

## Appendix E4 Public Comments and Responses

The connectivity that Folsom Dam Road provided between Folsom-Auburn Road and East Natoma Street prior to its closure in February 2003 is described in Section 3.1.1 of the EIS. The effects to travel and traffic congestion as a result of the road closure are described in Section 3.1.1.3 of the EIS.

### COMMENT: KANE, DAVE

>>> <DaveKane@aol.com> 1/6/2005 8:50:13 PM >>>

Dear Mr. Schroeder:

I am compelled to provide a few written comments regarding the closure of the Folsom Dam Road, and the USBR's Preferred Alternative of permanently closing the road.

1 I believe that permanent closure of the Folsom Dam Road fails to adequately consider the overall adverse effects that this closure creates. I'm sure that others have documented these adverse effects better than I could hope to do -- the motor vehicle pollution from traffic congestion in Folsom, the potential loss of life and property from delayed emergency response, the impact on the lives and businesses of those living and working in Folsom, as well as those who used to depend upon the Dam Road as an important passage across the American River. But has anyone really assessed the full environmental, economic and quality-of-life impacts of this road closure? And unfortunately, we are measuring this against some assessment of the risks of keeping the road open that cannot be made public for security reasons. So we are left with taking the USBR's word for it that closure is the only real solution.

2 Is it important to protect the Folsom Dam? Hard to argue with that. Is the Dam still vulnerable, even with the closure of the road? I am not in a position to assess this, but from a layman's perspective, I'd have to guess the answer is affirmative. I cannot believe that the vulnerability is that much greater, allowing traffic to cross the Dam, to justify the road's complete closure. Since the USBR is undoubtedly already bearing the expense for increased security of the Dam and surrounding structures, why not put these resources to work to observe traffic across the Dam? Or restrict traffic to passenger vehicles whose ability to carry large amounts of explosives, etc., would be more limited? Or close the road at night, when the traffic impacts would be the least, and reducing the greatest risk of someone having more time unobserved to take some sort of action to damage the Dam. The alternative of reopening the road to some traffic, during limited hours, with some form of registration for vehicles using the road, has some merit.

The total closure of the Folsom Dam Road is the easy way out for the USBR. Score another victory for the terrorists -- affecting the lives of thousands of local residents, businesses and motorists daily, for the mere possibility that some harm might come from allowing traffic to pass over the Dam. Let's come up with something better -- for the local residents, for the region, for our country. Thanks for listening.

David Kane -- Concerned Local Resident  
2206 Fortrose Place  
El Dorado Hills, CA 95762

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### RESPONSE: KANE, DAVE

#### Kane-1

The commenter's opinion that the environmental effects from the closure of Folsom Dam Road have not been fully addressed is noted. The EIS is a planning document, prepared in compliance with NEPA, that describes and analyzes human and environmental issues associated with four different alternatives for long-term vehicular access on Folsom Dam Road. This document describes the environmental impacts of the four alternatives for the restricted access or permanent closure of the Folsom Dam Road. The EIS includes analyses of the impacts of the different alternatives to the human environment, which includes potential environmental, economic, and quality-of-life effects. For a detailed discussion of quality-of-life issues, see Master Response to Comment-1.

The subject of the EIS, as defined by the purpose and need (Section 1.1) of the EIS, is to limit public access on Folsom Dam Road. This action was proposed as part of a security plan created by Reclamation that was developed after Reclamation commissioned various security assessments after September 2001 to ensure the security of its facilities. As stated in the EIS, these security assessments are not available to the public. The four alternatives that are analyzed in the EIS are evaluated in a comparative form. The same degree of analysis has been devoted to each alternative, including the No Action Alternative. A final selection will be made in the Record of Decision.

#### Kane-2

The commenter's opinion that the closure of Folsom Dam Road does not reduce the vulnerability of Folsom Dam is noted. See Master Response to Comment-3.

The process used to formulate alternatives is described in Section 2.1 of the EIS. Six alternatives were eliminated from detailed study because they did not satisfy the purpose and need (Section 1.1) of the proposed action or were considered infeasible. The EIS analyzes three alternatives that would meet the purpose and need of the proposed action: the Preferred Alternative—Restricted Access Alternative 2 (designated as the Preferred Alternative in the Final EIS); Restricted Access Alternative 3; and the Long-Term Closure Alternative. The Preferred Alternative—Restricted Access Alternative 2 and Restricted Access Alternative 3 were proposed by the City of Folsom (Section 2.2). A fourth alternative, the No Action Alternative, is an alternative that is required for evaluation under NEPA. As noted in Sections 2.2.2 and 2.2.3, a key element of the Preferred Alternative—Restricted Access Alternative 2 and Restricted Access Alternative 3 is that a security review would be required of every vehicle using the road. In order to achieve the City of Folsom's volume goals for traffic flow through inspection stations and across Folsom Dam, the average time required to inspect vehicles on-site would have to be minimized. Therefore, the restricted access alternatives would incorporate the use of permits or prescreening of vehicles before access to the road is allowed. This proposed system relies on a one-time inspection of a vehicle with limited random searches on-site. Reclamation recognizes that this design and proposed operation is important to achieve the desired traffic flow.

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### COMMENT: RAVELING, PAUL

>>> Paul Raveling <Paul.Raveling@sierrafoot.org> 1/6/2005 12:53:30 AM >>>

Dear Mr. Schroeder,

Please accept this message as my public comment on the alternatives regarding opening or closing of Folsom Dam Road to traffic.

#### Traffic issues

My position is to strongly recommend opening Folsom Dam Road to traffic between the hours of approximately 7 a.m. and 9 p.m. daily until a new bridge can be built and corresponding road improvement or new development can be completed. This is compelled by regional traffic need and I believe it can be accomplished without undue safety risk to the dam.

For the longer term the region needs a 4-lane bridge and roadway to serve as an arterial carrying traffic between the Folsom/El Dorado Hills area and Folsom Auburn Road, routed to bypass the housing and business areas of Folsom. It's important to note that the population of El Dorado Hills alone will grow to a minimum of 70,000 people under current Special Plan development agreements. This will be about 100,000 people ultimately if El Dorado County Measure B is approved, authorizing substantial new subdivision of land on the east side of El Dorado Hills.

1 The traffic load is already at LOS F in Folsom and on parts of Green Valley Road during peak periods, with a current population of about 35,000 in El Dorado Hills. Delay time in traffic is an exponential function of V/C, the ratio of traffic volume (actual demand) to designed roadway capacity. The overall region will experience very severe traffic problems unless additional roadway capacity is placed into service.

2 The traffic problems due to traffic diverting through Folsom instead of traveling the dam road also produce air quality impact in parts of El Dorado Hills which already are nonattainment areas under current standards.

#### Dam safety and security

3 Regarding dam safety, my assessment is that the greatest short term risks to a dam are not from roadway traffic. Security and prohibition of trucks on the dam road, as was used before its closure, should be sufficient safety measures.

Detonation of high explosives on the road over the dam would produce a high risk to flood gate but I doubt that a vehicle smaller than a large truck could carry explosives with enough yield to

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3 produce a catastrophic dam failure. At Folsom Dam the point of greatest vulnerability to attack with high explosives probably would be underwater on the upstream side, but not so deep that the thickness of the dam provides an extremely large mass. At a gravity arch dam, such as Hoover, I'd think vulnerability would be greatest for high explosives delivered by an aircraft to point on the downstream face, with enough yield to produce a very high impulsive force to drive the arch out of compression and into tension. One additional advantage of a gravity arch would be its tendency to keep the dam loaded in compression. That principle could possibly be extended to reinforcement of Folsom Dam and various others by pouring a large concrete "doubler" structure with a convex upstream face, abutting the back side of the dam and serving as a "gravity arch buttress". However, I doubt that the actual risk is high enough to warrant a project on that scale.

The other main threat of terrorist activity that could be associated with Folsom Lake would be poisoning the water supply. That would more easily be done from some point upstream on the American River, closure of the dam road would not affect that risk.

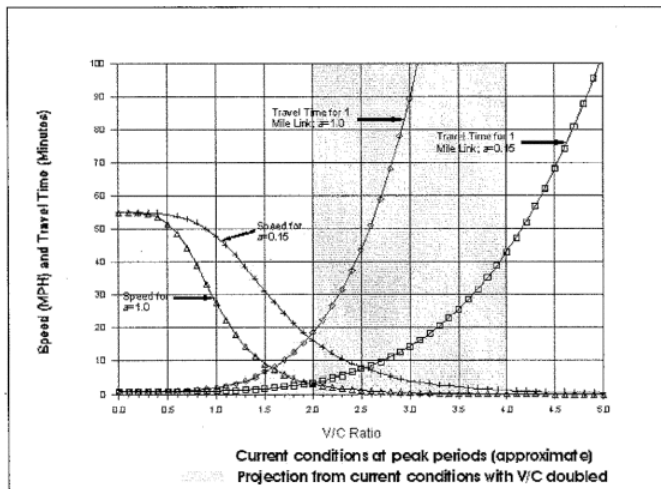
Finally, the following two graphs illustrate the risk to traffic, plotting examples using the BPR (Bureau of Public Roads) equation. These illustrate the exponential dependence of traffic delay time on V/C. The BPR equation is:

$$T_f = T_o * \left( 1 + \alpha * \left[ \frac{V}{C} \right]^\beta \right)$$

4 Alpha and beta are constants that depend on characteristics of particular roadway segments and are best determined by doing a curve fit using points from actual traffic count measurements. The first example is for a road designed for a 55 m.p.h. traffic speed, with beta = 4 and example shown for alpha = 0.15 and alpha = 1.0. This graph is from the U.S. Department of Transportation's *Model Validation and Reasonableness Checking Manual*, modified only by shading two areas to correspond to my own observations of circumstances on parts of Green Valley Road.

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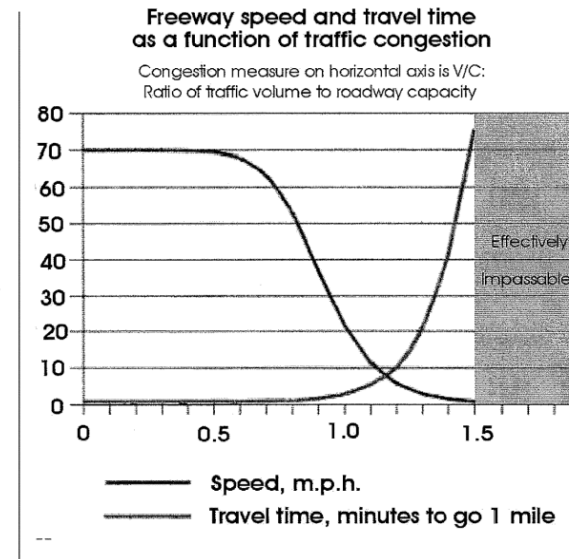
4



The second example is a plot that I produced to match alpha and beta values cited in the same document as realistic for a freeway segment, using  $\alpha = 0.88$  and  $\beta = 9.80$ . This illustrates the risk of very high impact from relatively small changes. The El Dorado County 2004 General Plan can be expected to roughly double V/C on US 50, which is already operating at LOS F ( $V/C > 1$ ) for substantial periods daily. That in turn can be expected to further increase traffic seeking alternate routes through Folsom.

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Paul Raveling  
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home address:  
2737 Carnelian Circle  
El Dorado Hills, CA 95762.

(916) 933-5826 Home and home office  
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Usually Tuesdays and Wednesdays:  
(650) 506-8393 Office at Oracle Headquarters

### RESPONSE: RAVELING, PAUL

#### Raveling-1

The commenter's opinion that the road should be reopened during commute hours until a bridge can be built is noted. In the Final EIS, Restricted Access Alternative 2 has been designated the Preferred Alternative. For a complete description of Preferred Alternative—Restricted Access Alternative 2, please see Section 2.2.2 of the Final EIS.

The traffic analysis presented in Section 3.1 of the Draft EIS supports the conclusion that the overall region will experience traffic problems unless additional roadway capacity is provided. Table 3.1-9 shows that by 2013, several roadway segments in the study area will be operating at

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LOS F even with both Folsom Dam Road and the Folsom Bridge (two lanes; referred to in the Draft EIS as the Folsom Bypass Project) open.

### Raveling-2

The commenter's statement regarding incremental adverse impacts to nonattainment areas is accurate. As stated in Section 3.2.2, however, the difference in emissions is less than 1 pound per day across the region for most pollutants (NO<sub>x</sub>, ROG, SO<sub>2</sub>, and particulate matter). Carbon monoxide shows the greatest difference at 4.7 pounds per day, and was modeled to determine predicted concentrations to compare against air quality standards (see Table 3.2-5). These increases would contribute in a small way to ambient ozone, but fall well within existing standards.

### Raveling-3

Reclamation notes the commenter's assertion that security does not appear to be at risk with public access to Folsom Dam Road. For a discussion of how Reclamation is assessing risks, see Response to Blake-1.

### Raveling-4

See Response to Raveling-1.

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### COMMENT: SPROUSE, BRENDA

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>>> "Brenda Sprouse (Folsom)" <BSprouse@CPGI.com> 1/6/2005 5:43:04 PM >>>

Mr. Schroeder;

I attended the Draft EIS hearing last night in Folsom. There were some particularly poignant comments that I thought were important to mention again, along with my own concerns.

1. There was an understanding from 1944 - 1950 time frame, that since the USBR was taking some very vital streets away to build the dam, the local traffic would be able to use the access road in return. What happened to that agreement?
2. There is no mention of the congestion problems as it relates to air quality management or lack of emergency vehicle access during commute times. This a problem for the seniors in the area, which is primarily whom occupies the downtown area housing.
3. Studies have shown (films have been done) on the impact of a truck bomb on top of the dam and the damage that would occur. One lady mentioned that her brother was stationed over in Germany and never once did they try to blow down a bridge or dam from the top. But that is where the security is presently. Another person mentioned that they spoke to someone who works on the dam road. They stated that the worse problem they have is graffiti. If Home Land security is truly the concern here, why isn't there the correct amount and type of security there?
4. We are a retail establishment in Folsom with over 80 stores. We are in the top 5 for tax revenue in the city. There were several comments made about stores closing and others being down in revenue by 30% from previous years. One thing that specifically affects us is the lack of labor pool. The predominate make up of the age group in Folsom is unusual. The families that have moved into the area primarily have young children. Therefore we have to extrapolate our labor pool from surrounding cities. That is extremely difficult as Folsom now has a "traffic problem" stigma. Our employees typically make in the neighborhood of \$7.00 - \$8.00 per hour. They are not at all interested in sitting in a traffic jam wasting gas to earn that in Folsom, when they can go to other areas for the same amount of money.
5. A major concern is that all of these meetings, presentations, literature distributions and hearings are all conducted by people who are not the decision makers. Why is it that the decision makers are not present for these events? We may be a small town but we are big business. Our corporation alone has over 140 centers across the Country. I have managed establishments all over the U.S. I recognize dog and pony shows. I am sure that people from Intel do as well.
6. It is felt that the Bureau has been looking for a reason to close the dam road so that they do not have to maintain it or secure it. Sounds to me like we should be working on a plan to correct those concerns (i.e.. Help from Folsom Police Department or selling dam passes and charging a toll) instead of causing mayhem in the community and spending millions of dollars trying to prove that the Bureau's biased opinions are legitimate.

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I know that you are barraged with comments and I appreciate you taking the time to read yet another one.

Respectfully,

*Brenda Sprouse*

General Manager

Folsom Premium Outlets

13000 Folsom Boulevard #309

Folsom CA, 95630

916-985-0313 Fax 916-985-0830  
[www.premiumoutlets.com/folsom](http://www.premiumoutlets.com/folsom)

### RESPONSE: SPROUSE, BRENDA

#### Sprouse-1

Reclamation is not aware of any formal agreement to provide public access on Folsom Dam Road. Since no highway was designated, as originally had been planned, Reclamation did allow public access with intermittent closures for maintenance and repair activities. No State or Federal funds other than Reclamation's budgetary resources were used to maintain Folsom Dam Road.

#### Sprouse-2

The potential impacts to air quality from the four alternatives are analyzed in Section 3.2.2 of the EIS. The existing and forecasted future traffic volumes described in Section 3.1 were used to calculate the air quality impacts from the four alternatives analyzed in the EIS. As described in Section 3.2.2, none of the proposed alternatives would result in exceedances of the National or State ambient air quality standards. As described in Section 3.2.1.3, the National and State ambient air quality standards were established to protect sensitive populations such as children and the elderly.

The potential indirect impacts of the four alternatives on emergency response as a result of the traffic congestion in Folsom are addressed in Section 3.10.2.

#### Sprouse-3

See Master Response to Comment-3 regarding Reclamation's security plan for Folsom Dam. Reclamation notes the commenter's assertion that security does not appear to be compromised with public access to Folsom Dam Road. For a discussion of how Reclamation is assessing security risks, see Response to Blake-1.

