervening vegetation. However, it is not possible to completely eliminate the possibility of informal connections to the river.
- Sayre-8 The comment does not pertain to the adequacy of the DEIR. No further response is required.

Andy Fisher

From: Richard [trailride@foothill.net]
Sent: Thursday, August 23, 2007 12:35 PM
To: Andy Fisher
Cc: Janet Peterson; Claudia & Charlie Booth
Subject: Comment re: DEIR on the proposed NFAR Trail Project

Attachments: Regarding Impact 8-4.doc



Regarding Impact
8-4.doc (21 K...

For Andy Fisher:

Please consider the attached comment regarding Impact 8-4 of subject project DEIR.

Thank you,

Richard Goodwin
Weimar

Regarding **Impact 8-4**, which reads in part,

"Ponderosa Way, at the east end of the proposed trail alignment, is a dirt road with little traffic. The staging area would be designed for safe ingress and egress of vehicles. Therefore, traffic entering and exiting the roadway would not pose a significant hazard. The California Department of Parks and Recreation (State Parks) grades the road each spring; however, by early summer it is in poor condition (Fisher, pers. comm., 2004). The condition of Ponderosa Way could pose a hazard to horse trailers and other vehicles using the Ponderosa Way Staging Terminus; however, State Parks would increase maintenance of Ponderosa Way to ensure the safety of vehicles using the roadway.

"Because the staging termini would be designed to include measures for safe ingress and egress of trucks and trailers and would provide additional off-street parking, this impact is considered less than significant."

Consideration should be given to the fact that trail users from the Weimar side of the canyon could, and probably would, access the northern terminus staging area via Ponderosa Way, approaching from the North and crossing the Ponderosa Bridge, rather than driving an extra 20 miles or so by going via Auburn and the Foresthill Road. This prospect has two consequences that need to be mitigated:

1. The graded roadway from the northern rim of the canyon down to and including the bridge is not safe for use by horse trailers. The County (and/or Parks & Rec) should provide and maintain signage that warns potential equestrian users of the danger. Many types of trailer rigs would only be able to drive part way to the bridge and would then be unable to go forward, turn around or back out.
2. There would very likely be a significant increase in use of the Weimar half of Ponderosa Way by hikers and bicyclists driving to the northern terminus staging area. The County (and/or Parks & Rec) would need to provide (fund) increased maintenance of the roadway on an annual/seasonal basis as a matter of safety for those drivers. The existing roadway is very narrow in places and has few turnouts, forcing vehicles traveling in opposing directions into dangerous situations.

Respectfully,

Richard Goodwin
19520 Placer Hills Rd
Colfax, CA 95713

trailride@foothill.net
(530) 637-4644

Letter
GOODWIN
Response

Richard Goodwin
August 23, 2007

Goodwin-1 See Master Response 2.

Goodwin-2 See Master Response 2.

**North Fork American River Trail Project EIR
COMMENTS**

Name: Cheryl & Richard Herms
Email address (optional): _____
Organization/Agency (if any): FATRAC
Address (optional): _____
City, State, Zip: Loomis, CA 95650

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

We support the development of the new trail on the North Fork American River - Confluence to Ponderosa.
This new trail will provide an opportunity to view & enjoy this beautiful area & environment.
The hope would be that the trail is multi-use and similar to the Connector trail that was built with a SWECO

Please note that comments submitted are not confidential.

**Letter
HERMS
Response**

Cheryl and Richard Herms
August 23, 2007

- Herms-1 The comment expressed support for the proposed project and does not pertain to the adequacy of the DEIR. No further response is required.
- Herms-2 The comment expressed support for the proposed project and does not pertain to the adequacy of the DEIR. No further response is required.
- Herms-3 The design criteria, construction methods, and equipment used for the proposed project would be similar to those used for the Connector Trail.

Andy Fisher

From: Helen Crawford [sugarpine1996@sbcglobal.net]
Sent: Sunday, August 26, 2007 3:34 PM
To: Andy Fisher
Subject: North Fork American Trail

Dear Mr. Fisher,

I am an equestrian, hiker, and bicyclist. I support the addition of the North Fork trail for multi-use as long as erosion issues are managed. I do not like motorized vehicles when I am out in the woods because I am trying to get away from the noise of cars, machinery, etc. and thus do not find them compatible with recreation in the woods especially away from main roads. I say this as an aside as I understand that is not an issue regarding the North Fork trail. All types of non-motorized users are suitable. I have never had any problem with mountain bicyclists while I have been on horseback and I welcome sharing the trail with other quiet outdoor enthusiasts, especially when such groups often help with trail maintenance!

Thanks for your work.

Sincerely,
Helen Crawford

8/27/2007