

Letter 50, page 1

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Comment Sheet *Jim Michaels*

Folsom Lake State Recreation Area & Powerhouse State Historic Park

General Plan/Resource Management Plan

NAME: Roxanne Algeier

3/28/2008

## Letter 50, page 2

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ADDRESS : 5380 Oldtimer Lane, El Dorado Ca. 95623

PHONE OR EMAIL: roxanne.allgeier@hp.com

1 Auburn is the Endurance Capitol of the World. To support international trail events of this magnitude, the SRA General Plan should (but does not) include new and expanded facilities that enhance such events.

Enter your thoughts here:

- 50-1 There should be facilities to support this event and heavily used trail system. It is almost as if it is expected to take care of itself. There needs to be additional parking at the trail heads. In the summer time Olmsted loop is full. There is an increased need for facilities to support the amount of use these trails undergo. We also need trail maintenance by parks and rec.
- 50-2

2 Horseback riding, running and hiking are primary trail activities that should be supported with new facilities. The General Plan provides nothing for these sports in the future. New horse/hiking trails, a public riding arena, enlarged staging areas, segregated picnic areas and bathrooms, water troughs, and hitching posts need to be specifically identified.

Enter your thoughts here:

- 50-3 I agree with this and it should have free access. The reason for this is families need to have places to go that are free. Children need to grow up to appreciate nature. Parks and Rec should be Free to all, including boating etc. There needs to be security at each of the parking lots. There are several places I won't ride anymore because of the vehicle break ins.
- 50-4

3 The new General Plan reduces the number of equestrian facilities from what was included in the 1979 General Plan. In order to plan for the annual increase in trail riders, horse camps at Rattlesnake Bar and Peninsula need to be included in this plan. Monte Vista needs to be reestablished as a group horse camp and a camp for service groups like the Boy Scouts, etc. What are your thoughts?

Enter your thoughts here:

- 50-5 I agree with this, as we do not have enough equestrian campgrounds. But please add onsite security patrols so we don't come back to broken windows etc.

4 Trail maintenance has been desperately lacking in recent years and creating more trails shared with mountain bikes degrades the already fragile and damaged trails. What are your thoughts?

Enter your thoughts here:

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50-1: Please see Master Response TR-11 (Section 3.7.11).

50-2: Please see Master Response TR-3 (Section 3.7.3).

50-3: Please see Master Responses TR-11 and UWO-2 (Sections 3.7.11 and 3.9.2).

50-4: Please see Master Response TR-1 (Section 3.7.1).

50-5: Please see Master Responses TR-1 and TR-11 (Sections 3.7.1 and 3.7.11).

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**50-6** I don't agree with sharing the trails. I don't want access to their trails and they shouldn't access ours. Another thought to drive the message home would be for a group of riders to ride on the mountain bike trails as a peaceful protest..... see what happens. I think it would be quite interesting to intermingle. I know for a fact we would be harassed vs. us tolerating an illegal on our trails.

5 Parks has provided absolutely no law enforcement on trails. Bikes riding at excessive speeds on multiuse trails and bikes riding illegally on hiking/equestrian trails can only be curtailed with existing regulations are strictly enforced. The General Plan needs to include a commitment of law enforcement on all trails, shared and single use. What are your thoughts?

**Enter your thoughts here:**

**50-7** I think there are several riders who would be willing to be trained and patrol the trails while enjoying a ride. If we had a security presence on the trails, we could fine the mountain bikers as we bump into them. If we had security in the parking lot, they would never be able to bikes on the trail.

6 A trail link to Cronin Ranch requires a hiker/equestrian link to the Folsom hiker/equestrian trails. The General Plan makes no mention of such a link. What are your thoughts?

**Enter your thoughts here:**

**50-8** I think that link should be added to the plan and completed within the next 2 years.

7 Hitching posts in segregated picnic areas, bathrooms, water troughs, and the enlargement of staging areas need to be included (but aren't) in the General Plans. What are your thoughts?

**Enter your thoughts here:**

**50-9** I agree and it should be in the very near future. For the safety of everyone!

8 Equestrians have participated in the planning process for six years but their suggestions and concerns have not been reflected in the General Plan. Equestrians are a significant user of the parks facilities which makes the marginalization of our interests hard to understand. What are your thoughts?

**Enter your thoughts here:**

**50-10** It's almost as if we need an ali in the office to help us push this through. Maybe we can poll the community, see if anyone knows someone who would be willing to represent us....our voice.

9 The General Plan must be revised to include numerous existing horse facilities that were omitted from the Preliminary plan. Unless this is done, these facilities will not have official recognition in the future. They include staging at Rattlesnake, Snowberry Creek, Browns Ravine, Negro Bar, Falcon Crest, and Granite Bay. What are your thoughts?

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50-6: Please see Master Response TR-5 (Section 3.7.5).

50-7: Please see Master Response TR-8 (Section 3.7.8).

50-8: Please see Master Response TR-6 (Section 3.7.6).

50-9: Please see Master Responses EC-3 and TR-11 (Section 3.3.3 and 3.7.11).

50-10: Please see Master Responses PP-2 and EC-2 (Sections 3.1.2 and 3.3.2).

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## Enter your thoughts here:

50-11 Again, these facilities are needed, but, we desperately need security at each parking lot.

10 The new trail designations described in the General Plan includes one for alternating days. Folsom SRA and Auburn SRA are destination parks for people living out of the area. Having access every other day is not acceptable when visitors have limited time with in which to use the park. Furthermore, there is no law enforcement committed to monitoring a trail designation of alternating days. What are your thoughts?

## Enter your thoughts here:

50-12 This suggestion is ludicrous and should be thrown out. The public lands are just that public lands and there for all to enjoy. What is lacking is enforcement and FAIR representation to the equestrian community. Auburn SRA has over 1 million visitors a year. That volume of use cannot be controlled and shouldn't be. Who thinks of this stuff???

11 If you have other suggestions, ideas, concerns, solutions or comments that you would like Parks to address in the Final General Plan, please add them here.

## Your comments.....

**WE also need to quit hearing the excuse of lack of funds! The state of California has more money than any other state. It's not our fault the funds are misused. Look at our roads! So rather than make up excuses as to we can't because there is no money, lobby for the funds! We also don't need a lot of high dollar employees to carry out the requests. I know for a fact the park rangers don't make a lot of money. So where is it??????**

50-13 The mountain bikers already have a designated trail at their disposal and so do we (even though I see one using our trail every time I ride and have had several close calls). Our current trail use should remain intact to avoid any confusion. It's impossible for everyone to keep track of it. The amount of work that goes into trailering a horse only to find out its not our day is unacceptable.

50-14 Single track trails are appropriate for runners, hikers and equestrians and not appropriate for mountain biking. The solution to the problem is enforcement not closing trails or alternating use. I am deeply bothered parks and rec are not enforcing trail use as posted. Lack of enforcement is going to ruin it for everyone! There will be a bad accident and someone will be critically injured, killed and lawsuits to follow. Then no one can use them! It's the unfortunate world we live in and its in our best interest to protect ourselves. Please do not think a single track trail is appropriate for multiuse. This will do nothing but cause accidents that can be avoided.

50-15 There are plenty of multi-use trails for mountain bikers now. If there is that big of a lobby for these guys let them raise the money to cut new trails, just leave ours alone! By the way we would love new trails as well. We as a community take action when opportunity arises. We have managed to raise funds to purchase land for multi-use most recently off of highway 49 Cronin Ranch. Keep in mind, we share those trails with mountain bikers. So, rather than steal our trails, this community needs to get creative and find their own as we have.

Lastly, know that the equestrian community is a very important part of the US economy. Without trails to use, this powerful group of people will diminish and therefore, pull cash out of our local economy as well as the US. It is also important to hand down this wonderful pass time to the next generation of children and teenagers. This not only benefits the economy, but its a healthy way to get physical activity as well as bond with your horse/pet which

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50-11: Please see Master Responses EC-3 and TR-1 (Sections 3.3.3 and 3.7.1).

50-12: Please see Master Response TR-12 (Section 3.7.12).

50-13: Please see Master Responses TR-5 and TR-12 (Sections 3.7.5 and 3.7.12).

50-14: Please see Master Response TR-1 (Section 3.7.1).

50-15: Please see Master Responses TR-5 and TR-6 (Sections 3.7.5 and 3.7.6).

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really is a unique and once in a lifetime experience.

I have lived in this area my entire life. It saddens me to see what has happened to our communities due to the uncontrolled growth. Please don't allow this to be a victim of that as well. It's critical we maintain the reasons people live here, stay here and move here. Protect our environment and wildlife so they have a place to go.

Allowing mountain bikers to use the few trails designated for equestrians, hikers and runners is a political move and should not be allowed. We need to maintain the balance we have not sell out because of politics!

Happy Trails.....  
El Dorado Equestrian Trails Foundation  
P O Box 321  
Georgetown, CA 95634  
www.edetf.net  
The Email and Attachments were successfully scanned for known viruses. However, it is not guaranteed to be virus free.

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## Letter 51, page 1

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May 19, 2008

Attn: Jim Micheals, Parks & Recreation Specialist  
 California State Parks  
 Gold Fields District  
 7806 Folsom-Auburn Road  
 Folsom, CA 95603

Re: Folsom Lake State Recreation Area  
 Preliminary General Plan and Draft EIR/EIS

Dear Mr. Micheals:

This letter is to comment on the Folsom Lake State Recreation Area Preliminary General Plan and Draft EIR/EIS. I comment from the viewpoint of an individual boater who has for years enjoyed both power boating, paddle craft and sailboards on Folsom Lake and Lake Natoma. As a powerboater I enjoyed Folsom Lake from 1975 until four years ago when I sold my ski-boat.

51-1

- I support and endorse the concept of a five mile per hour zone on Folsom Lake from Rattlesnake Bar upstream. This will permit safe paddling and expand the upstream safety zone for power and paddle users. As the price of gas continues to rise, more and more boaters are using their vessels to picnic and swim with greatly reduced underway operation. This small extension of a speed/safety zone will benefit both user groups. The current five mile per hour zone upstream from Rattlesnake Bar is very popular with powercraft users.

- As a general note in examining the plan, it is important to note the fact that the Auburn Dam, which would have stabilized the water level in Folsom Dam, is a dead issue. Many of the concepts in the previous Parks plan, such as marinas located at high pool, were associated with a stable water level based upon Auburn Dam, now are irrelevant because of the rapid fall in water table that we now live with.

51-2

- The California Department of Parks and Recreation is to be commended for their stewardship of Folsom Lake and Lake Natoma. I am particularly pleased with the limitation on speed in Lake Natoma. This limitation has resulted in greatly increased use by paddlers, rowers and even swimmers. Lake Natoma has become so popular because people know that they will be safe from high-speed boat operation. I recommend the ban on gas motors, which currently is from Willow Creek to Nimbus Dam, be extended to the entire lake. Power boat users can continue to use the lake, as they do now in the downstream portion, by the use of electric motors.
- It is my understanding that the City of Folsom has interest in obtaining control over sections of the Natoma waterfront. This would be a very unfortunate

51-1: Please see Master Response BOAT-1 (Section 3.5.1).

51-2: Please see Master Response BOAT-2 (Section 3.5.2).

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scenario in light of the City's clear interest in development. Whenever I think of the City of Folsom, and Lake Natoma, the unfortunate fact that Folsom has an on-going history of spilling sewage into the lake comes to mind. Since this is an example of their stewardship, I recommend against them having any influence what-so-ever over the future use of the Lake.

- The California State University Aquatic Center is a great example of the proper use of Lake Natoma. At the time of this comment period the Aquatic Center is hosting rowing events that are drawing participants from all over California; the center has hosted national events in the past and will be associated with the Outrigger World Sprint competitions in August of this year. The center's low-impact use of the lake is the proper approach for this locale. The California Department of Boating and Waterways has made a significant investment in the development of the Aquatic Center and the low-impact activities on Lake Natoma. The Aquatic Center also has an extensive Jet Ski and water ski program at nearby Folsom Lake. The limitations on Lake Natoma in no way limit these power programs.

My congratulations are extended to the California Department of Parks and Recreation for their planning and proper conduct of the very important waterways here in our back yard. It is noteworthy that they have done such an excellent job in light of the significant restraints on funding that we are unfortunately seeing at this time.





Mike Ammon  
4230 Pueblo Street  
Carmichael, California 95608

Cc:  
Assemblyman Roger Niello  
Senator Dave Cox  
Park Director Ruth Coleman

## Letter 52

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Folsom Lake State Recreation Area & Folsom Powerhouse State Historic Park  
General Plan/Resource Management Plan

**Comment Sheet:**  
**Preliminary Plan and Draft EIR/EIS (March 5th, 2008)**

Completed comment sheets may be left in the boxes at the sign-in tables OR folded, taped, stamped and mailed to the address on the reverse.

Name: Joanne Arnold

Affiliation/  
Interest in this Project: walk, run and horseback ride on the trails

In the space below, please provide any comments related to the Preliminary Plan or Draft Environmental Impact Report / Draft Environmental Impact Statement.

52-1: 1. It appears that equestrians are losing a number of equestrian staging areas. The current staging areas are already crowded.

52-2: 2. The tunnel on the multiuse trail that was created due to the new Folsom Dam bridge is unsafe for horses & riders.

52-3: 3. A bridge is needed to serve the Auburn/Cool crossing through the Cofar Dam area.

Thank you for your time in this matter -  
Joanne Arnold

If you require additional space to comment, please use additional sheets and mail in an envelope to the address indicated on the reverse. Thank you.

52-1: Please see Master Response TR-11 (Section 3.7.11).

52-2: Please see Master Response TR-14 (Section 3.7.14).

52-3: Please see Master Response TR-6.



## Letter 53, page 1

53

Comment Sheet — Jim Michaels  
 Folsom Lake State Recreation Area & Powerhouse State Historic Park  
 General Plan/Resource Management Plan

Name Jennifer Aubrey  
 Address 1200 740th Ave Rd  
 Phone/Email 916-62-5954848

#1-Folsom Lake SRA is bordered by Auburn SRA to the north. Auburn is the Endurance Capital of the world. The current plan proposal neither enhances nor expands existing facilities. Do you think the Folsom SRA General Plan should include new and expanded facilities to support international trail events of this magnitude? yes

53-1

#2-Equestrian, hiking and running are the primary trail activities that occur 365 days a year. As the population in this area is expected to expand, these activities should be supported by enhancements to existing facilities and conditions or new ones developed. Doing so would provide the ability to continue and grow recreational needs for this area. What specific improvements or enhancements or development would you suggest? Do you think these improvements/enhancements should be plotted and noted on a map for these areas? (this could include new horse/hiking trails, public riding arena, enlarged and enhanced equestrian staging, water troughs, hitching posts, picnic areas, restrooms and potable water) yes

53-2

#3-The new General Plan reduces the number of equestrian camping/staging facilities by leaving them out of the plan. The equestrian staging areas were noted in the 1979 General Plan. In order to plan for the expected increase in trail riders and visiting campers, the horse camps at Rattlesnake Bar, Negro Bar, and Peninsula need to be added to the Plan. Monte Vista needs to be reestablished as a group/horse camp. This could also accommodate service groups like the Boy and Girl Scouts. Would you like such facilities added to Folsom SRA for the public use? yes

53-3

53-1: Please see Master Response TR-11 (Section 3.7.11).

53-2: Please see Master Responses EC-3 and TR-11 (Sections 3.3.3 and 3.7.11).

53-3: Please see Master Response TR-11 (Section 3.7.11).

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#4-Trail maintenance has been lacking in recent years. The conversion of existing trails to trails that are shared with mountain bikes will further degrade and damage these fragile trails (ex: Pioneer Express Trail from Granite Bay to Auburn) *Has the lack of maintenance hampered your enjoyment or safe use of the trails in the Folsom SRA?*

53-4

yes

#5-Folsom SRA has provided limited law enforcement on the trails. Bike riding at excessive speeds, illegal night time riding, and bikes on horse/hiking trails can only be curtailed with stricter enforcement. The General Plan needs to state a commitment to enforcement of rules by all trail users. *Would you agree or disagree that increased law enforcement will help regulate inappropriate trail use and why?*

53-5

yes

#6-The proposed General Plan alternatives for Shadow Glen and private horse boarding includes retaining the stables as long as the present concessionaire remains "viable". If that should change, the Shadow Glen Stables may be converted to other uses. Shadow Glen is the only public equestrian concession within Folsom SRA, and the greater Sacramento metropolitan area. *Do you have an opinion concerning Shadow Glen and its use?*

53-6

yes

#7-The proposed General Plan commits to completing a trail around the lake. What trail designations would you prefer on new and existing trails? The trail designation (hiking/equestrian, or multi use) is not specified. Would you support a multi-use trail corridor that would link hikers and equestrian to a single use trails such as Browns Ravine? *Do you feel this trail designation needs to be clear and that it will support equestrian use on this trail link? Would you support a parallel trail or same use trail within a trail corridor and why?*

53-7

yes

53-4: Please see Master Response TR-3 (Section 3.7.3).

53-5: Please see Master Response TR-1 (Section 3.7.1).

53-6: Please see Master Response MB-1 (Section 3.10.1).

53-7: Please see Master Responses TR-5, TR-6 and TR-12 (Sections 3.7.5, 3.7.6 and 3.7.12).

Letter 53, page 3

#8-Equestrians have participated in the stakeholders meetings since the inception of this plan in 2002. The agreed upon suggestions have been omitted from the proposed General Plan. By omitting the agreed comments from the prior meetings of the last 6 years, it appears our interests are being marginalized in the Park Plan. *What should the Park do to improve this perception?*

#9-The proposed General Plan omitted numerous equestrian staging and camping areas as well as the historical landmark at Beals Pointe Marker of Pioneer Express Trail. It is vital to their continuation that they be noted within the plan and plotted on a map. *Would you support a revision of the General Plan to include the official recognition of equestrian staging areas at Rattlesnake Bar, Snowberry Creek, Brown's Ravine, Negro Bar, Falcon Crest, Peninsula, and of the historic status of the Pioneer Express Trail?*

53-8

yes

#10-A Plan designation of "Shared use dirt trail-alternate daytime" option is included in the proposed General Plan. This trail designation could apply to all trails (such as Pioneer Express Trail). Please review question # 5 regarding enforcement. *Do you feel it would be enforceable and why?*

#11-The proposed General Plan does not include plans for additional law enforcement on trails. *Do you feel that Parks has provided adequate law enforcement on trails? In light of the proposed changes within the Park what changes would you recommend? Why?*

53-8: Please see Master Response EC-3 (Section 3.3.3).

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#12- All trail users could be accommodated on a combination of shared use, limited use and parallel trails. This type of trail system is referred to as multi-use trail corridor and has been implemented in other state parks to provide connectivity to all trails without mixing all trail users. Do you support or oppose the use of "multi-use corridors" ? Should this designation be in the proposed general plan?

#13-Do you have any comments, suggestions, ideas, concerns or solutions that you would like to add?

## Letter 54

54

3-5-08

To whom it may concern:

54-1

I have been a supporter of Shadow Glen Riding Stable for the last eight years. I was employed there for about a year when I was eighteen I guided trail rides for the public, gave lessons to individuals of all ages and helped run the summer camp program. This stable is very unique in many ways, the biggest it that it is located in Sacramento and on a beautiful state park. This stable is a real treasure to our area it is centrally located and gives the public access to experience the park on horseback. Just as the bicyclist enjoy riding through the park it is even more spectacular on horseback. Most of the boarders are young kids whose lives revolve around their horses. This stable is one of only a few that is located in Sacramento which makes it easy for boarders to see their horses even on week days. Shadow Glen Stables is one of the most affordable stables in the Sacramento area, because it is located in the state park and therefore no permanent buildings can be erected on site it cuts down on the cost for owner of the stables. Owning horses can be a very expensive hobby this is a rare opportunity for people who do not have a large income to be able to afford this great recreation. Being located in the park provides access to awesome trails to ride on for the boarders. The people who board their horses at Shadow Glen are a close knit group. Shadow Glens boarding community is always having some kind of group activity from play days to vet clinics they are always willing to help each other out. Most boarders spend almost their entire weekend either riding their horses on one of the many trails or just hanging out with the fellow boarders at the picnic tables. The owner Ken Houston is a very experienced and knowledgeable horseman. He has been known to give horses to children who may not be able to afford one otherwise. Shadow Glen Riding Stable is one of a kind and a real valuable asset to the Sacramento area. If we were to loose this stable many lives would be impacted and some boarders would be forced to sell their horses. I am still friends with many of the boarders and employees at Shadow Glen I enjoy visiting and riding with them through out the year. I hope that the stable will be there for many years to come it is something that many of us a little peace in our busy lives.

Thank You,  
Melissa Avila

54-1: Please see Master Response MB-1 (Section 3.10.1).

## Letter 55

55

To whom this may concern-

55-1

In October of 2007 I became a boarder of Shadow Glen Stables. Previous to that I had done a lot of searching for a place to keep my horse and I have found that finding the right place isn't easy. There is a great deal that goes into searching for a place to board your horse, it's like finding a day care for your child, you wouldn't just leave your child anywhere. You have to be able to trust who is taking care of your horse knowing that when you're not there he will still be ok. You want a place that is clean and not run down and have people who care and respect your horse, as well as other horses there. Shadow Glen is more than that. I know that I can go out of town and not worry if my horse has been fed or has water or is being mistreated. The atmosphere at Shadow Glen is truly unique and cannot be found anywhere else. You get a feeling of "Family" at Shadow Glen and I feel honored to be a boarder. Closing the stables would be devastating to the community as well as the boarders. There is no other place that offers what Shadow Glen does as far as riding options, equipment and most importantly the trust I have in them to leave my horse there.

Sincerely,

Holly Azevedo and Major

55-1: Please see Master Response MB-1 (Section 3.10.1).

## Letter 56

Dear Jim,

56-1 I belong to the South County Horsemen's Ass. We were asked to send you a letter, about the Draft General Plan on the Folsom State Rec Area. The Drafted mentioned all activities except Horse Back riders, hikers or runners. Its very important for us equestrians to be able to use the trails.

I myself have been riding the trails for 25 years. We have no problems sharing the trails (except for motorized vehicles) that would be so dangerous.

We need additional facilities (horse camps, staging areas, water, picnic tables, water troughs, paved parking, hitching posts and a riding arena).

Please take us equestrians into your General Plan. With gas so high I'm planning on riding there alot more.

Thank You Hope you get this letter  
Darlene Baker

56-1: Please see Master Response TR-11 (Section 3.7.11).

Letter 57, page 1

57

**Shadow Glen Stables MUST be saved!**  
March 2, 2008

57-1

My name is Helen Baldwin. I have known Shadow Glen Stables since 1981. I have been both a worker and currently a boarder there.

The stables are not just important for the boarders but for the community!

While the "rental" part of the stables are very important, I feel the "boarding" part of them are even more important for the community for the following reasons.

In these hard economic times, many people, with and without children, stop by just "to pet the horses". It costs them nothing and yet brings great joy to many who touch and see the horses. It calms trouble minds and spirits. This is done all year round, not just in fair weather. The "rental" part of the stable is not year round as many times you cannot safely ride but still spend time with your own horse. This is when many visitors first see the horses up close.

Many times the owners of these "boarding horses" are there when the visitors stop by. I, myself, always go out of my way to talk to these people and give them Equine information. They often have questions as simple as how long do horses live, or what colors do they come in. You only have to look at some small child's face light up when a horse looks them in the eyes. These large animals show great gentleness and patience when children make that very first touch on the nose. The children's eyes get huge and start to glow, their touches gain confidence, they start to smile, then laugh. Then the questions start! At that moment children and often adults are hooked!

There is also the people who bring their aged and infirm relatives and friends to visit. If you think the horses are gentle with children, you should see them with the others. They are large powerful animals that will very gently put out their noses to be petted. They understand they must stand closer and put their heads down further than with the average person. Never mind the motorized wheel chairs, flags, crutches, braces or anything else. They just want to share a moment with those who want and need to touch another living creature.

Many times people are too nervous to just come and "rent" these large creatures. Being able to get to know them on the ground first and at their own pace enables them to take the next step of actually getting on the horses. If the boarding horses were not there, along with the owners of these horses, many people would not take that all important next step.

Often these visitors get to know the owners and horses by name, interact with us and become our friends. The children are seen bouncing in their vehicles in the parking lot before they even get out of the cars. Children, who are often very shy and speak very little, will open up and talk for hours when around the horses. The parents often thank us boarders for taking the time to let their children pet our horses and talk to them.

Many times these same people end up sending the children to Summer Camp and then purchasing one or more horses for the children and the whole family. Most of the time they board the horse(s) at Shadow Glen where the whole pleasant experience started. They then keep the circle going by being the next "boarder" to talk to the next "visitors".

57-1: Please see Master Response MB-1 (Section 3.10.1).



Letter 57, page 2

Shadow Glen being a boarding stable is very important in promoting the "family experience" of togetherness, improves fitness of the family, the strengthening of the whole family unit. I have seen many young people's school, interaction skills and family habits improve by having a horse boarded at Shadow Glen.

The location of the stables allow many people access to the outdoors, a wide range of trails, a wide range of people from all walks of life, and a great sense of being by caring for a large living, breathing and loving animal that is sometimes the only outlet they have away from the daily stress and pressure of their professional and personal lives.

There is a great variety of trails to choose from. We share them with people enjoying the walking and bike trails. These people also benefit from boarders as they too often ask questions about our horses. They learn how to share the trails and how horses think. They then come to visit, often bringing their children, to see the horses.

Shadow Glen as a "boarding" stable does many things for the community. Everything from Easter Breakfast and Trail Sunrise Sermon, to Birthday parties and other social events. They give time and energy to the community.

There are too many changes taking place these days that are upsetting and unsettling. The community needs to have some stability and joy available to fall back on. Somewhere to go that doesn't cost much more than some time. More and more boarding stables are closing and we are losing the places where we can find the joy needed by being with horses and people who share them.

**DO NOT LET SHADOW GLEN BE LOST TO BOARDING!** That loss would effect more than just the boarders. It would effect the whole community!

Please consider carefully exactly what losing the Boarding part of Shadow Glen would mean to everyone!

If you wish to speak to me personally, please do not hesitate to call.  
916-723-0331.

I hope that you will enable Shadow Glen Stables to continue as a Boarding and Rental facility as it has successfully done for over 30 years.

Sincerely,



Helen Baldwin

## Letter 58, page 1

58

April 30, 2008

Gold Fields District  
California State Parks  
7806 Folsom-Auburn Road  
Folsom, CA 95630

RE: New General Plan for Folsom Lake SRA

Dear Sir:

Backcountry Horseman of California has over 3,000 members who own horses and ride trails. Our organization stresses a policy of gentle use and leave no trace in the backcountry. We also work to keep trails on public lands open. Many of our members ride in the state parks as they are closer to home and useable during the winter months. Mother Lode unit of BCHC has many members who use Folsom Lake SRA, Auburn SRA and Lake Comanche SRA for trail riding. Mother Lode unit members have attended several meetings regarding the proposed General Plan for Folsom Lake. We have grave concerns on the following issues and believe the plan needs to be corrected to address the problems.

**58-1** **SHADOW GLEN STABLES**  
The General Plan terminology of keeping it open while it is "viable" is very ambiguous because it does not define the parameters of viability in terms of a boarding stable open to the public. The notion of viability could be narrowly construed by Park officials eager to support and advance the mountain bikers agenda. The plan needs to start by honestly addressing the historic, esthetic and practical value of offering a boarding stable adjacent to the trails.  
Why are Park officials not committed to trying to make Shadow Glen work? You could start by displaying a positive attitude and appreciation for what Shadow Glen offers. Then expand on that by fostering and encouraging volunteers to keep Shadow Glen workable.

**58-2** **SAFETY AND ENFORCEMENT OF SPEED RULES**  
The issue of safety on the trails and the enforcement of speed rules is of paramount importance and needs to be addressed in the plan, as does the enforcement of illegal use of hiking/horseback trails by mountain bikers and the illegal use of trails at night. The Park regulations state that speeds need to be no more than 5 mph on blind corners and 15 mph on open areas and that reckless riding is prohibited. Park officials need to commit to making this a reality, not throw up their hands and state there is nothing they can do about it. That attitude only promotes more dangerous rule breaking. Park officials need to make a new start on these issues by asking for feedback of disturbing incidents on the trails. Park officials should not summarily dismiss problems equestrians encounter as merely "perceptions." To do so is an attempt to discredit and marginalize caring and responsible horse owners. Incident reports should be available at the park and on the website. Signage at the Park should inform users that incident reports are available and will be investigated and taken seriously. Incident reports should be kept and tracking

58-1: Please see Master Response MB-1 (Section 3.10.1).

58-2: Please see Master Response TR-1 (Section 3.7.1).

## Letter 58, page 2

reports prepared and issued on a regular basis. Park officials should acknowledge and honor their law enforcement status by treating all user groups respectfully. If equestrians request law enforcement presence at strategic locations why not try to respond? We have all seen on the news that Park officials regularly enforce drinking laws on the beaches and ensure boaters do not drink and that they wear proper floatation devices. Is the problem of speeding, aggressive mountain bikers really less important? Injuries, fear and intimidation lead to reluctance to use the trails. This is what is known as disenfranchisement and marginalization due to lack of law enforcement. Please commit to changing this situation.

**OTHER ISSUES**

- 58-3** • Correct omissions in the plan. All equestrian staging areas, trails, horse camps and group camps that are in the 1979 General Plan or are known to be historic should be acknowledged in the new plan.
- 58-4** • Expand existing facilities and develop new facilities and trails, i.e. horse camps at Rattlesnake Bar, Negro Bar and Peninsula. Provide new hiking/horseback trails, a public riding arena, better staging areas, picnic areas, restrooms and potable water, water troughs and hitching posts. Reestablish Monte Vista as a group horse camp.
- 58-5** • Do not convert Pioneer Express Trail or other hiking/horseback trails to multiuse. Keep them as existing for hiking/horseback riding.

Thank you for your consideration.



Claudia Ball, member  
Public Lands Committee  
Mother Lode Unit, BCHC

P.O. Box 205  
Rescue, CA 95672  
530 626-8589



Bill Ball, member  
Public Lands Committee  
Mother Lode Unit, BCHC

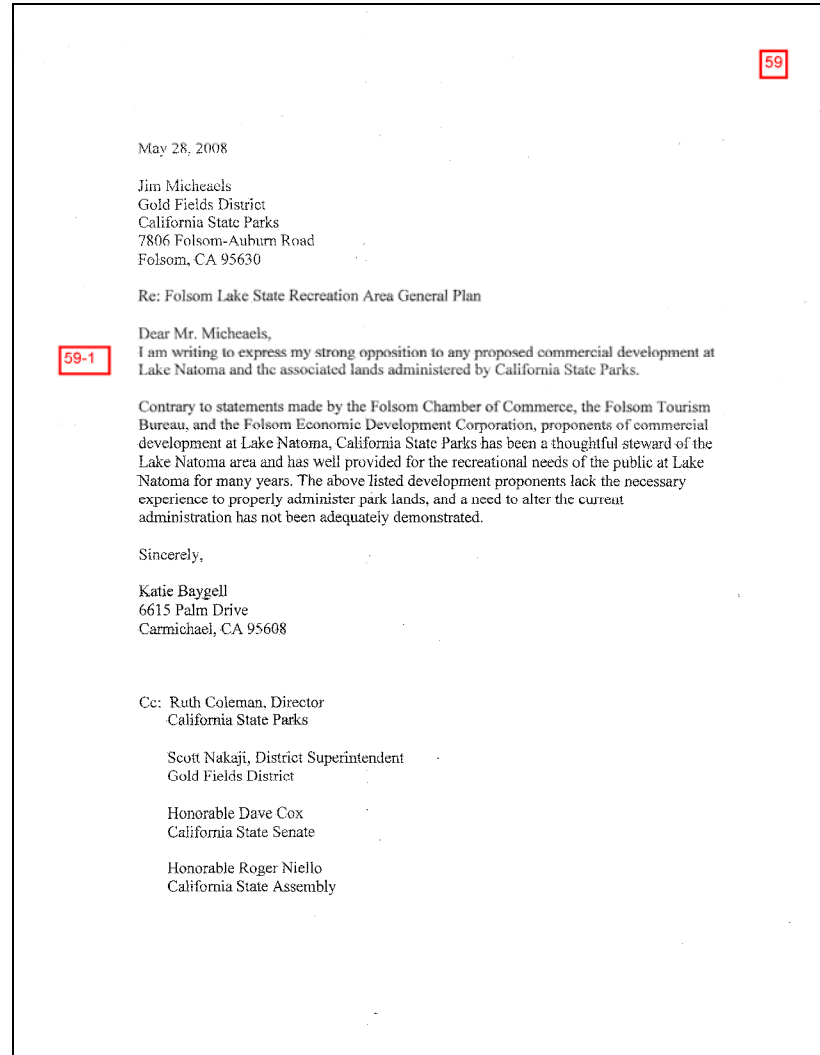
P.O. Box 205  
Rescue, CA 95672  
530 626-8589

58-3: Please see Master Response EC-3 (Section 3.3.3).

58-4: Please see Master Response TR-11 (Section 3.7.11).

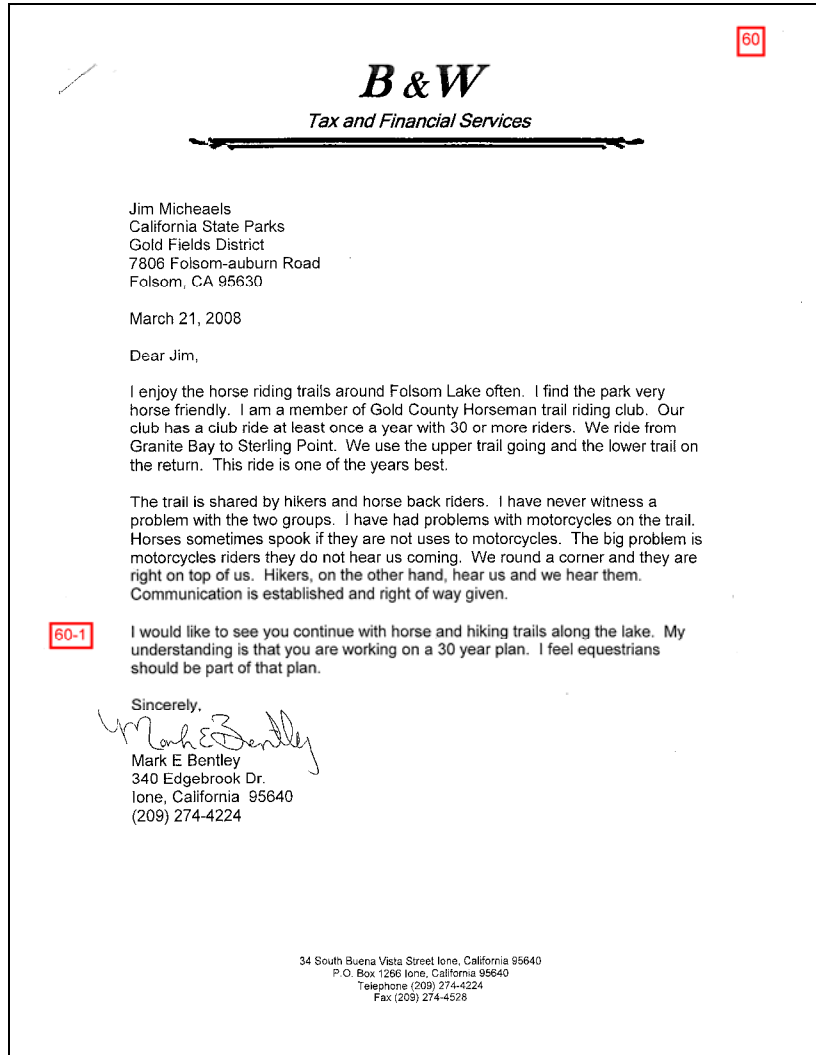
58-5: Please see Master Response TR-5 (Section 3.7.5).

## Letter 59



59-1: Please see Master Response ALT-1 (Section 3.2.1).

## Letter 60



60-1: Please see Master Responses PP-2, EC-3, TR-5, TR-10, TR-11 and TR-12 (Sections 3.3.3 and 3.7.10).

## Letter 61

61

Karen Biane  
8036 E. Hidden Lakes Dr.  
Granite Bay, CA 95746  
916-791-1912

April 28, 2008

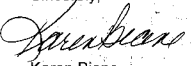
Ms. Marianne Stuart  
8312 Yvonne Way  
Fair Oaks, CA 95628

Dear Ms. Stuart:

I have enclosed my equestrian use log for the month of April for your use in discussions relative to the FSRA General Plan. I board my horse at Los Lagos Equestrian Center, Granite Bay, CA.

I have been a resident of Granite Bay for 24 years, and an equestrian user of the Folsom State Recreation Area for 17 years. I ride exclusively in the park between Beeks' Bight and the Granite Bay entrance to the park; I do not trailer my horse to other locations. Weather and time permitting, I use the park a minimum of 3-4 times per week. I do not use the park during weekends as I find it to be too congested. I normally ride alone early in the morning. I feel, as a woman alone in the park, much safer on horseback than I would be if on foot or bicycle. Equestrian use of the trails system allows me full use and enjoyment of the park. I do not feel safe walking on foot alone in the park. Prior to riding in the park I did walk, however many years ago there were incidents of people being accosted by strangers which caused me to be concerned for my safety. My horse affords me mobility and an "early warning system" that is not available to me on foot. Continued use of the equestrian trails is essential to my quality of life, as I would not use the park alone on foot.

Thank you for your efforts to ensure continued equestrian use of the park. Please feel free to share this correspondence with the General Plan Committee. You may contact me at (916) 791-1912 with any questions.

Sincerely,  
  
Karen Biane


*Handwritten notes:*  
FORWARDED TO  
JIM MICHAELS  
FSRA  
JIM please read this  
Thank you!  
Maudie

61-1: Please see Master Responses EC-3 and TR-1 (Sections 3.3.3 and 3.7.1).

Letter 62

Page 1 of 1

62



Email on the Web

Print Message | Close

From : Linda Moon-Black <blakmoon\_66@yahoo.com>

To : Bonnie <shadowglenridingstables@juno.com>

Subject : Letter

Date : Mon, Mar 03, 2008 01:28 PM

March 1, 2008

62-1

To Whom It May Concern:

I am a former boarder of Shadow Glen Riding Stables. My interest in this letter is to send a message to anyone who has ever ride or own a horse. Riding stables are a part of the American culture and should be always treated as a privilege. Shadow Riding Stables is the best stable I have ever had the privilege to experience. The rides are a thrill and a treat to children of all knew of special horses that were available and always mounted by special needs childres or the litttest of all who wanted to ri

The trails along the river are the most scenic and wonderful trails one could experience. Riding through the trees and on the t the river is an experience one will always remember.

If a person has an interest in the outdoors the trails along the American River are the best. Shadow Glen Riding Stables offer outdoor experience one will always remember. These stables are shared by children and adults who own or just want to ride

Shadows Glen Riding Stables is maintained by the most conceuous people who have the children who have always wanted t own a horse. The staff are curteuous and experienced in horse handling and training.

Shadow Glen Riding Stables should be comemmmended for their contributon to our society. Shadow Glen Riding Stables is th

Sincerely,

Linda Black

Cool, California

Looking for last minute shopping deals? Find them fast with Yahoo! Search.

http://webmail.juno.com/webmail/new/8?block=1&msgList=00000vG0:0017n6qJ00002aZ... 3/4/2008

62-1: Please see Master Response MB-1 (Section 3.10.1).

Letter 63, page 1

63

Comment Sheet — Jim Michaels  
 Folsom Lake State Recreation Area & Powerhouse State Historic Park  
 General Plan/Resource Management Plan

Name Marge BOEYE  
 Address 240 Panama Ln Newcastle CA 95658  
 Phone/Email 916-663-2272 jboeye@shglobe.net

#1-Folsom Lake SRA is bordered by Auburn SRA to the north. Auburn is the Endurance Capital of the world. The current plan proposal neither enhances nor expands existing facilities. Do you think the Folsom SRA General Plan should include new and expanded facilities to support international trail events of this magnitude?