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#### Sprouse-4

For a discussion of intangible effects of the road closure such as the difficulty of attracting a qualified labor pool, see Master Response to Comment-1.

#### Sprouse-5

Decision makers were present at the hearings.

#### Sprouse-6

The commenter's opinion that the road should remain open with security and maintenance funding provided by sources other than Reclamation, such as charging a toll or utilizing the Folsom Police Department, is noted. See Response to Armstrong-1.

### COMMENT: ENDERTON, DON

>>> "Don Enderton" <enderton@att.net> 1/7/2005 10:32:08 AM >>>

Robert Schroeder  
Project Manager  
Bureau of Reclamation  
Central California Office

Dear Mr. Schroeder,

For the sake of everyone living and working below the dam, it must remain closed.

1 Traffic concerns are no reason to provide the opportunity for a car or truck bomb to flood my home, and the homes and offices of most of my neighbors.

Anyone living below the dam does not want you to risk our lives and property for the commuting and shopping convenience of those living above the dam.

Don Enderton  
6484 Oakridge Way  
Sacramento, CA 95831-2234

### RESPONSE: ENDERTON, DON

#### Enderton-1

The commenter's opinion that Folsom Dam Road should remain closed is noted.

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**COMMENT: FEHR, STEPHANIE**

>>> <efehr@mac.com> 1/7/2005 5:18:56 PM >>>

Dear Senator:

1 I am writing to express my hope that Folsom Dam Road be reopened. We have struggled with the traffic since the day the dam was closed. We are unable to get to major businesses conveniently and have elected not to shop instead of fighting the traffic. It also makes it very difficult to get to and from work.

I understand the initial fear of terrorism, however, the lake access was never closed and a boat could just as easily pose a threat. I don't understand why the road remains closed and hope you will take action to reopen the Folsom Dam Road as soon as possible.

Sincerely,

Stephanie Fehr

**RESPONSE: FEHR, STEPHANIE**

**Fehr-1**

The commenter's opinion that Folsom Dam Road should be reopened is noted.

The analysis presented in Section 3.1.1.3 of the EIS demonstrates the extent of the traffic impacts that have occurred since the February 2003 road closure.

In regard to potential security risks to Folsom Dam facilities from boats, see Master Response to Comment-3.

**COMMENT: NAPPI, MR. AND MRS. JOHN**

1 >>> Nappi <pjnappi@sbcglobal.net> 1/7/2005 1:35:06 PM >>>  
It certainly would be a relief, not only to us Folsom residents but to those commuters who pass through our town both morning and evening, if the road could be re-opened just for peak traffic hours with added security and limitations. Thank you for considering this possibility.

Mr. and Mrs. John Nappi  
Folsom residents

**RESPONSE: NAPPI, MR. AND MRS. JOHN**

**Nappi-1**

The commenters' opinion that Folsom Dam Road should be reopened during peak commute hours with special security measures is noted. In the Final EIS, Restricted Access Alternative 2

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has been designated the Preferred Alternative. For a complete description of Preferred Alternative—Restricted Access Alternative 2, please see Section 2.2.2 of the Final EIS.

**COMMENT: PELLEY, JIM**

>>> jimpelley@comcast.net 1/7/2005 9:28:04 AM >>>

Mr. Schroeder:

As a Folsom resident and member of the Board of Directors of the Folsom Chamber of Commerce, please note my comments regarding opening of the Dam Road.

1 I believe the Dam is safer with traffic and the plan submitted by the City of Folsom vs. the current security. A thousand proud and protective residents care far more for "their" dam than the current (and highly questionable) security force that cannot even keep graffiti off the dam. Currently public safety is compromised on a daily basis due to traffic snarls and reduced response time by police and fire. Serious environment issues are beginning to emerge and put an undue strain on this community as well.

Sincerely,

Jim Pelley

[www.laughterworks.com](http://www.laughterworks.com)  
916-985-6570

**RESPONSE: PELLEY, JIM**

**Pelley-1**

The commenter's opinion that Folsom Dam Road should be reopened is noted.

Safety risks associated with the facility were identified through independent assessments commissioned by Reclamation. The specific risks cannot be disclosed due to their sensitive nature. Three alternatives were identified that would meet the purpose and need of the proposed action. In the Final EIS, Restricted Access Alternative 2 has been designated the Preferred Alternative.

In regard to the commenter's statement about a compromise in public safety due to the traffic congestion that has occurred since the closure of Folsom Dam Road in February 2003, Section 3.1.1.3 of the EIS provides data about the increases in accidents. For a discussion of intangible effects to the public, including road rage and strain on the community, see Master Response to Comment-1. The commenter's observation about a compromise in public safety due to an increase in emergency response time is noted. The potential indirect impacts to emergency access as a result of the traffic congestion in Folsom due to the four alternatives analyzed in the EIS are addressed in Section 3.10.2.

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**COMMENT: SCOTT, TOM**

>>> "Thomas Scott" <tbscott99@worldnet.att.net> 1/7/2005 10:54:50 AM >>>  
Mr, Schroeder,

I attended your hearing in Folsom on January 5th and thought I would also submit comments in writing.

As a little background I have a BA in Political Science and an MPA in Intergovernmental Management. I have worked at the local, county, state and federal levels of government. I have also been a lobbyist and understand government. I also Chair the Government Affairs Committee for the Folsom Chamber of Commerce.

While much of the Bureau's decision to close the dam road is based on classified information, I too like many feel this does not quite add up. If terrorism is the concern, all boating and scuba diving on the lake would cease. As a member of the City of Folsom's Utility Advisory Committee I would think poisoning of the water supply would be a more likely threat. This could be done from Lake Tahoe on down.

My feeling on the Folsom Dam Road closure is as follows:

- 1 [ 1. I support Restrictive Alternative 2 - I think it is fair and reasonable.
- 2 [ 2. Too much focus by the media and government has been on this being a Folsom problem. It is a regional problem. The vast majority of traffic is from Placer and El Dorado Counties. It is just too bad that so many of the people who are creating the problem did not attend the hearings.
- 3 [ 3. It is strange that this is called an Environmental Impact Statement. It should also be called an Economic Impact Statement. No one will ever be able to calculate the lost revenue to the City of Folsom. I know that I will only go across the river at certain times to shop and I certainly will not go to Folsom during peak periods.
4. These are unique times we live in and I respect government and the role it has, but I do feel there should be a way to work this situation out. This world is about compromise. Finding a middle ground. I do believe there is a compromise here and that is in Alternative 2.

I thank you for your time and the fact that you held hearings. I just hope that we can find the middle ground.

Sincerely,

Tom Scott  
114 Buck Circle  
Folsom, CA 95630  
916.989.8784

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**RESPONSE: SCOTT, TOM**

**Scott, T.-1**

The commenter's recommendation to reopen Folsom Dam Road under Restricted Access Alternative 2 is noted. In the Final EIS, Restricted Access Alternative 2 has been designated the Preferred Alternative.

**Scott, T.-2**

The connectivity that Folsom Dam Road provided between Folsom-Auburn Road and East Natoma Street prior to its closure in February 2003 has been described in Section 3.1.1 of the EIS. The effects to travel and traffic congestion as a result of the road closure are described in Section 3.1.1.3 of the EIS.

**Scott, T.-3**

The EIS analyzes the potential effects of the four alternatives on the local economy. The EIS also describes local economic conditions before and after the February 2003 road closure. Impacts to businesses are analyzed in Section 3.4.2 of the EIS. To the extent that declines in business revenues are not offset by increases in revenues for other Folsom businesses, there will be a reduction in revenues (in the form of taxes, primarily) to the City of Folsom. Additionally, as noted by the City of Folsom, costs associated with measures taken to improve traffic conditions also impact net revenues.

**COMMENT: SEKIGAHAMA, GARY**

>>> "Gary Sekigahama" <gseki@yahoo.com> 1/7/2005 6:21:16 PM >>>

Robert,

- 1 [ I would like to add my support for the opening of the Dam Road, even if just for commute hours. I understand it was closed for security reasons but the risk in my mind seems remote and that the other higher risks are not suffering the same fate as in this case.

Gary Sekigahama, CPA  
Insurance Agent  
Farmers Insurance  
Cell: 916.705.2431  
Bus: 916.939.8554  
Fax: 916.405.3410  
5145 Golden Foothill Parkway, Suite 140  
El Dorado Hills, CA 95762  
License #0E46155

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**RESPONSE: SEKIGAHAMA, GARY**

**Sekigahama-1**

The commenter's opinion that Folsom Dam Road should be reopened during peak commute hours is noted. In the Final EIS, Restricted Access Alternative 2 has been designated the Preferred Alternative.

In regard to the commenter's perception of the security risk to Folsom Dam facilities, see Master Response to Comment-4.

**COMMENT: FLYNN, TIM**

>>> "Tim Flynn" <tim@flynnandflynn.com> 1/8/2005 12:40:19 PM >>>

Dear government worker who makes life difficult for people in the Greater Folsom area,

- 1 [ Am I missing something here? A car bomb can destroy a very large reinforced concrete dam... but hey, you're the experts. I sure would like to see how you genius' came up with that. In my opinion, terrorists don't need terror to ruin our business' and make living in America difficult when they have people in our government doing that for them. How lucky for the terrorist, eh? Open Folsom's Dam Road again and let everyone live and do business in peace in this area. I'm sure you can come up with a safe alternative to 100% closure but then again I'm assuming you're the expert.

Tim Flynn  
& Flynn  
129 Darrington Drive  
Folsom, CA 95630  
Talk: 916 985-9696  
Fax: 916 985-9699  
Cell: 916 769-9581

**RESPONSE: FLYNN, TIM**

**Flynn-1**

The commenter's opinion about Reclamation's assessment of the security risks to Folsom Dam Road facilities is noted. See Master Response to Comment-4 for a discussion of the security risks to Folsom Dam and Master Response to Comment-1 for a discussion of intangible effects on communities impacted by the road closure.

The commenter's opinion that Folsom Dam Road should be reopened is noted. In the Final EIS, Restricted Access Alternative 2 has been designated the Preferred Alternative.

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**COMMENT: HARPER, STEVE**

>>> "Steve Harper" <steve99h@isp.com> 1/8/2005 8:06:41 PM >>>

- 1 [ If there really was a threat to the Dam then why did you allow those thousands of boats on Folsom lake go unwatched last summer? You should have had 24 hour armed guard of the dam with a high powered rifle and the authority to shoot to kill, shouldn't you have?
- 2 [ Let the local businesses and residences stop the unnecessary congestion that is killing business and disrupting the fabric of life here and open the damn road for 6 hours per day.
- 3 [ Even when you had "open house" last summer it included Sacramento. Why in the hell did you have an open house for the public in a community 25 miles away from the problem? They NEVER drive over the damn road here in Folsom so what do they care if it is closed?
- 4 [ You did a piss poor job of advertising the Open house for comments then as well as the most recent public comment period. One evening during the week with no public banners put up along the route now taken by those 16,000 vehicles?

"Power corrupts" and you have been corrupted.

Steve Harper

Life long resident here in this fine community

**RESPONSE: HARPER, STEVE**

**Harper-1**

See Master Response to Comment-3 in regard to water access to Folsom Dam facilities.

**Harper-2**

The commenter's opinion that traffic congestion is adversely affecting businesses is noted. See Master Response to Comment-2.

The commenter's opinion that traffic congestion is negatively affecting the quality of life in the Folsom area is noted. A detailed discussion of quality-of-life issues is provided in Master Response to Comment-1.

Reclamation notes the commenter's opinion that Folsom Dam Road should be opened for six hours a day during peak commute hours with special security measures. In the Final EIS, Restricted Access Alternative 2 has been designated the Preferred Alternative. For a complete description of Preferred Alternative—Restricted Access Alternative 2, please see Section 2.2.2 of the Final EIS.



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**Harper-3**

Part of the purpose and need for the project is to “Minimize the security risks and maximize the safety of Folsom Dam and of the entire Sacramento metropolitan area downstream of the dam.” Reclamation believes, based on several independent security analyses conducted since September 2001, that there are security risks associated with uncontrolled access to Folsom Dam Road. Those risks affect not only the immediate vicinity of the facility but downstream resources in Sacramento County and are analyzed in the EIS. Therefore, public meetings were held both in Folsom and in Sacramento.

**Harper-4**

The commenter’s opinion regarding the advertising for the public scoping meetings and the public comment meetings is noted. As described in Appendix A of the EIS, advertisements for the public scoping open houses were run in the *Sacramento Bee*, *Folsom Telegraph*, *El Dorado Telegraph*, *Roseville Tribune*, and *Granite Bay Tribune* several days prior to the meetings. See Response to Anonymous-1 for further discussion of public outreach prior to the public hearings.

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**COMMENT: ISHAM, ALAN**

>>> "Alan A. Isham" <alan@totallyisham.com> 1/8/2005 3:31:28 PM >>>

Mr. Robert Schroeder  
U.S. Department of the Interior  
Bureau of Reclamation  
Central California Area Office  
7794 Folsom Dam Road  
Folsom, CA 95630

\*\*\*\*\*For The Record\*\*\*\*\*

Alan Isham  
1017 Brock Circle  
Folsom, CA 95630  
916-985-0460

1

I attended the public hearing on Wednesday night, 1/5/2005, at the Folsom Community Center. I'm in favor of the proposal to reopen the Folsom Dam Road. Since the closure of the Folsom Dam Road in February 2003, my family's quality of life in the City of Folsom has suffered. We no longer brave the congested and confusing downtown streets to visit a number of our favorite establishments e.g. Yeager's, Chicago Fire Pizza, and Hacienda.

I urge the decision makers to reconsider and reverse their previous decision for a Folsom Dam Road closure.

Best regards,  
Alan Isham

\*\*\*\*\*End\*\*\*\*\*

**RESPONSE: ISHAM, ALAN**

**Isham-1**

The commenter’s opinion that the Folsom Dam Road should be reopened is noted. The EIS discusses the potential effects of reopening Folsom Dam Road as the No Action Alternative.

Reclamation notes the commenter’s statements that his family’s quality of life has suffered and that traffic congestion has caused them to avoid downtown businesses since the road closure. For a discussion of quality-of-life issues, see Master Response to Comment-1.

In the Final EIS, Restricted Access Alternative 2 has been designated the Preferred Alternative. For a complete description of Preferred Alternative—Restricted Access Alternative 2, please see Section 2.2.2 of the Final EIS.

**Appendix E4  
Public Comments and Responses**

**COMMENT: LECLERE, MARK**

>>> "Mark Leclere" <mark@eaglespecinspections.com> 1/8/2005 10:49:09 AM >>>

- 1 I am a local business man with a company based in El Dorado Hills and travel constantly to the Rocklin, Roseville and Lincoln areas and many others on the 80 corridor during the course of my business day. The Dam closure has definitely put a strain on the Folsom city streets and at the same time waist precious fuel setting in traffic and at signal lights sometimes taking three light cycles to get through the intersections in some cases. It is not totally clear why the dam cannot be opened from lets say 5:00 AM – 7:00 PM to relieve the traffic commute and open up the Folsom city streets and give them back to the residents that live along these busy roots.
- 2 If it is totally security that is being used for the closure then a serious look at water access to the dam needs to be looked at as we are also a boating family and have seen that the opportunity exist for a crazed terrorist to easily crash a boat through the floats at the dam and create potential havoc as the security guard at the top of the dam looks on.
- 3 I am a member of the Folsom Chamber of Commerce as well as many other Chambers and do truly respect each of the cities that I associate with and believe in doing my part as an individual citizen to help in any way I can to better the cities I earn my living in and affiliate with and opening the Dam is truly something that is needed and will do nothing but totally benefit the traffic crisis in Folsom, El Dorado Hills and Roseville which are two other cities on the borders of Folsom that are negatively impacted by the dam closure as well. I invite you to take the drive down Green Valley Road from El Dorado Hills through Folsom to Roseville and see how the closure of the dam is helping to ruin the quality of life for those many residents that have purchased property along the heavily traveled routes that at one time were not main through fairs. I probably could ramble on as many of us concerned individuals do but at this time I truly hope all will be considered carefully and the right decision made with regard to the dam, Folsom and the surrounding cities of Folsom. Thank you for your time in reading this.

**EAGLE SPEC INSPECTIONS**

**Mark Leclere / Inspector / Owner**

**916-257-5519 - 530-525-9019**

[www.eaglespecinspections.com](http://www.eaglespecinspections.com)

[www.leclerebuilders.com](http://www.leclerebuilders.com)

**RESPONSE: LECLERE, MARK**

**Leclere-1**

The commenter's observations about the increases in traffic congestion since the closure of Folsom Dam Road in February 2003 are noted. Section 3.1.1.3 of the EIS discusses the traffic impacts that have occurred since the road closure. Approximately 9,000 vehicles per day were shifted to Rainbow Bridge and Lake Natoma Crossing, increasing the volumes of traffic on Folsom-Auburn Road and Riley Street through the center of Folsom Historic District. These roads, which already operated under poor conditions (Level of Service D or worse), were further congested by the dam road closure. Analysis of intersection operations indicated that the delay

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on some intersections increased substantially such that a "metering" effect occurred (i.e. vehicles where not able to get through the intersection due to backup congestion from upstream intersections).

