

**B
(cont.)**

Much of the comment at the October 11 meeting centered around the lack of mitigation for the loss of the existing river crossing, both during construction and afterwards. The Auburn-Cool trail receives considerable use by the local community and visitors alike. Yet there appears to be no provision in the preferred alternative for controlled access/crossing during construction of the diversion and pump facility (which could last 2-3 years). Following construction, there is no specific provision for a bridge to cross the river in the vicinity of the project or for new trails to mitigate for the loss of the existing trail. Although there is apparent disagreement and partisanship among the various users (hikers, equestrians, cyclists, and trail runners), we believe that an opportunity for compromise exists. Whether a compromise plan results in a bridge or new/improved trail, it should be integrated into the scope of the **current** project. Our concern is that if it is tacked on as an afterthought, it will never be funded and implemented leaving the community without safe passage and the trail connectivity they now enjoy. At the very least, we recommend that options be considered for phasing in a solution, perhaps by converting existing trails to multi-use until a final solution is implemented. There are plenty of examples where diverse users have peacefully coexisted on trail facilities.

We recommend that local hikers, cyclists, equestrians, trail runners, Protect American River Canyons (PARC), and the public be consulted for solutions to the river crossing issue. There is an incredible amount of knowledge, understanding, and expertise at the local level in Auburn and it should be recognized and tapped. Resource agencies such as the Bureau, DPR, and project consultants may be consulted on the technical aspects of the crossing. This is all achievable, but it must be done immediately in order to amend the scope of the preferred alternative.

In conclusion, we endorse the preferred alternative and urge the Bureau and PCWA to initiate a dialog with the community to find an acceptable solution to mitigate the loss of the river crossing. If you have any questions regarding our response, I can be reached at 916-414-2355.

Sincerely,



Harry Williamson
Northern California Hydro Coordinator

L-62



COMMENT CARD

PLACER COUNTY WATER AGENCY/U.S. BUREAU OF RECLAMATION

PCWA AMERICAN RIVER PUMP STATION AND RIVER RESTORATION PROJECT
DRAFT ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL IMPACT REPORT

NAME:	MARK PERRY
ADDRESS:	376 AEOLIA DRIVE
CITY/STATE/ZIP:	AUBURN CA 95603
BUSINESS AND/OR HOME PHONE/FAX:	
ORGANIZATION (IF APPLICABLE):	
COMMENTS:	
PLEASE RE-THINK YOUR PROPOSED EXPENDITURES FOR ROADWAYS AND/OR PARKING LOTS RELATED TO THE PROJECT. EITHER PARKING LOT MIGHT BE LEFT FOR LATER CONSTRUCTION, DEPENDING ON NEED - PREFERABLY THE PROPOSED 50-CAR LOT. A LOCKABLE GATE AT THE ENTRANCE TO THE RIVER ACCESS WOULD HELP REDUCE NIGHTTIME USEAGE BY UNDESIREABLES WHO MAY WISH ONLY TO HAVE A REFUGE FROM POLICE DETECTION.	
MONEY FOR ROADWAYS AND PARKING WOULD BE BETTER SPENT ON A YEAR-ROUND PEDESTRIAN/EQUESTRIAN BRIDGE.	

A

A. Please refer to Master Response 3.1.6, Public River Access Features.

B

B. Please refer to Master Response 3.1.1, Auburn-to-Cool Trail.

PLEASE USE THIS TO SUBMIT YOUR COMMENTS ABOUT THE DRAFT EIS/EIR. YOU CAN SEND ADDITIONAL COMMENTS TO:
DRAFT EIS/EIR COMMENTS, SURFACE WATER RESOURCES, INC., 2031 HOWE AVENUE, SUITE 110, SACRAMENTO, CA 95825
JUST FOLD THIS SELF-ADDRESSED SHEET INTO THIRDS, SEAL, STAMP, AND MAIL. THANK YOU.
 Please check here if you would like to be on the project mailing list.

L-63

November 7, 2001

American River Pump Station Project, Draft EIR/EIS Comments
Surface Water Resources, Inc.
2031 Howe Ave., Suite #110
Sacramento, CA 95825
Fax: 916-286-0957

A After the construction of the pump station and flood protection of these facilities is complete, let the river flow free and form its own natural course. We do not need to spend tax dollars on a "designer rafting river", nor do we need a convenient take-out point for commercial rafting interests. Rattlesnake Bar is already a developed recreation site downstream that can be used as a take-out facility.

B The proposed access and parking facility will only destroy a beautiful hiking, fishing, equestrian, and biking area used by thousands of people every year. Let this area return to its pre-dam construction natural state. By opening up this area to vehicular travel and parking facilities, the wildland fire danger will increase. History tells us that where ever there is vehicle access to a remote, or unsupervised recreation area in the American River Drainage, wildland fire will occur. One only needs to visit the Confluence of the North and Middle Forks, Mammoth Bar, Iowa Hill Road, or Drivers Flat areas to witness what wildfire leaves us. The biggest difference between these areas and the proposed access area, is the proximity to residential and commercial structures within the city of Auburn. The rim of the canyon above the proposed recreation area is densely populated, whereas the aforementioned areas are not. The potential for loss of life and property damage from a wildfire is tremendous.