63-1 yes very important

#2-Equestrian, hiking and running are the primary trail activities that occur 365 days a year. As the population in this area is expected to expand, these activities should be supported by enhancements to existing facilities and conditions or new ones developed. Doing so would provide the ability to continue and grow recreational needs for this area. What specific improvements or enhancements or development would you suggest? Do you think these improvements/enhancements should be plotted and noted on a map for these areas? (this could include new horse/hiking trails, public riding arena, enlarged and enhanced equestrian staging, water troughs, hitching posts, picnic areas, restrooms and potable water)

63-2 yes

#3-The new General Plan reduces the number of equestrian camping/staging facilities by leaving them out of the plan. The equestrian staging areas were noted in the 1979 General Plan. In order to plan for the expected increase in trail riders and visiting campers, the horse camps at Rattlesnake Bar, Negro Bar, and Peninsula need to be added to the Plan. Monte Vista needs to be reestablished as a group/horse camp. This could also accommodate service groups like the Boy and Girl Scouts. Would you like such facilities added to Folsom SRA for the public use?

63-3 yes

63-1: Please see Master Response TR-11 (Section 3.7.11).

63-2: Please see Master Responses EC-3 and TR-11 (Sections 3.3.3 and 3.7.11).

63-3: Please see Master Response TR-11 (Section 3.7.11).



Letter 63, page 2

#4-Trail maintenance has been lacking in recent years. The conversion of existing trails to trails that are shared with mountain bikes will further degrade and damage these fragile trails (ex. Pioneer Express Trail from Granite Bay to Auburn) Has the lack of maintenance hampered your enjoyment or safe use of the trails in the Folsom SRA?

63-4

yes

#5-Folsom SRA has provided limited law enforcement on the trails. Bike riding at excessive speeds, illegal night time riding, and bikes on horse/hiking trails can only be curtailed with stricter enforcement. The General Plan needs to state a commitment to enforcement of rules by all trail users. Would you agree or disagree that increased law enforcement will help regulate inappropriate trail use and why?

63-5

yes

#6-The proposed General Plan alternatives for Shadow Glen and private horse boarding includes retaining the stables as long as the present concessionaire remains "viable". If that should change, the Shadow Glen Stables may be converted to other uses. Shadow Glen is the only public equestrian concession within Folsom SRA, and the greater Sacramento metropolitan area. Do you have an opinion concerning Shadow Glen and its use?

63-6

Keep Open-

#7-The proposed General Plan commits to completing a trail around the lake. What trail designations would you prefer on new and existing trails? The trail designation (hiking/equestrian, or multi use) is not specified. Would you support a multi-use trail corridor that would link hikers and equestrian to a single use trails such as Browns Ravine? Do you feel this trail designation needs to be clear and that it will support equestrian use on this trail link? Would you support a parallel trail or same use trail within a trail corridor and why?

63-7

yes - very important -  
Bicycles very fast  
SAFETY

63-4: Please see Master Response TR-3 (Section 3.7.3).

63-5: Please see Master Responses TR-1 and TR-7 (Sections 3.7.1 and 3.7.7).

63-6: Please see Master Response MB-1 (Section 3.10.1).

63-7: Please see Master Responses TR-5, TR-6, TR-7 and TR-12 (Sections 3.7.5, 3.7.6 and 3.7.12).

Letter 63, page 3

#8-Equestrians have participated in the stakeholders meetings since the inception of this plan in 2002. The agreed upon suggestions have been omitted from the proposed General Plan. By omitting the agreed comments from the prior meetings of the last 6 years, it appears our interests are being marginalized in the Park Plan. *What should the Park do to improve this perception?*

63-8

Allow equire imp input  
We created most of the trails

#9-The proposed General Plan omitted numerous equestrian staging and camping areas as well as the historical landmark at Beals Pointe Marker of Pioneer Express Trail. It is vital to their continuation that they be noted within the plan and plotted on a map. *Would you support a revision of the General Plan to include the official recognition of equestrian staging areas at Rattlesnake Bar, Snowberry Creek, Brown's Ravine, Negro Bar, Falcon Crest, Peninsula, and of the historic status of the Pioneer Express Trail?*

63-9

Yes

#10-A Plan designation of "Shared use dirt trail-alternate day/time" option is included in the proposed General Plan. This trail designation could apply to all trails (such as Pioneer Express Trail). Please review question # 5 regarding enforcement. *Do you feel it would be enforceable and why?*

63-10

NO NO NO

#11-The proposed General Plan does not include plans for additional law enforcement on trails. *Do you feel that Parks has provided adequate law enforcement on trails? In light of the proposed changes within the Park what changes would you recommend? Why?*

63-11

Volunteer patrols

63-8: Please see Master Response PP-2 (Section 3.1.2).

63-9: Please see Master Response EC-3 (Section 3.3.3).

63-10: Please see Master Response TR-12 (Section 3.7.12).

63-11: Please see Master Responses TR-1 and TR-8 (Sections 3.7.1 and 3.7.8).

Letter 63, page 4

#12- All trail users could be accommodated on a combination of shared use, limited use and parallel trails. This type of trail system is referred to as multi-use trail corridor and has been implemented in other state parks to provide connectivity to all trails without mixing all trail users. Do you support or oppose the use of "multi-use corridors"? Should this designation be in the proposed general plan?

63-12

yes

#13-Do you have any comments, suggestions, ideas, concerns or solutions that you would like to add?

63-13

The equestrian community has been active and supportive of park trails for many years. Please continue to allow free activity of our group on all trails -


63-12: Please see Master Response TR-12 (Section 3.7.12).

63-13: Please see Master Response EC-3 (Section 3.3.3).

## Letter 64

64

**Joint Chambers Commission of El Dorado County**



El Dorado County  
542 Main Street  
Placerville, CA 95667  
(530) 821-5885 • Fax: (530) 842-1024  
Toll-Free: (800) 457-6279  
www.eldoradocounty.org

Ms. Ruth Coleman, Director  
California State Department of Parks  
P.O. Box 942896  
Sacramento, CA 94296

Re: Folsom Lake State Recreation Area General Plan

Dear Director Coleman,


64-1

The Joint Chambers Commission of El Dorado County represents over 1,800-business members. As their representatives we want to express our deep concern and dissatisfaction of the currently proposed general plan for the management of Folsom Lake Recreation Area. The currently proposed plan fails to provide for growth in our region, and much of the original plan (1979) was actually never implemented. The 1979 general plan is a well thought out and a thorough response to the needs of the community – 70% of those who use the lake come from our region. In 2002, the Department of Parks and Recreation adopted a State Parks System Plan dedicated: "to providing adequate access to parks to meet the needs of the state's growing population", and pledges to "strengthen its traditional bond with governmental partners, cooperating associations, and foundations, user groups, and environmental organizations."


We, urge you to reject the current plan and bring together a coalition of chambers, elected officials, community leaders and stakeholders to develop a more reasonable and responsive plan for the use of the Folsom Lake Recreation Area – one that recognizes the growth our communities, provides for the elements of the 1979 plan and encompasses the mission of the 2002 System Plan.

Respectfully,  
*Laurel Brent Bumb*  
Laurel Brent-Bumb, CEO  
On behalf of:

El Dorado County Chamber of Commerce  
Shingle Springs/Cameron Park Chamber El Dorado Hills Chamber



El Dorado Hills  
P.O. Box 6905  
881 Governor Dr., Ste. 103  
El Dorado Hills, CA 95762  
(916) 933-1335 • Fax: (916) 933-5608  
www.eldoradohillschamber.org




Shingle Springs/Cameron Park  
P.O. Box 941  
3300 Coach Lane, #98  
Shingle Springs, CA 95662  
(530) 877-8000 • Fax: (530) 876-8313  
www.sscpchamber.org

64-1: Please see Master Responses ALT-2 and ALT-3 (Section 3.2.2).

Letter 65, page 1

65



909 12<sup>th</sup> Street Ste 114 Sacramento, CA 95814 (916) 444-6600 www.sacbike.org

**Advisory Board**  
**Jane Hagedorn**  
 CEO  
*Breathe California of Sacramento-Emigrant Trails*

**Dr. Eric Heiden**  
 Orthopaedic Surgeon  
*Sports Medicine UC Davis*

**Wendy Hoyt**  
 President  
*The Hoyt Company*

**Matt Kuzins**  
 President  
*Matt Kuzins & Kumpany*

**Michelle McCornick**  
 Principal  
*MMC Communications*

**James Moose**  
 Partner  
*Remy, Thomas, Moose and Manley, LLP*

**Craig Stradley**  
 Principal  
*Mogavero Notestine Associates*

**Jim Strong**  
 Partner  
*Strong Brothers Rentals*

Jim Micheals  
 Gold Fields District  
 California State Parks  
 Folsom CA 95603

March 23, 2008

Re: Comments on Folsom Lake State Recreation Area and Folsom Powerhouse State History Park General Plan/Resource Management Plan

Dear Mr. Micheals:

The Sacramento Area Bicycle Advocates (SABA) thanks the Gold Fields District for the opportunity to comment on these documents. We are primarily commenting on the paved bicycle facilities within the Folsom Lake State Recreation Area (SRA) and regional access to the SRA; need for improved and consistent maintenance of the paved trails and shoulders; need for courtesy rules and enforcement of rules to improve safety; need for directional signage; and need for additional paved bicycle trails and supporting facilities within and adjacent to the SRA.

The population increase in the Sacramento region and specifically new development in the immediate vicinity will result in more bicyclists on the paved trails for commuting and recreational riding. Paved trails in the SRA are an integral piece of the Sacramento region's bicycle transportation network.

**65-1** SABA supports the General Plan/Resource Management Plan's reference to the importance of the Gold Fields District coordinating with El Dorado, Placer and Sacramento counties and the city of Folsom regarding development of their respective bicycle transportation networks. Jurisdictions adjacent to the SRA should plan for safe and convenient routes on local streets for bicyclists and pedestrians traveling to designated SRA access points and protect state parkland from conflicting land uses and light and noise pollution.

American Lung Association Clean Air Award, Sacramento Environmental Commission Environmental Recognition Award, League of Women Voters Civic Contribution Award, League of American Bicyclists Club of the Year

65-1: Comment noted. See Master Response TR-16 (Section 3.7.16).

## Letter 65, page 2

## Page 2 – SABA

This coordination should include traffic signals on local roads that provide access to the SRA. For example, the traffic signal on Auburn-Folsom Road at the access to Beals Point does not change for westbound cyclists turning left into Beals Point.

Another example of coordination should be improved access to the SRA at Berry Creek Drive and Auburn-Folsom Road in Folsom. A pedestrian-bicycle signal and crosswalk should be installed so bicyclists and pedestrians can safely cross heavily traveled Auburn-Folsom Road. The SRA access trail should be widened at Auburn-Folsom Road across from Berry Creek Drive to provide a safe place to wait until it's safe to cross.

SABA strongly supports the list of local trail projects of regional significance related to the SRA on page II-56:

- Class 1 bike path from the Powerhouse loop trail in the SRA to East Natoma Street across Folsom State prison lands.
- Class 1 bike path to close the gap between the Lake Natoma Crossing bridge and the Historic Truss Bridge.
- Mormon Islands Wetland Trail to connect with Folsom's Humbug-Willow Creek Trail.
- Folsom Lake SRA trail map and brochure.

**65-2** SABA recommends that a Class 1 paved bike trail between Beals point and Granite Bay be added to this list.

Comments on Preliminary General Plan and Resource Management Plan

**65-3** **Boat Launch Facilities, Page III-73:** Roads that provide access to boat launch facilities are also popular with recreational bicyclists, especially the narrow, winding roads that access Rattlesnake Bar in Placer County. Add a guideline that the Gold Fields District shall work with local jurisdictions to promote safe driving on these access roads by motorists with boat trailers to avoid conflicts with bicyclists and educate users of the boat launch facilities of the consequences of drunken driving.

**65-4** **Whitewater Rafting, Page III-74:** Add a guideline that the Gold Fields District shall work with El Dorado County to educate shuttle bus drivers and vans about safe driving on Salmon Falls Road to avoid conflicts with road bicyclists. Salmon Falls Road is very popular with recreational road bicyclists.

Regarding your guidelines to improve shoulder parking along Salmon Falls Road: do so in consultation with El Dorado County to avoid conflicts with bicyclists on Salmon Falls Road. I have personally experienced numerous times either aggressive driving or non-attentive driving by motorists either parking on the shoulder or leaving the

65-2: Comment noted. Please see Master Response TR-5 (Section 3.7.5).

65-3: Comment noted. It appears this comment is in reference to County roads which access park sub-units within the SRA, such as the Rattlesnake Bar area. State Parks regularly works with Placer County Sheriff's Department and other law enforcement agencies to address drunk driving and other problems of mutual concern. State Parks banned alcohol at Folsom Lake SRA due to the many law enforcement problems resulting from the use and abuse of alcohol within the park, including drunk driving.

65-4: Comment noted.

## Letter 65, page 3

Page 3 – SABA

shoulder in the vicinity of access points to whitewater, mountain biking and hiking access points.

**65-5** **Upland Recreation, Page III-76:** Include in either a goal or guideline that paved trails serve a dual purpose as bicycle commuter routes and specifically recognize the important role bicycle commuters play in reducing air pollution, traffic congestion, global warming and promoting public health. Because the SRA is in the immediate vicinity of urban development, it has the unique opportunity to promote and support bicycle commuting.

**Trails, Page III-78:** Revise the goal that a trail system that provides a broad public benefit by accommodating diverse trail users and abilities specifically include bicycle commuters.

**65-6** **Guidelines, Trail System Planning and Management, Page III-80:** SABA supports the preparation of a Trail Master Plan for the SRA that will guide the long-term planning and management of the system, including maintenance, courtesy rules and enforcement and directional signage. A time line for the development of this plan needs to be established.

In the meantime, the Gold Fields District needs to educate the public about basic courtesy rules and enforce them. The most important courtesy rules for bicyclist safety are dogs shall be on leashes and pedestrians and joggers shall use the left shoulder or stay as far to the left facing bicycle traffic.

Currently, it appears that no courtesy rules are enforced on the paved trails in the SRA, and the result is that pedestrians and joggers use both the left and right shoulders and edges of the paved trails, often three and four abreast. In addition, large groups of joggers and runners, including the Leukemia Society and Aquatic Center athletes, often train on the paved bike trail around Lake Natoma and cause conflicts when they stretch across both lanes of the paved trail. The Gold Fields District needs to more closely monitor these large groups.

**65-7** There are a number of maintenance issues that need immediate attention, including repainting of the center line on the paved bike trails and repair of sections of the bike trails damaged by tree roots. Whatever problems are causing flooding of the undercrossing of Folsom Dam Road also needs addressing now. This undercrossing floods even after light rainfall.

The Gold Fields District should work with local bicycle groups to identify the damaged sections of the trail and establish priorities based on which damaged sections pose the most danger to trail users.

65-5: Comment noted. A few proposed changes have been made to the unit-wide direction for trails in the Preliminary GP/RMP which address this comment. See Chapter 4 of this document.

65-6: Comment noted. Please see Master Responses TR-1, TR-3 and TR-10 (Sections 3.7.1, 3.7.3 and 3.7.10).

65-7: Comment noted. Please see Master Response TR-3 (Section 3.7.3).

## Letter 65, page 4

Page 4 – SABA

Regarding development of a Trail Master Plan, these issues should be added to the list in the plan:

Recognize the special needs of bicycle commuters, including that they often ride the paved bicycle trail before dawn and after sunset, especially in winter.

**65-8** Periodic flooding or mudslides can be an impediment to bicycle commuting. When the trail is blocked by flood waters or debris, the Gold Fields District shall work with local transportation staff to post locations of the flooding as quickly as possible on a Web site, place barriers with signs directing cyclists and other trail users to detours and notify local cycling groups of the flooding and detours.

Development of courtesy rules and signage that are consistent with the Sacramento County section of the American River Parkway, city of Folsom's trail systems and other jurisdictions so the trail network is "seamless" to trail users.

**65-9** Installment of mile post markers consistent with markers on the Sacramento County section of the American River Parkway so emergency personnel can more easily respond to emergencies.

**65-10** An all-weather, rubberized asphalt concrete (RAC) is preferred.

**65-11** Installation of bicycle racks at numerous locations throughout the SRA.

**65-12** Guidelines, VISIT-35, Page III-80: Establish a full-time trail coordinator: SABA supports establishment of this position and recommends a time line.

Guidelines, VISIT-36, Page III-81: Trail System Inventory and Database: A time line for the development of this inventory and database needs to be established.

**65-11 (Cont.)** Multi-Use Facilities, Page III-88: Incorporate the installation of secure bicycle parking for staff and visitors into guidelines for multi-use facilities.

**65-12 (Cont.)** Special Events and Concessions, Page III-88: Add guidelines that address the need for crowd control on the paved trail in the vicinity of the CSUS Aquatic Center during rowing competitions and other special events. It is difficult for bicyclists and other daily users not associated with these events to use the paved trail because spectators overwhelm it. There are no courtesy rules posted for them to follow. Event promoters should be required to have trained traffic marshals on the paved trail in this vicinity during competitions to control the crowds and allow safe access by daily users.

In addition, during events in which the trail is closed to daily users, such as the annual run around Lake Natoma, better notification about the closure should be required and

65-8: Comment noted. The Preliminary GP/RMP provides direction to document incidents, reports and complaints (see page III-81). Further defining some type of hazard or trail problem reporting system may be appropriate as a part of the Trails Management Plan (Please see Master Response TR-10, Section 3.7.10). The District does regularly receive and respond to reports of problems on the trails from SABA, equestrians and other trail users.

65-9: Comment noted.

65-10: Comment noted.

65-11: Comment noted. Broad direction to provide bicycle facilities to encourage bicycling and other alternate modes of transportation is provided on page III-91 of the Preliminary GP/RMP. This would include bicycle racks.

65-12: Comment noted. Regarding trail impacts from special events, State Parks will likely address this through the special event permit process. Please see Master Responses TR-1 and TR-7 (Sections 3.7.1 and 3.7.7).



## Letter 65, page 4

Page 5 – SABA

detours marked. Of special concern is the blockage of the paved trail to the Highway 50 overcrossing at Aerojet Road. When access to the overcrossing is blocked, bicyclists and cyclists may be forced to use the Highway 50 overcrossing at Hazel Avenue, which is dangerous. The promoters of these events should be required to clearly mark detours so daily trail users know where to go. The bulk of trail users are not familiar with alternate routes.

Lighting guidelines, Page III-95, Visual 7-9.) Glare from lighting sources inside and outside of the SRA can also affect the visibility for commuter bicyclists after dusk.

SABA is an award winning, nonprofit organization with more than 1,400 members. We represent bicyclists. Our aim is more and safer trips by bike. We're working for a future in which bicycling for everyday transportation is common because it is safe, convenient and desirable. Bicycling is the healthiest, cleanest, cheapest, quietest, most energy efficient and least congesting form of transportation.

Yours Truly,





Lea Brooks, President  
Sacramento Area Bicycle Advocates (SABA)

## Letter 66

66

Folsom Lake State Recreation Area & Folsom Powerhouse State Historic Park  
General Plan/Resource Management Plan

**Comment Sheet:**  
**Preliminary Plan and Draft EIR/EIS (March 5th, 2008)**

Completed comment sheets may be left in the boxes at the sign-in tables OR folded, taped, stamped and mailed to the address on the reverse.

Name: David N. Brown

Affiliation/  
Interest in this Project: Local Resident

In the space below, please provide any comments related to the Preliminary Plan or Draft Environmental Impact Report / Draft Environmental Impact Statement.

66-1 I am already concerned with the lake's horse-unfriendly trails. By changing all the trails to multi-use, this will create an unsafe ground for the horses to walk on. Not to mention people on trails with horses is not safe, especially bicycles. A bicycle coming around a corner could very likely spook even the best trained horse and could seriously injure the rider and the bicyclist. I also believe Sterling Pointe should remain, as it is a very important access point for horseback riders and hikers. Thank you for your time and concern.

If you require additional space to comment, please use additional sheets and mail in an envelope to the address indicated on the reverse. Thank you.

- David Brown

66-1: Please see Master Response TR-5 (Section 3.7.5).

## Letter 67, page 1

8012 Joe Rodgers Court  
Granite Bay, CA 95746

67

April 29, 2008

Laura Cabalero  
Bureau of Reclamation  
7744 Folsom Dam Road  
Folsom, CA 95630

Comments on the Folsom Lake General Plan

Dear Ms. Cabalero:

I have been a horse owner and trail rider for the past forty-four years, and a frequent rider on Folsom Lake trails for almost thirty years. I have some major concerns about the Draft of the General Plan Update. I believe that in many respects it has an anti-equestrian bias to it. The portions that hope to accommodate new trail-user groups appear to me to involve takeaways, or potential takeaways, from equestrians. I believe this would seriously jeopardize equestrians' safety and ability to enjoy the trails.

**67-1** Multi-use Trails. Here is my greatest concern. The addition of mountain bikes is an annoyance to hikers but can be downright dangerous to equestrians. When a trail becomes multi-use, I do not ride there anymore; my safety is too important to me. I and a riding companion stopped using the Pioneer Express Trail between Beales Point and Granite Bay when it became multi-use several years ago. Some mountain bikers came flying down one of the hills yelling something like "Sorry, we can't stop!" and my riding companion's horse jumped up a steep side cut, the ground gave way, and her horse almost flipped over onto her. The incident was scary enough that neither of us ever rode that section of trail again. As more trails in this region become multi-use, I hear more and more such stories from equestrians, but I think that the vast majority of these complaints never get reported to the agencies who own the trails, possibly because of a perception that the agencies do not care.

**67-2** Trail designations. I am particularly disturbed by the "shared use--alternate days or times" alternative ("Visit #44," page 43). This is absolutely the worst trail-related idea I have ever heard in my life. It is unenforceable without a great deal of staff time, which we all know is unavailable, and this will probably get worse with the roller-coaster state budgets. And I think it is very naive to assume that the honor system will work. A few law-abiding people may follow the rules, but scofflaws will be conveniently "confused" and simply use the trails anytime they feel like it. Considering the amount of trail law enforcement that I have seen (none ever--I have never seen an on-duty peace officer on Folsom Lake trails in almost thirty years of riding them), trail users will again be put in the unpleasant position of fighting it out among ourselves.

**67-3** What happened to the multi-use-corridor concept? Parallel trails for differing and incompatible users is, I believe, a good solution to a long-simmering problem. Neither side totally loses. I view the omission of this concept from the plan an extremely serious flaw.

"Can't we all just get along?" Not if we are required to share the same space. But if equestrians and hikers can be separated from mountain bikers by a reasonable safety zone, maybe we can coexist without some of the incidents, accidents and tensions, and vandalism to horse-trail signs by bicyclists, which now exist on Folsom Lake trails.

**67-4** Shadow Glen Stables. (Mississippi 25-26, III, page 136). I have no connection to Shadow

67-1: Please see Master Responses TR-7 and TR-10 (Sections 3.7.7 and 3.7.10).

67-2: Please see Master Response TR-12 (Section 3.7.12).

67-3: Please see Master Responses TR-10 and TR-12 (Sections 3.7.10 and 3.7.12).

67-4: Please see Master Response MB-1 (Section 3.10.1).

## Letter 67, page 2

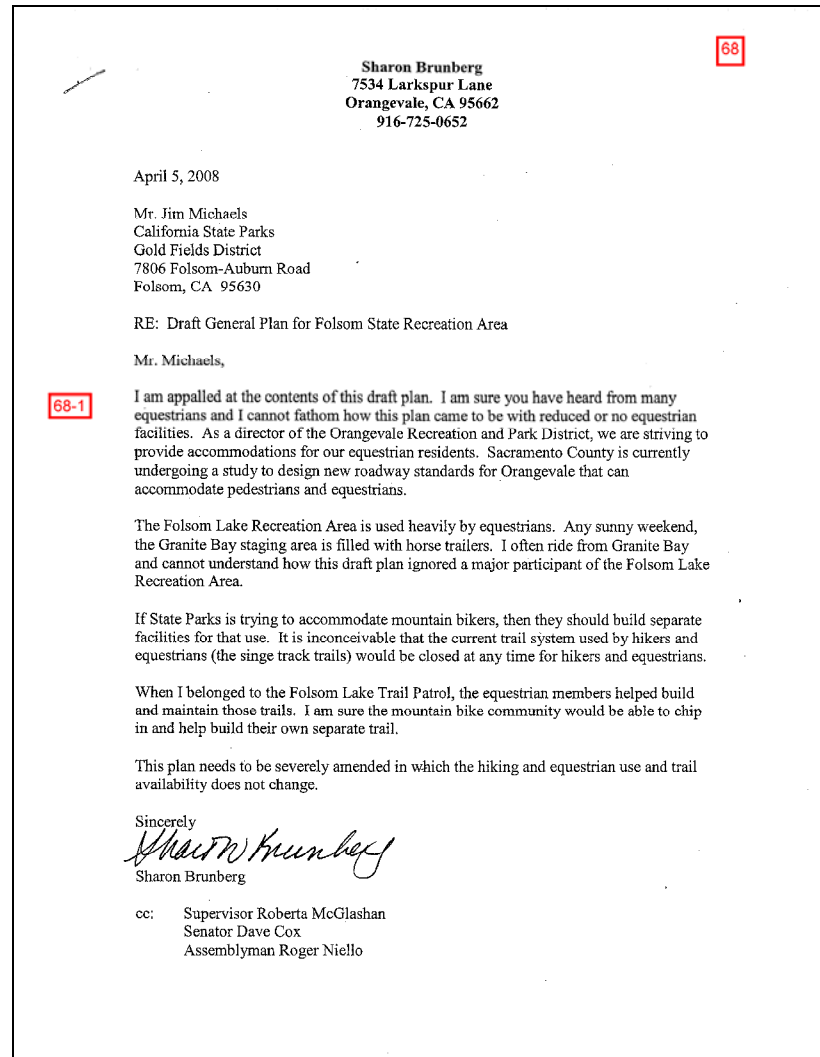
Glen, but I regard the unexplained attitude that the plan displays towards it as another example of anti-equestrian bias. Eliminating horse boarding but adding two to three hundred boat slips (boats add no pollution?) is totally inconsistent. Also, if people cannot find a place to board their horses with access to trails, they must get a truck and horse trailer, which can be extremely costly, plus waste a lot of time and gas getting to trailheads. Many people really enjoy horses, and rental horses may be the only access to trail riding that they have. Perhaps a leisurely ride on a horse once in a while is an important historic reminder to people of how different life must have been for the centuries when everyone moved by feet or hooves.

I hope you will reconsider the portions of this plan I mentioned which can damage equestrians' long-existing use of the Folsom area trails.

Jane Browne

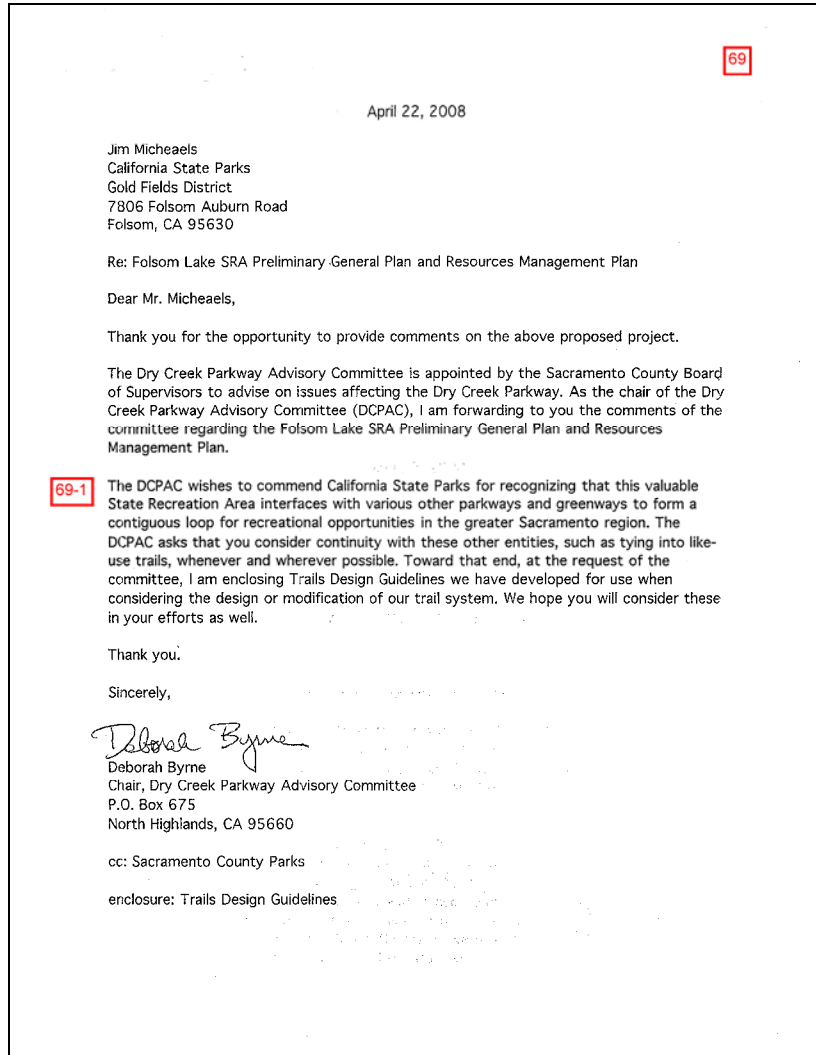
cc: Jim Micheals, California State Parks

## Letter 68



68-1: Please see Master Response EC-3 (Section 3.3.3).

## Letter 69



69-1: Please see Master Response TR-10 (Section 3.7.10). Design guidelines acknowledged.

## Letter 70

70  
Mar. 22, 2008

70-1

You need to leave Shadow  
Glen alone.  
Because of all the growth  
and reamping, things have  
been ruined. Trees taken out,  
animals (wild life) have no  
place left to roam.  
Leave the stable alone  
again.

Tina & Richard  
Carey-  
Loomis

USDA-CALIFORNIA		
OFFICIAL FILE COPY		
MAR 24 2008		
CODE	ACTION	INITIALS
4/8		

Mr. & Mrs.  
5435 My  
Loomis, CA

70-1: Please see Master Response MB-1 (Section 3.10.1).

Letter 71, page 1

71

**Comment Sheet**  
**Folsom Lake State Recreation Area & Powerhouse State Historic Park**  
**General Plan/Resource Management Plan**

**Name** Gail Carlson  
**Address** 7140 Grandview Dr. Auburn, CA 95605  
**Phone/Email** (916) 516-2499 horeetake4@yahoo.com

#1-Folsom Lake SRA is bordered by Auburn SRA to the north. Auburn is the Endurance Capital of the world. The current plan proposal neither enhances nor expands existing facilities. *Do you think the Folsom SRA General Plan should include new and expanded facilities to support international trail events of this magnitude?*

71-1 Yes

#2-Equestrian, hiking and running are the primary trail activities that occur 365 days a year. As the population in this area is expected to expand, these activities should be supported by enhancements to existing facilities and conditions or new ones developed. Doing so would provide the ability to continue and grow recreational needs for this area. What specific improvements or enhancements or development would you suggest? *Do you think these improvements/enhancements should be plotted and noted on a map for these areas? (this could include new horse/hiking trails, public riding arena, enlarged and enhanced equestrian staging, water troughs, hitching posts, picnic areas, restrooms and potable water.)*

71-2 Yes

#3-The new General Plan reduces the number of equestrian camping/staging facilities by leaving them out of the plan. The equestrian staging areas were noted in the 1979 General Plan. In order to plan for the expected increase in trail riders and visiting campers, the horse camps at Rattlesnake Bar, Negro Bar, and Peninsula need to be added to the Plan. Monte Vista needs to be reestablished as a group/horse camp. This could also accommodate service groups like the Boy and Girl Scouts. *Would you like such facilities added to Folsom SRA for the public use?*

71-3 Yes

71-1: Please see Master Response TR-11 (Section 3.7.11).

71-2: Please see Master Responses EC-3 and TR-11 (Sections 3.3.3 and 3.7.11).

71-3: Please see Master Response TR-11 (Section 3.7.11).



Letter 71, page 2

#4-Trail maintenance has been lacking in recent years. The conversion of existing trails to trails that are shared with mountain bikes will further degrade and damage these fragile trails (ex: Pioneer Express Trail from Granite Bay to Auburn) *Has the lack of maintenance hampered your enjoyment or safe use of the trails in the Folsom SRA?*

71-4

Yes

#5-Folsom SRA has provided limited law enforcement on the trails. Bike riding at excessive speeds, illegal night time riding, and bikes on horse/hiking trails can only be curtailed with stricter enforcement. The General Plan needs to state a commitment to enforcement of rules by all trail users. *Would you agree or disagree that increased law enforcement will help regulate inappropriate trail use and why?*

71-5

Yes

#6-The proposed General Plan alternatives for Shadow Glen and private horse boarding includes retaining the stables as long as the present concessionaire remains "viable". If that should change, the Shadow Glen Stables may be converted to other uses. Shadow Glen is the only public equestrian concession within Folsom SRA, and the greater Sacramento metropolitan area. *Do you have an opinion concerning Shadow Glen and its use?* No

#7-The proposed General Plan commits to completing a trail around the lake. What trail designations would you prefer on new and existing trails? The trail designation (hiking/equestrian, or multi use) is not specified. Would you support a multi-use trail corridor that would link hikers and equestrian to a single use trails such as Browns Ravine? *Do you feel this trail designation needs to be clear and that it will support equestrian use on this trail link? Would you support a parallel trail or same use trail within a trail corridor and why?*

71-6

Yes - need safe trails for all

71-4: Please see Master Response TR-3 (Section 3.7.3).

71-5: Please see Master Responses TR-1 and TR-7 (Sections 3.7.1 and 3.7.7).

71-6: Please see Master Responses TR-5, TR-6, TR-7 and TR-12 (Sections 3.7.5, 3.7.6, 3.7.7 and 3.7.12).

Letter 71, page 3

#8-Equestrians have participated in the stakeholders meetings since the inception of this plan in 2002. The agreed upon suggestions have been omitted from the proposed General Plan. By omitting the agreed comments from the prior meetings of the last 6 years, it appears our interests are being marginalized in the Park Plan. *What should the Park do to improve this perception?*

71-7

*Allow input from horse back riders*

#9-The proposed General Plan omitted numerous equestrian staging and camping areas as well as the historical landmark at Beals Pointe Marker of Pioneer Express Trail. It is vital to their continuation that they be noted within the plan and plotted on a map. *Would you support a revision of the General Plan to include the official recognition of equestrian staging areas at Rattlesnake Bar, Snowberry Creek, Brown's Ravine, Negro Bar, Falcon Crest, Peninsula, and of the historic status of the Pioneer Express Trail?*

71-8

*Yes*

#10-A Plan designation of "Shared use dirt trail-alternate day/time" option is included in the proposed General Plan. This trail designation could apply to all trails (such as Pioneer Express Trail). Please review question # 5 regarding enforcement. *Do you feel it would be enforceable and why?*

71-9

*No*

#11-The proposed General Plan does not include plans for additional law enforcement on trails. *Do you feel that Parks has provided adequate law enforcement on trails? In light of the proposed changes within the Park what changes would you recommend? Why?*

71-10

*Volunteer Patrols*

71-7: Please see Master Response PP-2 (Section 3.1.2).

71-8: Please see Master Response EC-3 (Section 3.3.3).

71-9: Please see Master Response TR-12 (Section 3.7.12).

71-10: Please see Master Responses TR-1 and TR-8 (Sections 3.7.1 and 3.7.8).

Letter 71, page 4

#12- All trail users could be accommodated on a combination of shared use, limited use and parallel trails. This type of trail system is referred to as multi-use trail corridor and has been implemented in other state parks to provide connectivity to all trails without mixing all trail users. Do you support or oppose the use of "multi-use corridors"? Should this designation be in the proposed general plan?

71-11

Yes

#13-Do you have any comments, suggestions, ideas, concerns or solutions that you would like to add?

71-12

Just get the input from horseback riders & hikers.



71-11: Please see Master Response TR-12 (Section 3.7.12).

71-12: Please see Master Response PP-2 (Section 3.1.2).

## Letter 72

72

Folsom Lake State Recreation Area & Folsom Powerhouse State Historic Park  
General Plan/Resource Management Plan

**Comment Sheet:**  
**Preliminary Plan and Draft EIR/EIS (March 5th, 2008)**

Completed comment sheets may be left in the boxes at the sign-in tables OR folded, taped, stamped and mailed to the address on the reverse.

Name: DON CARTER

Affiliation/  
Interest in this Project: BOATER, BIKER, HIKER, HORSE RIDER  
LONG TIME RACER COUNTY 123, 12001

In the space below, please provide any comments related to the Preliminary Plan or Draft Environmental Impact Report / Draft Environmental Impact Statement.

72-1 ① THE HORSE TRAILS SHOULD REMAIN OPEN AND  
SEPARATE FROM BIKE TRAILS

72-2 ② STERLING POINT ACCESS SHOULD REMAIN AVAILABLE  
FOR HORSE RIDERS

72-3 ③ ACCESS TO THE LAKE AND FACILITY SHOULD  
BE LIMITED - WHEN ITS FULL, ITS FULL

72-4 ④ PLEASE DO NOT DECREASE THE SIZE OF THE  
LAKE BY INCREASING THE 5 MPH ZONE AT  
BATTLESNAKE BAR

72-5 ⑤ ENFORCE EXISTING LAWS - IT SEEMS TO ME,  
PARTICULARLY IN WINTER - JUNGLE RULES ARE  
IN PRACTICE AT THE LAKE - NO CONTROL OF  
4 WHEELERS, MOTORCYCLES ETC - IF NEED INCREASE  
FEES TO PAY FOR THIS

If you require additional space to comment, please use additional sheets and mail in an envelope to the address indicated on the reverse. Thank you.

72-1: Please see Master Response TR-12 (Section 3.7.12).

72-2: Please see Master Response EC-3 (Section 3.3.3).

72-3: Please see Master Response BOAT-3 (Section 3.5.3).

72-4: Please see Master Response BOAT-1 (Section 3.5.1).

72-5: Please see Master Response TR-1 (Section 3.7.1).

## Letter 73

73

April 29, 2008

Comments on Draft General Plan and Draft EIR for Folsom Lake State Recreation Area

To whom it may concern:

I cannot address the issues in the entire document but I am very concerned about the issues pertaining to equestrian usage of the area.

I am a member of The Auburn SRA-Mounted Assistance Unit, American Endurance Ride Conference, Gold Country Endurance Riders, and El Dorado Equestrian Trails Foundation. I have been an Equestrian all my life and have ridden the trails in the Folsom SRA, and The Auburn SRA for the last ten years. This includes training and completing The Tevis Cup Ride in 2001. I am also a Registered Nurse and have spent 25 years as an Emergency Room Nurse at Mercy San Juan Hospital, in Carmichael, Ca.

73-1

My focus is on safety for everyone in the use of the trails. As a trail patrol member unfortunately I see multiple mountain bike tracks on steep and dangerous single track trails, some right in front of signs saying "no mountain bikes". Parallel trails are a good option, for cyclists. Wide trails such as the River road and the Olmstead Loop are appropriate for multi use. Horses and bicycles using our many narrow steep trails are not and are dangerous to both. Alternate days are not acceptable at all. The regulations we have now cannot be enforced by parks how could alternate days be monitored.

73-2

I am in complete agreement with the comments made by ACE, LBHA, and the California Equestrian Trails and Lands Coalition regarding our trails and usage. The draft plans need to be revised. We are all dedicated to retaining equestrian access and safe usage of trails on public land in the Folsom and Auburn State recreation. Please reopen and revise the General plan to reflect this.