In the Final EIS, Restricted Access Alternative 2 has been designated the Preferred Alternative. For a complete description of Preferred Alternative—Restricted Access Alternative 2, please see Section 2.2.2 of the Final EIS.

**Leclere-2**

In regard to the security risks to Folsom Dam from water access, see Master Response to Comment 3.

**Leclere-3**

In regard to traffic route changes since the road closure and the effects of those changes on the quality of life of the residents on commute routes from Roseville to El Dorado Hills, see Master Response to Comment-1.

**COMMENT: PATRICK, CATHERINE**

>>> "Cathy Patrick" <bamsac1@comcast.net> 1/8/2005 8:15:18 AM >>>

- 1 I am writing to state my opinion that the PREFERRED alternative in the Environmental Impact Statement MUST open the Folsom Dam Road during peak commute hours with special security measures!

Catherine Patrick

**RESPONSE: PATRICK, CATHERINE**

**Patrick-1**

The commenter's opinion that Folsom Dam Road should be reopened during peak commute hours with special security measures is noted. In the Final EIS, Restricted Access Alternative 2 has been designated the Preferred Alternative. For a complete description of Preferred Alternative—Restricted Access Alternative 2, please see Section 2.2.2 of the Final EIS.

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**COMMENT: REED, JANE AND MIKE**

>>> "Jane Reed" <janemikereed@sbeglobal.net> 1/8/2005 11:14:44 AM >>>

1 [ Please open the dam road during peak travel periods. I have seen no evidence to suggest that there is a significant danger to the dam from passenger vehicles.

We live and run a business in Folsom. We have had to totally alter both our business and private lives to accommodate the large volumes of traffic now in Folsom. Travel times have risen to such an extent that our work day is lengthened by approximately 60 minutes each day. We no longer frequent businesses that are impacted by the traffic – we do not have the time, or the patience, to get to these businesses.

Open the Dam Road and provide us some relief.

Jane and Mike Reed

**Brush Strokes Inc.**

123 Sutcliffe Circle

Folsom, CA 95630

**RESPONSE: REED, JANE AND MIKE**

**Reed-1**

The commenters' opinion that Folsom Dam Road should be reopened during peak commute hours is noted. In the Final EIS, Restricted Access Alternative 2 has been designated the Preferred Alternative. For a complete description of Preferred Alternative—Restricted Access Alternative 2, please see Section 2.2.2 of the Final EIS.

The commenters' opinion regarding the lack of evidence of the security risks to Folsom Dam from passenger vehicles is noted. As described in the Executive Summary of the EIS, the documentation that describes the security risks to Folsom Dam is classified and not available to the general public. In addition, see Master Response to Comment-4.

The effects of the road closure on local businesses are described in Section 3.4.2 of the EIS. Also see Master Response to Comment-2.

The commenters state that the traffic conditions since the road closure have lengthened their workdays, caused them to avoid businesses in congested areas, and required them to alter both work and personal habits. These and other quality-of-life issues are discussed in Master Response to Comment-1.

The commenters' observations about their increases in daily work-related commute times since the closure of Folsom Dam Road in February 2003 are noted. Section 3.1.1 of the EIS describes the changes in traffic delays at several intersections in Folsom.

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**Public Comments and Responses**

**COMMENT: SETNIK, BOB (1 OF 2)**

>>> "Bob Setnik" <setniks@pacbell.net> 1/8/2005 8:31:32 AM >>>

1 [ Please open the damn Dam road before any more businesses go into bankruptcy

**RESPONSE: SETNIK, BOB (1 OF 2)**

**Setnik (1)-1**

The commenter's recommendation that Folsom Dam Road should be reopened is noted.

In regard to the commenter's statement about preventing further bankruptcy of businesses, see Master Response to Comment-2.

**COMMENT: WRINKLE, LARRY**

>>> "Larry Wrinkle" <lwrinkle@comcast.net> 1/8/2005 11:04:07 AM >>>

**Sent:** Saturday, January 08, 2005 11:02 AM

**Subject:** EIS Folsom Dam Closure

1 [ I have read the executive summary of your EIS and wish to offer the following comments.

The Folsom Dam Road should be reopened without delay. The terrorist threat has been overstated and your action in the closure of the Folsom Dam Road has handed the terrorists a victory. This is wrong for America.

My business (Village Cleaners) has been in operation for over 20 years with two locations in Folsom. Since the closure of the road we have suffered a loss in operating revenues of over 30%.

With the proper security precautions, the road can be safely reopened and the havoc you have wreaked on the City of Folsom will cease.

Larry Wrinkle  
Village Cleaners

**RESPONSE: WRINKLE, LARRY**

**Wrinkle-1**

The commenter's recommendation to reopen Folsom Dam Road during peak commute hours with special security measures is noted. In the Final EIS, Restricted Access Alternative 2 has been designated the Preferred Alternative. For a complete description of Preferred Alternative—Restricted Access Alternative 2, please see Section 2.2.2 of the Final EIS.

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The commenter's opinion regarding the perception of security risks to Folsom Dam facilities is noted. See Master Response to Comment-4.

The commenter's description of how the closure of Folsom Dam Road has affected his business is noted. The effects of the February 2003 road closure on local businesses are described in Section 3.4.2 of the EIS. Also see Master Response to Comment-2.

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**COMMENT: MARMINS, JEFF**

>>> "Jeff Marmins" <jsm@marmins.com> 1/9/2005 11:24:39 AM >>>

Dear Mr. Schroeder:

1

As a business owner, engaged community member and resident of the Folsom community, I am writing to provide comment on the draft Environmental Impact Statement (EIS) report for the Folsom Dam Road closure. I am supportive of re-opening the road during peak traffic commute hours with appropriate safety measures in place.

2

The dam road closure has had a dramatic economic impact on the city of Folsom and surrounding counties. "Regional Bottleneck and Business Debilitating" are the popular catch-phrases used to describe our traffic debacle. We need relief. A new bridge in 2007 will be too little too late.

The City of Folsom has exhausted any possible traffic congestion measure. No re-routing or traffic signal change will prevail. The damn road is a necessary and critical artery to serve commerce between South Placer, Eldorado and East Sacramento Counties. The bottom line of the City of Folsom and the region suffer as a result.

Furthermore, residents of cities and areas bursting with growth, such as Auburn, ElDorado Hills, Folsom, and Roseville, are monumentally frustrated with traffic congestion resulting from the closure. Access to and from life events, education and community activities is time consuming, costly, and undesirable.

I advocate re-opening the damn road. Mr. Schroeder and fellow associates of the Bureau of Reclamation, please consider this strong urging for you to resolve to re-open the dam road.

I appreciate the opportunity to provide comment on the draft EIS report. Thank you for any consideration regarding this matter.

Jeff Marmins  
Senior Associate, Integrated Financial & Insurance Services  
President, The Marmins Group  
Vice President, Folsom Lake Symphony  
Director, Folsom Chamber of Commerce  
City Council Appointee, City of Folsom Utility Commission  
Director & Fundraising Chair, Rotary Club of Historic Folsom

705-2 E Bidwell St #220  
Folsom CA 95630  
877-899-9459  
jsm@marmins.com

## Public Comments and Responses

## Public Comments and Responses

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**COMMENT: CATALANO, VINNY**

>>> "Vinny Catalano/BIS" <vcatalano@benefit-insurance.com> 1/10/2005 9:50:07 AM >>>

Dear Mr. Schroeder:

1 [ I believe that the PREFERRED alternative in the Environmental Impact Statement be the option that opens the Folsom Dam Road during peak commute hours with special security measures. I have been a Folsom resident for 16 years and have seen more than my share of disruption to traffic patterns.

2 [ Maybe I see this as too simple of a problem, but opening up the Dam road to cars seems to create a minimal security risk. It would seem to me that a much larger risk to the Dam, and more easily implemented and well planned would be terrorism from a small plane or boat directed at the Dam.

The chances of an incident with a vehicle seems small.

Therefore, I support opening the Dam road on a limited basis.

Sincerely,

Vinny Catalano  
Principal

BENEFIT  
INSURANCE SERVICES  
*A Member of United Benefit Advisors (UBA)*

9191 Folsom Blvd Sacramento, CA 95826

916-366-6100 (office)  
916-284-6973 (cell)

[vcatalano@benefit-insurance.com](mailto:vcatalano@benefit-insurance.com)  
(License# 0D96235)

**RESPONSE: CATALANO, VINNY**

**Catalano-1**

The commenter's opinion that Folsom Dam Road should be reopened with special security precautions is noted. In the Final EIS, Restricted Access Alternative 2 has been designated the Preferred Alternative. For a complete description of Preferred Alternative—Restricted Access Alternative 2, please see Section 2.2.2 of the Final EIS.

**Catalano-2**

The commenter's opinion that cars on Folsom Dam Road pose a minimal security risk compared to the potential risk posed by a small plane or boat is noted. See Master Response to Comment-3.

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**COMMENT: DILLARD, BEVERLY**

>>> Beverly Dillard <bdillard1@farmersagent.com> 1/10/2005 11:31:39 AM >>>

Robert,

My name is Beverly Dillard and I am a resident and business women in Folsom, Ca.

1 [ As you have heard from many of us we need the Dam Road opened during peak commute hours. Our traffic here is horrible and we are all suffering.

2 [ Why we think that closing the road in the first place will keep it safe is beyond me.

3 [ Do we not realize that if the terrorist wanted to blow our Dam up they would be able to accomplish that without driving over it??

Our little city has grown so much in the past 10 years and we need this road to relieve the pressure we have felt for way to long.

PLEASE,PLEASE,PLEASE, realize what a mistake it is to keep it closed.

Thank you for trying to help us.

Beverly Dillard  
916-989-1030

**RESPONSE: DILLARD, BEVERLY**

**Dillard-1**

The commenter's opinion that Folsom Dam Road should be reopened during peak commute hours is noted. In the Final EIS, Restricted Access Alternative 2 has been designated the Preferred Alternative. For a complete description of Preferred Alternative—Restricted Access Alternative 2, please see Section 2.2.2 of the Final EIS.

**Dillard-2**

In regard to the commenter's opinion that closing Folsom Dam Road to vehicle traffic does not make the dam safe, see Response to Spires-1.

**Dillard-3**

The commenter's opinion that Folsom Dam Road should be reopened to relieve pressure from growth is noted. See Master Response to Comment-2.

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COMMENT: BLACK, ELIZABETH AND DREW

**Comment Sheet on the  
Folsom Dam Road Access Restriction Draft EIS**

Written comments can be submitted tonight at the Comment Table or are due to the Bureau of Reclamation by close of business on Monday, January 18, 2005.

If you do not submit your comments tonight, please mail them to the address on the back, or fax your comments to 916 989-7208, or e-mail your comments to [rschroeder@mp.usbr.gov](mailto:rschroeder@mp.usbr.gov). Thank you.

(Please print clearly)

Name Elizabeth & Drew Black

Organization and Address 117 Lakeside Way  
Folsom, CA 95630

Phone (916) 987-7321 FAX ( ) \_\_\_\_\_ E-mail drewblack@accessbee.com

Comment here: Jan 5, 2004

*We have lived in north Folsom since Sept 2002. Once the dam road closed we started shopping and dining in Granite Bay, Roseville, Chagrinville - anywhere but Folsom! We would like to see the road opened to its pre-damming hours, but make it a toll road to pay for the enhanced security. We would gladly pay an additional, reasonable fee for the convenience.*

All comments become part of the public record.

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RESPONSE: BLACK, ELIZABETH AND DREW

Black-1

The comment that Folsom Dam Road should be reopened to pre-closure levels as a toll road to pay for added security measures is noted. See Response to Armstrong-1.

COMMENT: MOURITSEN, JUDY

Robert Schroeder, Project Manager  
Bureau of Reclamation, Central California Office  
7794 Folsom Dam Road  
Folsom, CA 95630-1799

1-5-05

JAN -7 2005


Dear Mr. Schroeder,

I am writing to you concerning the closure of Folsom Dam Road. I had used Folsom Dam Road for over 10 years for commuting purposes and would be continuing to use it if it was not closed. The only way I can now get to work is to somehow get through the crowded residential streets of Folsom. This routing is inconsiderate of the residents and also to all commuters. The decisions thus far for the continued closure of the Folsom Dam Road is to the detriment of all of us. As a member of the Bureau of Reclamation, I would hope that you would take consideration of the public's extreme hardships due to the closure of this road. I would hope that a new bridge be built, but until that time it is absolutely essential for commuters and residents for the Folsom Dam Road be open for use. Thank you.

Sincerely,

*Judy Mouritsen*

Judy Mouritsen  
1974 Vista Mar Dr  
El Dorado Hills, CA 95762

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**RESPONSE: MOURITSEN, JUDY**

**Mouritsen-1**

The comment that the residential streets of Folsom are crowded and the routing of traffic is inconsiderate is noted. See Responses to Cronin-1 and Miller, L.-1.

**Mouritsen-2**

The commenter's opinion that the public is experiencing extreme hardship due to the road closure is noted. For a discussion of quality-of-life issues, see Master Response to Comment-1.

**Mouritsen-3**

The commenter's recommendation to reopen Folsom Dam Road until a new bridge is built is noted. In the Final EIS, Restricted Access Alternative 2 has been designated the Preferred Alternative. For a complete description of Preferred Alternative—Restricted Access Alternative 2, please see Section 2.2.2 of the Final EIS.

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**COMMENT: STORY, EDWIN L.**

219 Meadows Way  
Folsom CA 95630  
9.26.05

JAN -7 2005

Robert P. Schroeder  
Director of Reclamation  
Central California Area Office  
7794 Folsom Dam Road Folsom, CA

I attended the hearing on  
January 5th 2005 at the community  
meeting center expressing my  
opinion. Hopefully decision can  
be reached fairly soon to get the  
road open even on a part time basis

The bureau has to make better  
decision on this. What seems to be  
the problem there is to get rid of  
the dam. Business in Folsom has  
suffered because of this road  
closure.

Edwin L. Story  
219 Meadows Way  
Folsom CA 95630  
9.26.05



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**RESPONSE: STORY, EDWIN L.**

**Story-1**

The comment that Folsom Dam Road should be reopened even if on a limited basis is noted. In the Final EIS, Restricted Access Alternative 2 has been designated the Preferred Alternative. For a complete description of Preferred Alternative—Restricted Access Alternative 2, please see Section 2.2.2 of the Final EIS.

**Story-2**

The comment regarding the effect of the road closure on the businesses of Folsom is noted. See Master Response to Comment-2.

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**COMMENT: CARROLL, TERRY**

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>>> "terry carroll" <terry@sierrastyle.com> 1/10/2005 6:21:28 PM >>>

January 10, 2005

Dear Mr. Schroeder:

I moved back to the Folsom area approximately 18 months ago. While I had heard of the dam road closure, I was unsure as to whether this closure was truly having the impact on the community that I had been hearing about.

My wife and I came back to the area from Southern California and decided to start a magazine, which many in the Folsom-EDH area know as 'folsomstyle'.

In the course of the past 12-15 months, we have called on nearly every type of business in the area from professional services, to retail, most of which would be considered small business, and huge part of the local economy.

As I mentioned, I had my doubts about the rancor regarding the traffic problems and how the closure was affecting local business and the economy. After 15 months living and working in the city daily, I can honestly now say I have some perspective.

I feel that my wife and I are uniquely qualified to speak to this situation, considering our position in the business community and I have to tell you, what we thought was an aberration, was not only true, it is and has been, and I choose my words carefully, devastating to the area.

1 [ Not only have businesses closed, some of which had been here for decades, but new businesses are shying away and a jewel of the area, Historic Folsom, is no more than a ghost town on many days, with residents only visiting on special occasions when they are ready to deal with the headache of traversing the local streets and traffic.

2 [ We also know that it is a fact that more accidents are occurring, with more locals needing to be treated for injuries they are receiving in those accidents. Traffic problems cause more accidents, accidents cause injury, etc. etc.

3 [ The bureaus position is that none of this is their fault, that the bridge was never intended to be used for regular traffic, and that this closure was mandated to protect the area.

Actually, I can not argue this as it seems to be true....however, this is America, and Americans work to help one another, not stand in the way and watch problems like this fester and wreak havoc with a community and it's businesses.

When the terrorists attacked us 9/11, we stood together and our government took decisive action – our feeling was, and always has been, we will never let these terrorists win – never!

Unfortunately and sadly we have let them win – right here in Folsom.

Consider this: What are the real costs of the Dam road closure? The dollar calculation is best left to those with far more understanding of these matters than me.

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But I can tell you that the costs in accidents and businesses either closing, shrinking or simply not coming can only be described as staggering.