C The route up Maidu Drive in the city of Auburn to access this area is a terrible idea. Not only is this area heavily populated, but an elementary school is also accessed by using this two lane street. Don't add to an already congested road.

D Thank you for your consideration.

Bill & Jill Zander
Bill & Jill Zander
11101 Tanglewood Drive
Auburn, CA 95603
530.888.7838

NOV- 6-01 THU 8:05 AM

530 885 5508

TOTAL P.82
P. 2

- A. CDPR is not proposing or permitting commercial rafting use in this section of the river as part of this project. Please refer to Master Response 3.1.6, Public River Access Features for additional background regarding the provision of public river access upstream of Rattlesnake Bar.
- B. Please refer to Master Response 3.1.5, Project Area River Restoration.
- C. Please refer to Master Response 3.1.9, Fire Management.
- D. Please refer to Master Response 3.1.6, Public River Access Features and Master Response 3.1.10, Project Access.

L-64



COMMENT CARD
PLACER COUNTY WATER AGENCY/U.S. BUREAU OF RECLAMATION

PCWA AMERICAN RIVER PUMP STATION AND RIVER RESTORATION PROJECT
DRAFT ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL IMPACT REPORT

11/8/01

NAME:	URSULA + HERB JOHNSON
ADDRESS:	1945 VISTA DEL LAZO
CITY/STATE/ZIP:	AUBURN CA. 95603
BUSINESS AND/OR HOME PHONE/FAX:	530-823-9126 FAX-SAMP.
ORGANIZATION (IF APPLICABLE):	
COMMENTS:	
OUR COMMENTS FOLLOWING ATTENDANCE AT SKYRIDGE SCHOOL 11/7:	
WE BUILT OUR HOME IN MONTICIELLO 6 YEARS AGO. WE CHOSE THIS	
AREA SPECIFICALLY FOR THE PRISTINE QUALITY, QUIETNESS, + CLOSENESS	
TO NATURE. OUR CONCERNS ON PROJECT AS PROPOSED:	
1. WE ARE AGAINST PROJECT AS PROPOSED.	
2. FIRE HAZARDS WOULD INCREASE.	
3. WE DO NOT NEED EXTRA TRAFFIC, NOISE, + LITTER ON MAJDU + CAMPAN.	
A	4. WE QUESTION WHETHER MAJDU IS ONLY ACCESS TO PROJECT.
5. MAJDU-AUBURN FOLSOM INTERSECTION WOULD BE EVEN MORE	
DANGEROUS THAN IT IS NOW.	
6. OUR PROPERTY VALUES IN MONTICIELLO WOULD PLUMMET.	
7. WE HAVE NO OBJECTION TO PUMP STATION ALONE.	
B	8. LEAVE RIVER AND TRAVEL AS IS!
WE AND OTHERS ENJOY HIKING TO RIVER IN ITS	
PRESENT CONDITION. WHY WASTE MONEY!	

PLEASE USE THIS TO SUBMIT YOUR COMMENTS ABOUT THE DRAFT EIS/EIR. YOU CAN SEND ADDITIONAL COMMENTS TO:
DRAFT EIS/EIR COMMENTS, SURFACE WATER RESOURCES, INC., 2031 HOWE AVENUE, SUITE 110, SACRAMENTO, CA 95825
JUST FOLD THIS SELF-ADDRESSED SHEET INTO THIRDS, SEAL, STAMP, AND MAIL. THANK YOU.
 Please check here if you would like to be on the project mailing list.

FROM : HCT FAX NO. : 8239126 Nov. 08 2001 09:08AM P1

- A. Please refer to Master Response 3.1.9, Fire Management and Master Response 3.1.6, Public River Access Features.
- B. Leaving the river "as is" would not meet the objectives of the lead or responsible agencies.

L-65

Robert Heaney
190 Lubeck Road
Auburn Ca 95603

To Whom It May Concern:

A

I wish to register my strong opposition to motorized public access at the Diversion Tunnel site.

Five locations for automobile access already exist within minutes of Auburn:

- Upper Lake Clementine
- Ruck-A-Chucky
- Lower Lake Clementine
- Mammoth Bar
- The confluence of the north and middle forks of the American River.

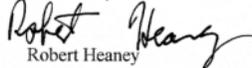
One opportunity remains near Auburn for good trail access to the river without the tremendous impact that motor vehicles would bring. Many runners, hikers, equestrians and cyclists seek out these trails precisely because of the relative quiet and sense of solitude that exists on this part of the river. We implore you--no automobile access to the Diversion Tunnel site.

B

Add the many other concerns raised: the significant traffic impact on Maidu Drive, introduction of automobile traffic into a popular mixed-use trail system, introduction of pollution and litter in an area that currently has no significant litter problem, the large increase in fire danger. The conclusion is that the greater public good simply is not served by this proposal. No motor vehicle access there, please.

Thank you for your time.

Yours Truly,


Robert Heaney

A. Please refer to Master Response 3.1.6, Public River Access Features.

B. Please refer to Master Response 3.1.6, Public River Access Features and Master Response 3.1.9, Fire Management.