Thank you for considering these views.

Respectfully

Judy Carnazzo, a concerned citizen, and equestrian



73-1: Please see Master Response TR-12 (Section 3.7.12).

73-2: Please see Master Response TR-12 (Section 3.7.12).

## Letter 74

74

Folsom Lake State Recreation Area & Folsom Powerhouse State Historic Park  
General Plan/Resource Management Plan

**Comment Sheet:  
Preliminary Plan and Draft EIR/EIS (March 5th, 2008)**

Completed comment sheets may be left in the boxes at the sign-in tables OR folded, taped, stamped and mailed to the address on the reverse.

Name: Kathryn Carter

Affiliation/  
Interest in this Project: Local resident

In the space below, please provide any comments related to the Preliminary Plan or Draft Environmental Impact Report / Draft Environmental Impact Statement.

my name is Katie and I have been visiting  
Folsom Lake for 24 yrs. I am an avid horse back  
rider and enjoy riding around the lake. My  
first concern is to keep the trails safe for horses.

**74-1** This means I am opposed to multi use trails.  
horses and bikes don't mix. plus then the ground  
will also be packed hard. This is very bad for horses

**74-2** feet. I would also like a better staging area at

**74-3** Granite Bay. Sterling Point is a very important access  
point for riders and hikers. It should remain this way.

**74-4** Shadow Glen is the only stable open to the public that  
accesses the lake. Keep it open so the public can have  
the experience of riding at the lake.

If you require additional space to comment, please use additional sheets and mail in an envelope to the address indicated on the reverse. Thank you.

74-1: Please see Master Responses TR-5 and TR-10 (Sections 3.7.5 and 3.7.10).

74-2: Please see Master Response TR-11 (Section 3.7.11).



74-3: Please see Master Response EC-3 (Section 3.3.3).

74-4: Please see Master Response MB-1 (Section 3.10.1).

## Letter 75

75

Folsom Lake State Recreation Area & Folsom Powerhouse State Historic Park  
General Plan/Resource Management Plan

**Comment Sheet:**  
**Preliminary Plan and Draft EIR/EIS (March 5th, 2008)**

Completed comment sheets may be left in the boxes at the sign-in tables OR folded, taped, stamped and mailed to the address on the reverse.

Name: Matt Carter

Affiliation/  
Interest in this Project: Local resident, mountain biker, climber, hiker, horse back rider, boater

In the space below, please provide any comments related to the Preliminary Plan or Draft Environmental Impact Report / Draft Environmental Impact Statement.

**75-1** I feel that multi-use trails are not safe for the general public. I feel that more injuries are present on multi-use trails because of the traffic and how horses naturally behave to loud noises and fast motions. Also the best

**75-2** place on the lake to wakeboard, inner tube, + skiing is between rattlesnake bar and the 5 mph zone up the North Fork. The lake will be completely undesirable to go and everyone will go to other lakes that are better for boating. Please

**75-3** keep shadow glen open my family and I have been renting horses there since I was born and will continue to go there.

**75-4** Make Sterling Point an access point for equestrians and hikers.

If you require additional space to comment, please use additional sheets and mail in an envelope to the address indicated on the reverse. Thank you.

75-1: Please see Master Response TR-5 (Section 3.7.5).

75-2: Please see Master Response BOAT-1 (Section 3.5.1).

75-3: Please see Master Response MB-1 (Section 3.10.1).

75-4: Please see Master Response EC-3 (Section 3.3.3).

## Letter 76, page 1

76

1

P.O. Box 2052  
Loomis, CA 95650

Apr 29, 2008

Mr. Jim Michaels  
GFD-Cal State Parks  
7806 Folsom-Auburn Rd  
Folsom, Calif. 95630

**Comments on the Preliminary General Plan and DEIR/DEIS**

Mountain or Other Bikes

76-1

Mountain bikes need to be limited to paved trails only. How they were ever allowed on park trails, in any natural area, is a mystery. Just because someone buys a bike does not mean that all our public natural resources must be opened to such destructive wheeled conveyances. There is no inherent right to ride a bike in a natural area; there is a right to use a hiking trail IF one is on foot. That must be the standard to uphold.

In addition to erosion (wheels create V-shaped ruts), habitat devastation, wildlife damage (killing of small plants and animals/insects), and outright disrespect to all other park users, bikers have no business bringing their bikes on unpaved trails. They, of course, can use any trails on foot along with all other users, but tires belong on paved surfaces only. The term "multi-use" should apply only to footed animals—people, horses, llamas, mules, and, in a few areas, dogs on leashes (see below). Multi-use trails, although admirable in concept, discourages others from using trails

Mountain bike races of any kind should never be allowed on Folsom Lake State Recreation Area at all. No activity with known damaging impacts should ever be allowed to use our public resources, especially for profit-making events. Additionally, if any groups bring minors into the parks for races and/or other competitive events, the message sent is one of: rough treatment of nature is OK. It is difficult enough to teach sustainability and conservation without having another group setting efforts back with their disrespect for nature.

The serenity and enjoyment of Folsom Lake trails is completely destroyed when we hear the panicked shout of "BIKES!" and have to step aside (often into poison oak on Folsom Lake trails) to allow rude, racing bikers fly by. What are they enjoying other than the ride? Does this have anything at all to do with appreciating the public's natural resource? We submit that biking on Folsom Lake trails is an unacceptable and inappropriate use of our natural resource with damages exacerbated due to lack of funds to restore and/or a reduced usage by legitimate trail users due to exposure to confrontations and injury.

Bikes on natural trails also destroy wildlife by (1) running over insects and/or snakes that may be on the trail and by (2) bringing in and transporting diseases and/or non native problems. They may claim that hikers and riders can do the same, but it is a known fact that a biker will travel more miles, doing more damage than a hiker or rider.

Because biking and other regulation enforcement at Folsom Lake is minimal and non-existent in many areas along trails, the only workable solutions is to ban wheeled

76-1: Please see Master Responses TR-5 and TR-12 (Sections 3.7.5 and 3.7.12).



## Letter 76, page 2

2

recreational activities on anything other than paved trails. A blanket ban on biking would be easier to manage than simply posting the restrictions (speed limit, yield rules, etc.). The bikers can hike or ride another footed animal just as anyone else can.

Part of the problem is the need for bikers to seek a "thrill." That's fine, but public parks should not be obligated to accommodate that need, especially when it creates a danger to the welfare of wildlife, environment, and all the other non-bikers. Another associated problem is the propensity for bikers to make their own trails, which again presents a difficult-to-enforce activity unless bikes are banned.

We urge the Folsom Lake State Recreation Area of ban bikes on all natural trails and designate only paved surfaces for wheeled conveyances. The purpose of Folsom Lake is not to accommodate racing bikes and destroy the legitimate passive and non invasive use by others. Instead the purpose should be to allow recreation that keeps the area as little disturbed as possible. A bike is not a pre-requisite to enjoying nature.

Dogs

76-2

We are dog lovers to the extreme; our dogs enjoy hiking with us, but we don't take them due to lack of enforcement of leash laws in Folsom Lake. Why can't the laws be enforced? Because as mentioned above, there is a huge lack of wardens and enforcement personnel! Therefore, to stop the off-leash dog problem (and/or biking problems), a dog ban must be considered.

It is important to mention that although a few people who violate the park laws are perennial scofflaws, we know first hand of well-educated professionals who start out at the trailhead where others are present, fully appearing as law abiding park users (dog on leash). After a hundred yards or so, when the users feel they are "out of sight" enough, they remove the leash. It's as if the park is relying on some sort of self regulating law enforcement system when compliance is already so sketchy as to send messages that non-compliance is the norm.

We want to support the park system, write letters urging non closures, and recommend larger allocations to park budgets. However, we notice our family is often choosing to not go to Folsom Lake for our hikes in natural environments due to bike encounters and off leash dogs. As our avoidance increases, our support for the parks diminishes. Some might claim that horses are a problem; however, in all our trail hikes, we've never encountered racing horse back riders. However, we have encountered horse riders who bring dogs and do NOT keep them on leash at all.

In Conclusion

Without the necessary budget to increase park law enforcement personnel, the only way to protect this great area is to ban the most egregious uses (bikes on un-paved trails and off-leash dogs) and institute very steep fines for conviction of violations.

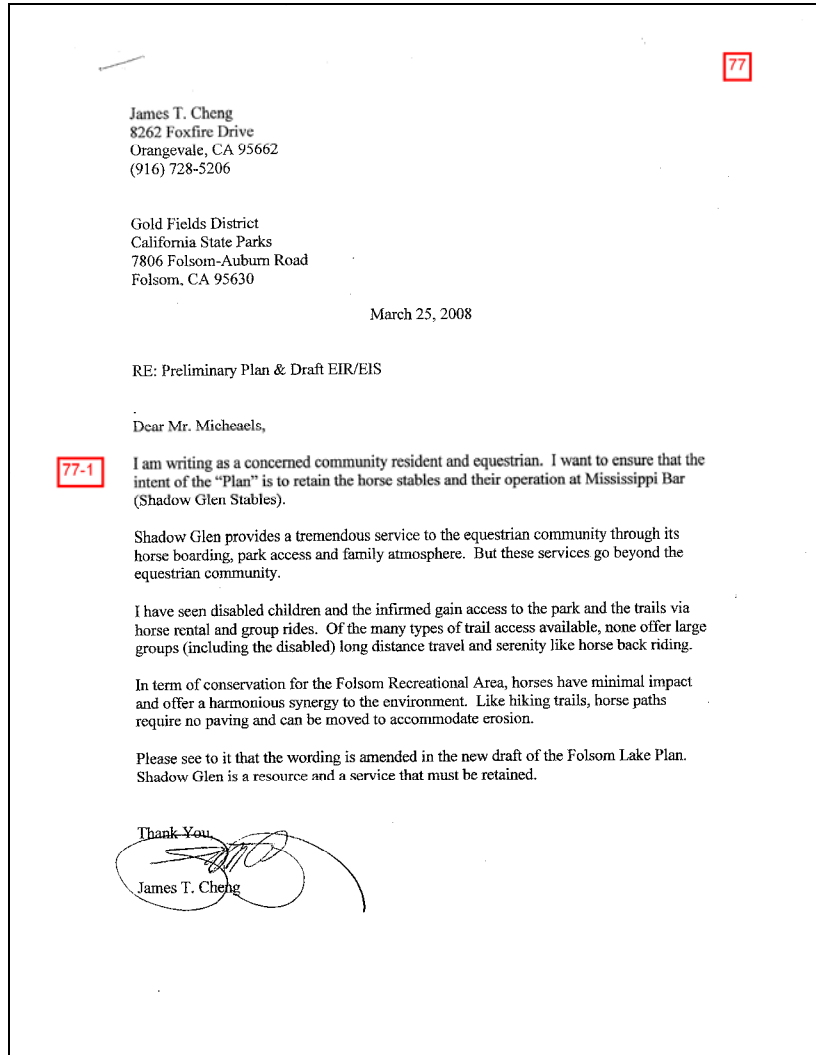
Sincerely,



Katie Cather

76-2: Please see Master Response TR-2 (Section 3.7.2).

## Letter 77



77-1: Please see Master Response MB-1 (Section 3.10.1).

Letter 78, page 1

78

**Lake Natoma Community Task Force**  
5515 State Avenue - Sacramento, CA 95819  
Office Phone: 455-2880

May 14, 2008

Attn: Jim Micheals, Parks & Recreation Specialist  
California State Parks  
Gold Fields District  
7806 Folsom-Auburn Road  
Folsom, CA 95630

Re: Folsom Lake State Recreation Area  
Preliminary General Plan and Draft EIR/EIS

Dear Sir:

Reference is made to your Notice by U.S. Mail which I received on May 8, 2008. The Notice announced that the original 45-day public comment period was originally extended by 37 days to April 30, 2008. Also, to continue outreach and ensure ample opportunity for more public review and comment, the comment period has been extended by 30 days so that all comments must now be received or postmarked by May 30, 2008. Please consider this letter as the comments from the Lake Natoma Community Task Force regarding the Preliminary General Plan and Draft EIR/EIS.

***Our comments relate only to Lake Natoma and the adjoining State Park lands.***

The Lake Natoma Task Force (Task Force) originally named, Community Task Force to Stop Commercialization of Lake Natoma, was established in January 1988. Its specific goal was to oppose an effort by two individuals to convince the California Department of Parks and Recreation to grant them a long term concession to build and operate a private commercial business on approximately seventy five acres of State Parks land located on Nimbus Flat adjoining Lake Natoma.

The businesses would include the following:

- (a) An overnight trailer campground at Nimbus Flat including a general store and a motorboat rental with a marina.
- (b) A tour boat which would run between the Nimbus Flat campground and the City of Folsom.

The principal proponents of this effort were H.C. (Bud) Myers of the Donald C. Holgate Foundation and J.D. Ferrier, President of Industrial Craft Enterprises located in the City of Folsom.

The feeling that the project was inherently flawed and contrary to good parklands planning led members of the surrounding communities and the Task Force to initiate a successful lawsuit in March 1987 to stop the project. We are enclosing attached a copy of the Task Force letter dated May 10, 1988 labeled Attachment #1 to the Director of State Parks. This letter provides detailed information regarding the 2 ½ years effort by the task force and the public in 1988 to stop the proposed project.

## Letter 78, page 2

Jim Micheals - Page 2 of 3 - May 14, 2008

Recently we received a copy of a letter dated March 11, 2008 which was addressed "To Whom It May Concern" signed by the following:

- \* Jeremy G. Bernau, Chairman, Folsom economic Development Corporation (FedCorp)
- \* Joseph P. Gagliardi, CEO President - Folsom Chamber of Commerce
- \* Robert Holderness, Chairman, Folsom Travel Bureau

A copy of this letter which we have labeled "Attachment #2 is forwarded herewith.

The three aforementioned entities share the same address and same phone number. All indications cause us to conclude that the aforementioned three entities are acting jointly on this issue. To simplify, we will call these three entities FedCorp et al.

We are particularly concerned about the statement on page 4 of the FedCorp et al March 11<sup>th</sup> letter that reads as follows, quote:

*"Lastly, if State Parks is incapable of providing adequate recreational facilities because of their budget constraints, it may be time for the local jurisdiction that surround the recreational area to negotiate a lease(s) directly with the Bureau of Reclamation to improve, manage and maintain the area. State Park's fifty year lease with the Bureau expired in 2006 and has yet to be renewed.*

In their March 11<sup>th</sup> letter, FedCorp et al has made various incorrect and misleading statements concerning Lake Natoma which have been challenged by State Parks in its letter titled "Key Discussion Points Addressing FedCorp Issues." A copy of this letter is enclosed and is labeled Attachment #3.

Enclosed is a copy of the Website for the Bernau Development Corporation. A copy of the website is included herein and has been labeled Attachment #4. Examination of the website shows Mr. Bernau owns Bernau Development Corporation, a commercial and residential development company that has operated in Folsom since 1991.

In conclusion we have the following comments:

- \* 78-1 Over the past twenty years, the Lake Natoma Community Task Force, along with the ongoing support of the public in the surrounding communities, has and will continue to accomplish its goal to protect, preserve and enhance the recreational, environmental and esthetic values of Lake Natoma and its environs.
- \* The Task Force and the public value very highly the many amenities that Lake Natoma and the adjoining State Park lands provides. They will resist vigorously and with great tenacity any attempts to establish businesses or any other type of developments on Lake Natoma or the adjoining state Park Lands.
- \* Over the past twenty years the State Parks Department has administered Lake Natoma and its environs in a manner that has provided for the recreational needs of the public. The Department has been a very good public steward. This has been accomplished in spite of the budget

78-1: Comments noted. Please see Master Response ALT-1 (Section 3.2.1).

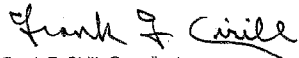
## Letter 78, page 3

Jim Micheals - Page 3 of 3 - May 14, 2008

constraints which periodically occur. The State Parks Department has performed its mandated duties very well and in a professional manner. There is not any need for a change.

If you have any questions or comments please call me at (916) 455-2880.


Very truly yours,



Frank F. Cirill, Coordinator  
Lake Natoma Community Task Force

\*Note: We have attached a list of persons and/or entities that are being sent a copy of this correspondence.

## Letter 79




*Neil Davis*  
President

9680 Laughlin Way  
Redwood Valley, CA 95470

Phone: 707-972-0026  
Web: [www.mendotrails.org](http://www.mendotrails.org)  
E-Mail: [neil@mendotrails.org](mailto:neil@mendotrails.org)

*Trails*  
Envision Build  
Mountain Enjoy



**79**

Ukiah Valley Trail Group  
9680 Laughlin Way  
Redwood Valley, CA  
95470  
[www.mendotrails.org](http://www.mendotrails.org)

Jim Michaels  
Gold Fields District  
California State Parks  
7806 Folsom-Auburn Road  
Folsom, CA 95630

We are writing to support the efforts to preserve and protect the natural beauty of the Folsom Lake State Recreation Area (SRA). Thank you for all the hard work and effort that you have put into the Folsom Lake State Recreation Area General Plan.

The UVTG is a multi-use trail group representing hikers, bikers and equestrians. As a neighboring community of trail users who will on occasion travel to your area to recreate, we support the continued development of multi-use trails within the SRA. We support the concept of a linked trail system that allows mountain biking around the entire perimeter of the lake. The creation of more multi-use trails will allow mountain bike access from additional trailheads, thereby minimizing the impact of car-based trips to the SRA.

**79-1** We encourage the further development and implementation of a Trails Master Plan as quickly as possible. We encourage the planning agencies to work closely with local mountain biking organizations, such as IMBA and FATRAC, which have a strong track record of trail planning and construction with land managers. These mountain bike organizations and members have consistently donated their time and effort to build and maintain trails for the entire user community.

**79-2** Use of the park at night is important as a way to get exercise and stay healthy year round. Moon-rise hikes have been one of the UVTG's most popular group events.

**79-3** We encourage you to acquire additional lands from willing sellers and to work with local land trusts to acquire lands next to the park so that the park will be more than a narrow strip of land around a lot of water

Thank you,

*Neil*

Neil Davis  
President, UVTG

79-1: Please see Master Response TR-10 (Section 3.7.10).

79-2: Please see Master Response TR-9 (Section 3.7.9).

79-3: Please see Master Response UWO-1 (Section 3.9.1).

## Letter 80, page 1

80

**Robert & Susan DeBruin**  
**1430 Salmon Falls Rd.**  
**El Dorado Hills, CA 95762**  
**916-93301573**  
**klrbiker@sbcglobal.net**

RE: The Proposed Folsom Lake State Recreation Area & Folsom Powerhouse State Historic Park General Plan/Resource Management Plan

I am writing as a long time, and truly multi-use patron of the Folsom Lake State Recreation Area (FLSRA). In our family we have a ski boat, fishing boat, road bikes, mountain bikes, and horses besides loving to hike and nature watch. We have lived in the area since 1982, and use the park year round.

After obtaining and reading a copy of the proposed plan, I attended the original two scheduled State Park Public meetings March 5<sup>th</sup> & 11<sup>th</sup> for the presentation and to gain clarification. I am deeply concerned about the apparent bias for mountain bike users over all other trail users, and the apparent negative bias towards equestrian concerns, one of the longest lived user groups in the park. The State Park Administration and planners seem to have embraced the idea that mountain bikes should have access to most trails in the FLSRA and are willing to compromise all other trail users experience, safety, and the trails integrity themselves to accommodate them. This ethic clearly violates the plans stated intents to preserve and provide for the safest, most inspirational and enjoyable experience of their chosen recreations at various abilities and skill levels in the outstanding setting of the FLSRA.

While Park administration and planners seem to have adopted the idea that equine activities are becoming extinct and are willing to minimize/ignore the long time equine history in the state park, which has the Historic Pioneer Express and Jedidiah Smith Trails, along with all the economy and jobs that the equine industry brings, I am sure in these days and times of economic tightening and job layoffs your office will not. While suburban development replacing ranch's and fields near the parks borders may make equine activity appear to the unknowing to be waning, Horses and all the economy and recreation they provide and promote are on the rise. While the park has long provided a wonderful place to recreate with horses, as riding space and opportunities outside the park disappear to development, our trails and spaces within the park are more important than ever. One does not have to look far in any direction to find much equine activity and economy in the three counties that border this recreation area. The audit from the American Horse Council in Washington DC shows that California has the largest horse economy in the nation and statistics show that 70 % of all horses are owned by the individual recreational rider with that segment contributing the largest economic impact. Auburn has become known to be the endurance capital of the world. Cal Expo hosts The Western States Horse Expo, the largest most comprehensive equestrian exposition in North America and one of the top 5 shows for state sales tax collection. The economic ripple down effect from the disenfranchisement of this industry would be significant.

80-1: Please see Master Responses PP-2 and EC-3 (Sections 3.1.1 and 7.3.3).

80-2: Comment noted.

Note: There were three very similar versions of this letter. One was chosen as representative of the three versions.

## Letter 80, page 2

From the American Horse Council in Washington DC:

The Study titled *The Economic Impact of the Horse Industry in the United States* reveals: An industry that is both large and economically diverse, as well as a key contributor to the overall fabric of the U.S. economy...an industry that operates in every corner of the country and contributes mightily to American economy and culture.

FOR IMMEDIATE RELEASE

April 10, 2007

American Horse Council Study Finds Equestrian Recreation Industry Has Significant Economic Impact  
WASHINGTON, DC --The term "backyard horse" does not necessarily spark images of high spending and thousands of jobs. But a closer look reveals that the recreational segment of the horse industry, including the average pleasure rider on their "backyard horse," generates quite a bit of economic impact and employment opportunities.

The American Horse Council's *Economic Impact of the Horse Industry on the United States* study includes some impressive statistics that confirm the size and significant impact of the recreational horse industry. The number of horses used primarily for recreational purposes is by far the largest segment of the horse population by more than one million. According to the *Economic Impact Study*, there are more than 1.4 million Quarter Horses being used specifically for recreational activities. Another 228,290 Thoroughbreds and an astounding 2.3 million horses listed under "other breeds" are involved in equestrian recreation. The resulting effect on the Gross Domestic Product (GDP) for the recreation industry is equally impressive at \$32 billion - \$11.9 billion in direct effects and \$20 billion are indirect and induced effects.

We can break this information on the recreation industry down even further by specifying the effect by horse breed. Thoroughbreds have a \$1.3 billion direct effect and a \$3.4 billion total effect (including indirect and induced effects) on the GDP. Quarter Horses have an even larger impact with a \$4 billion direct effect and \$10.6 billion total effect. The rest of the breeds - classified in the "other" category - have a \$6.6 billion direct effect and \$18 billion total effect.

While recreational events and activities may not always be as flashy as their racing and competition counterparts, recreation events require thousands of employees to keep all of the money flowing and these events running. The *Economic Impact Study* converts part-time and seasonal employees into a full-time equivalent basis to accurately determine the number of jobs generated by the horse industry. The recreational horse industry generates 128,324 full-time equivalent positions. Jobs associated with recreational Thoroughbreds equal 10,121, Quarter Horses 37,437 and "other" breeds 80,766.

When you add the number of jobs generated directly by the industry and add indirect and induced employment, those numbers go even higher. Indirect employment represents jobs provided as a result of spending by industry providers and induced employment represents jobs provided as a result of spending by industry employees. The recreation industry has a total effect on full-time equivalent employment of 435,082 jobs - the largest of any segment of the horse industry.

The American Horse Council's *Economic Impact of the Horse Industry on the United States* study contains all of these statistics and more. The comprehensive study also analyzes the racing and showing industries, as well as breaking down all of these numbers by state for the 15 states that participated in breakout studies.

(\*)

The same survey shows California has the nation's largest horse industry.

The California horse industry produces goods and services valued at \$4.1 billion.

The national industry has a \$7 billion impact on the California economy when the multiplier effect of spending by industry suppliers employees is taken into account.

Accounting for off-site spending of spectators would result in an even higher figure.

311,100 Californians are involved in the industry as horse owners, service providers, employees, and volunteers. Even more participate as spectators.

The California horse industry directly provides 54,200 full-time equivalent (FTE) jobs.

Spending by suppliers and employees (in California and other states) generates additional jobs in California for a total employment impact of 130,200.

There are 698,000 horses in California, over 70 percent of which are involved in showing and recreation.



## Letter 80, page 3

We have been involved in the six year plan development process since 2002 attending stakeholders meetings offered to the public for comment/information gathering. As the meetings and the document state in Ch. I-11-12, the issue of trails was identified as one of the largest and in Ch. II-36 "a growing concern about conflicts between different kinds of trail users, particularly on multi-use trails." In fact the concern over conflict and the publics concern for lack of Ranger presence for enforcement issues is mentioned multiple times in the document.

I base my opinions of bias on:

80-3

-The planners failure to seek professional equestrian consultation during the six year process-as stated at the second public meeting.

-The Folsom Lake SRA Visitor Survey and it's use in forming the plan ch II-59. Much was made by the park administration and consulting firm about the survey. "A major user survey effort during the summer of 2003 to characterize SRA visitors, their activities, likes and dislikes, and desires for additional facilities and programs. Three rounds of intercept surveying were completed in May, July and Sept. at various locations in the SRA in order to capture the full range of users." From the survey the top ranked recreation activities include swimming, bicycling on paved surfaces, beach activities, walking, picnicking, motor boating, mountain biking, white water rafting, kayaking, or canoeing, fishing and hiking. Equestrian activities are not mentioned raising the question of the integrity of the survey process. In perusing the survey on line high on the list of activities visitors would like to try if available is horseback riding.

80-4

-The Plans statement of intent to phase out the Shadow Glen Equestrian Center at Mississippi Bar (no survey done there) on the publicly popular Lake Natoma Loop(the only rental and boarding facility in the park) ch.III-136 along with the "handling" of that intent in not even notifying the stunned concessionaire and boarders before presenting the Plan. Also Mr. Jim Micheals park planner stating "the park does not feel it is okay to board horses on park lands", limiting the possibility of new rental and boarding concessions to provide opportunity for the rapidly growing population , while doubling the marina size to accommodate "boarding" more boats, and encouraging bike rental concession. While because of the large vocal public opposition to phasing out Shadow Glen the concessionaire was approached the next morning, asked not to go to the media, and can stay for now; however, with the attitude and statement of the parks planner the future of the opportunities for the non horse owner to have the opportunity to experience a trail ride and the public without a truck and trailer, pasture or barn to board at and to use the trails at FLSRA seems dim.

80-5

-The Plans failure to note existing equestrian staging areas at Negro Bar on Lake Natoma III-137 with plans to remove camping there-long the staging sight of the American River 50- the oldest endurance ride in the country, along with failure to include other equestrian staging areas such as Browns Ravine leaving questions about their future. Removal of both Shadow Glen and Camping at Negro Bar would greatly impede equestrian presence and access on the Lake Natoma Loop which is terrain especially well suited to all ages and abilities of both riders and horses in an area easily patrolled where many users interface.

80-3: Please see Master Response EC-2 (Section 3.3.2).

80-4: Please see Master Response MB-1 (Section 3.10.1).

80-5: Please see Master Response EC-3 (Section 3.3.3).

## Letter 80, page 4

- 80-6** - The new trail designations - Plan ch.III-82, which will give bikes access to trails formerly not available to them because of the concerns for safety, quality and enjoyment of user experience and environmental impact concerns of other user groups not wishing to recreate with the disparity in speed and mechanization, and the changes in the trails necessary to accommodate them. Today mountain bikes have access to about half of the trails available in the S.R.A.. The mountain bike lobby for access to all trails on the basis of entitlement by being tax payers, ignores the desire for many other users -who happen to also be taxpayers -to be able to recreate on some trails without the interface of fast paced bicycles/mechanization. Bicycle speed limits actually fall under parks vehicle code.
- 80-7** -Failure to provide for expansion of equestrian access/facilities/camping to meet the needs of this expanding and economically significant and long lived user group.  
- The "improvements" on the Browns Ravine Salmon Falls hiking and equestrian trail in building a quite un-equine friendly bridge over New York Creek that is too narrow for 2 horses or a horse and a person to safely pass one another, noisy-the cables "twang" and vibrate when riding a horse across, and very airy. While I have seen many experienced horses eye it distrustfully the experienced equestrian can usually handle it, but it will prove a challenge for the novice horse and rider.
- 80-8** -Negligence of Park administration for the last six years to provide patrol, replace defaced and missing signage indicating no bikes on trails that are not bike use designated, and ticket/discourage bikers using those trails illegally-which in essence encourages illegal use.

Golden Gate Park in San Francisco, Griffiths Park in L.A, and Central Park in New York truly postage stamp size areas for their populations appreciate the recreational value of the equine experience providing for riding, stabling, and other amenities such as arenas and polo fields and maintain and enforce separate trails for walkers/runners, bikers, skaters, and equestrians for their safety and enjoyment benefits.

- 80-9** Back in June of 2001 with the FLSRA presentation by Mr. Jim Micheals park planner, of the proposed Browns Ravine to Old Salmon Falls Trail Pilot Project I became aware of the "movement" by the mountain bike community to gain access to this and to all trails. The beautiful and natural 12.5 mile Browns Ravine-Old Salmon Falls trail, with the peaceful no wake zone of the New York Creek Ravine arm of the lake at it's heart, is the last area on the south east side of Folsom Lake which serves many local and foothill communities, where families both human and animal can be and recreate without the interface of bicycles and mechanization. At that meeting we were given a presentation and information handout with the information that mountain biking was one of the fastest growing sports as indicated by increasing mountain bike sales and that "these" taxpayers were being denied access to trail. The handout also showed that mountain bikes had riding access to more than 50 % of the trails at that time. The July 20, 2001 publication for Folsom Auburn Trail Riders Coalition (FATRAC) (copy enclosed) encouraged mountain bike riders to attend the meetings to help gain access acknowledging most others did not want them on this trail. Mr. Micheals stated that our increasing population would be primarily mountain bikers and we must be prepared for them. The public announcement of the plan met with opposition from many who did not wish to recreate

80-6: Please see Master Responses TR-5 and TR-7 (Sections 3.7.5 and 3.7.7).

80-7: Please see Master Responses TR-11 (Sections 3.7.11).

80-8: Please see Master Responses TR-1 and TR-4 (Sections 3.7.1 and 3.7.4).

80-9: Please see Master Response TR-5 (Section 3.7.5).

## Letter 80, page 5

with the mechanization and speed of mountain bikes. Further, to accommodate multi-use status, the project with its irrevocable changes, widening, grading, tree removal, brushing, re-routes, and installation of drainage structures, etc., would change the trail from a wonderful natural experience to one no one wanted. The users of this trail, hikers, runners, equestrians, birders, scouts, 4-H'rs and nature lovers of all ages love this trail for what it is....a wonderful natural mechanization free escape from the fast paced world around us. When the proposed project encountered opposition from many who did not wish to recreate with fast paced mountain bikes, and who did not want the changes in the trail that would have to happen in order to accommodate them many in the mountain bike community seemed to take matters into their own hands (and still do) trying to "force" the park, and everyone else to have to yield to their wishes by flagrantly ignoring, defacing or removing the signage indicating the trail as hiking and equestrian no bikes, and increasing their usage both day and night time, tossing rude and insolent comment when reminded the Darrington mountain bike trail is just a couple of miles down the road. In spite of assurance at the parks public meetings that there would be "trail etiquette" information posted it was and is not possible for me to feel that those willfully acting illegally and rudely will turn into respectful co-trail citizens. Because of the public opposition and the parks inability to provide Ranger presence/patrol the project was dropped at that time.

While mountain bike sales have decreased, then as now, the majority of mountain bikes sold never see dirt trails. The mountain bike frame became popular for a number of reasons among them offering wider tires, and a more upright frame that many people, juniors, seniors, or who just plain aren't road racers find comfortable and more stable, yet efficient. Now as then the mountain bike riders on the dirt trails are the faster more aggressive riders who because of the nature of the sport must be frequently looking down instead of ahead for other trail users.

**80-10** I know those who do not recreate or work with horses may have difficulty understanding the safety concerns and dynamics of the equestrian trail rider in encountering fast moving bicycles, but I believe it is the responsibility of a park administration that has equine activity under it's auspices to be cognizant and responsible. Horses have survived the eons because of their ability to flee when frightened. While every equestrian dreams of having a horse that is "bomb" proof, the fact remains that even the "most highly" trained horse can be startled, and a horse much less a rider that is severely frightened or involved in an accident with a bike may not be rehabilitable. The same as for hikers the disparity in the speeds makes encounters happen very quickly. Mountain bikes typically go 15-30 miles per hour. At 30 MPH a bike will travel 44 feet in one second. A hiker or walking horse goes 5 feet in one second. Who will feel intimidated? Encounters from the rear are often more frightening than head on encounters. Putting horses, hikers, and bicycles together on the same trail would be comparable to allowing watercraft into the swimming zones of the lake.

80-10: Please see Master Response TR-7 (Section 3.7.10).

## Letter 80, page 6

The Declaration Of Purpose for Folsom Lake State Recreation Area as stated in the unit purpose and vision of the new proposed general plan Ch III-2 states To preserve and make available to the people for their enjoyment and inspiration the outstanding recreational opportunities provided by Folsom Lake and Lake Natoma on the American River system...offering visitors of all ages and abilities access to a wide spectrum of outdoor recreational pursuits.

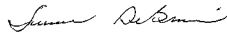
While a June 2001 Mountain Democrat article quotes Mr. Jim Micheaels as stating "when new activities occur we can't pretend they don't exist", neither is it appropriate for Mr. Micheaels or others in administration to neglect their responsibility to existing activities and users.

Luckily our forefathers saw the need for parks, for land to be set aside unspoiled by mechanization. I am always surprised by how many people in our area have never been to Yosemite. For some people this is as close as they will come to a natural area.

NO taxpayers or even non-taxpayers for that matter are denied access to the trail. We can ALL walk, jog, run, or hike every bit of it. There are some areas where we cannot ride our horses, bikes, or use other mechanization, in order to meet the safety and recreation needs and experiences of MANY various user groups, just as on the lake there are open boating zones, no wake zones, and no boating zones to meet the needs and safety of MANY various water user groups...boaters, skiers, fishermen, swimmers, and others. As I look at the SRA map, I see areas where we can walk, hike, run, or "ride" together if we want to, or enjoy our chosen recreations separately to ensure as much as possible the safety and well being of the WIDE variety of AGES and ABILLITIES of different users.

Please help ensure the quality of our trail experience along with equine presence and opportunity in the FLSRA and the thrival of the horses and their economy in our area. Thank you for your consideration of this important issue in our community.

Sincerely,





Susan DeBruin

## Letter 81

81

Folsom Lake State Recreation Area & Folsom Powerhouse State Historic Park  
General Plan/Resource Management Plan

**Comment Sheet:**  
**Preliminary Plan and Draft EIR/EIS (April 16th, 2008)**

Completed comment sheets may be left in the boxes at the sign-in tables OR folded, taped, stamped and mailed to the address on the reverse.

Name: JOHN C. JEASLEY email: JEASLEY437@SBCGLOBAL.NET

Affiliation/  
Interest in this Project: CHANCEVALE RESIDENT

In the space below, please provide any comments related to the Preliminary Plan or Draft Environmental Impact Report / Draft Environmental Impact Statement.

MY AREA OF INTEREST IS THE NORTH SIDE OF LAKE NATOMA. CHANCEVALE IS A  
RURAL, HORSE ORIENTED COMMUNITY. OUR COUNTY/COMMUNITY PLAN INCLUDES BICYCLE  
AND HORSE PATHS ON SOME ROADS TO FACILITATE RIDING AROUND OR ACROSS  
TOWN. THESE TRAILS CONNECT TO THE STATE PARK TRAILS. THE PARKS TRAILS, HORSE  
AND BICYCLE, ARE VERY IMPORTANT TO US, AS IS THEIR FREE ACCESS. SHADOW GLEN  
STABLES IS CONSIDERED BY MOST OF THOSE I TALKED TO AS AN ESSENTIAL PART OF THE  
ATMOSPHERE WE ENJOY.

MANY OF US WHO LIVE NEAR THE STABLE FEAR THAT THE AREA MAY  
BE CONVERTED TO A "FOR FEE" PARKING LOT, FORCING MORE VISITERS TO  
PARK ON OUR STREETS.

THANKS

John C. Jeasley

If you require additional space to comment, please use additional sheets and mail in an envelope to the address indicated on the reverse. Thank you.

81-1: Comment noted.

81-2: Please see Master Response MB-1 (Section 3.10.1).

Letter 82, page 1

82

3/25/08  
Dear Sir's,

82-1

This letter is my regard to the closing of trails for equestrian use at Folsom Lake Rec. area in the General Plan Proposed.

1. There is heavy use by equestrians + hikers + runners + Bikers on alot of multi use trails. A good example is alameda loop in local.

2. This plan should include facilities for equestrians.

82-2

3. Single track trails are appropriate for runners, hikers + equestrians. Not Bikers. The solution to that problem is enforcement not closure.

82-3

Please do not exclude input from equestrians on this issue.

82-1: Please see Master Response EC-3 (Section 3.3.3).

82-2: Please see Master Response TR-12 (Section 3.7.12).

82-3: Please see Master Response PP-2 (Section 3.1.2).

Letter 82, page 2

Do you really want to see  
bikers taking over all the  
trails - the answer is multi  
use trails for all.

Patty Engman  
Equine in 601.

## Letter 83, page 1

83

March 20, 2008

Jim Micheals  
California State Parks  
Gold Fields District  
7806 Folsom-Auburn Road  
Folsom, CA 95630

Ref: Draft General Plan – Public Comments

Dear Mr. Micheals,

Thank you for this opportunity to comment on the Draft General Plan.

I am speaking as a horseback rider, and especially as one who participates in the sport of endurance. I am also a board member of and the "Trail Boss" for the Golden Gate Arabian Horse Club, which is an Arabian Horse Association affiliated club. While I live in Petaluma in Sonoma County, I haul my horses in your direction many times each year. Sometimes I meet friends in the Davis/Sacramento/Auburn areas, and spend the weekend riding various trails, as we condition our horses. As an endurance rider, I have participated several times in the American Endurance Ride Conference (AERC) sanctioned American River Ride (at the 70 mile distance), which starts at Negro Bar and ends at Overlook (as I'm sure you know). This year, I am conditioning for Tevis. I find riding horses to be a sport I can compete in (as a 61-year-old woman), while my breathing difficulties make it impossible for me to bike or hike for any distance. I get to see the interiors of the parks in which I ride - areas which are lightly used and generally inaccessible to non-athletes. I am looking forward to continuing riding my horses for the next 20 years (I have a 10 month old colt at home and a six-month-old grandson in Sacramento - both of whom I hope to introduce to serious trail riding).

83-1 There are a lot of panicky emails circulating now through the local equestrian population. One of the plans being flagged for particular interest is one that would close equestrian trails on alternate days to allow more mountain bike access.

While I did not review the entire Plan, I did go through the Appendices (they generally have the most up to date language). I was happy to see equestrians mentioned several times and two or three activities in the Plan that would improve facilities for them.

I did not see (in the appendices) any reference to an alternate day closure of any trails. In case I missed the reference, I do not believe that should be necessary. Trails that have been properly built to support multi-use can be shared on all days, and trails that have not been properly built for multi-use should always be closed to the groups for whom these trails are not suitable. Moreover, it would make weekend rides impossible, since the trails might be closed one of the two days!

83-1: Please see Master Response TR-12 (Section 3.7.12).



## Letter 83, page 2

83-2

The Folsom Lake area is uniquely located in a part of the state and country with a very high population of serious trail riders and runners. This is the Endurance Capital of the World and very close to Tevis trails. I would like to think that the State and the Parks Department would encourage and support these family oriented and healthful activities. We (equestrians) would like to see more horse camps, staging areas, water troughs, manure bunkers, and paved parking.