After 9/11 did we stop flying planes? Did we close all the bridges and tunnels into NYC?

Did we take more precautions so as to keep our country and its residents safe? Yes we did...for a few days.

- 4 [ To not open this road, at least for rush hour traffic is a travesty and is, in my opinion, un-American...we may as well wave a white flag to all of the terrorist organizations around the world.

And lastly, while I do understand that a terrorist act against this road would spell big trouble for those down stream, are we really so ignorant as to believe that they don't have means other than car bombs or explosive devices that need to be attached or in touch with the road? I don't think so. I can think of many, many ways myself....if this is really the problem, why is the lake even open? Isn't access by water just as real a threat as access by car? Is this area considered restricted airspace?

- 5 [
- 6 [ Its incumbent of each of us to find solutions for the problems we face and this closure is this areas most severe problem. Re-opening this road during rush hour, with adequate security, is the right thing to do. It is the proper solution to a real area dilemma and I implore you to not just consider it, but to act upon it.

I have no idea if politics play in to this in any way. I do hope that you and your associates will do the right thing.

Please....open this road. The right solution is right in front of you and to not overcome this dilemma would be a travesty.

Sincerely,

terry carroll  
publisher/ceo  
sierrastyle publishing  
916.608.2323  
"The regions #1 magazines"  
with over 100,000 local  
readers each month!"

### RESPONSE: CARROLL, TERRY

#### Carroll-1

For a discussion of effects to businesses due to the road closure, see Master Response to Comment-2. Intangible effects to quality of life are discussed in see Master Response to Comment-1.

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#### Carroll-2

An increase in traffic accidents after the closure of Folsom Dam Road in February 2003 has been documented, as described in Section 3.1.1.3 of the EIS. A 16 percent increase in traffic accidents was reported citywide by the City of Folsom Police Department in the 12 months following the road closure.

#### Carroll-3

Traffic has been redirected in the vicinity of Folsom Dam Road due to the February 2003 road closure and the subsequent Traffic Calming Program instituted by the City of Folsom to alleviate traffic problems on some city streets. Meanwhile, growth in and around Folsom has continued, causing an increase in overall traffic volumes. As shown in the EIS, there has been an increase in traffic congestion and delays on roadway segments in Folsom's historic district and other areas within the study area.

Reclamation's decision to close Folsom Dam Road in February 2003 was an emergency security action taken on the basis of several independent security analyses that were conducted after September 2001. The decision was seen as necessary to fulfill Reclamation's responsibility to protect and secure its facilities, communities in the vicinity of its facilities, and other important resources. The historical origin and intended use of Folsom Dam Road were not factors in this decision.

See Master Responses to Comment-3 and Comment-4 for further discussion.

#### Carroll-4

The commenter's opinion that the road should be reopened, at least during peak commute hours, is noted. In the Final EIS, Restricted Access Alternative 2 has been designated the Preferred Alternative. For a complete description of Preferred Alternative—Restricted Access Alternative 2, please see Section 2.2.2 of the Final EIS.

#### Carroll-5

See Master Response to Comment-3 for a discussion of other forms of access to Folsom Dam.

#### Carroll-6

See Response to Carroll-4.

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**COMMENT: SHARMA, RO**

>>> Ro Sharma <rosharma@sbcglobal.net> 1/10/2005 7:40:26 PM >>>

To Whom It May Concern,

Few years back, when I made the quantum leap to develop the property on the corner of Folsom Dam and Folsom Auburn Road, it was a life altering decision. My wife and I used up all our savings to put into this development.

All of our assumptions and marketing study took into account the dam road being open(which it was during the planing phase).

After our green light to forward was received, the Dam road was closed. The impact is very significant to use and we need that "Dam Road" open.

1 [ **We need to survive as a new business and considering that we will employ almost 30 individuals, and the fact that we are serving a neighborhood use, it would in all of our best interest to reopen the road again.**

Sincerely,

R. Sharma/ President NDR Inc.

**RESPONSE: SHARMA, RO**

**Sharma-1**

The commenter's opinion that Folsom Dam Road should be reopened is noted.

The effects of the closure of Folsom Dam Road on local businesses are discussed in Section 3.4.2 of the EIS. Also see Master Response to Comment-2.

In the Final EIS, Restricted Access Alternative 2 has been designated the Preferred Alternative. For a complete description of Preferred Alternative—Restricted Access Alternative 2, please see Section 2.2.2 of the Final EIS.

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**COMMENT: VAN ROOYAN, KIRK**

>>> "Kirk Van Rooyan" <drvanrooyan54@comcast.net> 1/10/2005 1:30:14 PM >>>

MR. SCHROEDER:

1 [ Due to work conflicts I was unable to attend either of the public forums held last week regarding the issue of reopening the Folsm Dam road. I'm sure you have no shortage of input or opinions, but I am wondering why, to the best of my knowledge, there is no mechanism (patrols, radar buoys, etc) in place to restrict/interdict access to the dam by boat for the purpose of damage/destruction?

2 [ Surely this route would be just as easy and effective as the road. If the U.S. Government is not (apparently) concerned about this aspect of a terrorism threat, why is it so adamant about denying even controlled/limited opening of the road?!

Thank you for your consideration.

Kirk Van Rooyan, M.D.  
Resident of Folsom

**RESPONSE: VAN ROOYAN, KIRK**

**Van Rooyan-1**

The commenter's opinion regarding boat access to Folsom Lake is noted. See Master Response to Comment-3.

**Van Rooyan-2**

The commenter's opinion about opening the road with controlled or limited access is noted. In the Final EIS, Restricted Access Alternative 2 has been designated the Preferred Alternative. For a complete description of Preferred Alternative—Restricted Access Alternative 2, please see Section 2.2.2 of the Final EIS.

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**COMMENT: ZANETTA, FRED AND PAT**

>>> "Pat Zanetta" <PZanetta@mindsync.com> 1/10/2005 10:49:00 AM >>>

Robert Schroeder, Project Manager  
Bureau of Reclamation  
Central California Office  
7749 Folsom-Auburn Rd  
Folsom, CA 95630-1799

Mr Schroeder,

- 1 [ We are rental property owners in Historic Folsom. The closing of the Folsom Dam Road has completely impacted the noise, traffic and quiet comfort of our tenants. We have excellent
- 2 [ tenants. The tenants on Mormon St cannot get onto Riley St because Mormon St is blocked at their units. The tenants on the alley side of Mormon St have to drive up the unpaved and rutted
- 3 [ alley, which is not good for their cars. The alley in front of our units, we paved when built. All the tenants have to go three or four blocks out of their way to get where they are going.
- 4 [ We ask you to please choose Alternative 2, until the new bridge is built.
- Although the Folsom Dam road is owned by the federal government, the streets in Folsom, have been paid for by the citizens and taxpayers.
- Sincerely,  
Fred and Pat Zanetta

**RESPONSE: ZANETTA, FRED AND PAT**

**Zanetta-1**

The commenters' opinion that the road closure has impacted the noise, traffic, and quiet comfort of their tenants in Folsom's historic district is noted. See Master Response to Comment-1 for a discussion of quality of life issues associated with the proposed action. The environmental consequences and mitigation for noise are analyzed in EIS Sections 3.3.2 and 3.3.3 for each of the alternatives.

**Zanetta-2**

The commenters' statement that their tenants living on Mormon Street cannot access Riley Street because it has been blocked near their units is noted.

**Zanetta-3**

The commenters' statement that their tenants are inconvenienced by having to drive out of their way is noted.

**Zanetta-4**

The commenter's recommendation of the Restricted Access Alternative 2 is noted. In the Final EIS, Restricted Access Alternative 2 has been designated the Preferred Alternative. For a complete description of Preferred Alternative—Restricted Access Alternative 2, please see Section 2.2.2 of the Final EIS.

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**COMMENT: ALLEN, ROB**

>>> "rob allen" <robacore@hotmail.com> 1/11/2005 11:14:13 AM >>>

Mr Schroeder,

- I am contacting you regarding the possible alternatives for opening the
- 1 [ Folsom Dam Road. There has to be a way. The road being closed has a negative effect on our community both emotionally and economically. Here are a few ideas of which all would need increased security:
- 2 [ -open to most traffic (no larger trucks, buses etc)
- open during commute hours 6:30- 9 am and 4-6:30 pm
- open from 6 am to 8 pm...all day!
- 3 [ There has to be a way to charge a toll or sell permits to raise money for the security. It would be fast and easy to search cars when you are only looking for explosives. Lets find a way.
- 4 [ Regards,  
Rob Allen

**RESPONSE: ALLEN, ROB**

**Allen-1**

The commenter's opinion that the closure of Folsom Dam Road has had a negative effect on the community's economy is noted. An analysis of these effects is provided in Section 3.4.2 of the EIS.

For a discussion of the intangible effects of the road closure on the community and other quality-of-life issues, see Master Response to Comment-1.

**Allen-2**

The commenter's suggestions about various ways to reopen Folsom Dam Road are noted. The EIS discusses the potential effects of reopening Folsom Dam Road during peak commute hours with special security measures under two alternatives, Restricted Access Alternative 2 and Restricted Access Alternative 3. In the Final EIS, Restricted Access Alternative 2 has been designated the Preferred Alternative. For a complete description of Preferred Alternative—Restricted Access Alternative 2, please see Section 2.2.2 of the Final EIS.

**Allen-3**

The commenter's suggestion to charge a toll to offset the costs of additional security for reopening Folsom Dam Road is noted. A toll for the use of Folsom Dam Road is not under consideration. Whether a toll charge, if required, would completely offset the cost of implementing the Preferred Alternative—Restricted Access Alternative 2 has not been analyzed. Design details for the alternatives would be developed if selected in the Record of Decision.

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**Allen-4**

The estimated time required to inspect vehicles prior to allowing them to cross Folsom Dam under the Preferred Alternative—Restricted Access Alternative 2 and Restricted Access Alternative 3 is discussed in Sections 2.2.2 and 2.2.3 of the EIS.

**COMMENT: DEN DULK, JIM**

>>> "Jim den Dulk" <jadendulk@comcast.net> 1/11/2005 6:32:23 PM >>>

To Whom It May Concern:

- 1 [ I am writing in support of opening the dam road at least during key commute hours if not open all day.

Thank You,  
Jim den Dulk

**RESPONSE: DEN DULK, JIM**

**den Dulk-1**

The commenter's suggestion to reopen Folsom Dam Road during commute hours or all day is noted. In the Final EIS, Restricted Access Alternative 2 has been designated the Preferred Alternative. For a complete description of Preferred Alternative—Restricted Access Alternative 2, please see Section 2.2.2 of the Final EIS.

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**COMMENT: DUNNETT, CINDY**

>>> "Dunnett, Cindy" <cindydunnett@golyon.com> 1/11/2005 3:28:23 PM >>>

Dear Mr. Schroeder,

- 2 [ 1 [ As a resident and realtor in Folsom I can tell you first hand that the closure of the Dam Road has significantly altered the way of life for the residents of Folsom as well as the surrounding community. It has also had a negative impact on business, our economy and the real estate market.
- 3 [ I believe that this is a political ploy rather than a security issue and I urge you reopen the road during peak hours at the very least to rectify this problem.

This must be done immediately to avoid any further negative impact on the above mentioned as well as the environment.

Sincerely,

Cindy Dunnett  
Lyon Realtors  
150 Natoma Station Drive #300  
Folsom, CA 95630  
Phone: 916-606-5175  
Fax: 916-353-5155

**RESPONSE: DUNNETT, CINDY**

**Dunnett-1**

Quality-of-life issues for residents of Folsom and the surrounding communities are discussed in Master Response to Comment-1.

**Dunnett-2**

The commenter's opinion about the negative effects of the Folsom Dam Road closure on the community's economy and businesses is noted. An analysis of these effects is provided in Section 3.4.2 of the EIS. Also see Master Response to Comment-2.

**Dunnett-3**

The commenter's suggestion to reopen Folsom Dam Road during commute hours is noted. In the Final EIS, Restricted Access Alternative 2 has been designated the Preferred Alternative. For a complete description of Preferred Alternative—Restricted Access Alternative 2, please see Section 2.2.2 of the Final EIS.

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**COMMENT: ROMERO, RYAN**

>>> Ryan Romero <romerorrr@yahoo.com> 1/11/2005 8:43:33 PM >>>

Robert,

- 1 [ If you guys dont get the dam road situation taken care of for at least commute hours my fammily will be moving our tax dollars to another city.
- 2 [ This is not a threat, simply a matter of balance in my life. The commute now adds over 1 hour a day to my drive and I cannot continue to live in this city as is.

Ryan Romero

**RESPONSE: ROMERO, RYAN**

**Romero-1**

The commenter's suggestion to reopen Folsom Dam Road during commute hours is noted. In the Final EIS, Restricted Access Alternative 2 has been designated the Preferred Alternative. For a complete description of Preferred Alternative—Restricted Access Alternative 2, please see Section 2.2.2 of the Final EIS.

In regard to the commenter's statement about the increase in commute time and its effect on the balance of his life, see Master Response to Comment-1.

**COMMENT: WATERS, JIM**

>>> "Waters, Jim" <jwaters@golyon.com> 1/11/2005 4:32:06 PM >>>

To Whom It May Concern:

- 1 [ As a real estate agent in the Folsom area, I would like to see the dam road open for limited hours each day. With the present situation, Folsom has suffered economic loss because of the inconvenience of circumventing the closed dam road. Several clients have decided not to move here because of the traffic problems created by the dam closure.
- 2 [

Respectfully,

Jim Waters  
Office Manager  
Lyon Real Estate, Folsom

**Appendix E4  
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**RESPONSE: WATERS, JIM**

**Waters-1**

The commenter's suggestion to reopen Folsom Dam Road during commute hours is noted. In the Final EIS, Restricted Access Alternative 2 has been designated the Preferred Alternative. For a complete description of Preferred Alternative—Restricted Access Alternative 2, please see Section 2.2.2 of the Final EIS.

**Waters-2**

The commenter's opinion about the adverse effects of the Folsom Dam Road closure on the community's economy and businesses is noted. An analysis of these effects is provided in Section 3.4.2 of the EIS. Also see Master Response to Comment-2.

**COMMENT: AKINS, BETSY**

>>> john akins <johnakins5@yahoo.com> 1/13/2005 8:44:41 PM >>>

Dear Mr. Schroeder,

- 1 [ I was unable to attend the meeting in Folsom on January 5 regarding the Folsom Dam Road. As a resident of north Folsom, the closure of the dam road has affected the lives of me and my family greatly. Commute time to school and shopping in Folsom from our home has greatly increased especially at peak traffic hours. We don't even try to go into Folsom unless it's absolutely necessary at these times of the day. We now frequent businesses in Orangevale and Roseville instead.
- 2 [ It would be such a help to us for the dam road to be opened at least at peak traffic times daily.

Please consider this alternative when making your decision. Thank you.  
Most sincerely,  
Betsy Akins

**RESPONSE: AKINS, BETSY**

**Akins-1**

The EIS evaluated traffic conditions and identifies declines in levels of service and increased delays. Traffic conditions before and after the road closure are discussed in Sections 3.1.1 and 3.1.2. Several commenters have stated that traffic congestion has affected the choices people make about where to shop, dine, or seek entertainment. This issue is addressed further in Master Response to Comment-1.

**Akins-2**

The commenter's recommendation to reopen Folsom Dam Road during peak traffic times is noted. In the Final EIS, Restricted Access Alternative 2 has been designated the Preferred

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Alternative. For a complete description of Preferred Alternative—Restricted Access Alternative 2, please see Section 2.2.2 of the Final EIS.

### COMMENT: BISHARAT, LESLIE

>>> "Leslie Bisharat" <lbisharat@techline-sac.com> 1/14/2005 11:44:10 AM >>>  
Mr. Schroeder,

1 I wish to add my name to the list of citizens and businesspeople who are pleading for a reopening of the Folsom Dam Road. The social, economic and environmental price we are paying must stop. Personally, I feel no safer knowing that a terrorist's vehicle cannot damage the dam. The damage being done to neighborhoods and the business community is just too great.

Thank you,

Leslie Bisharat

### RESPONSE: BISHARAT, LESLIE

#### Bisharat-1

The comment that Folsom Dam Road should be reopened is noted. In the Final EIS, Restricted Access Alternative 2 has been designated the Preferred Alternative. For a complete description of Preferred Alternative—Restricted Access Alternative 2, please see Section 2.2.2 of the Final EIS.

For a discussion of quality of life impacts and business and economic impacts associated with the proposed action please see Master Responses to Comment-1 and Comment-2.