I believe the inclusion of equestrians in a park makes the park experience more enjoyable for everyone. I can't tell you the number of children who have met their first horse on a trail (frequently mine!). I often stop, let the parents and children pet the horse and feed him carrots, and have even let children sit on the horse (and the parents ALWAYS take pictures).

Let me end by saying that I am willing to be of any help possible. The AERC also supports trails and has information and resources available which I could get for you. Please let me know if I can be of help.

Sincerely,



Robin Everett  
AHA member 616666  
AERC member M19840  
2024 Vista Lane  
Petaluma, CA 94954  
robin\_everett@yahoo.com

83-2: Please see Master Response TR-11 (Section 3.7.11).

Letter 84, page 1

Page 1 of 3

**From:** sandy Farmer (sillyfilly58@yahoo.com)  
**To:** bonnie houston  
**Date:** Friday, February 29, 2008 7:16:53 PM  
**Subject:** SHADOW GLEN STABLE

84

To Whom it Concerns,

84-1

My name is Sandra Hollcroft (Farmer) and I understand there is concern that you are wanting to do away with the boarding and stable of Shadowglen Stable.

I feel this would be a poor decision, as I have spent many wonderful years with my children due to this stable, my step daughter learned to ride at Shadowglen she is now 23 and she still has friends made during her childhood. I can't tell you of the number of hours we spent together with our horses it gave us a great bond.

Where else can you have your horse knowing it is going to be well cared . Ken and Bonnie Houston are wonderful people they are not only wonderful with the kids but also adults that need help.

I have as a adult spent hundred of hours at the stable just watching the horses and interaction of the owners and their horses. The riding out of the stable is beautiful . The best thing about boarding at the stable is you can get on your horse and just go, you do not have to trailer anywhere.

I have watched the kids with their summer camp program, it is wonderful to see them grow. You see a child that is scared of the horse at first and by the end of the week they are riding like the wind and loving that horse so much. You see they shy child come out of their shell from the love they give to their horse. Watching a child that was on a lead rope when they began to riding by them self at the end of their week makes tears come to anyone eyes.

To loose Shadowglen would be a very sad thing for the community, Ken and Bonnie have done so many things for it such as the food drive they do at Christmas each year. The Kids at the stable love these people.

<http://us.f837.mail.yahoo.com/dc/launch?.rand=59gl9123i03rf>

3/1/2008

84-1: Please see Master Response MB-1 (Section 3.10.1).

## Letter 84, page 2

Page 2 of 3

They have done so many wonderful things for their boarders, one of the things that was the most wonderful is when a little girl old horse passed away, her Mother also had lost a horse, at Christmas Ken and Bonnie gave both of them a horse of their own the look on their face was breath taking.

Another thing Ken did was there was a young girl that was going through a tough time due to divorce parents, she was getting into trouble, Ken told her if she graduated high school he would give her a horse, she not only finished high school but is going to Davis to be a Vet.

I could go on and on about things they have done for family's and this would not of happened with out the stable and the common love of our horses and riding.

I can not tell you the number of time I would come home from work so stressed, I would go to the stable meet up with friends go out for a ride . Without Shadowglenn I could of not had my horse as I had no trailer to haul to a riding place and I had no paddock to keep him in.

I will always remember the end of the year Bar-B-Q's we had at the end of the year when all the boarders would be thanked by Ken and Bonnie for being with them. And then there is the Easter Breakfast and sunrise ride and service it is so wonderful.

All I can say is THANK YOU SHADOWGLENN for the years of happiness you have given to me and my family.

Sandy Hollcroft

<http://us.f837.mail.yahoo.com/dc/launch?.rand=59gl9123i03rl>

3/1/2008

Letter 85, page 1

85

**al frei**

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**From:** al frei [alfrei@surewest.net]  
**Sent:** Saturday, March 22, 2008 8:41 AM  
**To:** 'jmiche@paks.ca.gov'  
**Subject:** Folsom Lake Recreation Area

Dear Mr. Micheaels,

**85-1** I am writing regarding the Preliminary General Plan and EIR/EIS for Folsom Lake State Recreation Area. I strongly encourage you to revise the General Plan so it includes horseback riding, hiking and running as primary recreational activities in the Folsom and Suburn State recreation areas.

I can't understand why the Draft General Plan gives practically no recognition to the extremely heavy use these areas get from these recreation uses and why the plan does not contain any plans to expand existing equestrian facilities or adding new ones over the next 30 years !


My family and friends have been using these trails on bikes and horseback for over 30 years and I want you to be aware of the fact that bikers and equestrians share these trails very successfully. In fact, in all those years I can't remember an unpleasant incident. While there may be some issues with those who are uninformd about trail etiquette those few have always been receptive to understanding it once explained.

I don't know how anyone who frequents these areas wouldn't be aware of the heavy use by equestrians, runners and bikers. On good days you can barely find areas to park.

**85-2** While these areas need to be successfully managed, without adequate enforcement such things as alternate day use will not work. We also need to insure public safety by not allowing mechanical conveyances on those single track trails designed for foot traffic and horses.

Please re-open and revise the Plan to reflect horseback riding, hiking and running as primary recreational uses in the Folsom and Auburn State recreation areas. This should be obvious when you consider the factual data on how much equestrian use (pleasure horseback riding) exists in the counties surrounding Folsom Lake. It is close to half of that in the entire state!!

I appreciate your consideration of my comments on this very important matter.



3/22/2008

85-1: Please see Master Response EC-3 (Section 3.3.3).

85-2: Please see Master Response TR-1 (Section 3.7.1).

## Letter 85, page 2



Al Frei  
1004 Croatia Ct  
Roseville CA 95661  
916-947-8307

PS If I need to send this also by first class mail would you please  
advise? Thank you.

3/22/2008

## Letter 86

86

April 28, 2008  
 8153 Miners Meadow Court  
 Granite Bay, Ca 95746  
[dfurlew@quiknet.com](mailto:dfurlew@quiknet.com)

California State Parks Gold Fields District  
 Superintendent Scott Nakaji  
 7806 Folsom-Auburn Road  
 Folsom, CA 95630-1797

Dear Mr. Nakaji:

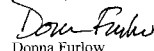
I am writing in regard to the Folsom Lake State Recreation Area Draft Preliminary Plan. For the past 11+ years I have lived in Granite Bay with my husband and 2 sons, and we have made frequent visits to FLSRA for picnicking, hiking, boating, fishing, swimming, and biking. I also ride my horse on the trails 2-4 hours each week.

86-1 I have read the Draft Plan, participated in discussions with representatives from equestrian and running groups, and have found the Plan unacceptable for the following reasons: 1) It is based on a set of preexisting conditions (Reference Chapter II) which are full of errors and omissions, 2) Equestrians have been underrepresented in the plan due to an inadequate survey and poor community input methods, and 3) The proposed multi-use trails which would have mountain bikers and equestrians using the same trails are dangerously unsafe, especially in light of the admission of the current management that there is no budget to maintain these trails nor enforce bike speed limits now or in the future.

86-4 Please consider the following: A) Halt the current Draft Preliminary Plan. B) Retain the 1979 Plan. C) Re-do Chapter II "Existing Conditions" to correctly reflect all the existing conditions, and D) create a new Draft Plan.

86-5 An enhanced sense of stewardship for the FLSRA trails is waiting among the many volunteer organizations who can help create and maintain trails which would allow for enjoyable but separate use by mountain bikers and the pedestrian-equestrian park visitors. There is, in fact, a precedent among some of these groups. I would be happy to serve on a trails committee to help this come about.

Sincerely,



Donna Furlow

Cc: Jim Michaels, Project Manager, FLSRA Prelim Plan  
 Scott Nakaji, Supervisor, Gold Fields District, California State Parks  
 Ruth Coleman, Director of California Parks  
 Jack Baylis, Caryl Hart, Gail Kautz, Sophie Scherman, Acquasetta Warren, Paul Wilt, California State Parks Commissioners  
 Michael Chroman, California State Parks Secretary for Resources  
 William Haigh, James Eicher, Michele Hall, U.S. Department of the Interior, Bureau of Land Management, Folsom Field Officers  
 Barbara Boxer (D-Cal), U.S. Senate  
 Diane Feinstein (D-Cal), U.S. Senate  
 John Doolittle, U.S. House of Representatives, District 4  
 Dave Cox, California State Senate, District 1  
 Roger Nieto, California State Assembly, District 5  
 Kirk Uhler, Placer County Supervisor, District 4

- 86-1: Please see Master Response EC-3 (Section 3.3.3).  
 86-2: Please see Master Response PP-2 (Section 3.1.2).  
 86-3: Please see Master Responses TR-5 and TR-10 (Sections 3.7.5 and 3.7.10).  
 86-4: Please see Master Response ALT-2 (Section 3.2.2).  
 86-5: Please see Master Response EC-3 (Section 3.3.3).  
 86-6: As noted in Master Response EC-3 (Section 3.3.3), corrections have been made to the existing conditions portion of the Plan. These corrections and changes can be found in the Proposed Changes to the Preliminary GP/RMP in this response to comments document. The corrections and edits to the existing conditions within the Preliminary GP/RMP do not necessitate creating a new Preliminary GP/RMP. These changes will be incorporated into the Final General Plan/Resource Management Plan.

## Letter 87, page 1

87

4823 Saunders Ave  
 Loomis, CA 95650-9010  
 Apr. 25, 2008

Jim Micheals  
 Gold Fields District  
 California State Parks  
 7806 Folsom-Auburn Rd.  
 Folsom, CA 95630

Dear Mr. Micheals,

87-1

I am writing in response to the Folsom Lake State Recreation Area preliminary general plan, primarily as an equestrian and resident of the area for over 20 years. I have seen many changes take place, in terms of the numbers of visitors to the area and in the types of recreation they enjoy. I am not entirely satisfied with the plan and my unease is based largely on safety issues and the marginalization of horses and riders in the state recreation area. It concerns me that equestrians are grossly underestimated and their use of the state park lands dismissed as minimal. In fact, according to your own survey (vol. I, ch. II, p. 51) NO equestrians were included at all. This would lead one to assume that horseback riding in the FLSRA was nonexistent. It also begs the question of how these same invisible riders could be satisfied with the facilities in the survey if we were not even counted as present. I can assure you that there are indeed many, many trail riders in the FLSRA, in all seasons and all weathers, enjoying the peace and quiet long after the summer hordes of boaters, campers, waterskiers, swimmers and hikers have gone home.

87-2

Safety issues arise more frequently than reported, partly because there is no one agency to take our reports, and partly because there is no enforcement on the trails. Most of these trails are isolated and have never seen a park ranger. Riders have sadly grown used to poor trail etiquette and have long given up expecting any government agency to either listen to our encounters or offer solutions. Truthfully, you can't legislate good manners. Yes, trail conflicts have risen due to the numbers of trail users. The solutions put forth in the draft general plan are unenforceable and untenable, given the relative isolation of many parts of the FLSRA. In particular, alternate use days are a very poor idea. It is impossible to adequately post the days at every trailhead. There is no enforcement and no patrol. Most importantly, there is no sense of responsibility in the general public and no self-restraint. In tight budget times like these, even if state parks are closed, people will continue to be at risk because they will still be able to get on the trails, not just bikers or equestrians, but hikers too, anyone who has to unexpectedly dodge an oncoming horse or bike around a blind corner on a narrow trail.

In any discussion of adding equestrian facilities to the park's plan, please bear in mind a few critical safety issues. One, any equestrian staging area must be large enough to accommodate our trucks and trailers, with adequate turnaround space, preferably with a separate entrance and exit (like Hidden Falls or Cronan Ranch), and gravel underfoot. Paved parking lots are dangerous for horses who can slip on the asphalt while loading or unloading. Two, a source of water is very important for the well-being of the horses, particularly in hot weather. Three, non-equestrian use should be discouraged to minimize potential safety hazards posed by horses to non-horse people and their equipment. We can train our horses to become used to strange sights on the trail, but there is always one more thing that we never thought we'd see out there. Fishing poles look like whips to horses; bikes seem dangerous even when parked to one side; baby strollers are alien to a horse's experience as are radio-controlled airplanes or cars, skateboards, large backpacks carried by Boy Scouts, and even big floppy sunhats. I have seen all these things from horseback on the trails and in the staging areas.

87-3

Finally, I would like to strongly suggest that Shadow Glen stable be left in place (vol. I, ch. III, pg. 136). They have an historic presence and provide a singular opportunity for the average city dweller to ride through the woods and along the river and enjoy the beauty at hand. The private boarding of horses is an asset to the stables and to those who board there. The site can be managed for the benefit of all concerned. I see no compelling reason to preserve the tailings. The tailings represent one of the greatest monuments to environmental degradation in recent history and there are many such areas around Folsom. Previous gold mining activities are responsible for the huge piles of rocks and the mercury content in the waters and fish

87-1: Please see Master Response PP-2 (Section 3.1.2).

87-2: Please see Master Responses TR-7 and TR-11 (Sections 3.7.7 and 3.7.11).

87-3: Please see Master Response MB-1 (Section 3.10.1).

## Letter 87, page 2

and do not represent the natural state of the local area any more than shopping malls or freeways do. They may be a thing of wonder, but they are not a thing of beauty. They are, above all, a monument to greed. Keep the stables; lose the rockpiles.


In conclusion, I would like to reiterate my three primary concerns: the poor representation of equestrians in the FLSRA; the tremendous and also underreported safety concerns regarding the interactions between the three major groups of trail users (horseback riders, mountain bikers and hikers); and the unnecessary elimination of Shadow Glen Stables from the recreational opportunities offered by FLSRA. This has been my first encounter with so extensive a general plan review and I hope the outcome will be a better one than the plan leads me to believe. Thank you.

Gisele Fuson  
Member, Loomis Basin Horsemen's Association  
Rider in the FLSRA since 1985





Letter 88, page 1


88

Mr. Jim Micheals  
Staff Park & Recreation Specialist  
Gold Fields District  
California Department of Parks & Recreation  
7806 Folsom-Auburn Road  
Folsom, CA 95630

April 16, 2008

**Subject: Comments from the Loomis Basin Horsemen's Association  
Draft General Plan for Folsom Lake State Recreation Area**

Dear Mr. Micheals:

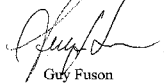
The Loomis Basin Horsemen's Association, has reviewed the draft copy of the Preliminary General Plan and Resource Management Plan for Folsom Lake State Recreation Area & Folsom Powerhouse State Historic Park, dated November 2007, released in February 2008, two volumes, including the draft Environmental Impact Report.

In addition, our members have attended two public meeting, held March 5 and March 11 in local school auditoriums. Several of our members also met with you and park management on April 10, regarding the significant inadequacies in the draft documents.


Our written comments are attached. Loomis Basin Horsemen's Association believes that the draft General Plan and its accompanying draft EIR do *not* meet minimum standards set forth in the CEQA Guidelines and General Plan Guidelines published by the Governor's Office of Planning and Research. Loomis Basin Horsemen's Association, 300 members, is a strong advocate for public safety, the continued equestrian use by the public within Folsom Lake SRA, and the maintenance of horse trails with proper equestrian signage.

LBHA requests a written response to each of our 22 comments.

Respectfully submitted,



Guy Fuson  
*President*



Kathy Dombrowski  
*Member, Board of Directors*

attachment

P.O. Box 2326 • Loomis, CA 95650

88: The General Plan Guidelines published by the Governor's Office of Planning and Research apply to the General Plans required for cities and counties. State Park General Plans are prepared in accordance with regulations in the Public Resources Code, Department policies and the Department's Planning Handbook. Additionally, Reclamation has guidelines for the preparation of Resource Management Plans. The CEQA Guidelines apply to the preparation of the EIR for this General Plan.

Letter 88, page 2

### Loomis Basin Horsemen's Association

300 members, organized in 1984

#### *April 19, 2008 Comments on Draft General Plan and Draft EIR for Folsom Lake State Recreation Area*

Our LBHA comments are numbered paragraphs so that each can be responded to by the authors of the Draft General Plan.

**88-1** LBHA Comment #1: **Request for CEQA Extension.** Because of the heavy turnout at three public meetings, keen interest of citizens, mid-March revisions and apologies for missing data from the management of State Parks, LBHA recommends extending the minimum 45-day CEQA comment period to 120 days. This will allow adequate time for our LBHA members to study the draft General Plan, and to coordinate our constructive comments with other pertinent organizations. Many general plans have 120-day comment periods, especially when serious flaws in the first Draft are evident.

**88-2** LBHA Comment #2: **Marginalization of Equestrian Use.** LBHA feels that the draft General Plan and the draft EIR both marginalize the equestrian use within Folsom Lake State Recreation Area. As an overall comment, LBHA recommends that the status of horseback riding, horse and rider safety, equestrian trails, and horse assembly areas be considerably enhanced in the General Plan. Planning for these uses within Folsom Lake SRA is important.

**88-3** LBHA Comment #3 **No Alternate Ride Days.** LBHA is opposed to any schedule that would mandate alternate mountain bike/equestrian alternate ride days. The use of alternate ride days is unsafe given the steep topography in the Park, trails that were never designed for mountain biking and that the proposed alternate days would occur on trails "not located closest to population centers." Catastrophic consequences could result from a simple error by either party to note the appropriate day or failure to live up to etiquette rules. In addition, emergency access which is difficult at best will be delayed due to the proposed remote location of these trails and there is insufficient staff (Rangers) to manage alternate days/time schedules.

**88-4** LBHA Comment #4: **Sterling Point Equestrian Assembly Area.** LBHA has built and maintains Sterling Point Equestrian Assembly Area north of Los Lagos. This equestrian assembly area provides public equestrian and hiker access. However, Sterling Point is not plotted on the map, nor is it discussed in the text of the Draft General Plan. LBHA believes that Sterling Point which is adjacent to the Folsom Lake Recreation Area is a "sterling" example of an excellent equestrian facility that was built by LBHA and maintained by LBHA members --- *at no cost* to Folsom Lake State Recreation Area. At a time of severe state budget constraints for parks, these win-win situations for multiple park users need to be showcased, rather than disregarded or marginalized.

**88-5** LBHA Comment #5: **Pioneer Express Trail.** LBHA requests that the Pioneer Express Trail be plotted on all maps within the General Plan. This historic equestrian trail was built in 1958 for horses and hikers. We are dismayed to read in the text of the report that the legal historic trail name is trivialized to a "pedestrian/equestrian" trail. This is incorrect. The previous 1979 General Plan properly showed the Pioneer Express Trail and all of the mileposts.

88-1: Please see Master Response PP-1 (Section 3.1.1).

88-2: Please see Master Response EC-3 (Section 3.3.3).

88-3: Please see Master Response TR-12 (Section 3.7.12).

88-4: Please see Master Response EC-3 (Section 3.3.3).

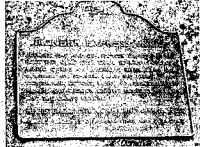
88-5: Please see Master Response EC-3 (Section 3.3.3).

## Letter 88, page 3

2


Loomis Basin Horsemen's Association, April 16, 2008

**88-6** LBHA Comment #6. **California Historical Landmark #585.** LBHA requests that California Registered Historical Landmark #585 be shown on maps within the General Plan. This is a significant cartographic error to omit a legal historic monument from the maps, and is also a violation of CEQA Guidelines to eclipse a historic landmark to the Pioneer Express Trail. The consulting planners need to rewrite the history section with the General Plan and bring it up to the published CEQA Guidelines for history. The full text of the brass plaque should be written into the text of the General Plan. The Folsom Powerhouse is not the only historic landmark within the State Recreation Area.



On May 5, 1957, the California State Parks Commission placed this brass plaque near Milepost 33 on the Pioneer Express Trail in the vicinity of Beal's Point. When the Plan comes to the commission, we would like to see the historic mention of the marker #585 so that the marker has its correct historical place within the document. This information is widely published in historical reference books that list all statewide landmarks in serial order with the full texts of each statewide plaque. The California State Parks Commission will likely veto any draft General Plan that deliberately omits official historical landmarks. This impending veto would be poetic justice for bad scholarship on the part of the consulting planning firms, and showcase the seriously flawed equestrian maps in the current Draft General Plan.

**88-7** LBHA Comment #7. **Safety Hazard at Concrete Tunnel.** LBHA is deeply concerned about the unsafe concrete tunnel that was newly built (Autumn 2007) at Folsom Dam by the U.S. Bureau of Reclamation. This new narrow tunnel truncates the Pioneer Express Trail at the USBR Water Education Center near Milepost 31.5. The concrete tunnel is only 8 feet 7 inches high, 12 feet wide, and 35 feet long. These dimensions do not meet state or federal standards for equestrian trail safety. A tunnel for equestrians should be at least 12 feet high, the trail bed for horses should be an unpaved earth surface, with at least 6+feet of corridor clearance outside of the bike lane. A horseback rider could be decapitated or severely injured in this low-clearance tunnel. Groups of bicycles travel through this tunnel at high rates of speed on a blind curve. This scenario leads to a potential safety hazard for the horse to become terrified and bolt inside the confined concrete tunnel with no lateral escape. This would likely cause severe injury to both the equestrian, the horse and the bicyclist.



88-6: Please see Master Response EC-1 and EC-3 (Section 3.3.3).

88-7: Please see Master Response TR-14 (Section 3.7.14).

## Letter 88, page 4

Loomis Basin Horsemen's Association, April 16, 2008

3

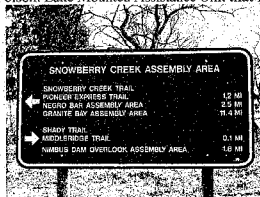
LBHA Comment #8. **Lack of State-Federal Safety Cooperation.** LBHA is concerned that this newly constructed unsafe concrete tunnel on the historic Pioneer Express Trail is clear evidence that USBR and State Parks are *not talking to each other* when it comes to planning and public safety. The General Plan needs to include a specific protocol for bringing together all stakeholders before significant changes are made to equestrian trails. A properly written General Plan for a Park that has many miles of trails, should enunciate a clear statement about the high importance of equestrian safety. LBHA requests the addition of the word "safely" be added to the first goal in the Trail Goals section III-79 so that it states "A trail system that provides a broad public benefit by *safely* accommodating diverse trail uses and abilities."

**88-8** LBHA Comment #9. **Trail Maintenance.** LBHA recommends that the draft General Plan contain a clear policy statement about trail maintenance and the budget for trail maintenance. The entire draft General Plan lacks the recent budget pattern (last decade), and it lacks future budget projections in response to the anticipated heavy public use in the next 10 to 20 years. Money is vital to the entire working of Folsom Lake SRA (ranger staff and maintenance staff). The details of maintenance budgets can await a future Specific Plan for Trails, but the General Plan should properly set the policy for an adequate maintenance budget for trails.

**88-9** LBHA Comment #10. **Equestrian Signage.** LBHA advocates better signage on the horse trails to show bicyclists and hikers which trails are only for horses and which are multi-use. We advocate increased mileposts markers and maintenance of use-designation signage so that maintenance (fallen trees) and illegal use can be efficiently reported to state park rangers.

**88-10** LBHA Comment #11. **Shadow Glen Stables in Fair Oaks.** LBHA is concerned that the only rental stables may possibly be closed with no discussion about the environmental impact of the loss. Shadow Glen Stables are an important cost-effective equestrian facility for families to rent horses. Most of our 300 LBHA members own our horses, but we feel that rental stables are an important "gateway" into the equestrian experience and for the occasional user ----- similar to rental-boat facilities for boaters. LBHA supports an entirely new Specific Plan for Mississippi Bar with full consideration for current and future equestrian users (renters and boarders). See LBHA comment #17

**88-11** LBHA Comment #12. **Snowberry Creek Assembly Area, Fair Oaks.** LBHA is concerned that this horse assembly area near Pioneer Express Trail milepost 26 is not shown on the maps within the draft General Plan. This is a well-used public access point for all users adjacent to trails that connect to the Pioneer Express Trail. It currently has parking for all users, portable toilet, hitching posts, and a water trough. The former 1979 map showed this clearly, as does the official equestrian trail map prepared by the Folsom Lake Mounted Assistance Unit that is sold at park headquarters.



88-8: Please see response to Comment 29-4.

88-9: Please see Master Response TR-4 (Section 3.7.4).

88-10: Please see Master Response MB-1 (Section 3.10.1).

88-11: Comment noted. This trailhead and staging area is acknowledged in the text for the Mississippi Bar management zone (page III-131). Edits to the Preliminary GP/RMP have made this clearer. See the proposed changes to the Preliminary GP/RMP (Chapter 4). This facility will also be added to Table EC-5 in the Final GP/RMP.

## Letter 88, page 5

Loomis Basin Horsemen's Association, April 16, 2008

4

**88-12** LBHA Comment #13. **AERC American River Classic.** A number of LBHA members participate in the American River Classic, a 50-mile endurance ride that begins at the horse assembly area at Negro Bar, and continues north to Auburn. We are dismayed that the 30-year American River Classic (with ~120 to 150 riders) is not adequately discussed in the draft General Plan. We are also dismayed to read that the Horse Assembly Area at Negro Bar is entirely omitted from the maps. This is the official starting point for the 50-mile ride, typically held in April of each year on a sustained basis for more than two decades.

**88-13** LBHA Comment #14. **Equestrian Use at Granite Bay on the Center Trail.** LBHA recommends that the draft EIR be rewritten to showcase the Granite Bay Equestrian Assembly Area and the nearby multi-use trails in the Doton's Point to Beck's Bight area. The Center Trail loop, as it is referred to by users, is just east of the corner of Twin Rocks and Boulder Road. This trail is maintained and frequently used by equestrians, yet there is no mention of it in the draft General Plan nor are the other multi-use trails in that area known to users as the Pink Ribbon and Green Ribbon Trails.

**88-14** LBHA Comment #15. **Linking Trails to Cronan Ranch.** LBHA riders are concerned that there is no mention of horse trails linking to Cronan Ranch on the South Fork of the American River. This new BLM ranch with 4,000 acres is an important equestrian open-space riding area. There is also no mention of the existing link with equestrian trails up the North Fork of the American River to the Western States Trail (~Tevis Cup) at Auburn, and the Olmstead Loop at Cool. LBHA recommends that state park planners use and reference the new (February 2008) Resource Management Plan developed by the U.S. Bureau of Land Management for the South Fork of the American River. The new BLM general plan excellent has regional trail maps. Folsom Lake SRA needs to be part of regional trail system.

**88-15** LBHA Comment #16. **Quimby Act.** LBHA recommends that the draft General Plan and draft EIR contain references to the Quimby Act to obtain supplementary funding for equestrian and other recreational facilities within Folsom Lake SRA. There is a huge impact from tens of thousands of homes that are built in El Dorado Hills and Rocklin subdivisions...these future residents come to Folsom Lake for recreation. The Quimby Act would transfer money from these subdivisions to facilities within Folsom Lake. Specifically, these moneys would help with trail construction, restroom construction, horse assembly construction, adequate parking lots, and related facilities. The Quimby Act cannot be used for maintenance or salaries, but it can help build facilities to accommodate increased users. It is recommended that the General Plan specify that the California Department of Parks and Recreation will work closely with the Planning Commissions of Placer and El Dorado County to obtain facilities money via the Quimby Act.

**88-16** LBHA Comment #17. **Rattlesnake Bar Horse Assembly Area.** LBHA recommends the General Plan include an equestrian camping area and associated equestrian facilities at Rattlesnake Bar staging area. Folsom Lake SRA is geographically large, and equestrian staging areas need to be spaced out. Just as boaters fill Granite Bay parking lots, the equestrian use also strains the very limited space at the Granite Bay Equestrian Assembly Area. Rattlesnake Bar is a major veterinarian checkpoint with ~150 horses during the 50-mile American River Classic endurance ride.

The 1979 General Plan contained plans for horse camping at Rattlesnake Bar, but LBHA is disappointed to read that the new 2007 draft entirely omits equestrian camping options throughout Folsom Lake SRA. LBHA recommends the General Plan include equestrian camping facilities at Mississippi Bar, the Peninsula area and possibly Monte Vista as well as Rattlesnake Bar. The specific details about the equestrian facilities are not necessary but, the overall vision and long-range plan for horse facilities should be enunciated in the General Plan.

88-12: Please see Master Response EC-3 (Section 3.3.3).

88-13: Please see Master Response EC-3 (Section 3.3.3).

88-14: Please see Master Response TR-6 (Section 3.7.6). The Preliminary GP/RMP provides direction regarding connection of the Folsom Lake SRA trail system and adjacent trails and trail systems. See VISIT-36, VISIT-37 and VISIT-38 on page III-81 of the Preliminary GP/RMP. The Preliminary GP/RMP provides specific direction regarding connection with the BLM trail along the South Fork of the American River, see page III-192 of the Preliminary GP/RMP.

88-15: Comment noted. State Parks staff is aware of the Quimby Act which allows local agencies and jurisdictions to require developers to pay fees or donate land for park improvements. In California, land use planning and development primarily occur at the local government level. Quimby Act fees are primarily a tool for local governments and agencies to assess fees for park improvements within their jurisdiction and are not generally a tool available for a stage agency. The rationale for these exactions is local ordinances containing acreage/populations standards for park lands. It may be possible for State Parks to access Quimby Act fees, but it would not be a simple or direct process. The State would have to adopt the Quimby Act, the State Park lands within a local jurisdiction would need to be included as part of the acreage/population calculation and would require the cooperation and an agreement with the local government to share Quimby Act fees with the State.

88-16: Please see Master Response TR-11 (Section 3.7.11).



## Letter 88, page 6

Loomis Basin Horsemen's Association, April 16, 2008

5

88-17

**LBHA Comment #18. Replace Vital Horse Troughs.** LBHA recommends that the horse trough at Folsom Dam be rebuilt near Milepost 31.5 near the Water Education Center. This was the only water for horses between Negro Bar and Granite Bay. In summer 100°F heat, horses need to drink at regular intervals. The former horse trough was removed by the U.S. Army Corps of Engineers to make space for the new bridge. Currently, there is no water for ten trail miles, from Negro Bar Assembly Area to Granite Bay Assembly Area. LBHA recommends that the new General Plan contain a policy directive that there will be adequately spaced horse troughs throughout Folsom Lake area.

88-17: Please see Master Response TR-11 (Section 3.7.11).

88-18

**LBHA Comment #19. Stakeholder Groups for Effective Park Planning.** LBHA recommends that the draft General Plan contain a specific mechanism for park management to be in closer communication with professional organizations and homeowner's associations that are adjacent to Folsom Lake SRA. The appendix of these planning documents should contain names, addresses, and email for user-groups. For example, we recommend that Loomis Basin Horsemen's Association be added to a permanent list. LBHA recommends that ACE, our sister organization, be added: Action Coalition of Equestrians (ACE), Post Office Box 1320, Meadow Vista, CA 95722 <[www.ACEquestrians.org](http://www.ACEquestrians.org)> ☎ (530)878-4750 Other important equestrian groups include the American Endurance Ride Conference in nearby Auburn <[www.aerc.org](http://www.aerc.org)> and the Western States Trail Foundation (home of the Tevis Cup) <[www.foothill.net/tevis](http://www.foothill.net/tevis)>

88-18: Please see response to Comment 29-14.

**LBHA Comment #20. Prior Stakeholder Meetings on Trails.** LBHA is concerned that many of our members invested hundreds of hours to participate in trail planning over a period of five years (circa 2002 to 2007). Almost none of this public effort has survived into the text of the new draft General Plan. It is discouraging for citizens to donate hundreds of hours in public service, and then see it disregarded or marginalized by consulting planners from San Francisco who did not plot the Pioneer Express Trail or any other equestrian trails. These consulting planners have admitted in public meetings that they have no expertise in equestrian trails, nor did they hire a subconsultant who is an expert in horse trails, horse safety, and horse assembly facilities.

88-19

**LBHA Comment #21. Unsafe Bike Jump-Ramps** LBHA is very concerned about vandals who construct bike jump-ramps on multi-use equestrian trails. These have caused serious injuries to our own horsemen, as recently as March 2008. LBHA recommends that the General Plan contain specific policy guidance that bike jump-ramps are illegal and unsafe, and will not be tolerated within Folsom Lake SRA. A horse is terrified if an airborne mountain bike is coming head-on. It is also recommended that trail signs be installed in appropriate locations (such as the Center Trail near Granite Bay) that indicate that bike jump-ramps are illegal. Mountain bike organizations that want hazardous jumps for their members should use urban skate-board parks or nearby Prairie City Off-Highway Vehicle park on the south side of Folsom. In addition, it is requested that on multi-use trails, the speed of bikes be posted to be no faster than 15 mph, (or slower as necessary when conditions dictate), and no faster than 5mph, when passing other trail users.

88-19: Please see response to Comment 29-18.

88-20

**LBHA Comment #22. Planning Expertise and Responsible Professional Planners.** LBHA recommends that the draft CEQA document conform to the minimum standards set forth in the CEQA Guidelines, published by the Governor's Office of Planning and Research. In the current documents, there is a vague "acknowledgement" section (pages G-1 and G-2) in the draft General Plan (volume #1). This is misplaced; a General Plan does not contain acknowledgements. Instead, at the back of the Environmental Impact Report (volume #2), the responsible authors of each section should be named, along with their street addresses, specific academic degrees, state licenses, professional society certifications (such as AICP), and other pertinent professional information. When significant mistakes and omissions are made in the draft EIR, it is then possible to assign specific responsibility for those individual errors in scholarship. CEQA Guidelines need to be properly followed; otherwise it is easy for the document to be subsequently vetoed in the approval process by the California State Parks Commission.

88-20: Please see Master Response EIR/EIS-1.

Letter 89, page 1

Kelly Godwin  
5671 Twisted River Drive  
Marysville, CA 95901

March 3, 2008

To Whom It May Concern:

89-1

I have reviewed the State Park and Recreation's plan for improvements to the American River / Lake Natoma Recreational area, and would like to express my concerns about the Mississippi Bar portion, specifically with relation to the elimination of the boarding facility, Shadow Glen Riding Stables.

I am not a resident of Fair Oaks, nor have I ever been, but I have boarded my horse at Shadow Glen Stables for nearly eleven years. In those eleven years I have lived in Roseville, North Sacramento, West Sacramento, and finally in Marysville, but my horses have never left the Shadow Glen facilities for more than short periods of training. I could find many closer, less expensive boarding facilities in Marysville, but instead choose to keep my horses with Ken and Bonnie Houston at Shadow Glen Stables. Shadow Glen Stables provides premium care to my animals, and I would never trust my animals with anyone other than their remarkable staff, but the reason I keep my horses there is more than just the superb care.

At Shadow Glen we are a family. We have celebrated marriages, births, and graduations together. We have also mourned deaths, leaned on each other through divorces, and picked each other up when we have fallen – literally and figuratively. I realize for the State Park Department this is primarily an issue of numbers, and money, but please allow me to put a human face on what you are considering removing from our park system.

Shadow Glen conducts activities open to the public, such as their annual Easter Sunday Service on horseback and breakfast and an annual food drive to support selected local families, barbeques, and horse clinics. The stables gates are open to the public to come in and visit with the horses, giving many area youth a unique opportunity they can have few other facilities. Their offering of private lessons, group trail rides, and youth summer camp show their desire to serve and be a part of the community, but it would be impossible for them to continue offering these services without the boarding privately owned horses at the facility.

It is important to keep this public boarding facility within the state park. For many families owning a horse to trail ride on would be nearly impossible. Without Shadow Glen, horse owners would have to trailer into one of the many staging areas which creates the huge financial

89-1: Please see Master Response MB-1 (Section 3.10.1).

## Letter 89, page 2

burden of a three-quarter ton truck, and horse trailer. For most of the boarders at the stable this makes trail riding economically impossible.

Shadow Glen is rich with stories of redemption, both animal and human. Many of the teens who come out to the stable for summer camp end up purchasing a horse and boarding at the facility. One local teen was brought back from the brink of suicide with a little loving support from the owners, employees and friends she made at Shadow Glen. Other teens have found a place they belong, off the streets and engaging in a productive activity in a safe and loving environment.

I have boarded and worked Shadow Glen long enough to know the stables two million dollar insurance policy can not be paid with trail rides alone. The boarding of local horses is what pays for most of the insurance policy and makes public access to an equine experience possible. Shadow Glen must continue to board horses in order to maintain the concession.

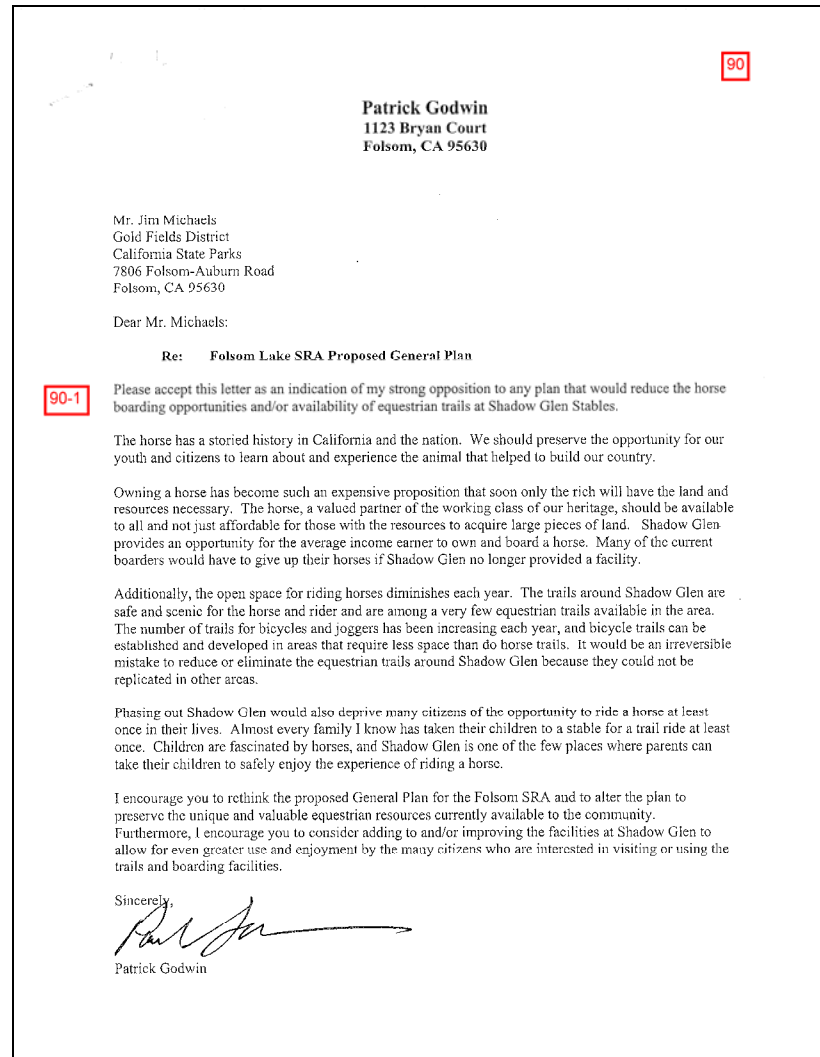
Please reconsider your potential plans to close Shadow Glen. Don't scatter the family of boarders to the wind – we need each other. Don't take away the only opportunity children have to enjoy a public riding facility.

Sincerely

Kelly Godwin



## Letter 90





90-1: Please see Master Response MB-1 (Section 3.10.1).

## Letter 91

91

Folsom Lake State Recreation Area & Folsom Powerhouse State Historic Park  
General Plan/Resource Management Plan

**Comment Sheet:**  
**Preliminary Plan and Draft EIR/EIS (March 5th, 2008)**

Completed comment sheets may be left in the boxes at the sign-in tables OR  
folded, taped, stamped and mailed to the address on the reverse.

Name: Judy L. Grayson

Affiliation/  
Interest in this Project: equestrian

In the space below, please provide any comments related to the Preliminary Plan or  
Draft Environmental Impact Report / Draft Environmental Impact Statement.