### COMMENT: BOYD, SHARON

>>> "Sharon Boyd" <sharonboyd111@comcast.net> 1/13/2005 7:27:46 AM >>>  
1 Traffic through Folsom has become a nightmare. Without the dam road being open, there is no  
2 alternative means of transportation to reach El Dorado Hills and area. If there should be some other  
3 disaster besides anything related to the dam, you would not survive because you would be stuck in traffic  
4 at a crawl for hours. Business has really suffered. Everyone knows that you do not even attempt to shop  
5 in Folsom as you must allow at least another hour for traffic. Needless to say, the air quality is becoming  
even worse. The pollution builds up in Folsom from the valley already. With the added exhaust of so  
many cars polluting while sitting in traffic, air quality is deteriorating. There is no light rail. The middle and  
high schools are across the river. Please reopen the dam road at least during rush hour.

Sincerely yours,  
Sharon K. Boyd  
151 American River Canyon Drive  
Folsom, CA 95630

5465 Sur Mer Drive  
El Dorado Hills, CA 95762

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### RESPONSE: BOYD, SHARON

#### Boyd-1

The EIS states that Folsom Dam Road as well as the Lake Natoma Crossing and Rainbow Bridge are important crossings of the American River and Lake Natoma. As described in Section 3.1.1.3 of the EIS, approximately half of the 18,000 vehicles per day that traveled on Folsom Dam Road have shifted to the Rainbow Bridge and the Lake Natoma Crossing since February 2003, resulting in increased traffic volumes on some roadways in downtown Folsom. The operating conditions on these roads, which were already poor, were impacted by the closure action as noted by the commenter.

#### Boyd-2

The commenter's opinion is noted. Reclamation has a mandate to protect the physical integrity of Folsom Dam facilities and minimize any potential risks to residents in and around its facilities. Restrictions on access to Folsom Dam Road, both partial and full, require changes in traffic patterns. Reclamation recognizes the intensity of these changes throughout the analysis presented in the EIS. However, a return to pre-2003 conditions with uncontrolled access to Folsom Dam Road also presents security risks that Reclamation deemed unacceptable at the time the road was closed.

#### Boyd-3

Traffic and socioeconomic impacts since 2003 and future impacts associated with each of the four alternatives have been analyzed in Sections 3.1 and 3.4 of the EIS. As the commenter notes, some business losses have been reported by business owners and operators on some of the most affected roads since the road closure. Changes in traffic patterns may have contributed to some of these losses.

#### Boyd-4

The potential impacts to air quality from the each of the four alternatives are analyzed in Section 3.2.2 of the EIS. The existing and forecasted future traffic volumes described in Section 3.1 were used to calculate the air quality impacts from the four alternatives. As described in Section 3.2.2, closure of the road results in an increase in emissions regionally but none of the proposed alternatives would result in exceedances of Federal or State ambient air quality standards, which were established to protect sensitive populations such as children and the elderly.

An unrelated project, the Amtrak/Folsom Light Rail Project, will ultimately extend light rail service from downtown Sacramento to the City of Folsom. In Folsom, stations are planned at Glenn Drive/Folsom Boulevard and in the historic downtown district. This project and other regional transit options in the area are discussed in Section 3.1.1.1.

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### Boyd-5

The commenter's recommendation to reopen Folsom Dam Road during peak traffic times is noted. In the Final EIS, Restricted Access Alternative 2 has been designated the Preferred Alternative. For a complete description of Preferred Alternative—Restricted Access Alternative 2, please see Section 2.2.2 of the Final EIS.

### COMMENT: BRYTE, RON

- 1 >>> "Ron Bryte" <rbryte@earthlink.net> 1/12/2005 1:37:01 PM >>>  
I think we now realize what it must feel like to be held for ransom. The idea of terrorists blowing up the bridge from the top versus from the water side is ridiculous. We didn't close access to the lake because of terrorism, did we?
- 2 But then again it's the governments way of showing us who is in charge even if it's not always the best solution. And congratulations on causing numerous businesses to go into bankruptcy or near financial collapse and the elongated travel time for the tax paying citizens.
- 3 Please reconsider your options and cooperate with the locals on limited access to the road.
- Yours truly,  
Ron Bryte

### RESPONSE: BRYTE, RON

#### Bryte-1

The commenter's opinion about the perceived security risks to Folsom Dam facilities is noted. See Master Response to Comment-3.

#### Bryte-2

In Section 3.4.2 (under "Socioeconomic Effects Since 2003"), the EIS describes the socioeconomic effects that have occurred since the emergency closure of Folsom Dam Road in February 2003.

#### Bryte-3

The commenter's recommendation to reopen Folsom Dam Road with limited access is noted. In the Final EIS, Restricted Access Alternative 2 has been designated the Preferred Alternative. For a complete description of Preferred Alternative—Restricted Access Alternative 2, please see Section 2.2.2 of the Final EIS.

## Appendix E4 Public Comments and Responses

### COMMENT: CALHOUN, KELLY

>>> "Kelly Calhoun" <kcalhoun@fcusd.k12.ca.us> 1/14/2005 9:13:44 AM >>>  
Dear Mr. Schroeder,

I write this letter to you as one of what I am sure are thousands of residents of the City of Folsom deeply concerned with the unintended consequences of the closing of the Folsom Dam Road.

- 1 Though we are all deeply aware of and sensitive to the needs of our nation's and our community's security against attack, we are all equally aware that those concerns must be carefully balanced against a number of other critically important needs. **Not to do so is to give unfettered power to control our lives to those very people who threaten us.** The kind of terrorism that damages our towns and cities by turning us on ourselves can be far more insidious than the worst bombs or violent attacks.
- In the case of the Folsom Dam Road, the measures that would be necessary to damage the dam to a large enough extent to create that "worst case scenario" threat to the area are measures against which we have a variety of very effective defenses. The threat to this dam is not any worse than a variety of situations around the nation with, in my opinion, far greater vulnerability to attack.
- But this must be contrasted with those other "critically important needs" to the community, especially a small, rapidly growing city. The Folsom Dam Road is not just another road in this area, around which people can simply take another path without much impact. The consequences are many, and severe.
- 2 The closing of this road has effectively killed numerous businesses in our area, and is poised to kill still more. The impact of traffic now forced through the center of a small, historical downtown area has turned neighbor against neighbor, pressuring the city council to cut off access to certain residential streets being used in desperation as shortcuts by thousands of cars. A small town that once took five minutes to traverse now takes a half an hour to travel a mile or so, making going to the historical district for shopping or entertainment out of the question for most people. People have changed their minds about moving to this beautiful city strictly because of the disaster that has occurred in terms of traffic due to the road closure.
- 3 At a minimum, I implore you to use whatever influence you may have in this process to share the severe impact this has had on the city of Folsom, impact that cannot continue for seven years while waiting the building of another bridge. Some measures to create a secure, safe method of screening vehicles and allowing them over the dam road under some kind of reasonable hours, especially at rush hour, will mitigate the damage, stop the bleeding, and get some of the relentless pressure off this otherwise wonderful California city.

Thank you for your attention and support in this regard. Dr. Kelly J. Calhoun

Kelly J. Calhoun, Ed.D.  
Director, Educational Technology & Information Systems  
Folsom Cordova Unified School District  
945 Riley Street, Folsom, CA. 95630  
(916) 355-1111 x164 / (916) 355-1198 (fax)  
<http://www.fcusd.k12.ca.us>



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**RESPONSE: CALHOUN, KELLY**

**Calhoun-1**

The commenter's opinions about the perceived security risk to Folsom Dam are noted. For details about Reclamation's assessment of security risks to dam facilities, see Master Response to Comment-3.

**Calhoun-2**

The commenter's summary of conditions in Folsom is noted. These issues are addressed in the EIS.

Section 3.4.2 of the EIS describes the socioeconomic effects that have occurred since the emergency closure of Folsom Dam Road in February 2003. Also see Master Response to Comment-2.

Section 3.1.1.3 of the EIS discusses the extent of the traffic changes that have occurred since the February 2003 closure of Folsom Dam Road, including decreased levels of service and increased delays on certain roadways in Folsom's historic district. The traffic analysis includes changes that occurred after the implementation of the Folsom Historic District Traffic Calming Program. The measures taken by the City of Folsom to divert traffic away from neighborhood streets off of Riley Street are receiving support from residents on those streets; however, others have commented that the program limits access to their business establishments.

Several commenters have noted that traffic congestion in Folsom's historic district has prevented them from visiting the area for shopping or entertainment. For a discussion of these and other intangible effects associated with traffic, see Master Response to Comment-1.

**Calhoun-3**

The commenter's recommendation to reopen Folsom Dam Road during rush hour with vehicle screening is noted. In the Final EIS, Restricted Access Alternative 2 has been designated the Preferred Alternative. For a complete description of Preferred Alternative—Restricted Access Alternative 2, please see Section 2.2.2 of the Final EIS.

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**COMMENT: CALLORI, STEVE**

- >>> "Steve Callori" <Steve.Callori@schilling.com> 1/14/2005 9:32:41 AM >>>
- 1 Being a Folsom resident, I'm writing to express my opinion regarding the closure of the road. I don't believe that having the road open is a significant threat to the area. Anyone that meant to cause harm to the dam would NOT be interested in gaining access to the TOP of the dam. They would be more inclined to be interested in the foundation of the structure and there is still access open to reach those areas.
- 2 Further, I think it is a stretch to believe that of all the major sites in the US, that a group would be focused on a "small potatoes" dam like Folsom. I think we all know the real reason the dam road has been closed.
- However, if the Bureau can't see their way to permanently opening the road again, I can't imagine any reason why they would oppose opening the road during rush hour to alleviate the traffic mess that has been created. The city of Folsom can post someone at the site if that provides comfort but at least the traffic would be able to flow.
- Keeping the road closed isn't good for the city, isn't good for the area and isn't good for the Bureau's reputation. I hope you will make the correct choice.

**RESPONSE: CALLORI, STEVE**

**Callori-1**

The commenter's opinion about the perceived security risk to Folsom Dam facilities is noted. See Master Response to Comment-3.

**Callori-2**

The commenter's recommendation to reopen Folsom Dam Road during rush hour is noted. In the Final EIS, Restricted Access Alternative 2 has been designated the Preferred Alternative. For a complete description of Preferred Alternative—Restricted Access Alternative 2, please see Section 2.2.2 of the Final EIS.

## Appendix E4 Public Comments and Responses

### COMMENT: CHURCHILL, SHIRLEY

1 >>> "Shirley Churchill" <schurchill@fcusd.k12.ca.us> 1/13/2005 8:32:02 AM >>>  
Let relieve some of the traffic congestion in Folsom. Please allow the road to be open during rush hours - make it a toll road if need be. Folsom need all the help they can receive in relieving traffic congestion.

Thank you  
Shirley Churchill  
1286 Humbug Creek Drive  
Folsom

### RESPONSE: CHURCHILL, SHIRLEY

#### Churchill-1

The commenter's recommendation to reopen Folsom Dam Road during rush hour is noted. In the Final EIS, Restricted Access Alternative 2 has been designated the Preferred Alternative. For a complete description of Preferred Alternative—Restricted Access Alternative 2, please see Section 2.2.2 of the Final EIS.

A toll for the use of Folsom Dam Road is not under consideration.

### COMMENT: COLLARD, WILLIAM

1 >>> "William Collard" <bill@collardlaw.com> 1/13/2005 9:43:59 AM >>>  
Mr. Schroeder,  
I certainly recognize the concern of the Folsom businesses negatively impacted by the Bridge closing which could cause them significant damage.  
However, I also am aware of the security issues and the damage which could be caused by a major terrorist attack down river from the dam. I recall when one of the gates mal-functioned which was a significant concern.  
2 There must be some way of improving security to such an extent that the bridge could remain open. I am certain it would be expensive however major damage to the dam could be disastrous. Both needs must be considered and dealt with, neither alternative is acceptable and there must be some reasonable compromise.  
William H. Collard

### RESPONSE: COLLARD, WILLIAM

#### Collard-1

Socioeconomic impacts since February 2003 and future impacts associated with each of the four alternatives are discussed in Section 3.4.2 of the EIS. As the commenter notes, some business losses have been reported by business owners and operators on some of the most affected roads since the closure of Folsom Dam Road. Changes in traffic patterns may have contributed to some of these losses.

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### Collard-2

The commenter's statement that there must be a reasonable compromise between the long-term closure of Folsom Dam Road and the need to ensure the security of Folsom Dam facilities is noted. Reclamation has a mandate to protect the physical integrity of Folsom Dam facilities and minimize any potential risks to residents in and around its facilities. Alternatives reviewed as part of this EIS cover a range of actions and impacts that reflect these goals. In addition to the Long-Term Closure Alternative (the long-term closure of Folsom Dam Road) and the No Action Alternative (a return to pre-2003 conditions with uncontrolled access to Folsom Dam Road), the EIS evaluates two restricted access alternatives that would both maintain access to the road and incorporate security features to increase the security of Folsom Dam facilities. Restricted Access Alternative 2 and Restricted Access Alternative 3 meet the basic purpose and need of controlling access to Folsom Dam facilities by implementing security features such as vehicle screening and inspections, security checkpoints, and limits on hours of access and types of vehicle that can use the road. In the Final EIS, Restricted Access Alternative 2 has been designated the Preferred Alternative. For a complete description of Preferred Alternative—Restricted Access Alternative 2, please see Section 2.2.2 of the Final EIS.

### COMMENT: DANBERG, DENISE

1 >>> "Danberg, Denise" <DanbergD@CTT.com> 1/14/2005 10:31:39 AM >>>  
It is imperative the city take action, even during peak hours for the sake of our businesses. People just don't want to drive to Folsom during the day. They always complain about the traffic. We are losing valuable business because the roads do not flow. Please take a look at this. Our city needs the consumers and for their money to be spent right here in Folsom.

Denise Danberg  
Branch Manager/Escrow Officer  
Chicago Title Company  
2320 East Bidwell Street, Ste 110  
Folsom, Ca 95630  
p (916)673-1400 f (916)983-3053

### RESPONSE: DANBERG, DENISE

#### Danberg-1

The commenter's recommendation to reopen Folsom Dam Road, if only for peak hours, is noted. Several commenters have described changes in traffic volumes and delay times following the closure of Folsom Dam Road, which are discussed in Section 3.1.1.3 and 3.1.2 of the EIS, and the economic effects of those traffic changes, which are addressed in Section 3.4.2. Also see Master Response to Comment-2.

In the Final EIS, Restricted Access Alternative 2 has been designated the Preferred Alternative. For a complete description of Preferred Alternative—Restricted Access Alternative 2, please see Section 2.2.2 of the Final EIS.

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**COMMENT: DOW, RORY**

>>> "rddow" <rddow@comcast.net> 1/14/2005 10:51:59 AM >>>

- 1 ☐ Please, please, please open the dam road during commuter hours A.S.A.P..  
Thank you for your consideration.

Rory Dow  
134 Blakeslee way  
Folsom CA. 95630

**RESPONSE: DOW, RORY**

**Dow-1**

The commenter's recommendation to reopen Folsom Dam Road during commute hours is noted. In the Final EIS, Restricted Access Alternative 2 has been designated the Preferred Alternative. For a complete description of Preferred Alternative—Restricted Access Alternative 2, please see Section 2.2.2 of the Final EIS.

**COMMENT: DRAPEAU, BARBARA**

>>> "Barbara Drapeau" <bdrapeau@fcusd.k12.ca.us> 1/13/2005 9:13:11 AM >>>

- 1 ☐ The traffic is insane around here and you just can't close a road that exacerbates the problem. A new bridge should be in place before the Dam Road closes. Just some more poor planning on every level of the bureaucratic government.

**RESPONSE: DRAPEAU, BARBARA**

**Drapeau-1**

The commenter's statement about traffic conditions is noted. The need to make a decision regarding public access to Folsom Dam Road came from security concerns and the safety risks to the integrity of the dam structure and to the people living and working in the area. The Folsom Bridge Project (referred to in the Draft EIS as the Folsom Bypass Project), which is discussed in Section 3.11.2 of the EIS and scheduled to open in 2007/2008, is a related but separate project. Although the new bridge will address community traffic needs, it does not directly address the need to control access on Folsom Dam Road or the need to improve safety of the Folsom Dam facility and surrounding areas. Any new crossing is independent of the decision on whether Folsom Dam Road would be reopened, remain closed, or be made available for restricted use, which are the alternatives considered in this EIS.

In the Final EIS, Restricted Access Alternative 2 has been designated the Preferred Alternative. For a complete description of Preferred Alternative—Restricted Access Alternative 2, please see Section 2.2.2 of the Final EIS.

**Appendix E4**  
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**COMMENT: ABER, ELAINE**

>>> "elaine b" <serengetti34@hotmail.com> 1/13/2005 4:09:02 PM >>>

Dear Mr Schroder,

- 1 ☐ Having the Folsom Dam Road closed has been a significant drawback and inconvenience to a lot  
2 ☐ of local residents. It has been a very expensive exercise in terms of time, gasoline, vehicle  
3 ☐ wear-down and increased pollution, to name but a few.

I am a teacher in Folsom and my commute from my home, in American River Canyon North, across the Dam to Empire Oaks Elementary, used to be an easy 10 to 12 minutes. It has taken me in excess of one hour - during commute times- to endure this trip. I am sure that my (sometimes 2 hours a day) time could be better spent in my classroom or in some other productive endeavour.

I urge you to strongly consider re-opening this passage, albeit with restrictions, for the many residents of this area who need it.

Thank you for your concern and effort to procure success in this venture.

Sincerely,

Elaine Aber

**RESPONSE: ABER, ELAINE**

**Aber-1 and -2**

The commenter's statements about conditions following the road closure are noted.

**Aber-3**

Traffic conditions since the closure of Folsom Dam Road are discussed in Section 3.1.1.3.

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### COMMENT: HILTON, SANDY

1 >>> "Sandy Hilton" <shilton@folsom.ca.us> 1/14/2005 10:39:37 AM >>>  
As an employee of the city of Folsom, I can tell you first hand that the closure of the dam road has major negative impacts on our community. I work at City Hall and traffic impacts on Natoma St make it difficult to get in and out of the workplace and prevents scheduling of activities during peak commute times. Recreation classes in some locations have been impacted due to residents avoiding traffic jams. I personally avoid local businesses during peak traffic times. Commuting over the bridges has increased commute times to certain locations anywhere from 15 minutes to a half hour. Idling cars produce more pollution.  
Please consider reopening the dam road with appropriate security during peak commute hours!

Sandy Hilton

Community and Cultural Services Superintendent  
Folsom Parks and Recreation Department  
50 Natoma St, Folsom CA 95630  
916.355.7279 vm 916.351.5931 fax  
[shilton@folsom.ca.us](mailto:shilton@folsom.ca.us)

### RESPONSE: HILTON, SANDY

#### Hilton-1

Several commenters have described changes in traffic volumes and delay times following the closure of Folsom Dam Road, which are analyzed in Section 3.1.2 of the EIS. As shown in Table 3.1-2, Natoma Street between Folsom Boulevard and Sibley Street operated at a level of service (LOS D) deemed unacceptable by the City Folsom before the February 2003 closure of Folsom Dam Road. The level of service was further affected after implementation of the Folsom Historic District Traffic Calming Program.

The commenter's statements regarding conditions following the road closure are noted. These and other intangible effects of traffic congestion are addressed in Master Response to Comment-1.

The potential impacts to air quality from the each of the four alternatives are analyzed in Section 3.2.2. The existing and forecasted future traffic volumes described in Section 3.1 were used to calculate the air quality impacts from the four alternatives. As described in Section 3.2.2, none of the proposed alternatives would result in exceedances of Federal or State ambient air quality standards.

The commenter's recommendation to reopen Folsom Dam Road with security measures during peak commute hours is noted. In the Final EIS, Restricted Access Alternative 2 has been designated the Preferred Alternative. For a complete description of Preferred Alternative—Restricted Access Alternative 2, please see Section 2.2.2 of the Final EIS.

## Appendix E4 Public Comments and Responses

### COMMENT: HUDSON, LEANNA AND HOGAN, DOUG

1 >>> "Leanna Hudson" <leanna@integratedhomeinc.com> 1/13/2005 11:14:33 AM >>>  
Please reopen this during the high traffic hours 7:30-6:00  
We travel to Roseville everyday to work and it takes us more than double the time to get there!  
We vote to reopen!!!

Leanna Hudson  
Doug Hogan

Integrated Home inc.  
P.O. Box 6222  
Folsom, CA 95763  
916.983.9192  
[leanna@integratedhomeinc.com](mailto:leanna@integratedhomeinc.com)  
[www.integratedhomeinc.com](http://www.integratedhomeinc.com)

### RESPONSE: HUDSON, LEANNA AND HOGAN, DOUG

#### Hudson, L. and Hogan-1

The commenters' recommendation to reopen Folsom Dam Road during peak commute times is noted. In the Final EIS, Restricted Access Alternative 2 has been designated the Preferred Alternative. For a complete description of Preferred Alternative—Restricted Access Alternative 2, please see Section 2.2.2 of the Final EIS.

**Appendix E4  
Public Comments and Responses**

**COMMENT: KOBERG, PAT**

>>> "Pat Koberg" <PKoberg@fcusd.k12.ca.us> 1/13/2005 10:56:35 AM >>>

As a long-time Folsom Resident, I can think of no other incident/occurrence that has caused so much of a problem and fiscal concern to our community. So many merchants have suffered, so many streets have been altered and routes re-aligned, and neighborhoods made less livable. If fact, the whole community has suffered from the impact of the traffic flow. It seems amazing that our traffic injury and death rate has not risen more dramatically as the high volume promotes drivers with short tempers, exceeding the speed limit and plowing through red lights in an effort to get through our city. If other parts of our nation can come to grips with the security measures required for the protection of their communities, it seem we should be able to put a plan in place which allows safety while allowing comfort and ease of travel to us the residents, and to those 18,000 extra vehicles which travel through our city daily. Is there any other community dealing with this sort of inconvenience and disruption? Of course, our security and the safety of the downstream areas is paramount, but some adjustments must be made to alleviate the problems forced upon us.

Please let our voices be heard!  
Pat Koberg

Patricia Koberg  
FCUSD Instructional Services  
125 E. Bidwell Street  
Folsom, CA 95630  
(916) 355-1111, ext. 112  
pkoberg@fcusd.k12.ca.us

**RESPONSE: KOBERG, PAT**

**Koberg-1**

Several commenters have noted that traffic changes following the closure of Folsom Dam Road have negatively affected the overall quality of life for residents and businesses of the community. Effects to businesses are described in Section 3.4.2. Also see Master Response to Comment-2. Intangible effects of the road closure are discussed in detail in Master Response to Comment-1.

Several commenters have stated that the increases in traffic volume and delay time have caused short tempers and road rage. The traffic analysis in the EIS discusses accident data in Section 3.1.1.3. These issues are described further in Master Response to Comment-1.

**Appendix E4  
Public Comments and Responses**

**COMMENT: LASIC, DAVID**

>>> "David Lasic Jr." <dlasuc1@sbeglobal.net> 1/12/2005 10:26:09 AM >>>

I am a long time resident of Folsom having moved here in December 1988. Traffic on Riley Street and over the Rainbow Bridge, then the only crossing point below the Dam, has always been terrible. Nothing new about that. The new Folsom bridge has helped, but, too many people find it somehow an inconvenience to cross the river there.

I have always been surprised that normal routine traffic was allowed to be routed over the Folsom Dam. I have always looked those kind of roads as being there to allow mostly maintenance access for the Dam.

I am extremely troubled by ANY attempt to reopen the Dam Road to traffic regardless of the times of day. Folsom has a track record of not planning and building needed roadways to support its known growth. The development of commercial property along Bidwell St. between Riley and Blue Ravine is a very appropriate example of what I describe. The street is but two lanes wide where at least three lanes should exist.

A new bridge paralleling the Dam is proposed and should be built. However, the reasons provided to reopen the Dam Road do not outweigh the reality of today with the need for security for the Folsom Dam. The damage that would likely occur from a potential blast upon that roadway would endanger a significantly large portion of the Sacramento Valley. Look at the weather pattern we are experiencing and the large water storage increase we will see this spring. An alternative of holding the water level uncharacteristically low to reduce that danger level does not provide the water for long term use by the communities this Dam serves.

The only real reason for opening the Dam Road is purely for convenience purposes. That is just not acceptable. Those businesses in Old Town Folsom and along the older parts of Riley Street that complain the loudest about loss of customers are in denial. Newer developed shopping and dining opportunities have risen in newer parts of Folsom nearer to I-50 and Bidwell that are pulling away the customer bases. Many of the businesses in the older portions of Folsom have not remodeled or upgraded their businesses to properly compete with the new commercial areas. Old Town attracts visitors for its ambience which usually means weekend business and late evenings, especially in the Spring and Summer. That business is not affected by weekday traffic.

The real decision for the Dam Road condenses down to a matter of personal convenience over security issues. In my humble opinion, there's really only one choice and it has already been made. Close that Dam Road and close it permanently!

Thank you,

David Lasic  
120 Ainsworth Way  
Folsom, Ca. 95630-7608  
916-983-1231

**Appendix E4**  
**Public Comments and Responses**

**RESPONSE: LASIC, DAVID**

**Lasic, D.-1**

The commenter's statement regarding traffic operations prior to the closure of Folsom Dam Road is noted. The operations of many of the affected roadways in Folsom were analyzed in Section 3.1 of the EIS. Table 3.1-2 shows the levels at which several roadway segments were operating before and after the closure of Folsom Dam Road.

**Lasic, D.-2**

As the commenter notes, Folsom Dam Road was constructed to provide maintenance access for the dam. The construction and design features are considered inadequate for general traffic use, as stated in EIS Section 1.2.1. The public use of Folsom Dam Road prior to its closure in February 2003 is described in Section 1.2.3 of the EIS.

**Lasic, D.-3 and -4**

The commenter's opinion that Folsom Dam Road should remain closed is noted.

**Lasic, D.-5 and -6**

The EIS describes several factors that were identified that could have impacted businesses in Folsom, including in the historic district. As discussed in Section 3.4.2, these factors include traffic growth and changes in traffic patterns, as well as unrelated changes in commercial growth outside of the historic district.

**Lasic, D.-7**

The commenter's opinion that Folsom Dam Road should remain closed is noted.

**Appendix E4**  
**Public Comments and Responses**

**COMMENT: LASIC, JUDITH**

>>> Judith Lasic <jlasic@sbcglobal.net> 1/12/2005 11:44:07 AM >>>  
Robert Schroeder, Central California Area Office  
Bureau of Reclamation  
7794 Folsom Dam Road  
Folsom, CA 95630

The Folsom Dam Road is closed permanently for security reason to preserve and protect the core mission of the facility and for the ultimate safety of the public. (The Bureau's own words) That  
1 [ pretty much says it all for me! I have been a resident of Folsom going on 17 years, and you  
absolutely have my full support on keeping the dam road closed! Please don't be misled by the  
whining business owners who claim that their business has suffered because of the closure.  
2 [ What business's are there that are even close to the dam road??? I'm baffled by this one. The new  
bridge runs parallel with downtown Old Folsom with exits to Sutter St. and Rainbow Bridge.  
3 [ People actually have more access to downtown. If they have a faltering business, it's due to the  
humungous growth that the city council has allowed to continue virtually un-checked, and good  
old American competition. If the publics' commute is hindered it's because, again, the city  
4 [ council has not held the developers accountable for providing highways and roads along with  
their voluminous developments. These excuses that are being used are pretty lame in my book.  
People get spoiled. They want it all or whine. Folsom touts it self on being a family-oriented  
city. What kind of citizens are these, in a family-oriented community, who would put their loved  
ones at risk just to save a few minutes a day of commute time??? I personally am appalled at their  
lack of concern. They also forget that it's not just Folsom that would be affected by a terrorist  
act or dam malfunction, but all of the cities below us, Sacramento included. As for the El  
Dorado and Granite Bay folks, a disaster probably wouldn't directly affect them because of  
where they are located, and yet, they are some of the biggest complainers. I only have to watch  
the news on the Tsunami Disaster in Indonesia to understand what power unleashed water has. I  
5 [ don't want the Dam Road open for ANY reason. Not for morning or afternoon commutes, not  
for a few hours, not even for a few minutes. I believe extensive background-checked security  
should be posted on the Dam Road at all times. This is our lives and our land we're talking  
about. Keep the Dam Road CLOSED!  
This is one very concerned female resident with a family. Thank you for the opportunity to  
express my concerns.  
Judith Lasic  
120 Ainsworth Way  
Folsom, CA

**RESPONSE: LASIC, JUDITH**

**Lasic, J.-1**

The commenter's opinion that Folsom Dam Road should remain closed is noted.

**Lasic, J.-2 and 3**

The commenter's opinions that access to the businesses in Folsom's historic district has improved with the addition of the Lake Natoma Crossing and that the businesses affected by the Folsom Dam Road closure are also being adversely affected by newer shopping and dining areas are noted. As stated in Section 3.4.2 of the EIS, it is difficult to associate reported declines in business revenues since the road closure to a single cause. See Master Response to Comment-2.

**Appendix E4**  
**Public Comments and Responses**

**Lasic, J.-4**

The commenter's opinion that the increase in traffic and commute times is due to the growth in the area without improvements in the highway and roadway system is noted. Sections 3.1.1.2 and 3.4 of the EIS describe how the populations of Folsom and nearby communities have substantially increased and how the functionality and operations of the primary arterial roadways in the area have declined over the past decade.

**Lasic, J.-5**

The commenter's opinion that Folsom Dam Road should remain closed is noted.

**COMMENT: MORRIS, DIANE**

>>> "Diane Morris" <diane.morris@pacbell.net> 1/14/2005 11:01:40 AM >>>  
1 [ I am a supporter of the Folsom Dam Road being reopened!!!!

Diane Morris  
Placerville, CA

**RESPONSE: MORRIS, DIANE**

**Morris-1**

The commenter's opinion that the Folsom Dam Road should be reopened is noted. In the Final EIS, Restricted Access Alternative 2 has been designated the Preferred Alternative. For a complete description of Preferred Alternative—Restricted Access Alternative 2, please see Section 2.2.2 of the Final EIS.

**Appendix E4**  
**Public Comments and Responses**

**COMMENT: MOURISKI, MICHAEL**

>>> "Michael Mouriski" <michael@mgmcpa.biz> 1/14/2005 10:13:08 AM >>>  
Hello Robert,

1 [ Please select the PREFERRED alternative in the Environmental Impact Statement: MUST open the Folsom Dam Road during peak commute hours with special security measures.

Regards,

Michael

Michael G. Mouriski, CPA  
301 Natoma Street, Suite 102  
Folsom, CA 95630  
michael@mgmcpa.biz  
Office 916-984-1887  
Fax 916-673-3120

**RESPONSE: MOURISKI, MICHAEL**

**Mouriski-1**

The commenter's opinion that Folsom Dam Road should be reopened during peak commute hours with special security measures is noted. In the Final EIS, Restricted Access Alternative 2 has been designated the Preferred Alternative. For a complete description of Preferred Alternative—Restricted Access Alternative 2, please see Section 2.2.2 of the Final EIS.

**COMMENT: PARRISH, SUSAN**

>>> "Susan Parrish" <sparrish@fcusd.k12.ca.us> 1/13/2005 10:20:45 AM >>>  
1 [ I WOULD LOVE THE DAM ROAD OPEN AGAIN. DRIVING THRU FOLSOM IS THE WORST. THANKS FOR LISTENING

**RESPONSE: PARRISH, SUSAN**

**Parrish-1**

The commenter's opinion that Folsom Dam Road should be reopened is noted. In the Final EIS, Restricted Access Alternative 2 has been designated the Preferred Alternative. For a complete description of Preferred Alternative—Restricted Access Alternative 2, please see Section 2.2.2 of the Final EIS.

**Appendix E4**  
**Public Comments and Responses**

**COMMENT: PAULEY, LAUREN**

>>> "lauren pauley" <lepauley24@hotmail.com> 1/12/2005 3:35:18 PM >>>  
To whom it may concern~  
I have lived in Folsom for over fourteen years (practically my whole life).  
I live in American River Canyon, and therefore to get to the other side of  
Folsom or Eldorado Hills, I must cross over one of the bridges. But since,  
the dam has been closed, traffic in Folsom has been absolutely terrible. I  
go to Saint Francis, and I take Folsom Blvd. to and from the freeway  
everyday, and in the evening I have waited on Folsom Blvd. for over 45  
minutes (which is longer than it has taken me to get from the 65th street  
exit to the Folsom Blvd exit during rush hour). And, on top of this, it  
used to take me 10 or 15 minutes to get to Eldorado Hills and the other side  
of Folsom, but now it takes me at least 20 minutes. Our area has been  
isolated from the other side of Folsom and Eldorado Hills because we either  
have to weave through old Folsom, or go across the new bridge and then  
back-track. The dam is a real neccessity, and it would be really wonderful  
if it was opened again. Thank you for your time.  
Concerned citizen~  
Lauren Pauley

**RESPONSE: PAULEY, LAUREN**

**Pauley, L.-1**

The analysis presented in Section 3.1.1.3 discusses the extent of the traffic changes that have occurred since the February 2003 road closure.

**Pauley, L.-2**

The commenter's opinion that the Folsom Dam Road should be reopened is noted. In the Final EIS, Restricted Access Alternative 2 has been designated the Preferred Alternative. For a complete description of Preferred Alternative—Restricted Access Alternative 2, please see Section 2.2.2 of the Final EIS.