91-1

I speak for those that ride horses  
at Folsom Lake. It is important  
to me and several of my friends that  
there are staging areas throughout  
the lake. It is in blatant disregard  
for equestrians that several staging  
areas (Negro Bar, Rattlesnake Bar) were  
omitted in the Trails Facilities Section  
of the Recreational, Scenic & Cultural  
Resources for Folsom Lake. Please listen  
& be aware that there are several of  
us quiet horse people that ride often out  
at the lake, and wish to continue.

If you require additional space to comment, please use additional sheets and  
mail in an envelope to the address indicated on the reverse. Thank you.

Respectfully,  
Judy L. Grayson  
5684 Cassel Ln  
Travis CA 95150

91-1: Please see Master Responses EC-3 and TR-11 (Sections 3.3.3 and 3.7.11).

Letter 92, page 1

92

**LAKE NATOMA HEIGHTS HOMEOWNERS ASSN.**  
(Representing owners of 400 homes)

4429 Las Encinitas Dr.  
Fair Oaks, CA 95628  
(916) 967-7265  
May 27, 2008

Jim Micheals  
Parks & Recreation Specialist  
California State Parks  
7806 Folsom-Auburn Blvd.  
Folsom, CA 95630

RE: Comment on Preliminary General Plan and Draft EIR/EIS  
Folsom Lake State Recreation Area

We are the largest homeowner association in Fair Oaks. Our residences are situated on the bluffs above Lake Natoma.

92-1

We recently became aware of a March 11, 2008, letter commenting on the above referenced document and signed by representatives of the Folsom Economic Development Corporation, the Folsom Chamber of Commerce, and the Folsom Travel Bureau. That letter contained the following statement:

"...it may be time for the local jurisdictions that surround the recreation area to negotiate a lease(s) directly with the Bureau of Reclamation to improve, manage and maintain the area."

Please advise us of any attempt by the City of Folsom and/or organizations that claim to speak for the City of Folsom to wrest the lease for the recreation area away from the State of California. We will vigorously oppose any attempt by the City of Folsom or its partners to gain control of the recreation area.

Our homeowners have spent years fighting irresponsible development initiatives within Folsom's jurisdiction that would impact our neighborhood and the Lake Natoma/Folsom Lake environs. We currently have light intrusion in our neighborhood from the Folsom Auto Mall. Folsom officials even approved an electronic reader board at the auto mall despite overwhelming opposition from area residents and the California Department of Transportation. The latter had safety concerns about the potential for distractions for motorists on Highway 50.

92-1: Please see Master Response ALT-1 (Section 3.2.1).

Letter 92, page 2

We can't think of worse stewards for Lake Natoma/Folsom Lake environs than the City of Folsom. The city has -- and has had for decades -- the best city council that money can buy. All a developer needs to do is grease their palms with campaign contributions and the most outrageous of projects will be approved. The impact of decades of irresponsible development is readily seen by anyone who drives on Folsom's congested streets through sprawling neighborhoods and badly planned shopping areas.

The City of Folsom has allowed homes and businesses to be built directly atop an active fault system -- the Bear Mountain Fault System. You may recall that it was an earthquake on that fault that stopped construction of the Auburn Dam.

The City of Folsom also has allowed raw sewage to leak into Lake Natoma over a period of years and was extraordinarily slow to correct the problems even when ordered by a regulatory agency to do so.

With the City of Folsom in charge of the recreation area, we could expect the Lake Natoma and areas of Folsom Lake bordering on the city to be lined with strip malls -- and probably strip joints, too.

In January of 2000, Folsom Mayor Reggie Drew was arrested for offering an undercover police officer money and rock cocaine in exchange for sex. That is the kind of leadership people on occasion have elected in the City of Folsom.

Over the years, we have worked with California state agencies to enhance and improve the recreation area. Despite budget constraints, the state has provided creative leadership to manage and improve the recreation area. There is no need for a change in jurisdiction.

In addition, be advised of the following:

- 92-2 • We support continuation of the Shadow Glen Riding Stables concession in the recreation area.
- 92-3 • We support the establishment of more camping opportunities in the recreation area. The campsites at Negro Bar were eliminated when the City of Folsom built a bridge across Lake Natoma.
- 92-4 • We support the elimination of all motorized craft on Lake Natoma except for those used by law enforcement, firefighters and other public officials, and organizers of boat races and regattas.

92-2: Please see Master Response MB-1 (Section 3.10.1).

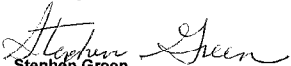
92-3: Please see the Master Response CAMP-1 (Section 3.6.1). The Beal's Point RV campground was constructed as mitigation for the loss of the family campsites at Negro Bar when the American River Crossing Bridge (Folsom Boulevard) was constructed by the City of Folsom.

92-4: Please see Master Response BOAT-1 (Section 3.5.1).

Letter 92, page 3

Thank you for your consideration.

Sincerely,

  
Stephen Green  
Immediate Past President

Cc: Ruth Coleman  
Director, California State Parks

Scott Nakaji, Superintendent  
Gold Fields District, State Parks

The Hon. Dave Cox  
California Senate

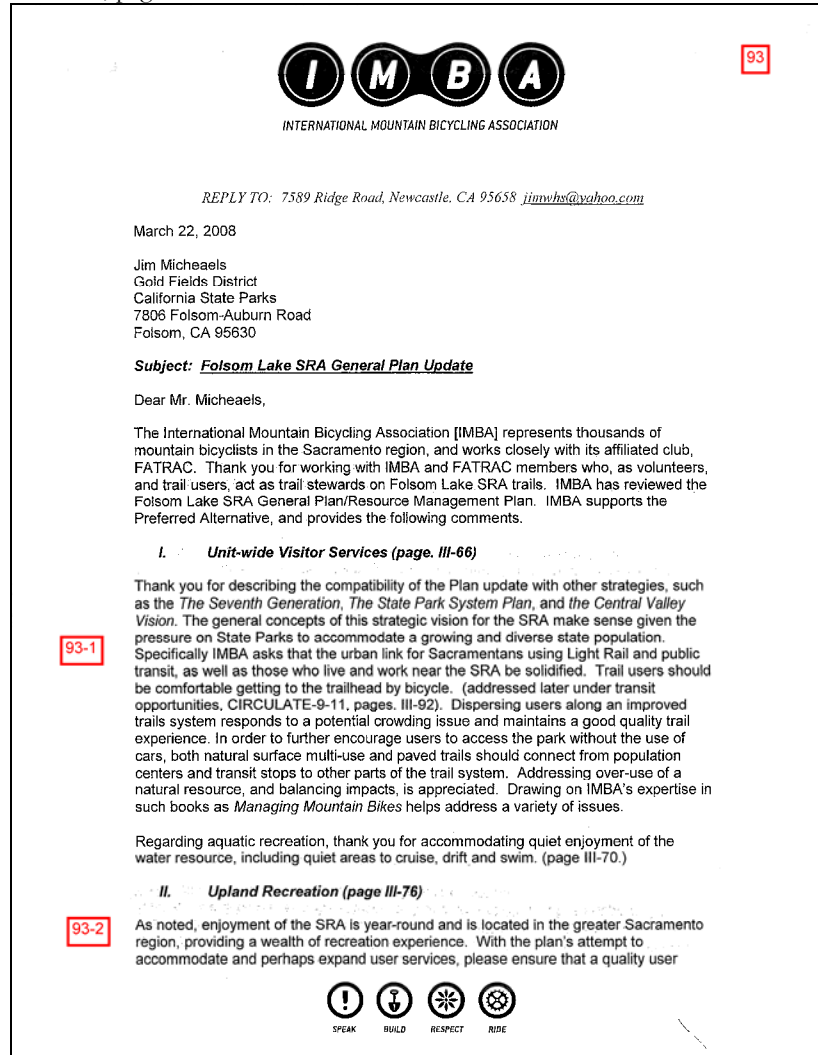
The Hon. Roger Niello  
California Assembly

The Hon. Roberta McGlashan  
Sacramento County Supervisor

The Hon. Erik King  
City of Folsom Mayor

Frank Cirill  
Coordinator, Lake Natoma Community Task Force

## Letter 93, page 1



93-1: Please see Master Response TR-16 (Section 3.7.16).

93-2: Comment noted.

Letter 93, page 2

experience includes quiet, muscle-powered, backcountry recreation in a natural setting. Thank you for addressing the provision of a positive visitor experience at the goals in the chapter on *Upland Recreation* (Visit-25-29 - pages III-76-77.)

**III. 2). Trails (pages III-78-87)**

93-3

You have indicated that the General Plan provides broad direction for a unit-wide Trail Management Plan, to be prepared subsequent to the adoption of this General Plan. (page III-79). IMBA urges State Parks to start this process immediately.

IMBA supports the goals listed, as well as the *Guidelines for the Trails System Planning and Management* (page III-80). We support State Parks looking at the regional picture to establish any opportunities available for linking regional trails, and assisting other trail providers in possible land acquisition. This might play out with current private property owners on the Peninsula. Any potential *easements* across private lands to accommodate loops should be explored. Land Trusts, such as the American River Conservancy might be a good resource. (VISIT-36, etc. pages. III-80-81.)

93-4

Thank you for recommending the establishment of a full-time Trail Coordinator position in the Gold Fields District. This will help tremendously with goals identified under *Trail Advocacy, Collaboration, and Stewardship* (VISIT-59-62, pages III-86-87.) Winter night riding (and running/hiking) should be addressed before the Unit Trails Plan is available.

Area mountain bike advocates are eager to continue volunteering their time. Thank you for keeping FATRAC, and IMBA representatives posted regarding any trails activities. We look forward to working on the Unit Trails Plan very soon.

If you have any questions, please contact me.

Sincerely,



Jim and Cathy Haagen-Smit  
IMBA California Representatives

93-3: Please see Master Response TR-10 (Section 3.7.10).

93-4: Please see Master Response TR-9 (Section 3.7.9).

## Letter 94, page 1

94

Dean & JoAnn Handy  
1376 Young Wo Circle  
Folsom, CA 95630-2743

May 22, 2008

Jim Micheals  
Parks & Recreation Specialist  
California State Parks  
Gold Fields District  
7806 Folsom-Auburn Road  
Folsom, CA 95630

Subject: FLSRA, Preliminary General Plan & Draft EIR-/EIS

Dear Mr. Micheals,

94-1

We am in receipt of a copy of a letter addressed to you from SARA (Save the American River Association) as well as a copy of a letter, also addressed to you, from Dan Winkleman (former State Park Ranger, Retired) who happens to be our next-door-neighbor. Both of these letters address concerns for the acceptance of the draft EIR -/ EIS and the Preliminary General Plan for the Folsom Lake State Park Recreation Area which includes suggested development along Lake Natoma in Folsom.

We wanted to express our concerns regarding this plan.

First, although we are not in receipt of any of the reports which are mentioned in the "SARA Letter" we have been appraised of these reports and we are very bothered by the lack of cooperation the City of Folsom has shown to clean-up the discharge of effluent which appears to be being discharged into the waters of our American River.

We are also becoming very critical of the efforts of the City of Folsom to modify the land they currently own which is adjacent to the current Corporation Yard and the Natoma Shores / Preserve neighborhood in which we live.

As we understand the current plans underwritten by the City of Folsom and the Folsom Economic Development Corporation (FEDCorp), there is a proposal to destroy pristine park lands on the south side of the American River. This plan includes installing a boating marina and a large hotel complex on the river as well as changing the existing American River Bicycle Trail on the south-western side of the Lake Natoma Crossing bridge.

With development of what is now the City of Folsom's Corporation Yard (at some time in the foreseeable future, any development of properties which are now parkland seems totally inappropriate to us.

94-1: Please see Master Response ALT-1 (Section 3.2.1).



Letter 94, page 2

We would cite some of the same reasons for our opposition to changes from pristine parkland in much the same light as mentioned by SARA and by Dan Winkleman.

We will echo these citations here:

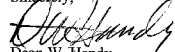
- (1) The City of Folsom has shown to be untrustworthy in their explanation of their plans for their Corporation yard clean-up project. We recognize immediately that the bottom line of their clean-up effort is to make this land more valuable to developers so as to increase the city's potential income for the sale of this property at a later date.
- (2) There appears to be inadequate sewage treatment available for development of a large size hotel complex as proposed, or, for that matter, any development of any nature until such time as the 27-inch pipeline is at least doubled in capacity to meet the current and future needs for sewage treatment from Folsom.
- (3) Water quality in the American River has not been properly investigated or reported on and SARA as well as all citizens of Folsom, Gold River, Rancho Cordova, Fair Oaks, Carmichael, Arden-Arcade, and Sacramento should be appalled by this fact. However, they don't know what is going on because of a severe lack of EPA actions and reports being made available to them.

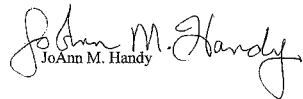
It is, in our humble opinion, incumbent upon all reporting agencies, including but not limited to, the CAL-EPA, the Regional Water Quality Board, investigators who have been hired by SARA (and others), to make public their findings in a most public manner.

Until reports show that the potential for development along the American River is appropriate or until plans are shown which insure proper treatment of any effluent discharges there should be no development of the pristine parkland which has been protected by California State Parks along our beautiful American River.

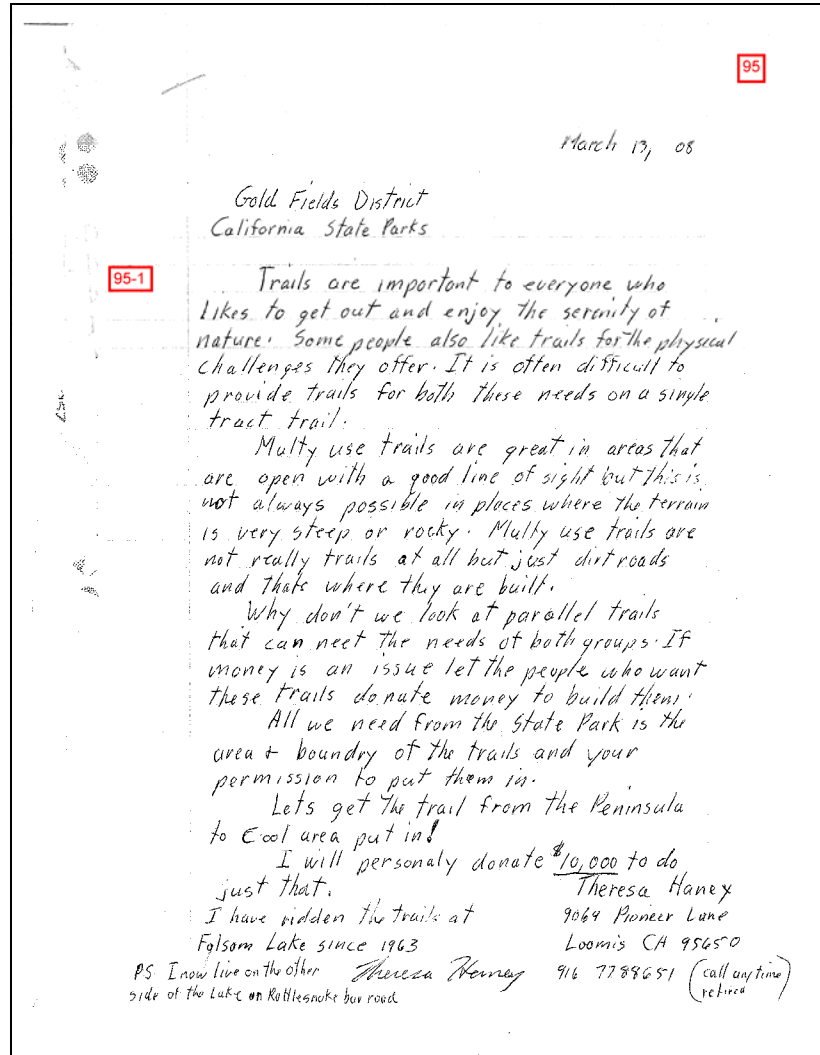
Thank you for your consideration of our position.

Sincerely,

  
Dean W. Handy  
1376 Young Wo Circle  
Folsom, CA 95630-2743  
(916) 351-1230 (home)  
(916) 919-0536 (cell)

  
JoAnn M. Handy

## Letter 95



95-1: Please see Master Responses TR-5 and TR-12 (Section 3.7.12).

## Letter 96

96

Jim Micheals  
 California State Parks, Gold Fields District  
 7806 Folsom-Auburn Road  
 Folsom, Ca 95630

March 30, 2008

Dear Mr. Micheals and Parks Staff:

I moved to Loomis 13 years ago with 2 horses and bought horse property so I could ride on the trails here. I have kept a detailed log of my riding. 13 years x 40 weeks a year x 3 days a week (min) x 4 hrs average ride = 6240 hours on the Folsom trails. Add to that hiking with friends, relatives, and my dogs, and time spent birdwatching with Audubon friends, and I have easily spent 7000 hours on the Folsom trails.

**During 7000 hours on the trails, I have seen rangers on the trails only 2 times.**

I attended the presentation on March 11. The slide show accompanying the Plan outline was beautifully done, but I didn't notice one single photo of the Park that was taken from the actual trail. All the photos seemed taken from locations next to parking areas. **I didn't see evidence that the photographer actually went on the trails.**

**96-1** Following the meeting, I went investigating with my horse and so far have photographed 23 locations just between Rattlesnake Bar and Granite Bay where the trail is cut into an extremely steep hillside. The narrow trail is definitely not suitable for multiuse. Sample photos are attached. Cutting a second parallel trail would be ruinous to the terrain, and would frequently involve moving or carving out massive boulders. There is enough devastation already from the OHVs tearing up everything.

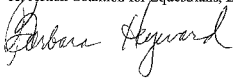
**96-2** If anyone actually hiked or rode these trails between Rattlesnake Bar and Granite Bay, it is unthinkable that they could consider them appropriate or safe for multiuse. Riders spend enormous funds on our horses and have a huge economic impact on the community. It is absurd to think that the hundreds of horseback riders would accept alternate days or times for use of the trails.

**96-3** If you do eventually hire a "Trail Coordinator," I am hoping it will be someone who has or had a horse, someone who thinks of computers and paperwork as a necessary evil, and someone who actually gets out on the trail before making decisions.

Equestrian trail riders are sympathetic to mountain bikers seeking challenging thrills. We gallop, jump, ride the Tevis, and get thrown off and break bones too. In a highspeed collision or close call, on trails unsuited for multiuse, either the biker, the equestrian, or the horse is likely to be seriously injured. Probably all 3.

My fellow riders, hikers and birdwatchers are not willing to sacrifice the quality or safety of our Folsom outdoor experience on trails that are inappropriate for multiuse. **Allowing bikes on these trails would be similar to allowing motorcycles on the Auburn-Folsom bike lanes.**

Barbara Heyward, Loomis, Ca.  
 cc: Action Coalition for Equestrians, Loomis Basin Horsemen's Association



96-1: Please see Master Responses TR-5 and TR-10 (Sections 3.7.5 and 3.7.10).

96-2: Please see Master Response TR-12 (Section 3.7.12).

96-3: Please see response to Comment 20-20 regarding trail coordination.

## Letter 97, page 1

97

March 17, 2008

Mr. Jim Micheals  
Gold Fields District  
California State Parks  
7806 Folsom-Auburn Road  
Folsom, CA 95630

Dear Mr. Micheals:

RE: Folsom Lake State Recreation Area and Folsom Powerhouse State Historic Park  
General Plan/Resource Management Plan  
Preliminary Plan & DEIR/DEIS

As a member of Fleet 4, and a slip holder at Brown's ravine for over 15 years, I would like to comment on the Folsom Lake General Plan. I own a Catalina 25 and do most of my sailing in Folsom Lake.

III.C.3.a. Aquatic Recreation

VISIT-12: "Expand the area governed by the 5 mph speed limit... Consider expansion of the speed limit zone on the South Fork Arm as appropriate." (p. III-71)

97-1

I am strongly in favor of reducing the speed limit to 5 mph in the South Fork.

97-2

I am also in favor of monitoring boat noise levels in the South Fork.

97-3

Continued patrol and enforcement is definitely required.

III.C.3.a.1 Marina Capacity

VISIT 16: "increasing capacity at Folsom Lake Marina (p.III-73).

97-4

I am in favor of expanding the existing docks at Brown's Ravine, upgrading the mooring system and improvements to the breakwater system. These improvements have been needed for a long time.

BROWNS-2 (pp III-199

I feel that further studies to determine whether improving the breakwater system or providing a stronger dock system is absolutely necessary.

BROWNS 3:

I would be in favor of studying the possibility of relocating the dry boat storage to provide parking to accommodate increased slip capacity.

97-1: Please see Master Response BOAT-1 (Section 3.5.1).

97-2: Please see Master Response BOAT-1 (Section 3.5.1).

97-3: Comment noted.

97-4: Comments noted.

Letter 97, page 2

March 17, 2008  
Page 2

Extend Launch Ramps

**97-5** III.C.3.a.2) Boat Launch Facilities  
VISIT-21: Extend launch ramps to provide capacity at lake levels under 420 ft.

I feel this would be a waste of money.

**97-6** III.D.26 Brown's Ravine  
BROWNS-5 (p.III-200) Reconfigure marina and Hobie Cove boat ramps.

I feel this would be a great opportunity to reduce congestion at the ramp especially if Hobi Cove could be expanded to accommodate more power boats.

BROWNS-6 (p. III-200) Reconfigure marina parking area to provide designated queue lane and suitable turnaround area at the main boat ramp.

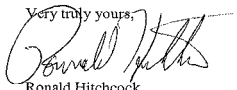
I feel this would be a good idea and would help reduce tempers at the launch ramp.

**97-7** Multi Use Facility  
III.C.3.c Multi Use Facilities  
III.D.26 Brown's Ravine  
BROWNS-7: "developing a multi-use facility at Brown's Ravine."

I am in favor of a multi-use facility located at Brown's Ravine. This location would give the opportunity for the maximum usage. I know that both Fleet 4 and FLYC are always looking for a place to hold meetings and events, and have training classes, etc.

Thank you for this opportunity to comment on the General Plan.

Very truly yours,



Ronald Hitchcock  
7120 Bell River Way  
Sacramento, CA 95831  
(916) 399 5959

97-5: Comment noted. Please see Master Response BOAT-3 (Section 3.5.3).

97-6: Comments noted.

97-7: Please see Master Response MUF-1 (Section 3.8.1).

## Letter 98, page 1

Page 1 of 1

**COPY**

**Chris Hodges**

**From:** "Chris Hodges" <broboats@sbcglobal.net>  
**To:** "Jim Micheals" <jmiche@parks.ca.gov>  
**Sent:** Tuesday, April 29, 2008 5:28 PM  
**Attach:** folsom lake april 08 b.doc  
**Subject:** Attached comments for Folsom Lake General Plan

Jim:

Thank you for hosting the public meetings on Folsom Lake General Plan. Attached are my comments.

Most all my concerns would be addressed if State Parks would engage in a full and open discussion with the surrounding governmental bodies. I do not understand the reluctance by staff to propose solutions based on current public comments and requests. I hear "submit your comments" but I don't hear "How about if we put this in the plan instead" type discussions.

Respectfully,

Chris Hodges  
7440 Sloughhouse Road  
Elk Grove, CA 95624

4/29/2008

## Letter 98, page 2

## Comments on Folsom Lake State General Plan Proposals

- 98-1** 1) The Jan 1, 2007 Summary report of the State Park's Central Valley Vision states that the 1<sup>st</sup> priority is "expand recreational facilities (camping, day use, fishing, boating, trails, and large group facilities) particularly along river corridors, Valley reservoirs and at the Delta)." If expanding recreational facilities is number 1 priority please explain why the maximized recreation alternative or the no change alternative are not the preferred staff plan.
- 98-2** 2) At Folsom Lake please provide the percentage of total land area above full pool that is currently in a conservation zone and the percentage that would be in conservation zones under the preferred plan and each alternative. Please justify in each alternative the allocation of land to conservation zone over recreational use as it relates to the priorities stated in (1) above for the Central Valley Vision.
- 98-3** 3) Folsom Lake is not a natural lake and its environment is a human creation primarily for flood control. Please explain why there is such a priority placed in this location on eradication of non-native plants and the introduction of special species (e.g. Borrowing Owls) as described in the preferred plan. Please explain why these efforts would be cost effective for FLSRA. Please provide the governing document, law or the source for these ideas.
- 98-4** 4) The use of fire for range management is at best an experimental concept primarily being evaluated for use in large undisturbed primitive areas. Please provide justification for introduction of fire in FLSRA. Please contrast to the use of alternatives including no action, traditional fire breaks or the use of grazing animals. Please provide expert opinion on the use of fire in the urban setting of FLSRA. Please provide historical analysis of the presence of fire or its usefulness in the Folsom Lake area. Please provide air quality analysis of the introduction of fire as range management in FLSRA. What is the likelihood that over the life of the revised general plan the use of fire for management will remain viable? Please explain why the use of fire is specifically identified and documented in the plan instead of the plan recommending the use of "best management practices" as they evolve over the life of the plan.
- 98-5** 5) Please explain why complete paper copies of the proposed general plan were not offered or made available for distribution in any of the official channels. Please explain why copies of the current general plan were not made available to the public.
- 98-6** 6) Please explain the inordinate gap between the initial public workshops, the last public workshop and the publication of the plan. Please discuss the involvement of adjacent elected public bodies in the selection of the preferred over alternative plans. Were the draft plans presented formally or informally to any public or private entity for comment prior to publication? If so, at what time?
- 98-7** 7) Please explain the shortness of the comment period (days) relative to the gap in public input via workshops or other comment mechanisms (years). Please explain why the

- 98-1: Please see Master Responses ALT-2 and ALT-3 (Sections 3.2.2 and 3.2.3).
- 98-2: Please see the changes proposed to the Low Intensity Recreation/Conservation land use designation description. Additionally a few changes have been made in the land use designations of particular management zones. Incorporating these changes which are identified in this document, approximately 70% of the upland lands (excluding the reservoir surface acres) within the SRA would be designated as Low Intensity Recreation/Conservation Areas. Recreation use and facilities are not excluded from these Low Intensity Recreation/Conservation Areas. Many existing recreation facilities already existing in these areas and a variety of new recreation facilities are proposed in the Plan and in these Low Intensity Recreation/Conservation Areas, including trailhead and staging area facilities, new trails and allowing for a doubling of the size of camping facilities in the Peninsula management zone. State Parks believes the direction in the General Plan is consistent with the Central Valley Vision. In addition to calling for expanding recreation facilities, the Central Valley Vision also calls for preserving and protecting natural lands, such as blue oak woodlands, of which there are substantial acres within Folsom Lake SRA. The Plan provides for new group camping and group picnic facilities, new trails and increased boating access at a wider range of Lake levels. See Master Response ALT-2 (Section 3.2.2).
- 98-3: Comment noted. Folsom Lake is indeed a man-made reservoir which is operated to provide flood control, water supply and power. The reservoir also provides recreation opportunities and benefits. Nonetheless, the upland areas in the public lands surrounding the reservoirs (Folsom Lake and Lake Natoma) contain valuable wildlife habitat and important plant community types such as blue oak woodlands, seasonal wetlands and riparian woodlands. Controlling invasive exotic plants is important to protect the habitat values and to maintain the important native plant communities. The native habitat of Folsom Lake SRA connects to the American River Parkway and Auburn State

Recreation Area and the federal lands beyond. The river and reservoirs provide a vector for some exotic plant species to spread to other areas. Therefore, control of invasive exotic plant species is important to protect important habitats and plant communities within the SRA and to prevent their spread elsewhere. The reintroduction of burrowing owl or other species is a more complicated (and less likely) action and would be taken only after a careful examination of State and federal policies and the costs and benefits of such an action.

- 98-4: Please see Master Response NR-1 (Section 3.4.1).
- 98-5: The General Plan/Resource Management Plan and DEIR/DEIS is a large document which is expensive to produce. A limited number of hard copies were produced. Hard copies of this document were available for review at a number of locations including public libraries in Sacramento, Placerville, Folsom, Granite Bay and Auburn; at the Gold Fields District Office; and at the California State Parks Northern Service Center in downtown Sacramento. The complete document was available on the State Parks internet site and compact discs (CD) with the complete document were sent to those requesting a copy. If someone requesting a copy of the document indicated they did not have a computer to review the CD version of the document, a hard copy was provided. The current General Plan approved in 1979 was summarized in the No Action Alternative in the DEIR/DEIS. If someone requested a copy of the existing plan to review, a copy was provided.
- 98-6: The delays between workshops in the planning process were due to the work load of staff from both State parks and Reclamation working on the Plan. See Master Response PP-2 (Section 3.1.2) for a summary of the public involvement process.
- 98-7: Please see Master Response PP-1 (Section 3.1.1).



## Letter 98, page 3

shortest allowed comment period was initially selected by staff instead of possible longer comment periods.

98-8 8) Please explain the reluctance of the planning staff to engage in consideration of alternatives in light of the public resistance to the proposed general plan. Please tabulate the number of organizations and governmental bodies supporting the plan compared to those objecting. Please tabulate the number of organization approving of the process and comment period compared to those objecting.

98-9 9) For the comments received during the comment period please tabulate the number of supporting public comments compared to the number of comments objecting to the plan.

98-10 10) Has the preferred plan received the endorsement from any adjacent elected governmental body?

98-11 11) In public presentations staff has repeatedly stated that the preferred plan is "balanced" without describing quantitatively what the balance was. Please describe how the plan was balanced, if by formula or personal opinion of an author. Please identify the actual balance decision makers. Please describe the balance by allocation of resources in time, money and land use between recreational use, conservation and preservation for FLSRA. Please reference the shift in balance from the current plan to the preferred alternative. What is the current plan "balance" and what is the proposed new balance? How is the future use of resources being re-allocated?

98-12 12) The eradication of the plant *vinca* is specifically mentioned in the plan yet there is no documentation of a nuisance or even presence of the plant around Folsom Lake. On the other hand the idea of developing parallel trails or significantly widening trails to separate equestrian and mountain bike traffic because of safety and public demand is not discussed. In public comments staff dismissed the idea of including in the plan more specific trail development goals. Please explain how there is balance in the plan document between the numerous request for stated recreational trail development goals and completely absent public request for *vinca* eradication.

98-13 13) Please explain why restricting boating use of the north and south fork is the preferred plan rather than enforcement of existing noise and navigation rules.

98-14 14) Traffic congestion into the park during busy time is used as a justification for limiting facilities. However this congestion is primarily a result of the slow manual method of collecting fees. What consideration has been given to dedicated express season-pass lanes similar to those used on toll bridges that would expedite entrance to the park by season pass holders. This would enhance the value to the public of the annual pass and encourage frequent users to purchase more passes. Please provide traffic analysis that considers enhancements to park entrances.

98-8: Please see Master Responses ALT-2 and ALT-3.

98-9: Comment noted. The commenter is welcome to review all of the comments in this Volume II of the Response to Comments and make any desired tabulations. CEQA and NEPA do not require lead agencies to tabulate comments for and against specific proposals or portions of the Preliminary GP/RMP.

98-10: Comment noted

98-11: Comment noted. The term "balanced" was used in a general sense in public presentations to indicate that the Preliminary GP/RMP provides for both recreation opportunities, uses and facilities and the protection and management of natural and cultural resources. In this sense balanced is meant to convey "equipoise between contrasting, opposing or interacting elements."

98-12: As described in Response to Comments 98-2, 98-3, and 98-11 above, the Preliminary GP/RMP provides for both recreation opportunities, uses and facilities and protection and management of natural and cultural resources, including removal of invasive exotic species to protect important SRA plant communities and prevent the spread of such nuisance species (i.e., *vinca*) to other areas. Information collected as part of the Resource Inventory indicated the presence of *vinca* within the SRA and recommended its removal. The eradication of *vinca* is part of the resource management objectives of the Preliminary GP/RMP; it does not preclude or relate to the development of recreational trails or other recreation opportunities.

98-13: Please see Master Response BOAT-1 (Section 3.5.1).

98-14: Congestion into the park is likely due to a number of factors, including the slow manual method of collecting fees. Consistent with the guidance set forth in the General Plan, the operation and layout of the entrance to a number of congested management areas will be evaluated as the concept for these management areas is further developed.

## Letter 98, page 4

**98-15** 15) Over the life of the current general plan State Parks has significantly decreased the number of entrance points allowed at Folsom Lake. This reduction in entrances has increased congestion at the remaining entrance points. The effect of closing entrance points on congestion is not acknowledged in the new general plan. Please provide an analysis of how this park policy has created increased congestion. Please discuss the alternatives created by re-opening closed entrances or adding new ones.

98-15: State Parks does not propose to close any public entrances into the SRA as part of implementing the Preliminary GP/RMP. State Parks intends to provide sufficient access to the SRA to adequately serve the public and to discourage and eliminate unauthorized access points from private property (see Master Response TR-13, Section 3.7.3). State Parks will engage in discussions with members of the public who feel insufficient public access to the SRA is provided. As described above, the operation and layout of the entrance to a number of congested management areas will be evaluated as the concept of these management areas is further developed to minimize traffic congestion in these areas.

## Letter 99, page 1

99

River City Paddlers, Inc.  
4289 Winding Woods Way  
Fair Oaks, CA 95628

May 30, 2008

Mr. Jim Micheals  
California Department of Parks and Recreation  
7806 Folsom-Auburn Road  
Folsom, CA 95630

Comments from River City Paddlers, Inc., to proposed changes to the Folsom Lake State Recreation Area General Plan

Dear Mr. Micheals:

River City Paddlers, Inc., is a non-profit club of canoeists and kayakers who use Lake Natoma and Folsom Reservoir. Members of the River City Paddlers have been using these lakes as far back as the 1960s and have witnessed the creation of a spectacular human powered water craft facility at Lake Natoma. The access points at Nimbus Flat, Willow Creek, and Negro Bar are very good for canoes and kayaks. These facilities have heavy use on summer weekends and see some use throughout the year.

99-1

River City Paddlers opposes the proposal that the City of Folsom should take over management of the upper end of Lake Natoma. The City has a poor record of environmental stewardship. The City supported the paving over of the Nimbus Flats area so a recreational vehicle campground could have been built. The City permitted intruding buildings to be constructed in the middle reaches of Lake Natoma. In January of 2000, the City spilled 700,000 gallons of raw sewage into Willow Creek and Lake Natoma, failed to report the spill properly, and then tried to blame the County of Sacramento for the City's errors. The City was well aware of the sewage problems, since there had been three prior sewage spills from the same facility in the prior five years. The Central Valley Regional Water Quality Control Board has issued numerous Notices of Violation and Staff Enforcement Letters against the City, and imposed a \$700,000 administrative order of liability for the January 2000 sewage spill. Additionally, the City failed to comply with discharge permits issued for the construction of the new bridge at Negro Bar. While the River City Paddlers has not always agreed with every act of the Department of Parks and Recreation in relation to the management of Lake Natoma and Folsom Reservoir, State Parks has a much better record of environmental management than the City of Folsom.

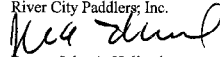
River City Paddlers also supports the expansion of the slow speed zones in the North and South Fork Arms of Folsom Reservoir. River City Paddlers supports the phasing out of two stroke motors on Lake Natoma, and on all other lakes in California.

99-1: Please see Master Responses ALT-1, BOAT-1 and BOAT-2 (Sections 3.2.1, 3.5.1 and 3.5.2).

## Letter 99, page 2

Because two stroke motors leak oil, the very use of the motors violates Fish and Game Code section 5650 which prohibits any discharge of oil into state waters.

River City Paddlers, Inc.



By: John A. Holland  
Attorney at Law

cc: Frank Cirill

Letter 100, page 1

**From: Shadow Glen Stables**  
**4854 Main Ave**  
**Fair Oaks, CA 95628**  
**(916) 989-1826**

**15 April 2008**

**100**

**To: Jim Micheals**  
**Gold Fields District**  
**California State Parks**  
**7806 Folsom-Auburn Rd**  
**Folsom, CA 95630**

Re: Comments on Preliminary General Plan for Folsom Lake SRA

Dear Mr Micheals and Park Planners;

**100-1** I would like to, first of all thank Scott Nikaji, Michael Gross and all involved in the private meeting held immediately after the first public hearing. However, as the public meetings continued, other questions arose that have given Shadow Glen a reason for concern as to the true intent and future of Shadow Glen Stables.

Concern #1: As an involved stakeholder in the 2002 meetings, I am wondering where the idea of phasing out Shadow Glen came from in the first place? This idea was Never brought up at any of the stakeholder meetings? Who & Why?

Concern #2: The Plan came out on Feb 5<sup>th</sup>, 2008. As a concessionaire for California State Parks, why was Shadow Glen Stables not notified the Plan was even out, especially since it was recommended to "Phase Out Shadow Glen". After this many years, a courtesy phone call, e-mail, letter, anything would have been welcomed instead of hearing it from another stake holder who had been notified that the plan had been released weeks earlier. Hearing this second hand was quite embarrassing. Shadow Glen learned of the plan on Feb 21st, 2008. Somewhere along the line is there a personal agenda vs a professional one?

**100-2** Concern #3: In the amended version posted at the public meetings; "As long as Shadow Glen is viable". Please clearly define "Viable".  
 (a) Who determines viable? Does this mean rents could be increased to make us not viable or could impossible demands make us not viable. Please issue guidelines as to what Viable means to Shadow Glens future and who determines if we are viable or not.

(b) Is Shadow Glen being singled out with this type of verbiage, or will all the other 15 concessions in the Folsom SRA have the same verbiage attached with their names in the General Plan?

**100-3** Concern #4: As a concessionaire, and the public paying to ride horses, the designated horse trails need to be enforced to accommodate a two hour radius around Shadow Glen Stables. This is to ensure the safety of the small children and the novice rider. These trails currently are designated horses/hikers only, however, not enforced. This should entail only approx 6 miles of trails. On several occasions, bicyclists have run their bicycles in to the front of a horse or the back of a horse, causing horses to spook and riders to fall off and creating safety hazards. We need to protect the customer. Due to the number of accidents during moonlight rides (bicycle vs horse), our risk assessment deemed moonlight rides a high safety risk factor and we have had to eliminate moonlight rides from our program.

1

100-1: Please see Master Response MB-1 (Section 3.10.1).

100-2: Please see Master Response MB-1 (Section 3.10.1).

100-3: Please see Master Response TR-5 (Section 3.7.5).

Letter 100, page 2


**100-4** Concern #5: The Folsom Lake Trail Patrol has a beautiful designated trail map in circulation that is being sold to the public. This map was published in the Sacramento Bee through the Park Dept last summer and is currently being sold at Park Headquarters.. Is this map viable and correct? Are the designated horse trails still considered "designated Horse Trails"? It is my understanding from the Plan that a new map will be developed.... May I assume the designated horse trails will remain the same or will they be omitted? Who will be on the team developing this map?

**100-5** Concern #6: Will the corrections, additions, revisions, etc be posted somewhere for public review prior to the General Plan moving forward for final approval? Will we be notified?

**100-6** Concern #7: It has always appeared to us that Mississippi Bar has been a neglected segment for improvements in the Park System. There are NO signs introducing this as Mississippi Bar, there are no rules posted at this end of the Park. People believe this to be a no leash law Doggie Park, a place to operate motorized model airplanes, flat land wind surfers, a motorcycle dirt bike course, a hunting club and even a paint ball park. Many believe this property belongs to Teichert or is privately owned. There is not even a sign posted anywhere in this area stating the State Park Hours. All other areas in the park has signage and many include rules.