**Appendix E4**  
**Public Comments and Responses**

**COMMENT: PAULEY, MARY**

>>> mary pauley <mpauley01@comcast.net> 1/12/2005 3:20:26 PM >>>  
1 I would like to urge The Bureau of Reclamation to OPEN the Dam Road for  
commute hours at minimum. The traffic congestion has been nothing  
short of a nightmare, and due to the increased El Dorado Hills/East  
Folsom ttraffic, I no longer head across the bridge to Folsom for  
shopping, dining, or highway 50 access from 3:00-7:00 on any given week  
day. The last two years, my daughter has chosen to take "0" Block at  
St. Francis High School due to the fact that she needs to be over the  
2 bridge by 6:30 a.m. every morning.  
  
Additionally, there have been many, many occasions where it has taken  
my daughter 45-60 minutes to get across the bridge ONCE SHE EXITS at  
Folsom Blvd. 25 minutes is more normal, but either number is  
absolutely insane! Upon calling the City, we were told that this delay  
is due to the extended time required for the left hand turners onto  
Natomas (i.e. the El Dorado Hills, and East Folsom traffic).  
  
3 We moved to Folsom in 1990, and again spent many years commuting to  
Roseville due to the congestion of the Rainbow Bridge. We were  
overjoyed with the opening of our new bridge, however, due to the road  
closure of the Dam, the last three years we are once again relegated to  
living our life on the other side of the bridge, away from our chosen  
community. I firmly believe that there is not one person in either El  
Dorado Hills or Folsom whose quality of life would not be improved by  
4 your reopening of this road. If you continue to keep the Dam Road  
closed due to perceived terrorist threats after 9-11, then the  
terrorists have succeeded in restricting the way we live our lives here  
in Folsom. This is most unreasonable.  
  
Thank you in advance for helping to turn our community back into the  
wonderful haven it was, and can be again.  
  
Sincerely,  
  
Mary Pauley and Family  
203 Lost Creek Drive  
Folsom, CA

**RESPONSE: PAULEY, MARY**

**Pauley, M.-1**

The commenter's opinion that the Folsom Dam Road should be reopened is noted. In the Final EIS, Restricted Access Alternative 2 has been designated the Preferred Alternative. For a complete description of Preferred Alternative—Restricted Access Alternative 2, please see Section 2.2.2 of the Final EIS.



**Appendix E4**  
**Public Comments and Responses**

**Pauley, M.-2 and -3**

The EIS evaluated traffic conditions and identifies declines in levels of service and increased delays. The extent of the delays described in this and the previous comment letter are noted.

**Pauley, M.-4**

Quality-of-life issues for residents of El Dorado Hills, Folsom, and other areas are discussed in Master Response to Comment-1.

**COMMENT: PERKES, ALLISON**

- >>> Allison Perkes <aperkes@villagelife.com> 1/14/2005 11:09:24 AM >>>
- 1 ☐ There are many other roads, bridges that are open 24/7. We're just wanting the Folsom Dam Road open at least during peak commute hours.
- 2 ☐ With the road closed it has caused pain to families, business owners. Some made decisions to live where they are because that was a viable way to commute to work.

We need, the Folsom Dam Road open during the times asked - I hope are listening to the people who it affects.

Thank you,

Allison Perkes

**RESPONSE: PERKES, ALLISON**

**Perkes-1**

The commenter's opinion that the Folsom Dam Road should be reopened during peak commute hours is noted. In the Final EIS, Restricted Access Alternative 2 has been designated the Preferred Alternative. For a complete description of Preferred Alternative—Restricted Access Alternative 2, please see Section 2.2.2 of the Final EIS.

**Perkes-2**

The impacts of the road closure on the quality of life of local residents and business owners are discussed in Master Responses to Comment-1 and Comment-2. Local business impacts are described in Section 3.4.2.

**Appendix E4**  
**Public Comments and Responses**

**COMMENT: POIMIROO, JOAN AND JOHN**

- >>> "John Poimiroo" <john@poimiroo.com> 1/14/2005 11:07:46 AM >>>
- 1 ☐ Regarding the closure of Folsom Dam Road: the threat of terrorist attack to Folsom Dam was extremely unlikely, and the potential for inundation of downstream areas - given the complexity of blowing up a dam and the lake's low water levels - was exaggerated. Whereas, the actual damage to the economy and safety (through increased traffic congestion) of Folsom, Orangevale, El Dorado Hills and Granite Bay was profound and immediate.
- 2 ☐

Folsom Dam Road has become, like it or not, an essential route for populations north and south of the American River. The decision to close Folsom Dam Road was made hastily and without sufficient and rational cause. Until an alternate crossing is completed, Folsom Dam Road should be reopened to passenger vehicles (no trucks, trailers or RVs).

Joan and John Poimiroo  
1448 Crocker Dr.  
El Dorado Hills, CA 95762

**RESPONSE: POIMIROO, JOAN AND JOHN**

**Poimiroo-1**

The commenter's opinions regarding the security risks to Folsom Dam facilities are noted. The purpose and need for the action (Section 1.1) was identified based on the independent security assessments conducted for Reclamation and on the issues raised during those investigations. Reclamation acted to ensure the safety of the facility as a top priority, based on the findings of the security assessments. The long-term decision associated with access to Folsom Dam Road will take into account the security issues as well as the environmental consequences associated with each of the alternatives considered. The risk and impacts from a failure of Folsom Dam are discussed in EIS Section 1.2.2 and by resource area in Sections 3.1 through 3.10 under "Environmental Consequences" for the No Action Alternative. Also, see Master Response to Comment-4.

**Poimiroo-2**

The EIS identifies changes in accident rates and traffic patterns (Sections 3.1.1.3 and 3.1.2) and effects to the local economy (Section 3.4.2) following the road closure. The commenter's opinion that Folsom Dam Road should be reopened to passenger vehicles is noted. In the Final EIS, Restricted Access Alternative 2 has been designated the Preferred Alternative. For a complete description of Preferred Alternative—Restricted Access Alternative 2, please see Section 2.2.2 of the Final EIS.

## Appendix E4 Public Comments and Responses

### COMMENT: REINARD, KEVIN

>>> Suzanne Reinard <kskareinard@yahoo.com> 1/13/2005 4:59:55 PM >>>  
Thursday January 13th, 4:59pm

Mr. Schroeder,

1 I hereby request that you open the dam road to vehicle traffic. As a homeowner in the Briggs Ranch neighborhood, I can tell you that the traffic getting through Folsom is horrendous. From 7-10 am and 4-7 pm it can take 30 minutes for us to cross to the other side of the river...a drive that is approximately 2-3 miles. We do not even consider going into this area for shopping or events because of the grief associated with getting there. The businesses and neighborhoods, especially in the old Folsom area, have lost all quality of life. I have friends in Granite Bay and Roseville who will not come to the Folsom side of the river to patronize our businesses or to visit friends.

2 Since your reason for closing the dam road is for the safety of the dam structure, then I request that you immediately also block all boater traffic from going to within 200 yards of the dam. How can you tell the citizens of Folsom that the dam is closed for safety reasons, and then leave the dam vulnerable from a boat full of explosives. It makes no sense. Either it's a safety hazard or it's not. If you do not immediately block the boat traffic from being able to drive right up to the dam, then it's obvious that you do not believe that the safety risk is as serious as you've made it out to be.

Make the right choice and open the dam road. For once, have the guts to make the right choice for the sake of the people who live in this area. We cannot wait another 4-5 years for a new bridge to be built.

Thank you,

Kevin Reinard  
105 Burrill Dr.  
Folsom  
916 985-4702

### RESPONSE: REINARD, KEVIN

#### Reinard-1

The commenter's recommendation to reopen Folsom Dam Road is noted. In the Final EIS, Restricted Access Alternative 2 has been designated the Preferred Alternative. For a complete description of Preferred Alternative—Restricted Access Alternative 2, please see Section 2.2.2 of the Final EIS.

Traffic changes that have occurred since the February 2003 closure of Folsom Dam Road are discussed in Section 3.1.1.3 of the EIS. The commenter's statement regarding how traffic congestion in Folsom has affected his quality of life is noted. For a discussion of quality-of-life issues, see Master Response to Comment-1.

## Appendix E4 Public Comments and Responses

### Reinard-2

In regard to the commenter's opinions about security risks to Folsom Dam facilities, see Master Response to Comment-3.

### COMMENT: SAWA, KATRINA

>>> "Katrina Sawa" <katrina.sawa@comcast.net> 1/14/2005 10:50:59 AM >>>  
Dear Mr. Schroeder,

I am an El Dorado Hills resident, a home business owner, a member of the Folsom Chamber and El Dorado Hills Chamber. I drive Natoma St. probably 4 out of 5 days a week to get somewhere in Folsom or beyond. Typically I drive **non-commute hours**; however here is how the Folsom Dam Road is affecting me and my business.

1 Before the Dam Road Closure, it would take me about 10 minutes to get from my home in El Dorado Hills to Folsom-Auburn Rd. via Natoma St. and the Rainbow Bridge. Since the Dam Road Closure it now takes me often close to 25 minutes to take the same route. Before the closure, when traveling to Roseville via the Dam Road and Folsom-Auburn Rd., it would take me about 15 minutes to get to Douglas Blvd. in Roseville. After the closure it now takes me often close to 40 minutes to get there via Natoma St., the Rainbow Bridge and Folsom-Auburn Rd.

2 I conduct my business at other people's places of business and at other meeting spots around the area therefore I am always traveling in the car. My current consulting rate is \$75 per hour. If you calculate the extra time I am spending in the car on any given week assuming I only travel each way once each day going to both areas (which is not always the case), the extra time is costing my business \$165 per week (at 2.2 extra hours per week). This comes to \$8250 per year assuming I work 50 weeks and take off 2 weeks for vacation (which is also not always the case).

This should show you how even the smallest of businesses and residents are affected. Please reopen the Folsom Dam Road at least during commute hours to help alleviate some of the traffic congestion in Folsom, El Dorado Hills and even their surrounding areas.

**Katrina Sawa**  
**K. Sawa Marketing**  
Hm/Off/Fax: (916) 933-7737  
Cell: (916) 532-4142  
2045 Wood Mar Dr.  
El Dorado Hills, CA 95762  
[katrina@ksawamarketing.com](mailto:katrina@ksawamarketing.com)  
[www.ksawamarketing.com](http://www.ksawamarketing.com)  
*Publicity, Promotions, Marketing Plans & Consulting,  
Advertising Placement, Graphic Design & Networking*

### RESPONSE: SAWA, KATRINA

#### Sawa-1

See Response to Miller, L.-1 regarding traffic congestion and commute times during off-peak, noncommute hours.

**Appendix E4**  
**Public Comments and Responses**

**Sawa-2**

See Master Response to Comment-1 for a detailed discussion of traffic and associated quality-of-life impacts, including the opportunity cost of time lost in traffic.

The commenter's opinion that Folsom Dam Road should be reopened during peak commute hours is noted. In the Final EIS, Restricted Access Alternative 2 has been designated the Preferred Alternative. For a complete description of Preferred Alternative—Restricted Access Alternative 2, please see Section 2.2.2 of the Final EIS.

**Appendix E4**  
**Public Comments and Responses**

**COMMENT: SCOTT, EVANGELINE**

>>> Evangeline Scott <etscott@sbcglobal.net> 1/12/2005 4:47:43 PM >>>  
Dear Mr. Schroeder:

1

As a business owner and resident of the greater Folsom community, I am writing to provide comment on the draft Environmental Impact Statement (EIS) report for the Folsom Dam Road closure. I am supportive of re-opening the road during peak traffic commute hours with appropriate safety measures in place.

2

The dam road closure has had a dramatic economic impact on the city of Folsom and surrounding counties. "Regional Bottleneck and Business Debilitating" are the popular catch-phrases used to describe our traffic debacle. We need relief. A new bridge in 2007 will be too little too late.

The City of Folsom has exhausted any possible traffic congestion measure. No re-routing or traffic signal change will prevail. The damn road is a necessary and critical artery to serve commerce between South Placer, Eldorado and East Sacramento Counties. The bottom line of the City of Folsom and the region suffer as a result.

Furthermore, residents of cities and areas bursting with growth, such as Auburn, Eldorado Hills, Folsom, and Roseville, are monumentally frustrated with traffic congestion resulting from the closure. Access to and from life events, education and community activities is time consuming, costly, and undesirable.

I advocate re-opening the damn road. Mr. Schroeder and fellow associates of the Bureau of Reclamation, please consider this strong urging for you to resolve to re-open the dam road.

Sincerely,

Evangeline Scott

**RESPONSE: SCOTT, EVANGELINE**

**Scott, E.-1**

The commenter's recommendation to reopen Folsom Dam Road during peak hours with appropriate safety measures is noted. In the Final EIS, Restricted Access Alternative 2 has been designated the Preferred Alternative. For a complete description of Preferred Alternative—Restricted Access Alternative 2, please see Section 2.2.2 of the Final EIS.

**Scott, E.-2**

The commenter's opinion about the economic effects of the road closure on the City of Folsom and surrounding communities is noted. See Master Response to Comment-2. The commenter's opinion that any city traffic measures, rerouting, or signal changes will not help traffic congestion is also noted. The statement that residents are frustrated with the traffic and how it is

**Appendix E4**  
**Public Comments and Responses**

affecting access to life events, education, and community activities (quality of life) is noted. See Master Response to Comment-1.

**COMMENT: SETNIK, BOB (2 OF 2)**

>>> "Bob Setnik" <setniks@pacbell.net> 1/14/2005 11:44:55 AM >>>

Dear Mr. Schroeder,

As the deadline for all correspondence regarding the decision on Folsom Dam Road comes to an end, I felt it necessary to contact you once again. I assume you were present at the last meeting at Folsom Community Clubhouse on January 5th, 2005 and if so I'm sure you heard what I had to say. In case not, this may serve as a reminder.

I came to Folsom initially in 1958 and have been here off and on ever since. We opened our first family business on Sutter Street 34 years ago and watched it flourish over the years. My shop is a continuation of that business my parents started 43 years ago. Can you imagine the depression over seeing what was at one time among the largest and very finest antique business's in the western US reduced to the small shop it is now? I have worked long and hard to earn an impeccable international reputation for complete honesty, integrity, and some of the finest pieces of antique furniture and antique clocks by the most noted makers ever world wide. Now I have about 600 total square feet of space with a very small showroom and very little to sell. My rather greedy Landlord assisted my problems by continually raising my rent.

Now that I'm nearly of retirement age (61) with the way things are at this point I don't have a prayer of retiring even if I am able to stay in business. In addition, I know many business owners around Folsom and all are very concerned about the future of their businesses and some are now bankrupt thanks to the Bureau for closing the Dam road. I know we were all told it was ordered by homeland security but according to Jeff Mc Craken, the bureau can't control the open boating and open airspace over the lake. However, do you people really think we are so stupid as to believe Homeland Security couldn't close the lake to boating and create a no fly zone over the lake? Since I have been here so long and am very much aware of the Bureau's local officials wishes to close the road to public transportation for many years, do I need to remind you that when the Dam was proposed back in the late 1940's or early 1950's one of agreements made at that time by the Bureau of Reclamation was since the Salmon Falls Bridge would be under water once the lake was filled, the road across the dam must be open to public transportation. Now I certainly realize it was not designed for the large number of cars it came to see in recent years, there MUST be some alternative to assist and alleviate some of the problems created when the road was closed. Even the option of opening it for commute hours, although it will help the commuters, will probably do nothing for the local businesses. Since I have already lost about 80% of my old walk in trade, even if the road was opened all day every day, it would take at least one year for those customers to start coming back to shop Sutter Street.

I strongly suggest the road be open from 6:30 AM to 7 PM daily including weekends for this time of year and later once the spring time change takes place. That is the only option that should improve the situation for all affected by the closure including businesses, commuters, and residents of Folsom. I'm am sure you've been told by Folsom Police and Fire Departments that about 80% of the traffic citations and automobile accidents in the city of Folsom involve non-residents primarily of El Dorado and Placer counties residents. Having said that, it would

seems only sensible to have the new bridge that is to be built below the Dam eventually should be funded in part by residents of those counties as well as Sacramento county.

Bob Setnik  
Setniks In Time Again  
815 Sutter St. Suite 2  
Folsom, CA 95630  
916-985-2390, 888-333-1715, cell 916-719-1338  
[www.setniksintimeagain.com](http://www.setniksintimeagain.com)  
NAWCC & AWCI  
"Over forty years in the trade"

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**RESPONSE: SETNIK, BOB (2 OF 2)**

**Setnik (2)-1**

The commenter's statements regarding changes in business conditions after the road closure are noted. Similar comments were observed in the survey of businesses conducted for the EIS, as described in Section 3.4.2 ("Socioeconomic Effects Since 2003") and Table 3.4-10. However, as described in Section 3.4.2, a number of limitations make it infeasible to precisely quantify the effects of the road closure on businesses. These limitations include variables unrelated to the road closure that affect traffic congestion, such as population increases and residential and commercial growth. Another limitation is the inability to obtain confidential business records to determine intraregional and interregional business competition and demand trends.

**Setnik (2)-2**

The comment that boat and airspace access to Folsom Dam facilities have not been limited is noted. See Master Response to Comment-3.