**100-7** Concern #8: When given a two year contract in 2003, Shadow Glen was told at the end of that two years the Stables would go out to bid with a 5 plus 5 yr contract. Since 1985, there was a two year contract issued to previous owner Ralph Stone and in 2003, a two year contract issued to Kenneth Houston. So, over the past 23 years, Shadow Glen Stables has operated on a month to month contract, with the exception of 4 yrs total. We have been told almost every year that we will be getting a contract, but have nothing in writing. Can you please give us some idea? In a published flyer called: "News & Review" issued from the California Park Dept, Spring 2001 issue, it states: "Current law allows the State Parks Director, or his degree (i.e. Superintendent), to negotiate a concession contract with a single party. Negotiated new contracts are generally for a term of two years while existing contracts may be renegotiated for a longer period." It also states the Director may issue a contract without bid: "Whenever the administrative costs for the bid process exceed the project annual net rental revenue to the state and public notice in accordance with section 5080.07 has not produced more than one reasonable bidder" Seems like this could apply to Shadow Glen???? Is there ANY way to get a contract with the assistance/waivers from Bureau of Reclamation? If it is Public knowledge, how did the Marina obtain a 20+ year contract?

We appreciate the opportunity to address these concerns and look forward to working with you and hearing from you soon.

  
KENNETH & BONNIE HOUSTON  
Shadow Glen Stables

Copy To: Scott Nakaji California Parks Dept

2

- 100-4: Several editions of the Folsom Lake State Recreation Area trail map produced by the Folsom Lake Trail Patrol are available. The most recent versions of the map do have the correct current trail use designations for the most part. Not all trails are depicted on this map. This map has been the primary trail map available for Folsom Lake SRA and has been a useful tool for visitors to the SRA. A State Park brochure was recently developed for Folsom Lake SRA which has a map on one side of the brochure at a similar scale than the Folsom Lake Patrol map and trails are depicted on the brochure map as well. This brochure is now available at the Folsom Lake SRA office and entrance kiosks. As part of the development of a Trail Management Plan (Section 3.7.10), State Parks will develop more detailed trail mapping for the trail plan and future management purposes. Part of the purpose of the Trail Management Plan will be to review the current trail use designations and to evaluate and determine any proposed changes to the current designations.
- 100-5: This response to comments document contains the proposed edits, changes and corrections to the Plan.
- 100-6: Please see Master Responses TR-1, TR-2 and TR-4 (Sections 3.7.1, 3.7.2 and 3.7.4).
- 100-7: Comment noted. This is not a Preliminary GP/RMP issue, but an operational matter. State Parks and Reclamation are working on developing a new long term agreement for the management of Folsom Lake SRA. The existing fifty year agreement between the two agencies expired in 2006. Until a new agreement is finalized, State Parks and Reclamation are operating under the terms of the old agreement on a month to month basis. State Parks cannot develop new agreements or renew concession agreements beyond the term of the agreement with Reclamation. Once Reclamation and State Parks complete an agreement for the management of Folsom Lake SRA, State Parks will be able to develop long term concession agreements consistent with State and federal policies.

## Letter 101

Jim Micheaels  
Gold Fields District  
7806 Folsom-Auburn Rd.  
Folsom, Ca. 95630

## In Response to the Trail Meeting

Briefly, I would like to add to the discussion of the Folsom Lake Trails. The history of the trails as I remember was the trails were built with convict labor. In the 1980's that was stopped and the Folsom Lake Horse Patrol took over the job of maintaining the trails for horses and hikers. At that time I was on the Lake Patrol and with other patrol members who lived on the east side of the lake, we cleared the trails on the El Dorado County side. Poison Oak and downed trees were the main concern of the immediate trail. Our job was Rescue for trouble boaters and hikers, to keep dogs on a leash and to keep the few bikes to the designated portions of the trail. Most bikers are courteous on the trail but the few that are not are a real danger to those horse riders enjoying the lake trails. Horses can not see directly behind them and when startled their instinct is to run, kick or bolt. If a rider is not prepared for this action it can have dire consequences to both parties. We had bikers deliberately try to scare the horses to see them jump. Fortunately our horses were trained for certain disturbances but the element of surprise still can startle a horse if it cannot see the disturbance. Most bikers will call out that they are coming and the horse can look at the bike and step off the trail.

Bikes and horses are not compatible on narrow trails. Where these trails are narrow a trail should be constructed for bikes. Horses have been on these trails before the mountain bikes were made popular. So far you have made most of the trails multiuse except for the Brown's Ravine. Even though this was posted the bikes are plentiful on this portion of the trail. Nothing is enforced. Some trails should be for the enjoyment of horse use just as you have trail portions that horses are forbidden.

As stated the trails should split when narrow.

The complaint of horse manure is not as offensive as dog and human waste. A horse waste is 60% hay and when dry disintegrates as such. Any smell is immediate and dissipates on drying. Can't say the same for dog. And if walking a person can see horse waste and not step in it accidentally like that of a dog.

Riding a horse on the Lake trails is a very satisfying experience where the scenery and wildlife can be thoroughly enjoyed.

Protect the rights of horse owners to enjoy the lake.

*Betty January*  
Betty January  
2015 Ranch Bluff Way  
El Dorado Hills, Ca

101



101-1

101-1: Please see Master Responses TR-5 and TR-12 (Section 3.7.12).

## Letter 102

102

Folsom Lake State Recreation Area & Folsom Powerhouse State Historic Park  
General Plan/Resource Management Plan

**Comment Sheet:**  
**Preliminary Plan and Draft EIR/EIS (March 5th, 2008)**

Completed comment sheets may be left in the boxes at the sign-in tables OR folded, taped, stamped and mailed to the address on the reverse.

Name: KEVIN JENNINGS

Affiliation/  
Interest in this Project: Sac Co. Resident / Orangevale / Lake Natoma

In the space below, please provide any comments related to the Preliminary Plan or Draft Environmental Impact Report / Draft Environmental Impact Statement.

**102-1** Lake Natoma should remain a 5mph motorized boat lake.  
IF you restrict the lake to <sup>NO</sup> motorized boats - that  
needs to apply equally to all parties - including CSUS Aquatic Center.

**102-2** All trails around Lake Natoma should be designated  
multi-use: pds, biked horses. There should be no horse-only  
trails - especially in areas where there is only room for one  
trail. Also cutting additional trails is not an appropriate solution.  
It will degrade the park and result in another Yosemite Valley.

**102-3** The floating restroom on Lake Natoma is a major LIABILITY to the  
State Parks - and a visual atrocity to the pristine environment. It  
is not accessible safely to the majority of boaters & not at all to  
swimmers. The majority of boaters (kayakers, etc) have lower draft boats  
that make it virtually impossible to safely use the restroom.  
Remove the floating restroom - NOW!

If you require additional space to comment, please use additional sheets and mail in an envelope to the address indicated on the reverse. Thank you.

102-1: Please see Master Response BOAT-2 (Section 3.5.2).

102-2: Please see Master Responses TR-5 and TR-12 (Sections 3.7.5 and 3.7.12).

102-3: Comment noted.



Letter 103, page 1



**GOLD COUNTRY TRAILS COUNCIL**  
Non-Profit Incorporated

103

P.O. Box 753, Cedar Ridge, California 95924

March 13, 2008

Mr. Jim Micheals  
Gold Fields District  
California State Parks  
7806 Auburn-Folsom Road  
Folsom, California 95630

Dear Mr. Micheals:

The Gold Country Trails Council welcomes this opportunity to comment on the Folsom Lake State Recreation Area Plan. The plan clearly represents a huge amount of work and you are to be commended for its clarity, extent, and imagination. We are encouraging other equestrian groups and non-motorized trail users to similarly participate and comment.

Gold Country Trails Council is a non-profit incorporated association formed in 1981 to develop, maintain and protect non-motorized recreational trails in the Sierra Foothills area for public use and enjoyment. GCTC's 150 members work with the Tahoe National Forest on trails as well as constructing and maintaining equestrian trail head parking. Two equestrian campsites complete with corrals, water sources, restrooms, and access roads were constructed and are currently maintained by GCTC. We are active, experienced and eager to participate in other Sierra Foothills non-motorized equestrian trails and activities.

103-1 We understand the pressure on public wild land trails due to population increases and appreciate the necessity of multiple use plans. Those of us on horseback have unique safety issues that need to be considered in trail designation. We urge the following considerations in planning. The use of dirt or decomposed granite routes, rather than paved paths are near necessity. Good sight lines and wide circumference turns where bicyclists and equestrians share trails are very important along with the proper signage and educational efforts on proper trail etiquette regarding user deference. Ideally, equal miles of limited use trail designations should be sustained while increased enforcement to maintain individual use is urged. Trail access points should allow ample room for truck/trailer rigs with off pavement parking. Sturdy hitching posts, a water source, restrooms, and security for unattended rigs are highly desirable amenities.

103-1: Comments noted. Please see Master Responses TR-7 and TR-12 (Sections 3.7.7 and 3.7.12).

## Letter 103, page 2

Mr. Jim Micheals  
March 15, 2008  
Page Two

The plan refers to proposed changes and additions to the Mississippi Bar area on the west side of Lake Natomas. This area offers some very fine wild land riding and is of interest from a historical perspective. We hope that the debris mounds can continue to be incorporated into the land use plan. The plan proposes enhancement of a Class 1 bike path, presumably on the easternmost flat area of the park. Hopefully, the assignment of substantial resources for this purpose will be balanced with the needs of other equestrian, hiker or pedestrians on the upland trail system where considerable maintenance and restoration is presently needed. We find the proposed loops around both Lake Folsom and Lake Natomas very interesting and hope that this objective of the plan can be met. We support the recognition in the plan that more campgrounds are desirable. At least one of these should be designated for equestrian use.

Regular summertime users of Folsom Lake Area trails are fully aware of the high fire danger as the understory dries. We applaud the plan's proposal to manage such areas and encourage a fuel reduction plan be incorporated and funded to sustain habitat and natural beauty.

**103-2** Creation of an annual or semi-annual rendezvous for equestrian and other non-motorized trail users to plan and execute maintenance projects seems logical and desirable. As part of this activity, an advisory group could be formed to plan the work and assist in seeking additional maintenance funding. In this era of high costs, the coordinated use of volunteers seems almost mandatory. Volunteers could be organized to offer safety and patrol programs. A central point of contact for all of these activities would be enormously helpful; perhaps a website can be constructed to serve this purpose and the Folsom Lake Area Park could compile a list of users as a volunteer resource.

Many of our members use the trails provided by the extremely valuable natural areas in the Folsom Lake Recreation Area. Gold Country Trails Council, with its history of knowledge and work on trails and campgrounds, is eager to participate in the implementation of the plan and hopes that our interest will be recorded to facilitate the dispersal of information. Please include GCTC on an advisory council that may be formed.

Respectfully submitted,

Mary Johnson  
President  
Gold Country Trails Council

cc: Nevada and Placer County Equestrian, Hiker, Bicycle and Motorcycle affiliate clubs and organizations

103-2: Comments noted. Please see Master Response TR-8 (Section 3.7.8).

## Letter 104, page 1

104

Carolee R. Jones  
5125 Sanicle Way  
Fair Oaks, CA 95628

March 26, 2008

Jim Micheaels  
Gold Fields District  
California State Parks  
7806 Folsom-Auburn Road  
Folsom, CA 95630

Dear Mr. Micheaels:

As a California taxpayer and California State Park user I attended your March 11, 2008, Folsom Lake State Recreation Area & Folsom Powerhouse State Historic Park meeting. It was apparent that a lot of thought has gone into the current plan.

104-1

As an equestrian rider, road biker and hiker I am pleased that there was an immediate announcement concerning the status of Shadow Glen Stables. Since I, in the past, have taken hourly rides, leased a horse and boarded a horse at Shadow Glen I was concerned about the potential elimination of the stable from the Mississippi Bar trails. You announced that the Mississippi Bar will continue to provide an equestrian boarding and rental concession as long as it remains "viable." My question is the definition of the word "viable?" Should the current concessionaires decide to retire, for example, how hard would the Gold Fields District try to find another concessionaire? Are there plans underway to have a current contract between the present concessionaire and the California State Parks?

104-2

I was also interested to know why equestrian key issues were not identified by the agency? Do equestrian concerns come under the topic of trail facilities? There are several issues that need to be met in regards to trails. I primarily ride the Mississippi Bar trails. In their present configuration most of these trails are not compatible with mountain bikers. The trails are single track with many blind curves. I have had several experiences of meeting the bike rider on one of the blind curves. It is not safe for the bike or horse rider. While these trails are marked with some signs indicating bike riding is not allowed many of these signs are defaced. The slim brown vertical signs with the sticker attached indicating the trail is suitable for hikers or horses are the one that are marked up or taken off. Even with the original designed trails there are unsafe blind crossings over the road bike trail. An example is at the twenty-five mile marker when a horse back rider is attempting to cross the bike trail. If the horse rider is coming from the twenty-four and a half mile marker to the twenty-five mile marker the plants at this curve make it extremely hard to cross safely. Current and future trails must be designed with the safety of all users. Wider trails, separate mountain bike and horse trails are two solutions which could meet the needs of all trail users.

104-1: Please see Master Response MB-1 (Section 3.10.1).

104-2: Please see Master Responses TR-7 and TR-12 (Sections 3.7.7 and 3.7.12).

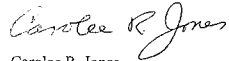
## Letter 104, page 2

I am grateful that there is an equestrian staging area at the Granite Bay facility. There too some of the multi use trails have blind curves which need to be addressed as to their safety of all riders. Farther upstream is, as mentioned at the meeting, the single track trail that has a drop off into the lake. Again, there is the issue of bike riders using trails designed and designated as horse or hiking trails.

I was impressed with the plan concerning the use of off road vehicles use on the beaches or exposed surface of the lakefront as the water recedes. New parking facilities and the addressing of traffic congestion within the park are important not only to bike and horseback riders but to homeowners and boaters alike. The expansion of trails around the entire park system and camping for all will make this park more accessible for all types of park users.

Thank you for extending the time allowed for making comments or addressing the publics concern with the preliminary plan.

Sincerely,



Carolee R. Jones

Letter 105, page 1


105

**Comment Sheet**  
**Folsom Lake State Recreation Area & Powerhouse State Historic Park**  
**General Plan/Resource Management Plan**

**Name** MARY T. JONES  
**Address** PO Box 471  
**Phone/Email** (530) 823-7509


#1-Folsom Lake SRA is bordered by Auburn SRA to the north. Auburn is the Endurance Capital of the world. The current plan proposal neither enhances nor expands existing facilities. *Do you think the Folsom SRA General Plan should include new and expanded facilities to support international trail events of this magnitude?*

105-1




#2-Equestrian, hiking and running are the primary trail activities that occur 365 days a year. As the population in this area is expected to expand, these activities should be supported by enhancements to existing facilities and conditions or new ones developed. Doing so would provide the ability to continue and grow recreational needs for this area. What specific improvements or enhancements or development would you suggest? *Do you think these improvements/enhancements should be plotted and noted on a map for these areas? (this could include new horse/hiking trails, public riding arena, enlarged and enhanced equestrian staging, water troughs, hitching posts, picnic areas, restrooms and potable water)*

105-2



#3-The new General Plan reduces the number of equestrian camping/staging facilities by leaving them out of the plan. The equestrian staging areas were noted in the 1979 General Plan. In order to plan for the expected increase in trail riders and visiting campers, the horse camps at Rattlesnake Bar, Negro Bar, and Peninsula need to be added to the Plan. Monte Vista needs to be reestablished as a group/horse camp. This could also accommodate service groups like the Boy and Girl Scouts. *Would you like such facilities added to Folsom SRA for the public use?*

105-3



105-1: Please see Master Response TR-11 (Section 3.7.11).

105-2: Please see Master Responses EC-3 and TR-11 (Sections 3.3.3 and 3.7.11).

105-3: Please see Master Response TR-11 (Section 3.7.11).

Letter 105, page 2

#4-Trail maintenance has been lacking in recent years. The conversion of existing trails to trails that are shared with mountain bikes will further degrade and damage these fragile trails (ex. Pioneer Express Trail from Granite Bay to Auburn) *Has the lack of maintenance hampered your enjoyment or safe use of the trails in the Folsom SRA?*

105-4

yes

#5-Folsom SRA has provided limited law enforcement on the trails. Bike riding at excessive speeds, illegal night time riding, and bikes on horse/hiking trails can only be curtailed with stricter enforcement. The General Plan needs to state a commitment to enforcement of rules by all trail users. *Would you agree or disagree that increased law enforcement will help regulate inappropriate trail use and why?*

105-5

yes

#6-The proposed General Plan alternatives for Shadow Glen and private horse boarding includes retaining the stables as long as the present concessionaire remains "viable". If that should change, the Shadow Glen Stables may be converted to other uses. Shadow Glen is the only public equestrian concession within Folsom SRA, and the greater Sacramento metropolitan area. *Do you have an opinion concerning Shadow Glen and its use?*

no

#7-The proposed General Plan commits to completing a trail around the lake. What trail designations would you prefer on new and existing trails? The trail designation (hiking/equestrian, or multi use) is not specified. Would you support a multi-use trail corridor that would link hikers and equestrian to a single use trails such as Browns Ravine? *Do you feel this trail designation needs to be clear and that it will support equestrian use on this trail link? Would you support a parallel trail or same use trail within a trail corridor and why?*

105-6

yes - too many speeders on bicycles  
too many horse spin outs for me  
SAFETY needed

105-4: Please see Master Response TR-3 (Section 3.7.3).

105-5: Please see Master Responses TR-1 and TR-7 (Sections 3.7.1 and 3.7.7).

105-6: Please see Master Responses TR-5, TR-6, TR-7 and TR-12 (Sections 3.7.5, 3.7.6, 3.7.7 and 3.7.12).

Letter 105, page 3

#8-Equestrians have participated in the stakeholders meetings since the inception of this plan in 2002. The agreed upon suggestions have been omitted from the proposed General Plan. By omitting the agreed comments from the prior meetings of the last 6 years, it appears our interests are being marginalized in the Park Plan. What should the Park do to improve this perception?

105-7

*Please do not disregard helpful suggestions*

#9-The proposed General Plan omitted numerous equestrian staging and camping areas as well as the historical landmark at Beals Pointe Marker of Pioneer Express Trail. It is vital to their continuation that they be noted within the plan and plotted on a map. Would you support a revision of the General Plan to include the official recognition of equestrian staging areas at Rattlesnake Bar, Snowberry Creek, Brown's Ravine, Negro Bar, Falcon Crest, Peninsula, and of the historic status of the Pioneer Express Trail?

105-8

*Yes*

#10-A Plan designation of "Shared use dirt trail-alternate day/time" option is included in the proposed General Plan. This trail designation could apply to all trails (such as Pioneer Express Trail). Please review question # 5 regarding enforcement. Do you feel it would be enforceable and why?

105-9

*I do not like the plan at all.*

#11-The proposed General Plan does not include plans for additional law enforcement on trails. Do you feel that Parks has provided adequate law enforcement on trails? In light of the proposed changes within the Park what changes would you recommend? Why?

105-10

*Very difficult to see law enforcement on the trails - No suggestions.*

105-7: Please see Master Response PP-2 (Section 3.1.2).

105-8: Please see Master Response EC-3 (Section 3.3.3).

105-9: Please see Master Response TR-12 (Section 3.7.12).

105-10: Please see Master Response TR-1 (Section 3.7.1).

Letter 105, page 4

#12- All trail users could be accommodated on a combination of shared use, limited use and parallel trails. This type of trail system is referred to as multi-use trail corridor and has been implemented in other state parks to provide connectivity to all trails without mixing all trail users. Do you support or oppose the use of "multi-use corridors"? Should this designation be in the proposed general plan?

105-11

*Support - yes*


#13-Do you have any comments, suggestions, ideas, concerns or solutions that you would like to add?

*This covers it well. Thank you*

105-11: Please see Master Response TR-12 (Section 3.7.12).



## Letter 106



March 21, 2008

106

Jim Micheaels  
California State Parks  
Gold Fields District  
7806 Folsom-auburn Road  
Folsom, CA 95630

**RE: "Draft General Plan" for the Folsom State Recreation Area**

Dear Jim:

I am the Owner/Operator of Shambaugh Ranch in Loomis, CA. Shambaugh Ranch is boarding facility with up to 35 horses. Not only am I a part of the Folsom Lake "Equestrian" Patrol Team but I personally use the Folsom Lake trails to ride my horses. I can assure you that many of my clients haul their horses to the lake to trail ride with friends and family. We enjoy riding our horses the trails!!


106-1

As you finalize the General Plan for the Folsom State Recreation Area, I ask that you PLEASE include both equestrians and hikers to your plan. The days I am not riding the trails by horseback, I am walking them with my children and our dogs. This is a great place to enjoy the outdoors!

As spring time approaches so many equestrians will begin to saddle up and ride. Along with trail riding is a need for more staging areas around the lake. As you may know, horse trailers and trucks take up a lot of space so as more and more equestrians come out to enjoy the lake the parking becomes confined. Please keep in mind; we need a large area designated for our staging areas due to the turning radius required for our trucks and trailers.

Lastly, as you consider us in your General Plan, please designate some areas for us that like to horse camp. Along with trail riding, camping, and staging area's we do need water troughs and hitching posts to tie up our horses when loading and unloading. By the way, we REALLY enjoy picnics so when designing a horse staging area please consider some shaded trees and picnic tables. Thank you kindly for your consideration in this matter. Call me with any questions.

Respectfully,



Sonia K. Junghardt  
Owner/Operator  
Shambaugh Ranch  
5855 Shambaugh Lane  
Loomis, CA 95650  
916-257-1745

106-1: Please see Master Responses PP-2 and TR-11 (Section 3.7.11).

## Letter 107

Page 1 of 1

107

**From:** Kathy Kaestner (kkaestne@cscinfo.com)  
**To:** shadowglenstables@att.net  
**Date:** Monday, March 3, 2008 9:39:14 AM  
**Subject:** Calif. State parks

107-1

Shadow glen stables has been a home to my horse for over 12 years. I have heard of a possible closure of the stables. There are not many stables in the area that could come close to the kind of care that they give to my horse. If there are any at all. Ken and Bonnie Houston are always on the property. And , I have always been very comfortable when my horse had any medical problems. They have been the first to notify me. I also, heard about enhancement of the trails, that would be wonderful. But, if you take away my horse's home . What good would the trails be. That would mean I would have to board him elsewhere. I do not own a trailer so I couldn't use the trails. So, Who would you be enhancing the trails for? There are several boarders that have been at Shadow glen stables as I have. It would be a HUGE loss to close them down. I hope you will take this in consideration with your decision.

Kathy Kaestner  
 Corporation Service Company  
 2730 Gateway Oaks Dr STE 100  
 Sacramento CA 95833  
 1-800-222-2122 ext 2259  
 kkaestne@cscinfo.com

Delaware Franchise Tax Reports Must Be Filed Electronically. Major changes to the law affecting filing requirements and procedures are now in effect for all Delaware corporations. You can experience the convenience of using CSC for your e-filing of Annual Franchise Tax Reports as well as pay taxes electronically for both CSC and non-CSC represented corporations. Call your Customer Service Representative at 1-888-690-2468 or visit [www.cscglobal.com/efile](http://www.cscglobal.com/efile) to learn how.

<http://us.f337.mail.yahoo.com/dc/launch?.rand=bobd0qcr97qep>

3/4/2008

107-1: Please see Master Response MB-1 (Section 3.10.1).

## Letter 108, page 1

Page 1 of 2

108

**From:** Bob Kallemeyn (bkallemeyn@earthlink.net)  
**To:** shadowglenstables@att.net  
**Date:** Sunday, March 2, 2008 9:47:01 AM  
**Subject:** letter

Dear Sirs:

I have been acquainted with Shadowglen Stables since it's conception - when there was nothing but patches of ground and no buildings on it at all. I have known the family, and the people. A place like Shadowglen was an absolute "godsend" for me in many, many ways. When I was "down and depressed" (the losses of my mother and husband), it was a place to come and think things out, and to be with the horse I loved and the later horse I absolutely adore. When tired from working all day I would come to Shadowglen first before going home. It is a place to go to, and a place to ride the trail areas and see the beautiful countryside and enjoy the sights (whether you board, as I did), or not. I can remember when Shady Lane was not even completed yet, so I know just how much has been accomplished.

It's an absolute treat for the stables "get-togethers" - **B-B-Cues, Easter Rides and Breakfasts.**  
**And the Summercamps for the Kids! They learn "responsibility", and have something to keep them from getting bored.**

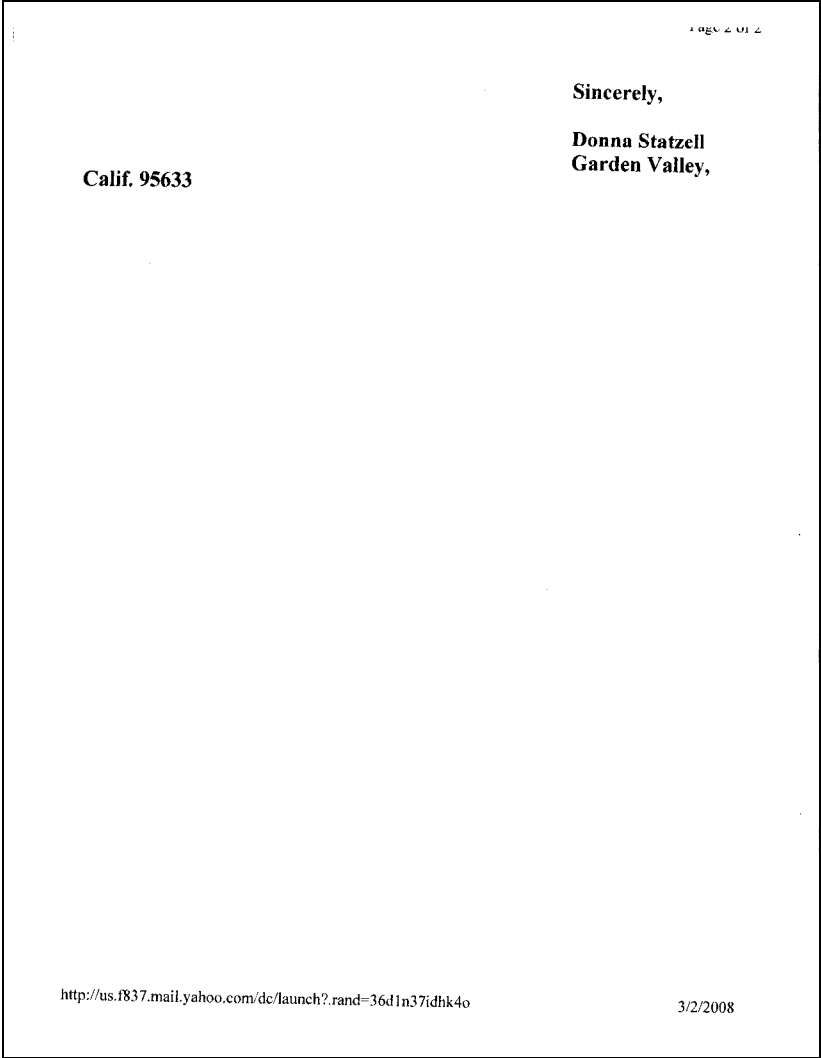
108-1

**Have both - Boarders (for their sakes), and the continued rides - they both win. Above all, "please" don't even consider the thought of closing Shadowglen. It would be such a gross misjudgment. Help the public continue to have some fun. There's so little of it these days!**

<http://us.f837.mail.yahoo.com/dc/launch?.rand=36d1n37idhk4o> 3/2/2008

108-1: Please see Master Response MB-1 (Section 3.10.1).

Letter 108, page 2



## Letter 109

Jim Micheals  
Gold Fields District  
California State Parks  
7806 Folsom-Auburn Road  
Folsom, CA 95630

Dear Jim,

Thank you for all the hard work and effort that has gone into the Folsom Lake State Recreation Area General Plan. I support the efforts to preserve and protect the nature beauty of the Folsom Lake State Recreation Area (SRA).

As a local resident and mountain biker, I also support the continued development of multi-use trails within the SRA. I fully support the concept of a linked trail system that allows mountain biking around the entire perimeter of the lake, in addition to gaining access to currently closed to mountain biking trails like the Browns Ravine Trail. The creation of more multi-use trails will allow mountain bike access from additional trailheads, thereby minimizing the impact of car-based trips to the SRA. For residents like me who live very near to potential trail access, this could be huge in many ways.

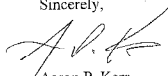
I also encourage the further development and implementation of a Trails Master Plan as quickly as possible. I would like to see the planning agencies to work closely with local mountain biking organizations, such as IMBA and FATRAC (of which I am a current member), which have a strong track record of trail planning and construction with land managers. These mountain bike organizations and members have consistently donated their time and effort to build and maintain trails for the entire user community.

Use of the park at night is important as a way to get exercise and stay healthy year round. I strongly support legal, night time access for mountain bikers to night ride (if you haven't tried it, it's a blast!).

I would also like to be notified of all future public events relating to the SRA General Plan and Trails Master Plan.

Finally, I would just like to add how personally important this plan is to me. I live about 2 miles from access to Dyke 8. As I mentioned above, finally having access to the Browns Ravine Trail, which would allow connection with the Sweetwater and Salmon Falls Trail systems, would be an incredible resource. This would allow me to be able to ride right from my driveway and access miles and miles and miles of trail, without a car trip, reducing pollution, preserving fuel, and further adding to the value of living in Folsom.

Sincerely,

  
Aaron P. Karr  
Folsom, CA

109

109-1: Please see Master Responses TR-5 and TR-12 (Sections 3.7.5 and 3.7.12).

109-2: Please see Master Response TR-10 (Section 3.7.10).

109-3: Please see Master Response TR-9 (Section 3.7.9).

## Letter 110

Lynn P. Kirst  
Post Office Box 50608  
Santa Bárbara, California 93108-0608



telephone 805-969-6848  
facsimile 805-969-7886

e-mail: lpkirst@earthlink.net

March 19, 2008

Jim Micheals  
California State Parks  
Gold Fields District  
7806 Folsom-Auburn Road  
Folsom, CA 95630

Dear Mr. Micheals:

As a lifelong equestrian and hiker, I am writing to you regarding the Draft General Plan for the Folsom State Recreation Area. I live in Santa Barbara, and I trailer my horse to locations throughout California for trail riding. I have been to Folsom, and look forward to returning there with my horse and other equestrian friends.

110-1 Several aspects of the draft plan disturb me. Foremost is the idea of alternate days. Not only would this displace equestrians and hikers from trails that *currently receive heavy use every day*, but also it increases the likelihood of accidents because of lack of enforcement. Why should one user group displace several other user groups (i.e., horseback riders, hikers, trail runners) for fifty percent of the year? If a trail does not hold up to legitimate standards as being appropriate for multiple use, then it is not appropriate for mountain biking under any circumstances, any day of the year. The false sense of security that accompanies alternate days is a recipe for disaster, which is one reason it is not widely popular among *any* user groups, bikers included.

110-2 I hope you will reconsider the draft plan, and recognize proper enforcement is a better area in which to place your efforts. Keeping mountain bikers on the trails that have been designated for multiple use is the only way to help maintain safety for all trail users, and mitigate environmental damage.

110-3 I also hope you will add to the plan some improved facilities for equestrians. In spite of the growing pressures of development, which lead to closed trails around the state, horseback riding is gaining in popularity. Equestrians need safe places to ride, and are willing to trailer many miles to reach places that provide good trails and facilities. This is an economic incentive that warrants better outreach to the horse community than the draft plan currently entails. Thank you for your consideration of my comments.

Sincerely,

110-1: Please see Master Response TR-12 (Section 3.7.12).

110-2: Please see Master Response TR-1 (Section 3.7.1).

110-3: Please see Master Response TR-11 (Section 3.7.11).

## Letter 111

Kandace Kost-Herbert  
9211 Billy Mitchell Blvd.  
Roseville, CA 95747 (916) 771-0606

March 31, 2008,

Jim Micheals  
Staff Park and Recreation Specialist  
California Department of Parks and Recreation  
Gold Fields District  
7806 Folsom-Auburn Road  
Folsom, California 95630

Dear Mr. Micheals,

I was unable to attend the public meetings, and as a frequent (weekly) user of the Folsom Park for the last 20 years. I would like to comment on the plan as described in the plan document.

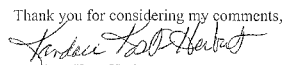
I was disappointed to see that "equestrian" use was left out of the main human activities in this plan, as it is a major destination for equestrians in Northern California. I frequently encounter horsemen from the Bay area as well as the central and northern valley.

**111-1** I am in favor of additional trails. **Multiuse trails, however, must be appropriately designed for good line of sight, lack of steep drop-offs and be of sufficient width.** Without those in place, an encounter with a cyclist could result in a horse or riders death from a surprise encounter with a bicycle. **As an illustration** I offer the following: I frequent the Foresthill and Olmstead loop trails, which are multiuse, with good line of sight, wide trails, and no drop-offs. Though I have trained my horses extensively to tolerate bikes, two weeks ago, the bicycle that came speeding around a blind corner and missed the back of my horse by a few inches, accompanied by a lot of expletives, "Oh, Sh...!" "Stop!" "Sorry!" would have been a disaster if we had been on a steep drop-off or a narrow trail. This cyclist could have been injured severely by the horse's hooves, or we both could have gone off a cliff. Instead it was a wide trail, no drop-offs and my horse leapt to safety. Hopefully this became a learning experience for the cyclist.

**111-2** I am **vehemently against** the "Shared Use: Alternate Day/Time Separation Option." Both at Oroville and in Bay area trails this has been a consummate failure in which cyclists ignoring the "Horse and Pedestrian" only days, has resulted in some very dangerous encounters. **Parallel trails are the desired option** when multiuse trails are inappropriate.

**111-4** Establishment of Trail Patrols and **enforcement** of proper trail use should be a high priority. Rangers should be available to patrol trail and lake areas, not just the parking lots and roads. **It has been years since I have seen a State Ranger on any trail.** When I reported to a Ranger that my horse and I had been attacked by 3 large unleashed dogs, who surrounded us barking and biting, the response was "We can't control these people!"

**111-5** I believe that **Shadow Glen riding stables should remain** as it offers an opportunity for equestrians to use trails that may not otherwise be able to trailer in.

Thank you for considering my comments,  
  
Kandace Kost-Herbert

111-1: Please see Master Response TR-5 (Section 3.7.5).

111-2: Please see Master Response TR-12 (Section 3.7.12).

111-3: Please see Master Response TR-12 (Section 3.7.12).

111-4: Please see Master Response TR-1 (Section 3.7.1).

111-5: Please see Master Response MB-1 (Section 3.10.1).

## Letter 112

112

Kathryn A. Lambert  
4212 Eastwood St.  
Fair Oaks, CA 95628

March 3, 2008

Subj: Future of Shadow Glen Stables, Fair Oaks, CA

California State Parks, Bureau of Reclamation

This letter addresses the General Plan, and proposals pertinent to the future of Shadow Glen Stables:

112-1

If private horses were no longer able to be boarded at the stables, many owners would have to sell their animals, as there are fewer and fewer areas zoned for livestock. As a main source of income for the stables, the loss of income from boarding horses would be lost. Without that year-long income, Shadow Glen would likely not be able to feed and maintain their own stock, especially through the slow winter months. Even to limit the number of boarders would "hobble" the stables, disallowing its ability to maintain at its current level, due to general cost of living increases.

The community would lose. Visitors come from all over the Sacramento Valley to enjoy a day of horse-back riding and exploring the trails, and participate in the many public activities offered by Shadow Glen. For instance, the horse camp during summer months. To some, it's a worry-free environment for their children, during vacations. To others, the stables and its animals is inspiration for young people to pursue futures in veterinary medicine. To some, Shadow Glen provides an income.

To me, Shadow Glen is a place of relief from the everyday routine, unlike any other refuge. Someplace to forget about the rush of the "real" world and meet friends. It's not at all like a park with sidewalks, mown grass, big plastic toys for children to play on. Shadow Glen is more like the rustic outdoors that nature has provided, and that so little of now remains.

Sincerely,

Kathryn A. Lambert

112-1: Please see Master Response MB-1 (Section 3.10.1).



## Letter 113, page 1

113

April 29, 2008

Jim Micheals  
California State Parks  
Gold Fields District  
7806 Folsom-Auburn Road  
Folsom, CA 95630

Dear Mr. Micheals,

113-1 We are very concerned with the fact that the Folsom Lake SRA Preliminary Plan and Draft EIR/EIS do not acknowledge and fairly address recreation needs of the equestrian users. It minimizes both current and future equestrian use. California has more recreational horses than any other state and nearly half of those horses live in the four counties surrounding Folsom Lake. It is appalling that the plan barely acknowledges this primary recreation activity. This is an inaccurate representation and these documents should be changed to reflect that. For example, no mention of the equestrian staging areas was listed for Negro Bar, Rattlesnake Bar and Granite Bay. These are important currently existing staging areas. There is an obvious bias for mountain bike users over all other trail users and negative bias towards equestrian users. For example, the concrete tunnel built to biker specifications and not equestrian specifications. The tunnel dimensions do not meet state or federal standards for equestrian trail safety. Groups of bicyclists speed through this narrow tunnel at high speed on a blind curve and could cause a serious accident if meeting a frightened horse head-on. The Preliminary Plan indicates that mountain bikes should have access to most trails in the park at the expense of all other trail users. This definitely opposes the plan's stated intents to preserve and provide for the safest, most inspirational and enjoyable experience of their chosen recreations at various abilities and skill levels in the outstanding setting of this park.

113-2 Trails should be separated into the three categories as defined in the Sierra Resource Management Plan and Record of Decision for the Folsom Field Office published by the US Bureau of Land Management in February 2008. Those being: Non-motorized Recreation (includes equestrian use and hiking), Mechanized Recreation (includes cycling and mountain biking), and Motorized Recreation. The "Multi-Use Corridor" concept which was supported by the Trails Stakeholders allows for such separation but was left out of the Preliminary Plan. This concept of a trail system with multiple parallel trails would resolve the long standing safety concerns of all the various users. It allows trails to meet the differing characteristics sought by the various users such as mountain bikers and equestrians/hikers. It would obviously solve the most important issue – SAFETY! This is a great opportunity to resolve a major problem that has existed for years. The planners clearly ignored the consensus position of the Trails Stakeholders members. Why is this concept missing from the Preliminary Plan when it exists in the 1979 General Plan?

113-3 We are adamantly opposed to any schedules that would mandate alternate days for mountain bike and equestrian use. This is an extremely unsafe option. Currently, enforcement of speed limits and illegal bike use on equestrian trails is almost nonexistent. Use of such an option would effectively be turning over the trails to the mountain bikes and making it totally unsafe for equestrian and hiking use. We have already had an accident where a mountain bike ran into the back of our horse on a multi-use trail in Auburn SRA. The biker was going so fast he could not stop. As a result, that horse is now very fearful of

113-1: Please see Master Responses EC-3 (Section 3.3.3), TR-14 and TR-12.

113-2: Please see Master Response TR-12 (Section 3.3.3).

113-3: Please see Master Response TR-12 (Section 3.7.12).

## Letter 113, page 2

bikes. Another incident occurred with one of our other horses on a very narrow equestrian trail where mountain bikes were on it illegally. The biker came extremely close to running into our horse's chest causing him to rear and almost go over the edge which was very steep. Does someone have to get killed in order for this problem to be addressed? Equestrians have a right to a unique experience free from the fear of a collision with a bike.

**113-4** The Preliminary Plan makes no mention of horse trails linking to Cronan Ranch which is located on the South Fork of the American River. This BLM ranch consists of 4,000 acres and is an important equestrian riding area. Also, there is no mention of the existing connection to the equestrian trails on the North Fork of the American River to the Western States Trail in Auburn and the Olmstead Loop in Cool. Folsom Lake SRA should be part of the regional trail system referenced in the Sierra Resource Management Plan and Record of Decision for the Folsom Field Office published by the US Bureau of Land Management in February 2008.

**113-5** It has been indicated that trail issues will be addressed at a later date in a Trail Master Plan. This is unacceptable. Major loopholes for interpretation not friendly to the equestrian users exist in the Preliminary Plan and these need to be corrected. If the plan can be detailed down to the number of new boat slips then it can, and should, include specific details for new amenities for equestrians. After all, the General Plan is the guiding document for the next 20-30 years.