**Setnik (2)-3**

Reclamation is not aware of any formal agreement to provide public access to Folsom Dam Road. See Response to Sprouse-1.

**Setnik (2)-4**

The commenter's statement that the Preferred Alternative—Restricted Access Alternative 2 and Restricted Access Alternative 3 will not help local businesses is noted. This issue is discussed in Master Response to Comment-2.

**Setnik (2)-5**

The commenter's recommendation to reopen Folsom Dam Road from 6:30 a.m. to 7:00 p.m., including weekends, and for extending evening hours for part of the year is noted. In the Final EIS, Restricted Access Alternative 2 has been designated the Preferred Alternative. For a complete description of Preferred Alternative—Restricted Access Alternative 2, please see Section 2.2.2 of the Final EIS.

**Setnik (2)-6**

Section 3.1.1.3 of the EIS states that the City of Folsom Police Department reported a 16 percent increase in traffic accidents citywide in the 12 months following the Folsom Dam Road closure. No data is available on the demographics of those involved in the accidents; however, the EIS states that Folsom Dam Road as well as the Lake Natoma Crossing and Rainbow Bridge served as important travel routes for commuters from El Dorado, Placer, and Sacramento Counties.

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### Setnik (2)-7

The comment that the new bridge below Folsom Dam should be funded in part by the residents of El Dorado, Placer, and Sacramento Counties is noted. The EIS does not address any aspect of the Folsom Bridge Project as an alternative because, although it would provide additional traffic capacity, it does not address the purpose and need of controlling access to the Folsom Dam facility.

### COMMENT: SIMONSEN, SHERRYL AND LARRY

1 >>> <sherry188@aol.com> 1/12/2005 7:19:54 PM >>>  
This is to inform you that my husband and I have lived in Folsom for 16 years and we find the closure of the Folsom Dam Road to be very inconvenient for us and other Folsom residents. If there is anyway they will consider opening it until a new bridge is built, Folsom, El Dorado Hills and Cameron Park people would be very relieved and happy. Thank you for your consideration. Sherryl and Larry Simonsen, 120 McFarland Drive, Folsom, CA 95630.

### RESPONSE: SIMONSEN, SHERRYL AND LARRY

#### Simonsen-1

See Master Response to Comment-1 for a detailed discussion of traffic and associated quality-of-life issues. The commenter's opinion that Folsom Dam Road should be reopened is noted. In the Final EIS, Restricted Access Alternative 2 has been designated the Preferred Alternative. For a complete description of Preferred Alternative—Restricted Access Alternative 2, please see Section 2.2.2 of the Final EIS.

### COMMENT: SOUTHWORTH, LOUISE

1 >>> "Louise Southworth" <louise@fcusd.k12.ca.us> 1/13/2005 8:32:58 AM >>>  
I feel the Dam road should be opened. The closure has created a nightmare for all. I do not use the Dam Road often, but the traffic jam caused by the closure has impacted everybody in Folsom.  
2 I think a toll should be paid to cross the Dam. That would help defray the cost of up keep and/or a new bridge as well as relieve some of the congestion.  
Louise Southworth

### RESPONSE: SOUTHWORTH, LOUISE

#### Southworth-1

The commenter's opinion that Folsom Dam Road should be reopened is noted. The impacts to traffic associated with each of the four alternatives are analyzed in Section 3.1.2 of the EIS.

#### Southworth-2

See Response to Armstrong-1.

## Appendix E4 Public Comments and Responses

### COMMENT: STEVENS, MIKE

>>> Mike Stevens <mbstevens@us.ibm.com> 1/12/2005 5:56:12 PM >>>

1 Robert, I have lived in Folsom since 1985 and all I can tell you is that the Bureau of Reclamation  
2 needs to open the road at least during the morning and afternoon rush hours. The closure has  
3 created an unbelievable traffic mess. In addition I have friends, who have businesses in the old  
4 section of town that have seen their revenue drop significantly due to the traffic congestion. I  
think with the proper security we will all be able to have the bridge open during peak traffic  
times without the ability of terrorists to blow it up. Please let it reopen!

Sincerely

Mike Stevens  
mbstevens@us.ibm.com  
Phone 916-641-4060  
FAX 916-988-9098  
Cellular 916-996-3985

### RESPONSE: STEVENS, MIKE

#### Stevens-1

The commenter's opinion that Folsom Dam Road should be reopened during peak commute hours is noted. In the Final EIS, Restricted Access Alternative 2 has been designated the Preferred Alternative. For a complete description of Preferred Alternative—Restricted Access Alternative 2, please see Section 2.2.2 of the Final EIS.

#### Stevens-2 and -3

The issue of traffic impacts on local businesses is discussed in Master Response to Comment-2.

#### Stevens-4

See Response to Stevens-1.

### COMMENT: THOMAS, ROB

>>> "Rob Thomas" <rthomas@fcusd.k12.ca.us> 1/13/2005 3:43:43 PM >>>  
Mr. Schroeder,

1 Please open the Folsom dam road during commuter time.

Rob Thomas  
ETIS Support Specialist  
Folsom Cordova Unified School District

**Appendix E4  
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**RESPONSE: THOMAS, ROB**

**Thomas-1**

The commenter's opinion that Folsom Dam Road should be reopened during peak commute hours is noted. In the Final EIS, Restricted Access Alternative 2 has been designated the Preferred Alternative. For a complete description of Preferred Alternative—Restricted Access Alternative 2, please see Section 2.2.2 of the Final EIS.

**COMMENT: TOM**

1 >>> "Tom" <yreka68@comcast.net> 1/13/2005 12:48:20 PM >>>  
[ Thank you for keeping the dam road in Folsom closed. I realize the pressure must be great to open it, but are family feels so much safer now that it is closed. Stay strong and steadfast. thank you rancho cordova family

**RESPONSE: TOM**

**Tom-1**

The commenter's statement that Folsom Dam Road should remain closed is noted.

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**COMMENT: VERNON, ROB**

1 >>> "Vernon, Rob D" <rob.d.vernon@intel.com> 12/30/2004 8:45:01 AM >>>  
[ IMHO, while the road closure may annoy some commuters, I think that is a small price to pay to secure an obvious potential target. It is unfortunate that we have to think along these lines, but in this day and age, prudence is a good thing. While it may somewhat increase the traffic load at the Folsom/Auburn-Folsom/Greenback intersection, I don't see it as particularly bad. No worse than any other major intersection in the bloating Sacramento Metropolitan area. Just think of the HUGE out-cry there would be if the dam road WASN'T closed, and, God forbid, something DID happen. Oh the heads that would roll! Not to mention the devastation that would be Folsom if a dam breach or levee breach happened. Safety first, whining commuters, last.

Rob Vernon  
Intel Folsom Employee  
Placerville resident

**RESPONSE: VERNON, ROB**

**Vernon-1**

The commenter's opinion that Folsom Dam Road should remain closed is noted.

The commenter's opinion about the forecasted increase in traffic congestion as a result of the closure of the Folsom Dam Road is also noted. Section 3.1.2 of the EIS describes the forecasted increases in traffic congestion along roadways and intersections in Folsom, including the intersection of Folsom-Auburn Road and Greenback Lane.

**COMMENT: ZEDLITZ, SHERRY**

1 >>> Women Only Wellness <s@womenonlywellness.com> 1/14/2005 11:16:56 AM >>>  
[ It is a general agreement amongst business owners (and commuting residents) that the congestion in the Folsom area would be alleviated by opening the Dam Road. The congestion definitely has a negative influence on business; and as a business owner, I am urging attention be given to re-opening the road.

Sincerely,

Sherry Zedlitz  
Owner  
Women Only Wellness  
[www.womenonlywellness.com](http://www.womenonlywellness.com)  
(916) 984-9222

**RESPONSE: ZEDLITZ, SHERRY**

**Zedlitz-1**

The commenter's opinion that Folsom Dam Road should be reopened is noted.

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The commenter's opinion that traffic congestion caused by the February 2003 closure of Folsom Dam Road has had a negative effect on businesses is noted. See Master Response to Comment-2.

**COMMENT: WOPPERT, EVON BARRIS**

>>> "Evon" <evon@fclloans.com> 1/14/2005 10:54:24 AM >>>

January 14, 2005

To Whom It May Concern:

- 1 [ Please consider this my formal support of re-opening the Folsom Dam Road. It is my belief that mitigation of the current traffic ADT's cannot be addressed in any other manner that is as cost effective and or expedient. Further, I do not believe that in any way shape or form a case can be made for securitizing the area unless such security was extended to the entire perimeter of the lake. In closing, as it relates to the hypothetical potential damage a car / suicidal bomber could impose; at least from a mathematical or engineering point of view; it is absolutely unproven that such potential could or would implode or in any way seriously compromise a constructed structure such as Folsom Dam.

Thank you for considering my input.

Evon Barris Woppert  
2105 Sheffield Drive  
El Dorado Hills, CA 95762  
916.826.1626

**RESPONSE: WOPPERT, EVON BARRIS**

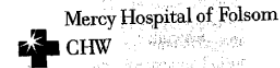
**Woppert-1**

The commenter's opinion that Folsom Dam Road should be reopened is noted.

The commenter's opinions regarding the need to secure the entire perimeter of Folsom Lake and the potential that a motor vehicle could be used to destroy Folsom Dam are noted. See Master Response to Comment-3.

**Appendix E4**  
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**COMMENT: HUDSON, DON**



January 4, 2005

Robert Schroeder  
Project Manager  
Bureau of Reclamation  
Central California Office  
7794 Folsom Dam Road  
Folsom, CA 95630-1799

1650 Crookside Drive  
Folsom, CA 95630  
Telephone (916) 983-7400

JAN - 6 2005	
1/18	

Dear Mr. Schroeder:

As President of Mercy Hospital of Folsom, I urge the Bureau of Reclamation to revise its Environmental Impact Statement, which recommends permanent closure of Folsom Dam Road. From the hospital's perspective, it is extremely important that Folsom Dam Road be reopened.

- 1 [ Mercy Hospital of Folsom is a full service acute care facility and provides critical emergency healthcare services for the City of Folsom and surrounding communities in this region. The closure of Folsom Dam Road has significantly impacted traffic conditions in this area. As a result, heavier than normal traffic conditions are making rapid ambulance service all the more difficult during life threatening situations for patients being transported to our facility for emergency treatment. In emergency situations, time delays during patient transport can mean the difference between life and death. Reopening Folsom Dam Road will help alleviate the traffic bottlenecks that ambulance services encounter while in route to the hospital, and save precious minutes.

- 2 [ Traffic conditions will only worsen with the continued closure of Folsom Dam Road. It is essential to Mercy Hospital of Folsom that the Bureau reopens Folsom Dam Road. If nothing more, I ask that you at least give serious consideration to the second alternative in your EIS, which would reopen Folsom Dam Road during peak commute hours with enhanced security.

Sincerely,

Don Hudson  
President

Cc: Folsom Mayor Steve Miklos  
Folsom City Manager Martha Lofgren

**Appendix E4  
Public Comments and Responses**

**RESPONSE: HUDSON, DON**

**Hudson, D.-1**

See Master Response to Comment-5.

**Hudson, D.-2**

The commenter's opinion recommending the reopening of Folsom Dam Road, including Restricted Access Alternative 2, is noted. In the Final EIS, Restricted Access Alternative 2 has been designated the Preferred Alternative. For a complete description of Preferred Alternative—Restricted Access Alternative 2, please see Section 2.2.2 of the Final EIS.

**Appendix E4  
Public Comments and Responses**

**COMMENT: SUMMERS, RUNI**

Runi Summers  
11004 Autumnwind Lane  
Rancho Cordova CA 95670

OFFICE OF FOLSOM OFFICIAL COPY RECEIVED		
JAN 11 2005		
CODE	ACTION	INITIALS & DATE

January 5, 2005

Mr. Robert Schroeder, Project Manager  
Bureau of Reclamation  
Central California Area Office  
7794 Folsom Dam Road  
Folsom CA 95630-1799

Dear Mr. Schroeder:

1 [ I am writing to SUPPORT THE CLOSURE OF THE FOLSOM DAM ROAD TO PUBLIC USE.

Let us consider the significance of devastating the capital of the state of California, which then results in devastating the state and the nation. Remember what an incredible economic impact this nation suffered resulting from the September 11 terrorist acts. How could flooding the Sacramento region not be far more costly – locally and nationally!

Let us consider the numbers of vulnerable people downriver from the dam. Are we willing to risk tens of thousands of lives to raging floodwaters of an unloosed American River!

Let us consider how significant these enormous losses would be to the terrorists – their leaders and their followers!

I am sorry for the economic and personal difficulties this road closure creates for some businesses in the city of Folsom. However, it seems to me that these losses pale in comparison to the losses that would surely result from one single successful act of terrorism involving the Folsom Dam. Unfortunately, we live in our world under different terms since September 11. Many of those terms hurt us in various ways. Every step in the journey must be more thoughtful and cautious, with wise decisions made to protect as many of our citizens as possible.

Thank you for your efforts,

  
Runi Summers

**RESPONSE: SUMMERS, RUNI**

**Summers-1**

The commenter's opinion that Folsom Dam Road should remain closed is noted.



Appendix E4  
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COMMENT: O'DAY, RICHARD

RICHARD O'DAY

January 6, 2005  
Sacramento, California

Robert Schroeder  
BUREAU OF RECLAMATION  
Central California Area Office  
7794 Folsom Dam Road  
Folsom, CA 95630-1799

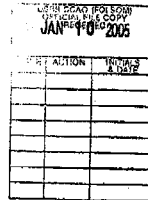
Re: Necessity of keeping Folsom Dam Road closed at all times!

Dear Mr. Schroeder:

I understand the Bureau of Reclamation is inviting public comment on the matter of The Folsom Dam Road until January 18, 2005. Therefore, as a Sacramento citizen, I write to urge you keep the Dam Road closed at all times. The safety of the lives of the people downstream in the Sacramento area demands it. Those of us living downstream who are aware of the remote possibility that the Bureau might authorize the reopening of the road are deeply concerned for our safety -- for the lives of our children and families. (Sadly, the promulgation of the issue is such that most of the people in Sacramento are not even aware of the current deliberations on the matter).

The following are my reasons for keeping the Folsom Dam Road permanently closed at all times:

- 1 - The road cannot be logically re-opened if a terrorist explosive attack to the dam carries even the slightest risk to the downstream areas of Sacramento.
- 2 - The terrorist have proved themselves masters in the use of explosives. In a brief unguarded moment of access, they could act -- just as they have been doing in Iraq and elsewhere.
- 3 - The dam is an inviting target since it is virtually the only dam in the United States that sits above such a large population center.
- 4 - To be able to kill and maim tens of thousands of people -- as a dam rupture would do -- would be a huge coup for the terrorists. There is little doubt the Dam is on "Their list."
- 5 - The havoc from a terrorist-induced dam failure would damage the Sacramento downstream area for decades to come and, in addition, being the State Capitol, such a destructive disaster would have a very negative effect on the State of California and its commerce.
- 6 - The decision between deciding whether to temporarily improve the lot of a relatively few people and businesses in Folsom versus the potential for a fatal and devastating blow to



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Sacramento is an easy decision in any logical process.

7 - On a moral and ethical basis, The Bureau of Reclamation has a strong charge to protect the City of Sacramento and immediate surroundings from a tidal wave -- A "tsunami-like wave" of catastrophic flooding that would follow a Folsom Dam failure. There is no way one can justify compromising the protection of The Dam versus the "temporary inconvenience" being incurred by Folsom area residents.

8 - Finally, in the Bureau's recent document dated Dec.3, 2004 and titled "Folsom Dam Road Access Restriction Draft Environmental Impact Statement," it clearly states on page ES-3 that in the event of Dam Failure "there would be an increased threat to public safety in the immediate vicinity of the dam and over a larger area of Sacramento county." In the face of this admitted fact, there is no ethical or political way the Bureau could reason other than to keep the road closed at all times. In fact, aside from a political process thrust upon your agency by outsiders, this matter of "re-opening the road" should not even be undergoing consideration. If politics and a few political Folsom activists are driving this process in any such way that might lead to reopening the Dam Road, then this becomes a terrible travesty. There is too much at stake in terms of lives and property for those of us living downstream in Sacramento. The clearly logical conclusion is that the Bureau of Reclamation has only one option open in this matter and that is to keep the Folsom Dam Road permanently closed -- and, in addition, placing suitable barriers along approaches to the road in order to prevent any non-government vehicle from even getting close.

I trust the Bureau will make the correct decision of keeping the Folsom Dam Road closed on a permanent basis. Any other choice, if followed by a successful attack, would result in a public catastrophe of unimaginable proportions -- followed by waves of protracted legal proceedings extending for years. The event would make it to the history books in perpetuity.

Yours truly,

RESPONSE: O'DAY, RICHARD

O'Day-1

The commenter's opinion that Folsom Dam Road should remain closed is noted.