We have lived in the area and recreated at Folsom Lake SRA since the late 1960s: horseback riding, running, swimming, water skiing, sailing, mountain biking and hiking. We have also participated in endurance rides and runs in the park. We are members of the Auburn SRA Mounted Assistance Unit, American Endurance Ride Conference, Gold Country Endurance Riders, and El Dorado Equestrian Trails Foundation. Along with many others, we feel that this plan is seriously flawed. We have only addressed the trail issues in this letter as it is our main interest. However, many other aspects of the plan also need to be addressed as was indicated by many people at the public hearings.

Thank you for accepting our comments.

Sincerely,



Joe and Cindy Larkin  
2550 Hoboken Creek Road  
Greenwood, CA 95635  
530-885-5067

cc: Ruth Coleman, Director, CA State Parks  
Dave Keck, Supervisor, General Plan Section, CA State Parks  
Laura Caballero, Bureau of Reclamation  
Assemblyman Ted Gaines  
Senator Dave Cox  
Board of Supervisors, El Dorado County  
Board of Supervisors, Placer County  
Board of Supervisors, Sacramento County

113-4: Please see Master Response TR-6 (Section 3.7.6). The Preliminary GP/RMP provides specific direction regarding connection with the BLM trail along the South Fork of the American River, see page III-192 of the Preliminary GP/RMP.

113-5: Commented noted. Please see Master Response EC-3 and TR-11 (Sections 3.3.3 and 3.7.11).

## Letter 114



114

April 22, 2008

Jim Michaels  
 Gold Fields District  
 California State Parks  
 7806 Folsom-Auburn Road  
 Folsom, CA 95630

Dear Mr Michaels,

**114-1** I am writing out of concern for the Folsom Lake Horse Trails. I have heard our status as equestrians is in jeopardy on these trails and that the mountain bikes are attempting to take more of our trails.

I have been riding these trails now for 24 years. My first colt was started there and I now have a 2nd in training. These trails are vitally important to lifelong equestrians such as myself who moved to this area because of those very trails. I trailer my horse to Folsom on an average of twice a week from January through November.

Last Friday, April 18, I was run off the trail by three different bikes in three different locations - on a single Horses Only Trail! These mountain bike riders did not know the rules of the trail, were completely ignorant to the fact they were on an illegal trail, nor did they care that they almost broke my neck when one slid right down between my horses legs because he had ear phones on and was looking down instead of ahead. My 3 year old was so frightened he went off the trail, into the trees and almost wrapped us in barbed wire. The biker did not even apologize. He did not care.

I realize mountain bikes are the "ride of the future" for many - but there are thousands of equestrians here in California that bring huge money into the area because of these very trails. I own horse property, I spend money on horse products and all related items. I own a horse trailer and diesel truck to pull it. I would not be living in this area if I did not have Folsom Lake to ride at.

I believe if you continue to force us out - you will lose in the long run as many of us will take our money and leave for a more friendly horse area. I also believe that it can be worked out between horses and bikes - if the rules and trails are clearly marked and penalties enforced. We do not ride on their trails - why do they need ours?

Please let me know if there are meetings I can attend to make my voice heard. I plan to pass this on to my other equestrian friends so they may write to you as well.

Thank you very much for your time, I appreciate all you are trying to do for us all. It is a difficult position you are in.

Sincerely,

Barbara Lawrie

(916) 206-3092 ♦ www.BTLDesigns.net ♦ BTLDesigns@comcast.net ♦ 8237 Patton Avenue, Citrus Heights, CA 95610

114-1: Please see Master Responses TR-11 and TR-12 (Sections 3.7.11 and 3.7.12).

Letter 115, page 1

Page 1 of 2

115

**From:** Larry Litz (awazmo2000@yahoo.com)  
**To:** shadowglenstables@att.net  
**Date:** Tuesday, March 4, 2008 11:36:59 AM  
**Subject:** Save ShadowGlenn !!

To whom it may concern:

For the record, my name is Lawrence Litz. My daughter is Haley Litz (age: 17) we are residents of Elk Grove Ca. and we are members of the ShadowGlenn family of boarders since the year 2000. Our horse is named Houston and my daughter Haley is his rider.

We have been good friends of the Houstons and supporters of ShadowGlenn's many activities over those 8 years. My daughter started as a horse camper at age 9 and under the Houstons leadership has become quite knowledgeable as to the proper care & training in all things "Equine". ShadowGlenn Riding Stables has had a profoundly positive impact on my daughter & other young women in their formative years and continues to do so to this day.

ShadowGlenn has been an asset beyond measure in the life of not only my daughter but to my son Craig who suffers from autism. My son has taken an interest, learned a respect & love for these gentle giants that would not have been possible if not for the activities at ShadowGlenn. There are so few things offered to the autistic insofar as places to go that are conducive to these kids and their ways...Bonnie & Ken Houston welcomed us where many others would not and I am only one story you're hearing of... there are many more I'm sure but the Houstons don't advertise it.

ShadowGlenn has so far been the only place I know of that offers the best of all possible worlds in the area of equine environmental amenities. The staff is eager the place is clean & well managed and the Houstons provide in the best interest of the horses and their owners at all times. Ken Houston is well versed in his field of expertise and his interests never cease to amaze me...he is a true student of the American west which is exactly one would want in a place of leadership in an establishment such as ShadowGlenn.

115-1

It would be my desire that ShadowGlenn not be closed but expanded. I've had exposure to other non-profit organizations like Project Ride here in Elk Grove (1998-99) through my daughters activities while a 4-H member, but they seem to be better at public relations. ShadowGlenn in my opinion has no peer at what they do. They've been doing it so well for so long, their location is excellent the acreage is more than adequate for large animals which is so important if you're a horse...I just can't imagine a place more suited to its

<http://us.f837.mail.yahoo.com/dc/launch?.rand=c0jr3duh6ms7v>

3/4/2008

115-1: Please see Master Response MB-1 (Section 3.10.1).

## Letter 115, page 2

Page 2 of 2

mission statement.

I would like to conclude with this. All the good things I've mentioned notwithstanding consider this...If Project Ride is a good thing ( just ask the EG chamber ) then think of how much better ShadowGlenn would be with the same commitment & investment.

Please support ShadowGlenn Riding Stables.

Thank you:

Lawrence Litz

8719 Clear Star ct.

Elk Grove Ca. 95758

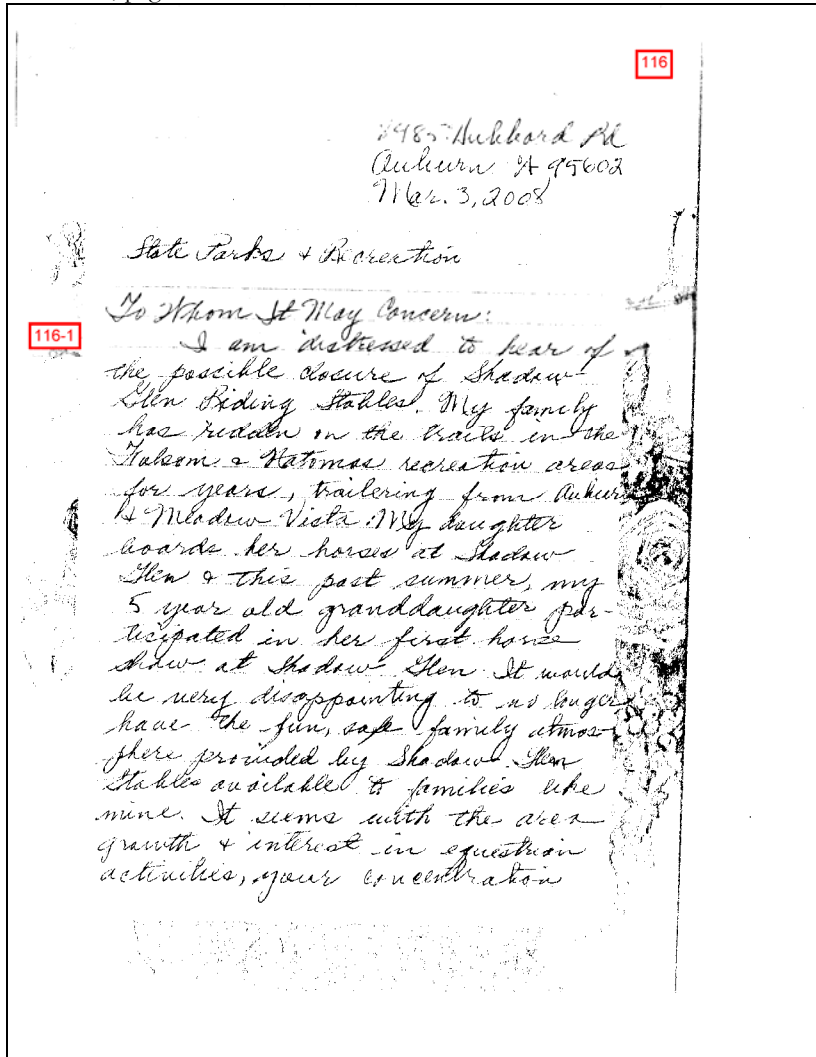
916-602-0022

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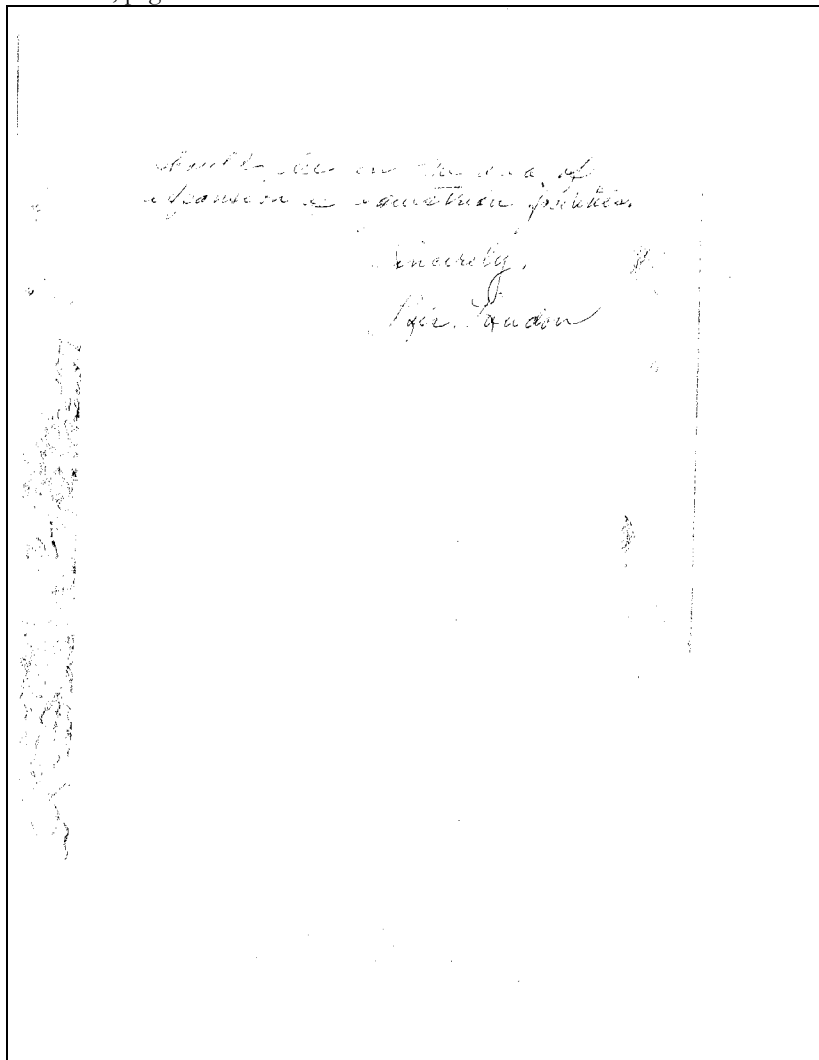
3/4/2008

Letter 116, page 1



116-1: Please see Master Response MB-1 (Section 3.10.1).

Letter 116, page 2



## Letter 117, page 1

117

Comment Sheet *Jim Michaels*  
 Folsom Lake State Recreation Area & Powerhouse State Historic Park  
 General Plan/Resource Management Plan

Name JUDI MAGAW  
 Address 4470 WISE ROAD LINCOLN CA 95640  
 Phone/Email \_\_\_\_\_

#1-Folsom Lake SRA is bordered by Auburn SRA to the north. Auburn is the Endurance Capital of the world. The current plan proposal neither enhances nor expands existing facilities. *Do you think the Folsom SRA General Plan should include new and expanded facilities to support international trail events of this magnitude?*

117-1

YES

#2-Equestrian, hiking and running are the primary trail activities that occur 365 days a year. As the population in this area is expected to expand, these activities should be supported by enhancements to existing facilities and conditions or new ones developed. Doing so would provide the ability to continue and grow recreational needs for this area. What specific improvements or enhancements or development would you suggest? *Do you think these improvements/enhancements should be plotted and noted on a map for these areas? (this could include new horse/hiking trails, public riding arena, enlarged and enhanced equestrian staging, water troughs, hitching posts, picnic areas, restrooms and potable water)*

117-2

YES

#3-The new General Plan reduces the number of equestrian camping/staging facilities by leaving them out of the plan. The equestrian staging areas were noted in the 1979 General Plan. In order to plan for the expected increase in trail riders and visiting campers, the horse camps at Rattlesnake Bar, Negro Bar, and Peninsula need to be added to the Plan. Monte Vista needs to be reestablished as a group/horse camp. This could also accommodate service groups like the Boy and Girl Scouts. *Would you like such facilities added to Folsom SRA for the public use?*

117-3

YES. ADD MORE

117-1: Please see Master Response TR-11 (Section 3.7.11).

117-2: Please see Master Responses EC-3 and TR-11 (Sections 3.3.3 and 3.7.11).

117-3: Please see Master Response TR-11 (Section 3.7.11).



Letter 117, page 2

#4-Trail maintenance has been lacking in recent years. The conversion of existing trails to trails that are shared with mountain bikes will further degrade and damage these fragile trails (ex. Pioneer Express Trail from Granite Bay to Auburn) Has the lack of maintenance hampered your enjoyment or safe use of the trails in the Folsom SRA?

117-4 YES. I WON'T TAKE A YOUNG HORSE OUT THERE

#5-Folsom SRA has provided limited law enforcement on the trails. Bike riding at excessive speeds, illegal night time riding, and bikes on horse/hiking trails can only be curtailed with stricter enforcement. The General Plan needs to state a commitment to enforcement of rules by all trail users. Would you agree or disagree that increased law enforcement will help regulate inappropriate trail use and why?

117-5 YES. BUT I UNDERSTAND BUDGETS - IT WILL HAVE TO BE MAINLY ON AN "HONOR" SYSTEM.

#6-The proposed General Plan alternatives for Shadow Glen and private horse boarding includes retaining the stables as long as the present concessionaire remains "viable". If that should change, the Shadow Glen Stables may be converted to other uses. Shadow Glen is the only public equestrian concession within Folsom SRA, and the greater Sacramento metropolitan area. Do you have an opinion concerning Shadow Glen and its use?

117-6 KEEP IT OPEN - MIGHT BE THE ONLY EXPERIENCE FOR SOME CHILDREN TO BE EXPOSED TO HORSES

#7-The proposed General Plan commits to completing a trail around the lake. What trail designations would you prefer on new and existing trails? The trail designation (hiking/equestrian, or multi use) is not specified. Would you support a multi-use trail corridor that would link hikers and equestrian to a single use trails such as Browns Ravine? Do you feel this trail designation needs to be clear and that it will support equestrian use on this trail link? Would you support a parallel trail or same use trail within a trail corridor and why?

117-7 SAFER FOR A PARALLEL TRAIL

117-4: Please see Master Response TR-3 (Section 3.7.3).

117-5: Please see Master Responses TR-1, TR-7 and TR-9 (Sections 3.7.1, 3.7.7 and 3.7.9).

117-6: Please see Master Response MB-1 (Section 3.10.1).

117-7: Please see Master Responses TR-5, TR-6, TR-7 and TR-12 (Sections 3.7.5, 3.7.6, 3.7.7 and 3.7.12).

## Letter 117, page 3

#8-Equestrians have participated in the stakeholders meetings since the inception of this plan in 2002. The agreed upon suggestions have been omitted from the proposed General Plan. By omitting the agreed comments from the prior meetings of the last 6 years, it appears our interests are being marginalized in the Park Plan. What should the Park do to improve this perception?

117-8 RECOGNISE HORSES ARE HERE AND WILL STAY. LETS WORK TOGETHER FOR SAFETY.

117-8: Please see Master Response PP-2 (Section 3.1.2).

#9-The proposed General Plan omitted numerous equestrian staging and camping areas as well as the historical landmark at Beals Pointe Marker of Pioneer Express Trail. It is vital to their continuation that they be noted within the plan and plotted on a map. Would you support a revision of the General Plan to include the official recognition of equestrian staging areas at Rattlesnake Bar, Snowberry Creek, Brown's Ravine, Negro Bar, Falcon Crest, Peninsula, and of the historic status of the Pioneer Express Trail?

117-9 YES

117-9: Please see Master Response EC-3 (Section 3.3.3).

#10-A Plan designation of "Shared use dirt trail alternate day/time" option is included in the proposed General Plan. This trail designation could apply to all trails (such as Pioneer Express Trail). Please review question # 5 regarding enforcement. Do you feel it would be enforceable and why?

117-10 THAT WILL NEVER BE ENFORCEABLE - FACE IT- HONOK SYSTEM CAN ONLY WORK SO FAR.

117-10: Please see Master Response TR-12 (Section 3.7.12).

#11-The proposed General Plan does not include plans for additional law enforcement on trails. Do you feel that Parks has provided adequate law enforcement on trails? In light of the proposed changes within the Park what changes would you recommend? Why?

117-11 NO, BUT I DO UNDERSTAND BUDGETS. MONEY IS TIGHT

117-11: Please see Master Response TR-1 (Section 3.7.1).

Letter 117, page 4

#12- All trail users could be accommodated on a combination of shared use, limited use and parallel trails. This type of trail system is referred to as multi-use trail corridor and has been implemented in other state parks to provide connectivity to all trails without mixing all trail users. Do you support or oppose the use of "multi-use corridors"? Should this designation be in the proposed general plan?

117-12

MULTI USE IS TOO DANGEROUS -

#13-Do you have any comments, suggestions, ideas, concerns or solutions that you would like to add?

117-12: Please see Master Response TR-12 (Section 3.7.12).

## Letter 118

March 3, 2008

118

To Whom It May Concern,

118-1

My family and I have had the extreme pleasure of participating in Shadow Glen's activities for about four years. We first learned of the facility when we searched for a location that provided trail rides. We sent our son to summer horse camp that year and we later bought our own horses that we have boarded at the stable for the last two years.

Words can't express what Shadow Glen has meant to our family. My son, Kyle, was born with an affinity for horses. He's a terrific kid that has struggled academically and suffered from severe asthma that curtailed his interest in sports.

Kyle's become a very proficient and knowledgeable rider providing him with much needed confidence and a positive identity with his peers. He even hosted an equine day at Twin Lakes Elementary during PE classes last year teaching all of the kids about horses, the health benefits of riding, and how to rope his cow dummy. He competed in the summer play day event and has written multiple essays for class on his experience.

Until becoming part of the Shadow Glen family, I would easily classify myself as a very intense workaholic. However, my childhood interest in horses has been rekindled to such an extent that I even changed careers to make time for my family's horse activities. The friendships I now enjoy within the horse community have enriched my life tremendously.

Last, but certainly not least, I can't thank Ken and Bonnie Huston enough for their endless care for us boarders and our horses. Ken's watchful eye and dedication to enforcing the rules has kept us all safe. We've each learned from his many years of experience. Bonnie's kindness brightens everyone's day. Her efforts to create a comfortable place for everyone to enjoy never cease. Whether a storm was raging or we were out of town, I've always known that our animals would be cared for as if they belonged to the Hustons. For horse-crazy people, that peace of mind is invaluable!

The hours spent with our family and friends in the saddle have brought time to really talk and share in each other's lives. We've worked hard cleaning stalls, roasted marshmallows by the fire, and learned a lot about nature bringing valuable balance to our busy city lives. Facilities with easy trail access, clean and spacious paddocks, well-maintained arenas, and affordable board are virtually impossible to find. I'm hopeful that Shadow Glen will be a part of our lives for many, many years to come.

Sincerely,

Michele Magee  
(Lyman, Morgan, Kyle, Stormy, and Tessa)

118-1: Please see Master Response MB-1 (Section 3.10.1).

## Letter 119, page 1

119

March 2, 2008  
Douglas Mahone  
4708 Tree Shadow Place  
Fair Oaks, CA 95628  
(916) 863-0528

Jim Micheals  
Gold Fields District  
California State Parks  
7806 Folsom-Auburn Rd  
Folsom, CA 95630

Re: Comments on Preliminary General Plan for Folsom Lake SRA -  
Provisions for the Shadow Glen Equestrian Facility at Mississippi Bar

Dear Park Planners:

Thank you for this opportunity to comment on the proposed General Plan. It has clearly resulted from a great deal of thought and public input.

I am writing as an abutting property owner (located on the bluff above Mississippi Bar), and as a horseback rider and boarder at the Shadow Glen Stables. I am also a 20 year resident of Fair Oaks, and a local employer (25 employees in an energy efficiency consultancy). I am an architect by training, and can sympathize with the planning efforts which have been devoted to this Plan.

The Folsom Lake SRA is my primary recreation area, which I visit several times a week, and which I am anxious to protect and enhance for myself and others to enjoy. My family and I have had annual day passes to the SRA for many years. We regularly hike, bike, paddle and horseback ride all around Lake Natomas, and often in the upper reaches as well..

My primary concerns with the General Plan are its arbitrary and unsupported recommendations for eliminating horse boarding, and ultimately shutting down the Shadow Glen Stables. I offer the following observations and comments about the Plan:

- 1) **Frequent mention of horseback riding** - The sections on nearly every unit of the SRA, and all descriptions of the trail system, mention horseback riding as a popular and supported activity, and there are no reservations stated anywhere in the Plan about such uses. This accurately reflects the fact that the SRA's trails are a hugely valuable resource for equestrians. There are simply no other comparable or extensive networks of trails for riding anywhere in the region. There is a long and colorful history of horse activity in the Sacramento region, and the SRA is one of the few

Mahone Comments in Support of Equestrian Use and Shadow Glen Stables

1 of 6

## Letter 119, page 2

remaining enclaves. *Nothing should be done to diminish the SRA as a resource for horseback riding.*

119-1

2) **Trail conflicts** - The only discussion in the Plan on trail conflicts is found on p. II-73 in Section 3. Trails. The primary concerns described were between mountain bikers and equestrians, and the plans for more multi-use trails. Neither group wishes to be disadvantaged. While I can understand the concerns, I have not observed the problems to be serious or intractable.

a) **Conflicts between horses and bicyclists** - My wife and I ride our horses on SRA trails every few days, year-round, occasionally even riding the entire loop around Lake Natoma<sup>1</sup>. We have never had a serious problem with bicyclists, and only one or two minor ones. In general, we have found both mountain and road bikers to be very courteous and respectful of our horses and us. They seem to understand the potential safety problems from spooking a horse, and graciously allow for a smooth and friendly passing when the trails are narrow (sometimes they move off the trail; other times we do so). None of these circumstances has led to angry words, and encounters have generally been amicable.

b) **Conflicts between horses and hikers/runners** - We more frequently encounter hikers or dog walkers on the trails. As we're usually moving faster than they are, they usually step off the trail to allow us to pass. We make it a point to thank them for their courtesy, joke about how much bigger our "dogs" are, and find almost everybody to be friendly and considerate.

c) **Friendly encounters with the public** - On nearly every ride, we encounter people who are interested in our horses and pleased to meet them. We let their kids pet the horses and explain something of horses to them. We discuss horse breeds and traits with others. These encounters make us and the horses feel welcomed rather than resented.

d) **Trail courtesy** - Based on the foregoing, *I do not believe that there are any irresolvable conflicts between we equestrians and any of the other user groups.* The minor problems can be resolved through common courtesy and mutual respect, which is in general evidence and could be reinforced with some simple educational activities.

119-2

3) **New trails development** - The General Plan points out that the number one priority from the visitor survey was: "Developing more multi-use, non-motorized trails for horseback riding, hiking and/or mountain biking" (p. II-60). *I support this prioritization, and support the use of trails for all of those uses.*

119-3

4) **Value of Shadow Glen Equestrian Facility** - on p. III-136: MISSISSIPPI-25, the plan emphasizes "enhanced trail access and public recreation at the Shadow Glen equestrian facility". *I support this recommendation.* Shadow Glen sits at the

<sup>1</sup> It is a little-known fact that the pedestrian pathway on the Hazel Ave. traffic bridge was built and is designated as an equestrian passage, described on a brass plaque at the north end of the passage, indicating that equestrian uses are a long-established and respected part of the SRA upriver and the county park downriver.

119-1: Comments noted. Please see Master Response EC-3 (Section 3.3.3).

119-2: Please see Master Responses TR-5 and TR-12 (Sections 3.7.5 and 3.7.12).

119-3: Please see Master Responses TR-16 and MB-1 (Sections 3.7.16 3.10.1).

## Letter 119, page 3

entrance to a wonderful network of trails over a wide range of terrain, from the high bluffs to the ponds and waterways to the shady trails between the gravel tailings. The public uses Shadow Glen to enjoy these trails on horseback, through organized trail rides in the summer months, riding lessons, kids day camps to learn horsemanship, and the related activities of a friendly community of local equestrians. Shadow Glen has been a fixture in the local equestrian community for 30 years. It is the closest such facility to much of the Sacramento region, and the only equestrian facility anywhere near Lake Natomas and its extensive network of trails. More information about their services can be found at [www.ShadowGlenStables.com](http://www.ShadowGlenStables.com)

- 5) **Ending Boarding at Shadow Glen Stables** - The Plan recommends (on p. III-136) ending the private boarding of horses. *The reason for this recommendation is not explained or supported in any way, and I request that it be stricken from the plan.* There is no indication anywhere in the plan why private boarding is a problem. Without private boarders, Shadow Glen would not be able to remain in business. Trail riding and kids camps are only seasonal activities, insufficient to support the facility by themselves. Without private boarders, the value of Shadow Glen as a park and regional resource (see previous item) would be lost. As there is no justification provided for this recommendation, I will set up a few possible objections to private boarding and then show that they are insupportable:
- a) **Privileged use of public land** - Perhaps there is a concern that the boarders are getting an unwarranted privilege by their use of and close access to state park land. How is this any different from the boaters renting marina slips at Brown's Ravine? The boarders pay fees for use of the land, some of which revert to the state park, and which help to support Shadow Glen Stables as a public recreation resource. If there is a concern that the facility is too small and not serving enough of the public, this is the fault of the state park, which strictly limits the number of boarders.
  - b) **Emphasis on day use at Mississippi Bar** - The Plan prefers day use to overnight use, and Shadow Glen boarders represent overnight users. Does the plan really expect that all equestrian users of the SRA should bring their horses in by trailer? This would severely limit equestrian use of the SRA to those with the resources to haul their horses in from a distance.
  - c) **Water quality** - There are extensive discussions of water quality in the Plan and the EIR, but nowhere is there any mention of horses as contributing to water quality concerns. Granted the stables need to conduct proper manure and urine runoff control to prevent such problems, but this is already being done at Shadow Glen, and is a requirement of its use permit. If there is an unstated concern about horse manure and urine along the trails, it is hard to see how this is more of a problem than manure and urine from dogs, deer and other wildlife.
  - d) **Invasive weeds** - There is concern in the Plan that invasive weeds could be brought in through horse feed. The horses boarded at Shadow Glen, in accordance with the concessionaire's use permit, are fed only alfalfa hay to avoid this problem. If anything, this problem would be caused by day use horses being fed by their owners while on SRA grounds. To avoid this problem, the SRA

Letter 119, page 4

would have to enforce feed restrictions on other equestrians; it is not an issue with Shadow Glen boarders.

- e) **Trail erosion** - Perhaps there is a concern that horseback riding contributes to trail erosion. From our experience, this problem is much more severe with mountain biking. Bicycle tracks are continuous and quite narrow, and the natural track for a mountain biker is down the middle of a trail. As the trail becomes grooved, the bike tires are pulled by gravity into the center of the groove, digging it deeper. Horses, by contrast, avoid walking down trail grooves, preferring to walk to the side. This, if anything, helps to smooth the trail and avoid aggravating trail grooving and degradation. Furthermore, we have seen evidence that horse passage, which results in occasional deposits of horse droppings, helps to encourage soil development on the trail surface (this is especially evident on gravel and boulder sections of the trail, which are accumulating soil over time).
- f) **Trail clearing** - The trails in the SRA are frequently blocked by fallen limbs or entire trees, especially after winter storms. Horse riders have a natural interest in seeing these obstacles removed, as they are harder to negotiate on horseback than on foot or with a bike. There have been some hard feelings among riders when park rangers have forbidden cutting of this fallen debris, apparently for reasons of maintaining the natural processes in the woodlands. This is hard to understand, because the trails will rather quickly become impassible for all users if they are not kept clear of deadfalls. The SRA appears to lack the maintenance resources to keep many of the trails clear year round. SRA policy should encourage, rather than discourage, volunteer efforts to keep established trails clear.
- g) **Any supportable reasons?** - These are all insupportable reasons for eliminating boarding at Shadow Glen. *If the Plan is to recommend elimination of boarding at Shadow Glen, it must provide supportable reasons for doing so.*
- 6) **Phasing out the Shadow Glen Equestrian Facility** - MISSISSIPPI-26 (p. III-136): The Plan recommends that the SRA eventually phase out the stables at Mississippi Bar... and instead use the area for access, parking, trailhead/staging facilities, or other day use facilities. If the need for additional facilities is the justification for phasing out the stables, it is not stated, nor is it supportable. All of those activities are currently supported by Shadow Glen and its adjoining parking area. There is no insufficiency, as the parking is never full, except perhaps on the rare occasion when a large group with horse trailers stages a gathering there. If additional space were needed, the gated access road adjacent to Shadow Glen leads out to a very large open, flat area which could easily accommodate many more users. Therefore, *the recommendation to phase out Shadow Glen is indefensible. I urge that this recommendation be stricken from the General Plan*, for the many reasons discussed in the preceding sections.
- 7) **Improvements to Shadow Glen Equestrian Facility** - MISSISSIPPI-25 (p. III-136) goes on to recommend "Improve the Shadow Glen equestrian facility as necessary in order to reduce the impact of operations here on area resources and enhance the visual quality of the facility." While I would have no objection to a more attractive facility, it must be recognized that this would require higher use fees and would certainly

Mahone Comments in Support of Equestrian Use and Shadow Glen Stables

4 of 6



Letter 119, page 5

require the ongoing participation of boarders; day use of the facility could not economically support even maintaining the facility, let alone enhancing it. There is no explanation provided as to what impacts the operations have on area resources, or what the problems are with the visual quality of the facility. Perhaps this is an instance of the general suburban antipathy to any livestock facility, but Shadow Glen has sufficient separation from suburbia and from other SRA users to avoid any reasonable nuisance objection. Certainly *there is no justification as to why the unnamed complaints would warrant shutting down Shadow Glen.*

In conclusion, I appreciate this opportunity to help improve the Preliminary General Plan.

My recommendations are to strike all references to the removal of the Shadow Glen Equestrian Facility from the Plan, and also to strike any recommendation to eliminate the boarding of horses at the stables. Rather than being antagonistic to these uses of SRA lands, *the Plan should support and encourage both equestrian uses and Shadow Glen.* The many reasons for these recommendations are provided above.

If there are legitimate concerns about equestrian use of the SRA, or about horse boarding at Shadow Glen Stables, they should be made explicit in the Plan. Further, I would be happy to work with the SRA (and also to encourage my fellow equestrians) to resolve them, and to seek ways to cooperate in enhancing the SRA as a resource for the entire community.

Respectfully submitted,

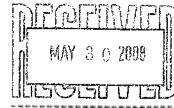
Douglas Mahone

**Supporting commenters:**  
We, the undersigned, endorse and support Mr. Mahone's comments and recommendations on the Preliminary General Plan:

Name	Address
_____	_____
_____	_____
_____	_____
_____	_____

Letter 120, page 1

***Heritage Preservation League  
Of Folsom  
P.O. Box 353  
Folsom, CA 95763***



120

May 28, 2008

Jim Micheaels  
Gold Fields District  
California State Parks  
7806 Folsom-Auburn Road  
Folsom, CA 95630

Dear Mr. Micheaels,

Thank you for extending the public comment period to May 30, 2008 on the Preliminary General Plan and Resource Management Plan.

It's not easy being the Folsom Lake State Recreation Area and the Folsom Powerhouse State Historic Park. You must deal with internally conflicting missions (conservation vs. recreation) and many constituencies in conflict (cyclists vs. equestrians). Your most intense constituencies are the recreationists, and your plan reflects that pressure. The plan also recognizes the regional planning influence of federal agencies, other state agencies, local jurisdictions, and user groups. And now, the National Trust for Historic Preservation has named the historic resources in the California State Parks system as the second most endangered place in the nation.

In general, we find that the facilities and programs envisioned in the draft General Plan are modest, as opposed to the expected growth and urbanization of the adjoining lands. And it appears to be the assumption that there is merely going to be more or less of the same types of uses and users of the park lands as exist today. We would like to see the park lands become more welcoming for cultural tourists, however. As you intend for the trail system, we would like you to develop a cultural resource plan, one that goes beyond an expanded archival catch-up and prioritizes public access based on potential interpretational opportunities.

Our League's interest is in the protection and preservation of the high-interest cultural resources in your care and in the interpretational and educational opportunities they offer. We believe that the cultural resources in the SRA/SHP are under-protected and under-interpreted.

As an example, we looked specifically at one management zone, identified in your plan as the Natoma Canyon. This zone follows the American River from the Powerhouse to

120-1: Comments noted. The Preliminary GP/RMP directs the development of an Interpretive Plan for the park unit (page III-57 and III-63). An important part of this plan would include the interpretation of the historic and cultural resources within the SRA and SHP. The Interpretive Plan will address the range of programs, activities, materials and facilities and other opportunities to interpret the resources within the SRA. The Preliminary GP/RMP does not limit the interpretation of the park resources solely to a visitor center. See the direction for Interpretation and Education on pages III-60 to III-66. We appreciate the comments and ideas regarding interpretation and look forward to working with the Heritage Preservation League and others on an Interpretive Plan.

## Letter 120, page 2

the 1955 Dam. On the east side of the river, there are the remnants of the historic dam and canal, the Folsom State Prison, and the road bed of the Folsom State Prison Railroad. There is an unmarked dirt path, branching off a City of Folsom bike trail, that allows these resources to be viewed at close range, if one happens to know what to look for. The dam, canal, and railroad were integral to the hydroelectric project; the electric part of the project is celebrated at the Powerhouse, while the hydro part is overlooked. We are told by local residents that the dirt path is maintained by SMUD to keep access to its poles and transmitters and that there are boundary issues with other agencies. Is there a plan to resolve the boundary issues? These highly significant ruins are sadly deteriorating.

On the west side of the river, there is a paved bicycle trail that "soars" up the bluffs and is part of the American River Parkway. The trail offers scenic views of the river canyon. According to "Biking and Hiking the American River Trail", a highly useful interpretive resource published by the ARNHA, a "viewpoint" of the old prison, dam and canal exists at Mile 30 on the rocky bank. There was a "camera opportunity" marker at the point when the book was written in 2002. In 2008, the marker is gone and the view is totally obscured by tree growth.

Some sites of special cultural value needful of protection and interpretation are the several ancient Nisenan Maidu milling areas on both sides of the river, the most well known to the general public being just below the power house. However, on the opposite side of the river, beneath a section of the Lake Natoma Crossing, is one that has a well remembered history attached to it: the family milling stone of Jane Lewis, a pre-Gold Rush native of the Folsom area and daughter of Captain John Ot-ta Winn. As wife of Captain Tom of Auburn, her photo from the early 1870's appears in several well known publications. Jane made an annual pilgrimage to Folsom until late in life, to ceremonially grind the first acorn flour of the season at this site. A highly respected traditional doctor, basket weaver and keeper of tradition, she died at Auburn Rancheria in 1945.

We disagree that the only way for State Parks to interpret cultural resources is by having a visitor center structure. The near-at-hand experience with sites and ruins is highly instructive and of great interest to visitors. This is particularly so if the setting is undisturbed and if there are interpretive markers and trail map markers at access points which would enable tourists (and teachers and guides) to exploit these sites without a major investment in buildings and staff by the state.


On a separate note, you have an almost blank slate in the development of Mississippi Bar. Apparently there is a network of ditches and dredge tailings, indicative of the major role played by Mississippi Bar in the evolution of gold mining in the famous Folsom Gold Fields. We suggest you refer to the efforts of our sister state, Oregon, to memorialize Twentieth Century gold mining technology at the Sumpster Valley Dredge State Heritage Area, on the Powder River.

You now have the Heritage Preservation League of Folsom as an advocacy group for the protection and interpretation of cultural resources, including those of local significance, at the FLSRA and FPSHP. Our interest is in enhancing the cultural visitor experience,

## Letter 120, page 3

whether for tourists or regional residents. We have a specific proposal for the immediate restoration of the Viewpoint at Mile 30. Please contact Candy Miller at 988-7699.

Sincerely,



Patrick Maxfield  
President

## Letter 121



[www.sacbike.org/faba](http://www.sacbike.org/faba)  
[faba\\_chair@sacbike.org](mailto:faba_chair@sacbike.org)

April 30, 2008

California State Parks  
 7806 Folsom-Auburn Road  
 Folsom, CA 95630

**Re: Preliminary General Plan and Resource Management Plan for Folsom Lake State Recreation Area**

The Folsom Area Bicycle Advocates (FABA) are pleased to have the opportunity to comment on the Folsom Lake General Plan. FABA represents cyclists in the Folsom area ranging from daily commuters to weekend recreational cyclists. Our aim is more and safer trips by bike.

Folsom Lake State Recreation Area is one of California's best and offers some of the best bike riding anywhere. The trails are used by everybody from people out on a relaxed Sunday ride to daily bike commuters. FABA feels that by including many of the ideas below into the Trail Master Plan it will be beneficial to all bike users:

FABA supports the following guidelines for the Trail Master Plan:

- 121-1** - Trail around Folsom Lake and Lake Natoma – Folsom Lake offers many gorgeous views and many are inaccessible, a trail around Folsom Lake would open up those areas.
- 121-2** - Pave bike trail from Beal's Point to Granite Bay Beach – This section of the trail is becoming very popular and paving will make it more accessible and safer.
- 121-3** - Trail system that provides many neighborhood linkages – This will not only result in easier access for recreation it will allow easier connections for bike commuters as this provides great connectivity between Placer and Sacramento County.

Sincerely,



Charles McCann  
 Chair  
 Folsom Area Bicycle Advocates  
 A Chapter of SABA  
[faba\\_chair@sacbike.org](mailto:faba_chair@sacbike.org)  
<http://www.sacbike.org/faba>

- 121-1: Please see Master Response TR-6 (Section 3.7.6).
- 121-2: Comment noted. Please see Master Responses TR-5, TR-10 and TR-12 (Sections 3.7.5, 3.7.10 and 3.7.12).
- 121-3: Comment noted. Please see Master Response TR-16 (Section 3.7.16).

## Letter 122

122

Folsom Lake State Recreation Area & Folsom Powerhouse State Historic Park  
General Plan/Resource Management Plan

**Comment Sheet:**  
**Preliminary Plan and Draft EIR/EIS (March 5th, 2008)**

Completed comment sheets may be left in the boxes at the sign-in tables OR folded, taped, stamped and mailed to the address on the reverse.

Name: SUSAN MCGIVNEY

Affiliation/  
Interest in this Project: FOLSOM LAKE MOUNTED PATROL MEMBER

In the space below, please provide any comments related to the Preliminary Plan or Draft Environmental Impact Report / Draft Environmental Impact Statement.

*As a long time user of this park I care a lot about its future. I ride horses on the trails and know first hand of the dangerous switchbacks and drop offs and meeting up with bikes that are not following rules and ignoring signs.*

**122-1** *I think that setting aside time periods will not work. Some places are not suited for multi use. I like wakeboard*

**122-2** *and kayak. I don't want to see the 5 MPH zone moved at Rattlesnake, that's the best place to wake board or ski. Kayakers can paddle along the shoreline for a mile until they get to the dock, I*

**122-3** *do. When the water is low then move the 5 MPH because it gets narrow. I would like to see more Park Rangers or at least more volunteers.*

If you require additional space to comment, please use additional sheets and mail in an envelope to the address indicated on the reverse. Thank you.

122-1: Please see Master Response TR-12 (Section 3.7.12).

122-2: Please see Master Response BOAT-1 (Section 3.5.1).

122-3: Please see Master Responses TR-1, TR-3 and TR-8 (Sections 3.7.1, 3.7.3 and 3.7.8).

## Letter 123, page 1

Page 1 of 2

123

**From:** JoAnne Saiz (joannesaiz@sbcglobal.net)  
**To:** BONNIE HOUSTON  
**Date:** Monday, March 3, 2008 9:13:38 AM  
**Subject:** I CHANGED A FEW WORDS

Dear Committee Members,

I am Bonita McGowan of Orangevale and the mother of JoAnne Saiz.

123-1

Closing Shadow Glen would be a huge mistake. JoAnne (and many others) grew up at the Stables. Then they were run by Ralph and Ann. A gruff old couple who taught my daughter her worth and value as a young woman. She learned respect and earned respect. As a teen she was at a crossroads in her life that would shape her for the future. When I've ridden with my daughter we have time to talk or just enjoy each other's company.

These horses are well cared for. They are regularly treated by a Veterinarian and properly stabled. Some of the horses are privately owned and boarded by members of this community. Since Orangevale is growing so rapidly there are now restrictions on residents who want horses and cannot keep them on their property. They have very few options of where they can stable them, let alone ride them.

Negro Bar and Natomas Lake Areas are the only neighborhood riding trails. What could be more peaceful and relaxing than riding quietly along the River and taking in nature. The riders are kept to very ridged rules. They cannot run or race. Not only because of the rugged terrain but because the horses may be working and another rider may be waiting their turn.

Ken and Bonnie run the stables in the same tradition as their parents. The teens that have worked there and grown up there still congregate and some keep their own private horses there now as well. The same values are instilled in the young people and the same respect for life and nature.

As I reflect over the years I appreciate more and more the time JoAnne spent there. The future could have been very different had she not been able to go to Shadow Glen and find herself.

She has grown into a woman of strong character and responsibility. Now when she spends time at Shadow Glen she can share her experiences and values with the young people who come there.

It's not an activity for everyone but then it's such a small portion of the Park system. When I've ridden with my daughter we have had to be alert to the activities of other Park

<http://us.f837.mail.yahoo.com/dc/launch?.rand=bobd0qcr97qep> 3/4/2008

123-1: Please see Master Response MB-1 (Section 3.10.1).

## Letter 123, page 2

page 2 of 2

participants like walkers, cyclists and skaters. I must say that it was not always a pleasant experience. Cyclists ride through there quickly and quietly. Without warning they can be upon you and you have very little time to react.

If I had to choose which group to ban from the parks it would first and foremost in my mind be bicyclists. I find them to be unashamedly rude at all ages. They seem to have the attitude that they are more important and always have the right of way.

Well you have to make your decision. I haven't read your agenda but I'm sure it is self-fulfilling as usual. The Parks are meant for all, not some, and I vote in favor of the animals. They are as natural to the Parks as the trees.

Sincerely,

Bonita K. McGowan  
Beauregard Way  
Orangevale CA 95662  
916 834 2240

<http://us.f837.mail.yahoo.com/dc/launch?.rand=bobd0qcr97qep>

3/4/2008



## Letter 124

124

7910 Carmencita Avenue  
 Sacramento, CA 95829  
 April 10, 2008

Jim Micheals  
 California State Parks  
 Gold Fields District  
 7806 Folsom-Auburn Road  
 Folsom, CA 95630

Dear Mr. Micheals:

I understand that the California State Parks Department has released the "Draft General Plan" for the Folsom State Recreation Area which will guide trail development for the next 30 years. I have enjoyed the incredible richness of the Folsom Lake area since I arrived in the Sacramento area in 1980. I have enjoyed the fishing, boating, and hiking and have used the bicycle trails. I treasure many memories of days spent at Folsom Lake State Park, but my finest days have been those spent on horseback.

124-1

The draft plan does not mention maintaining or improving equestrian access to the lake, and describes the primary recreation activities in the Auburn SRA as swimming, boating, fishing, camping, mountain biking, gold panning, off-highway motorcycle riding and white water rafting. Horseback riders, hikers and runners are NOT mentioned at all! I certainly hope this is simply an oversight and that the intention is to include these groups of users in the overall plan.

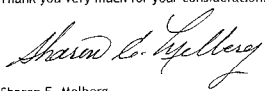
124-2

I understand that this plan is expected to become the blue print for the next 30 years. Therefore, I think it is very important that you consider the needs and passions of the horse community in and around Sacramento. Many riders from this area and from surrounding communities come to Folsom Lake to use the trails that currently exist. Additional facilities such as horse camps, staging areas, water, picnic tables, paved parking, water troughs, hitching posts, and a riding arena would encourage even greater use.

Equestrian trails and related amenities benefit other users as well. Equestrian trails can be shared by hikers, runners and bicyclists. Equestrians, however, can be put in danger by motorized vehicles such as ATVs, motorized mountain bikes, scooters, and motorcycles and by bicycles cutting through wooded areas off the trails, so it is important that the needs of horseback riders be considered when establishing areas for use by motorized vehicles.

Sacramento and Folsom enjoy rich Western histories. A vital component of this history has been the horse and rider. Please consider our continuing needs as you design future recreation sites around Folsom Lake.

Thank you very much for your consideration.

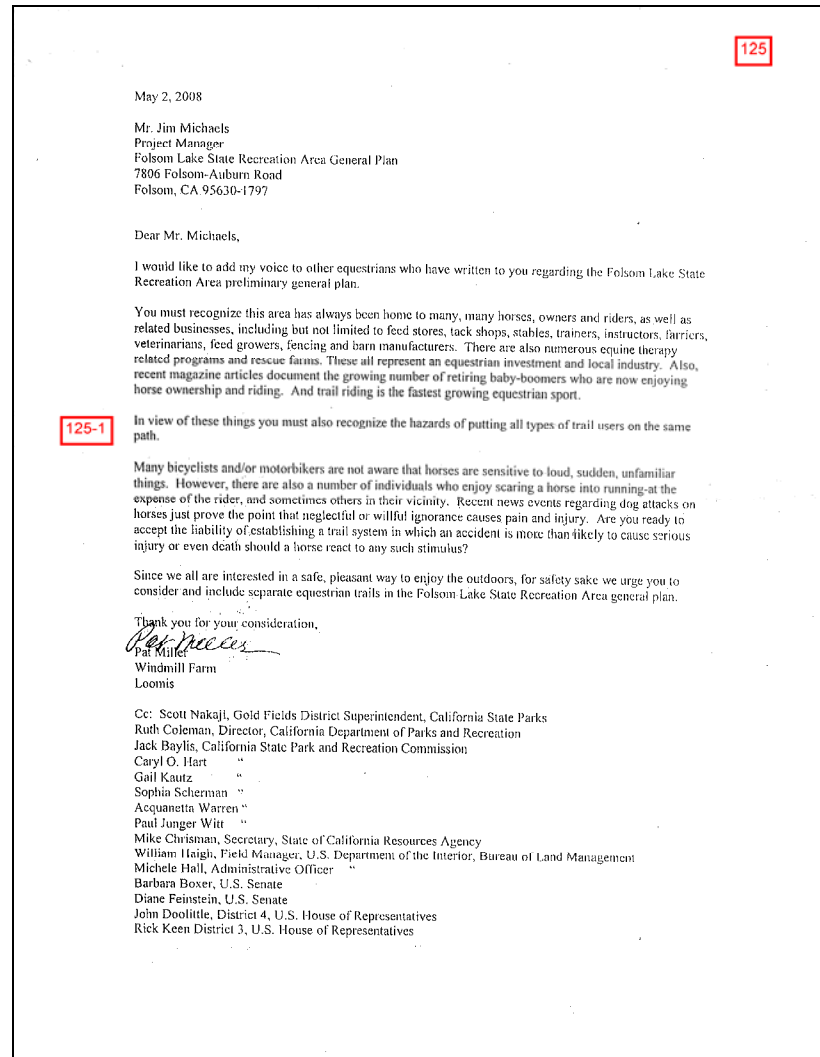


Sharon E. Melberg  
 Corresponding Secretary  
 South County Horsemen's Association

124-1: Please see Master Response EC-3 (Section 3.3.3).

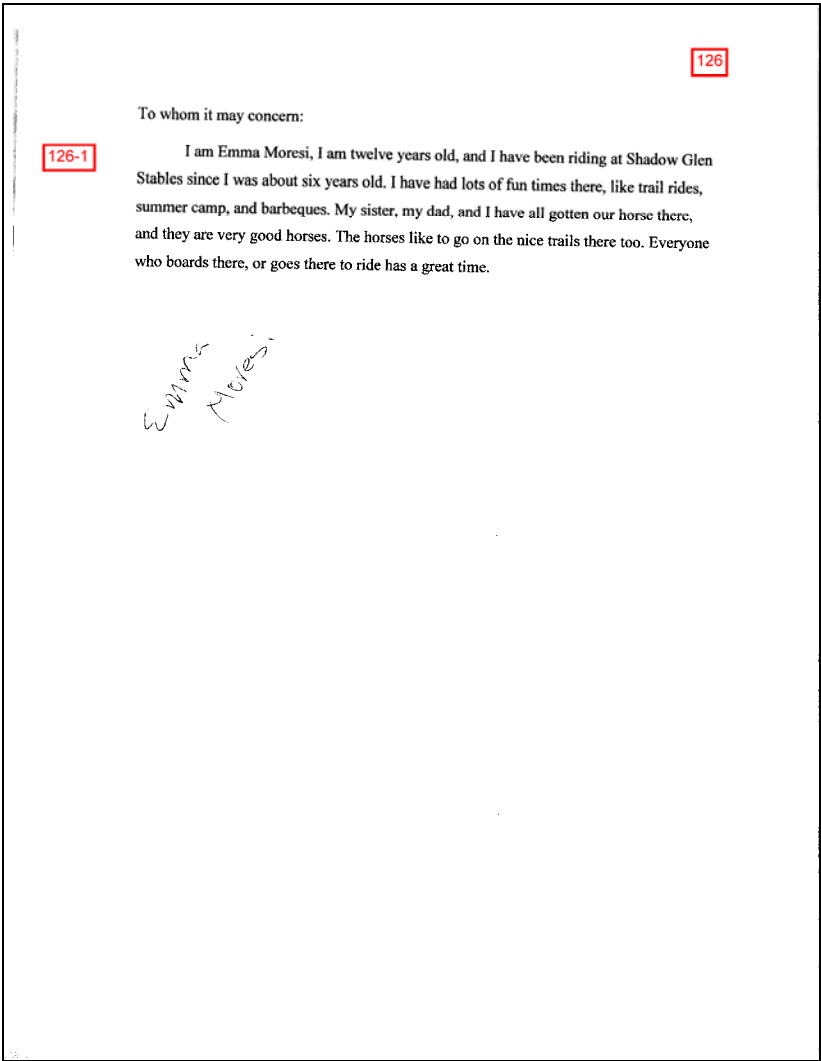
124-2: Please see Master Response TR-11 (Section 3.7.11).

## Letter 125



125-1: Please see Master Responses TR-5, TR-7 and TR-12 (Section 3.7.12).

Letter 126



126-1: Please see Master Response MB-1 (Section 3.10.1).

## Letter 127

127

To Whom It May Concern:

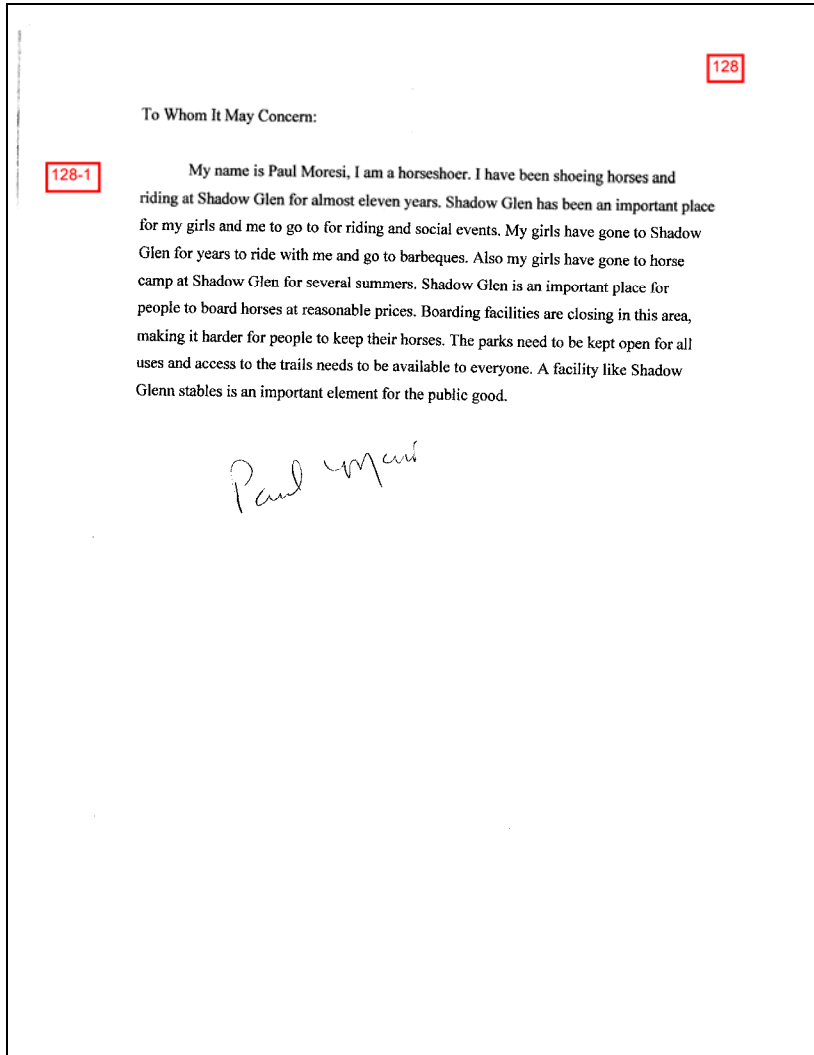
127-1

My name is Holly Moresi. I am fourteen years old and have been riding at Shadow Glenn Boarding Facility since I was about eight years old. Shadow Glenn has come to hold a very special place in my mind and heart. It is a place where you can be around friends and family in a safe environment, or if need be, have some alone time with your horse. It offers children the opportunity to learn about horses and riding. Included as a part of the experience, there are barbecues held fairly regularly during the summer that allow ever one to become acquainted as well as new horse people to meet "horse veterans" who could help them along their path of getting to know their horses. Also, on a more specific note, I met one of my best, and certainly longest standing friends there nearly nine years ago. She helped me learn the ropes when I first got my horse and since then, we have helped each other improve, not only our riding, but our individual horses. Since spring nine years ago, I have attended three or four summer camps at Shadow Glenn, made many new friends, and had many wonderful experiences. Shutting down Shadow Glen would mean that countless other people with a love for horses may never get to have the wonderful experience that the stable has given to me and that I hope to be able to pass on to others.

Holly Moresi

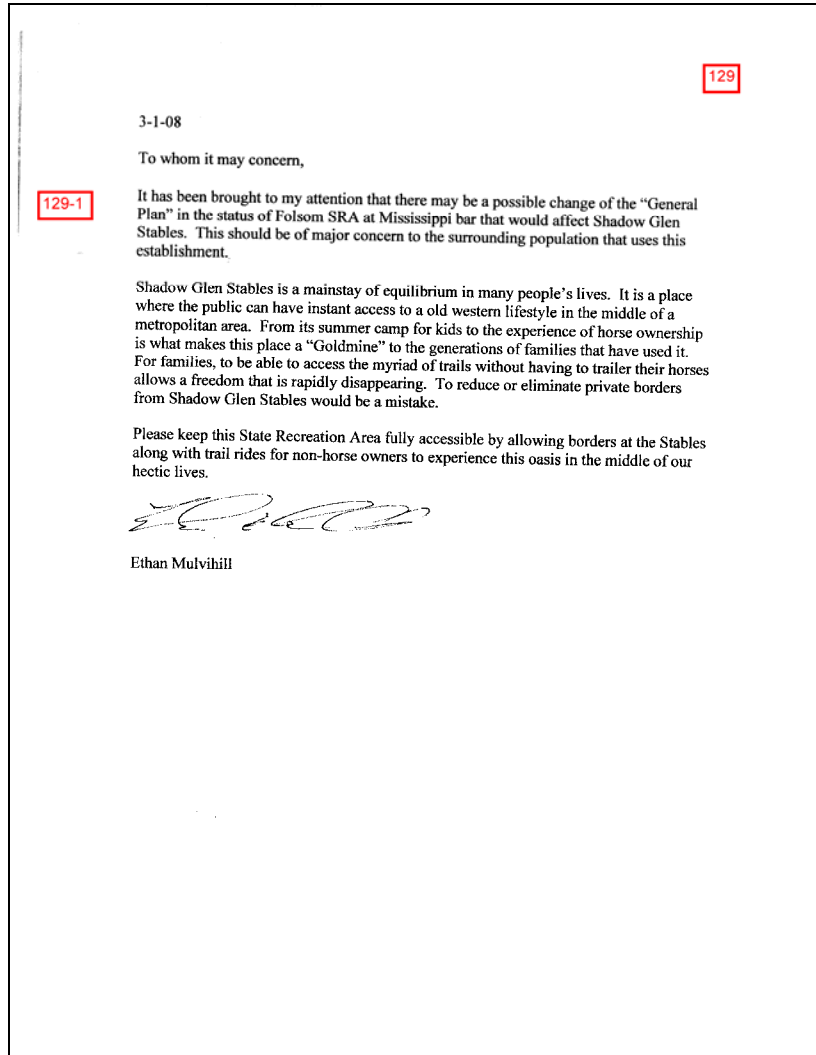
127-1: Please see Master Response MB-1 (Section 3.10.1).

## Letter 128



128-1: Please see Master Response MB-1 (Section 3.10.1).

## Letter 129



129-1: Please see Master Response MB-1 (Section 3.10.1).

## Letter 130

130

March 1, 2008

To Whom It May Concern:

130-1

In the world as it is today, metropolitan areas are swiftly taking over the more rural areas. If this continues to happen the children of tomorrow are going to grow up in a world deplete of the natural beauty that makes California such a beautiful environment to grow up in. Establishments such as Shadow Glen Riding Stables provide this opportunity for both the young and old in our community. I believe strongly that the private boarding aspect of the stables should not be eliminated.

I am a young boarder at Shadow Glen and have done so for going on five years. From a very young age I have been enthralled with nature, particularly horses. At the age of ten my parents enrolled me in horseback riding lessons at Shadow Glen. I live in the middle of Citrus Heights and being able to experience a place where the sounds and smells of the city are replaced with the western atmosphere was a welcomed blessing. By spending time at Shadow Glen my self-confidence improved and it made me experience new things I never would have had the opportunity to do otherwise.

By the age of twelve my parents bought me my first horse. Naturally, she is boarded at Shadow Glen. Many horse lovers who live in the city do not have the required facilities to keep a horse on their property. Shadow Glen is the answer to their problem. My parents never would have purchased me a horse without having had Shadow Glen to board her at. Knowing that the stables offered a safe environment with people who cared was a tremendous comfort to my parents.

I am nearly seventeen now and Shadow Glen functions as my second home. Everyone out there is a family. We help each other through the good and bad of life. We are there for each other. I worked over the summer as a wrangler at Shadow Glen. The experience taught me true responsibility and a good work ethic. Places that offer our community's youth such a place to learn, grow, and be loved are few and far between.

I appeal to the powers that be that Shadow Glen Riding Stable's public boarding facilities remain open for the enjoyment of the community.

Sincerely,

  
Tenaya Mulvihill

130-1: Please see Master Response MB-1 (Section 3.10.1).

## Letter 131, page 1

131

May 21, 2008

Mr. Jim Micheaels  
Folsom Lake SRA  
Goldfields District  
7806 Auburn Folsom Road  
Folsom CA 95630

RE: Comments concerning General Plan

Cc: Scott Nakaji  
Dan Tynan

I am enclosing, in bullet point format, a brief summary of what I, as a daily Park user and equestrian, want from the Park General Plan. I have thought long and hard about what the important issues are with Folsom SRA and how the General Plan will impact my usage as an equestrian. I think equestrians have all gotten the point across that we are a viable user group and will not be disregarded in this Plan. I think you have heard us loud and clear.

Folsom SRA is a beautiful park and one of the crown jewels in the California State Park system. It is getting a poor reputation with combative user groups; poorly marked and maintained trails, and inferior facilities. Now is the time to act and turn this around.

131-1

We understand that aquatic activities are an important part of Folsom Lake however, upland activities were in place long before aquatic recreation became popular. When the Folsom Trails were first established (formally) in 1958, their purpose was for equestrians and hikers. We have not gone away. We may not be as organized as some of the other activities (runners, boaters, bikers) but it is mostly because it has become unsafe for us in some areas. In planning equestrian events in the Park, safety is our first concern. Unfortunately, mountain bikers in the Park do not have the same view of safety as equestrians and they do not mix well. Mountain bikers speed on the trails is excessive and out of control. 90% of our trails do not have sufficient 'line of sight' for any speed. The safety of all users is primary. Whether we create corridor, non-adjacent trails or retain some trails for only appropriate user groups (Pioneer Express for equestrians and hikers/runners only), we must properly sign these trails and enforce their signed usage. That means Ranger presence.


131-1: Comments noted. Please see Master Responses TR-1 and TR-7 (Sections 3.7.1 and 3.7.7).



## Letter 131, page 2

Yes, it all costs money. My personal feelings are that we need to revisit the budget for the Folsom SRA and identify what is important NOW and get it done without further ado. Can we really afford to wait until an accident occurs. Should we not be proactive in our approach to safety and act swiftly when concerns arise? Eliminating conflicts with user groups must be a primary goal. This can be done to the satisfaction of all by working together. It is not about one user group, it is about what is safe for the park users and how can we all best accomplish this goal. I will continue to advocate for equestrians. I want to be involved in the Trails Master Plan.

Regards,

  
Deborah Murphy  
7655 Northeast Circle  
Citrus Heights CA 95610  
916-719-6265  
equuspassage@aol.com.

## Letter 131, page 3

As an equestrian, what do I want from the Folsom SRA General Plan:

- 131-2 ➤ Restoration of a multi-use crossing at Coffey Dam site
- 131-3 ➤ Retain Pioneer Express Trail (Beal's Point to Auburn) as equestrian/hiker use ONLY. It is not safe for multi-use.
- 131-4 ➤ Trailhead enhancements indicating signed appropriate usage at EACH trailhead and intersection. The trails are poorly marked, if at all, at present.
- 131-5 ➤ Create a NEW trail map showing appropriate use on EACH trail with appropriate trailhead/crossing markers (permanent- that bikers will not tear down). Map should show facilities at each location for all user groups. (signs at Pt Reyes, as an example)
- 131-6 ➤ Enhanced equestrian staging areas to include horse camping. More water troughs, maps posted, etc.
- 131-7 ➤ Restoration of the waterline to Granite Bay Horse Assembly Area for potable human water and horse water.
- 131-8 ➤ Increased Ranger presence in the Park to monitor appropriate use and act swiftly to eradicate improper use of trails/facilities. Ranger presence is lacking.
- 131-9 ➤ A panel of experienced equestrians on the Trail Master Plan project
- 131-10 ➤ Establishment of a horse camp at Rattlesnake Bar
- 131-11 ➤ Connectivity of the trail systems with Pioneer Express (Folsom SRA), Auburn, Olmstead/Knickerbocker Loop (Cool) and Eldorado County trails
- 131-12 ➤ Create a Mountain Bike area where they can safely train away from the general public (Mammoth Bar, as an example). This will eliminate conflicts.
- 131-13 ➤ Park to better manage the mountain bikers at Granite Bay (Twin Rocks and Boulder Road) for inappropriate use (creating jumps, excessive speed, unsafe riding on multi-use trails). *Public safety is at risk.*
- 131-14 ➤ Creating a multi-use staging area with SEPARATE parking for equestrians (horse trailer parking only) and other walk-in use at Twin Rocks and Boulder Road (now an informal entry to the Park). Potential revenue from using 'Iron Rangers'.
- 131-15 ➤ Enforce 'dogs on leash' Park Code and cite those not adhering to Park rule. Two infractions, ban from the Park. Loose dogs have caused a serious problem (ie: Auburn SRA two dog attacks on horses as noted in Auburn Journal)
- 131-16 ➤ Form a Park Ranger mounted Patrol for upland trail enforcement. Just knowing there is a Ranger on the trails will improve the situation.
- 131-17 ➤ Better communication with the public on events in the Park. Either by a line recording when calling the Park (988-0205) and on the website or, postings at ALL entrances (formal and informal). Confrontations during events happen because the public is not informed.

Deborah Murphy  
7655 Northeast Circle  
Citrus Heights CA 95610  
916-719-6265  
equuspassage@aol.com

- 131-2: Please see Master Response TR-14 (Section 3.7.14). This location is within Auburn State Recreation Area, not Folsom Lake SRA.
- 131-3: Please see Master Responses TR-5 and TR-10 (Sections 3.7.5 and 3.7.10).
- 131-4: Comment noted. Please see Master Response TR-4 (Section 3.7.4).
- 131-5: Please see Master Response TR-4 and TR-10 (Sections 3.7.4 and 3.7.10).
- 131-6: Please see Master Response TR-11 (Section 3.7.11).
- 131-7: Please see Master Response TR-11 (Section 3.7.11).
- 131-8: Please see Master Response TR-1 (Section 3.7.1).
- 131-9: Please see Master Response TR-10 (Section 3.7.10).
- 131-10: Please see Master Response TR-11 (Section 3.7.11).
- 131-11: Please see Master Response TR-16 (Section 3.7.16).
- 131-12: Please see Master Responses TR-5 and TR-10 (Sections 3.7.5 and 3.7.10).
- 131-13: Please see Master Response TR-7 (Section 3.7.7).
- 131-14: Please see Master Response TR-11 (Section 3.7.11). Also, see GRANBAY/NO-1 on page III-172 in the Preliminary GP/RMP.
- 131-15: Please see Master Responses TR-1 and TR-2 (Sections 3.7.1 and 3.7.2).
- 131-16: Please see Master Response TR-1 (Section 3.7.1).
- 131-17: Comment noted. Better communication to park visitors about special events occurring within the park is an idea worth pursuing.

## Letter 132, page 1

132

March 25, 2008

Jim Micheals  
 Gold Field District  
 California State Parks  
 7806 Folsom-Auburn Road  
 Folsom, CA 95630  
 916-988-0513  
 hmiche@parks.ca.gov

Mr. Micheals,

This letter is in regards to some concerns that I have with the California State Parks General Plan. As an active equestrian rider who rides 3 days a week or more, I am concerned that you are slowly phasing out the equestrian use within the park. In your plan there is NO mention of an equestrian staging area at Rat Bar or Negro Bar. I hope this was left out in error and the park district is not planning on doing away with these staging areas. I utilize both of these areas as well as several other equestrian riders. I also noticed in your plan that there are no upgrades planned for Rat Bar. I believe in the plan from 1978 there were upgrades with in the plan and they were never completed. I am asking that the State Parks reconsider including these upgrades in the new plan and also add horse camping areas at Rat Bar. There is also no mention of equestrian trails from Negro Bar to Granite Bay; again I am asking that this be included with in the General Plan. I am greatly concerned with regards to the single track dirt trails and how you proposal in the Preferred Plan are going to work. I ride my horse on the Pioneer Trail weekly. There is a huge problem as it stands with aggressive mountain bikers on this trail that is currently defined as an equestrian/hiker trail. The use of enforcement on this trail is about zero. The accessibility for the Rangers to patrol is zero. I believe if I am reading the General Plan correctly that you would like to make this a shared trail with alternating days. I personally think this is going to create a bigger problem than the one you already have. The Rangers can not patrol this single track trail now, how do you plan on enforcing alternating days? Has any research been done to prove this is a viable safe option to be listed? I see no mention of a Corridor trail option (parallel bike/equestrian trails). Why is this not an option? What would be the estimated impact on the park resources time and money required to enforce such a trail to ensure public safety at all times? In your General Plan it also defines the intent of a Trail Management Plan. Who will be involved in this and when? I ask that the State Parks include the equestrian community as well. Also are the discussion and solutions drawn up from the past trail stakeholder meetings going to be continued? What kind of budget is defined for trail management plan including enforcement and education? In regards to the stables at Shadow Glen at your meeting on March 11, 2007 you stated that the stables would be "retained as long as viable." What does this mean and who decides if they are in fact viable? These are the only equestrian stables in this area that offer a family oriented safe, affordable service for those in the community that cannot afford horses or horse property, but want to enjoy equestrian activities on the state park trails. In our community this facility provides a rare commodity for a much needed function. This riding stable does not create any financial burden on the state park. Why would you want to do away

132-1: Please see Master Responses AIT-2, EC-3 and TR-11 (Sections 3.3.3 and 3.7.11).

132-2: Please see Master Response EC-3 (Section 3.3.3).

132-3: Please see Master Responses TR-5, TR-10 and TR-12 (Sections 3.7.10 and 3.7.12).

132-4: Please see Master Response TR-10 (Section 3.7.10).

132-5: Please see Master Response MB-1 (Section 3.10.1).

## Letter 132, page 2

132-6

with this facility for our community? At your March 11, 2007 meeting it was discussed that the state parks conducted surveys. I believe it was stated that approximately 400 phone calls were made and around 1250 questionnaires were sent out. This does not seem like an adequate representation due to the volume of people utilizing Folsom Lake. I would love to see the results of the survey place on the website for public review. I can only conclude and hope that the California State Parks will take a look at some of the wishes for the equestrian community and keep the trails a safe place for people on horseback to ride.



Cordially,  
Nancy Neice  
7628 Graine Ave  
Orangevale, CA 95662  
916-989-8995

132-6: Please see Master Response EC-2 (Section 3.3.2).

Letter 133, page 1

133

Folsom Lake State Recreation Area & Folsom Powerhouse State Historic Park  
General Plan/Resource Management Plan

**Comment Sheet:**  
**Preliminary Plan and Draft EIR/EIS (March 5th, 2008)**

Completed comment sheets may be left in the boxes at the sign-in tables OR folded, taped, stamped and mailed to the address on the reverse.

Name: Ken Nelsen, Ph.D.

Affiliation/  
Interest in this Project: Fishing/boating & Hiking/Horseowner (abutting lake)

In the space below, please provide any comments related to the Preliminary Plan or Draft Environmental Impact Report / Draft Environmental Impact Statement.

133-1 1. Off Road Vehicle Use - Damage to the lake environment by ATVs  
4 wheel drives and motor cycles is becoming progressively worse.  
The area around the lake, especially Rattlesnake BAR  
must not be used as an off-road park in winter &  
during low water. A feeder road to get fishermen  
to the water should be developed & maintained with  
all other existing trails used by off-roaders shut down.

133-2 2. Increase of 5mph zone at north lock to Rattlesnake  
Launch Ramp is supported, why not take it further  
downstream to the "bay" at Horseshoe for sailers  
& non-motorized boats, float tubes etc.

133-3 3. Noise Abatement: With an ever increasing  
number of wakeboard & ski boats installing high powered  
speakers and turning them to maximum volume & unmuffled

If you require additional space to comment, please use additional sheets and mail in an envelope to the address indicated on the reverse. Thank you.

133-1: Comment noted. The Plan provides specific direction regarding eliminating uncontrolled off road vehicle use below the high water level of the reservoir. See pages III-101-102 of the Plan.

133-2: Please see Master Response BOAT-1 (Section 3.5.1).

133-3: State Parks has the ability to enforce restrictions regarding boat noise under several existing laws and regulations. The California Code of Regulations, Title 14, Section 4320 prohibits the use of machinery or electronic equipment at a volume which is, or is likely to be, disturbing to others. The California Administrative Code 654.05 establishes decibel levels for boat engines based on the year of manufacture (see page IV-348 of the DEIR/DEIS for the Folsom SRA GP/RMP). California State Park Rangers enforce these regulations on Folsom Lake as staffing allows. State Parks believes these existing laws are adequate to regulate boat noise within the SRA, the challenge is having adequate staffing to enforce the regulations.

Letter 133, page 2

Ken Nelson (2)

Jet skis adding to the cacophony, a pleasant  
 ambience for others is being ruined. ESTABLISH  
 noise limits & enforce them so ALL, including home  
 owners around the lake can again enjoy reasonable  
 peace & quiet.

133-4 4. STATE Indian museum/quiet day/white water course  
 should all be deleted from the plan.

133-5 5. Additional research regarding multi-use trails  
 should be undertaken. Mountain bikes should  
 not be allowed on horse & hiking trails.  
 They are a very real danger.

Thankyou for your consideration of the  
 issue - AND the work you have done!

Ken Nelson

133-4: Comment noted.

133-5: Please see Master Response TR-5 and TR-10 (Sections 3.7.5 and 3.7.10).

## Letter 134

134

April 4, 2008  
Folsom CA 95650

To: CSHA reg. 3 FT

Subject: Equestrian Trails

We have been using the trails for the last 15 years. Horseback riders, runners, and hikers are the least polluting group of outdoor recreationists. These groups share trails and facilities. The motorized group tear up the environment and pollute the air. We feel we must be included in the "Draft General Plan". Horseback riders, hikers, and runners are a big part of this community.

William B. Noble

134-1

134-1: Please see Master Response EC-3 (Section 3.3.3).

## Letter 135, page 1

Page 2 of 4

135

Comment Sheet *Jim Michaels*  
 Folsom Lake State Recreation Area & Powerhouse State Historic Park  
 General Plan/Resource Management Plan

NAME: Pete and Karin Occhialini  
 ADDRESS :4981 Creek Park Ranch Rd. Garden Valley, Ca. 95633  
 PHONE OR EMAIL: pokokarin@hughes.net

#1-Folsom Lake SRA is bordered by Auburn SRA to the north. Auburn is the Endurance Capital of the World. The current Plan proposal neither enhances nor expands existing facilities. *Do you think the Folsom SRA General Plan should include new and expanded facilities to support international trial events of this magnitude?*

135-1 Enter your thoughts here: These areas are among the most heavily used in this state. To ignore this important recreation activity is extremely short sighted. Parks should be providing for new staging areas that would enhance and encourage use by equestrians, hikers and runners. Events such as endurance rides and runs bring much needed dollars into these areas. It opens up new vistas for trail users and encourages a deep appreciation for our state parks. Not only should we keep and maintain the facilities that exists, but we definitely should encourage new facilities.

#2-Equestrian, hiking and running are the primary trail activities that occur 365 days a year. As the population in this area is expected to expand, these activities should be supported by enhancements to existing facilities and conditions or new ones developed. Doing so would provide the ability to continue and grow recreational needs for this area. *What specific improvements or enhancements or development would you suggest? Do you think these improvements/enhancements should be plotted and noted on a map for the area? (This could include new horse/hiking trails, public riding arena, enlarged and enhanced equestrian staging, water troughs, hitching posts, picnic areas, restrooms and potable water)*

135-2 Enter your thoughts here: Trails need to be maintain and parks should recognize that equestrians and runners (Western States) donate many hours of trail work in order to maintain and improve the trails in the state parks. We need to encourage the development of equestrian and running facilities and provide a safe environment for these trail users.

#3 -The new General Plan reduces the number of equestrian camping /staging facilities by leaving them out of the Plan. The equestrian staging areas were noted in the 1979 General Plan. In order to plan for the expected increase in trail riders and visiting campers, the horse camps at Rattlesnake Bar, Negro Bar and Peninsula need to be added to the Plan. Monte Vista needs to be reestablished as a group horse camp. This could also accommodate service groups like the Boy and Girl Scouts. *Would you like such facilities added to Folsom SRA for the public to use?*

135-3 Enter your thoughts here: Horse camps at Rattlesnake Bar, Negro Bar and Peninsula need to be added to the Folsom SRA for public use. Please reestablish Monte Vista as a group horse camp.

#4 Trail maintenance has been lacking in recent years. The conversion of existing hiking/equestrian trails to trails that are shared with mountain bikes will further degrade and damage these fragile trails( ex: Pioneer Express Trail from Granite Bay to Auburn). *Has the lack of maintenance hampered your enjoyment or safe use of the trails in the Folsom SRA?*

135-4 Enter your thoughts here: As a member of several equestrian groups, I have been involved in many trail repair and maintenance projects. If not for these groups the trails would not be maintained. As part of that volunteer work, I expect a safe and enjoyable experience on trails that have not been damaged by another user group such as mountain bikes.

#5-Folsom SRA has provided limited law enforcement on the trails. Bike riding at excessive speeds, illegal night time riding, and bikes on horse/hiking trails can only be curtailed with stricter enforcement. The General Plan needs to state a commitment to enforcement of rules by all trail users. *Would you agree or disagree that increased law enforcement will help regulate inappropriate trail use and why?*

4/1/2008

135-1: Please see Master Responses EC-3 and TR-11 (Sections 3.3.3 and 3.7.11).

135-2: Please see Master Responses TR-3, TR-8 and TR-11 (Sections 3.7.3, 3.7.8 and 3.7.11).

135-3: Please see Master Response TR-11 (Section 3.7.11).

135-4: Please see Master Responses TR-3, TR-7 and TR-8 (Sections 3.7.3, 3.7.7 and 3.7.8).



## Letter 135, page 2

Page 3 of 4

**135-5** Enter your thoughts here: Increased law enforcement would certainly help regulate correct rail use. That being said, the idea of a shared use alternate day and time use is just not a realistic plan. Parks can't regulate and patrol for inappropriate use on the trails now, how would they ever expect to enforce and regulate alternate day use. As an equestrian who uses the park trails on a weekly basis, this is a primary safety concern and potentially a life and death issue that parks should take very seriously. These are not compatible groups and to entertain the idea that horses and runners and hikers can be safe with single track trail usage with mountain bikes is unrealistic.

#6-The proposed General Plan alternatives for Shadow Glen Stables and private horse boarding ( the only public equestrian concession within Folsom SRA and greater Sacramento metropolitan area), includes retaining the stables as long as the present concessionaire remains "viable". If that should change, the Shadow Glen Stables may be converted to other uses. *Do you have an opinion concerning Shadow Glen and its use?*

**135-6** Enter your thoughts here: The stables should be maintained permanently. It is an ideal way to bring new horse riders into this area.

#7- The proposed General Plan commits to completing a trail around the lake. What trail designations would you prefer on new and existing trails? The trail designation (hiking/equestrian, or multiuse) is not specified. Would you support a multiuse trail corridor that would link hikers and equestrians to single use trails such as Brown's Ravine? *Do you feel this trail designation needs to be clear and that it will support equestrian use on this trail link? Would you support a parallel trail or same use trail within a trail corridor and why?*

**135-7** Enter your thoughts here: Multi use wide trails are acceptable for all user groups. Single track trails are not acceptable for mountain bikes to use with other groups. Trail designations need to be stated in very specific terms and where separate parallel trails are appropriate they should be built. Again, this is a serious safety issue. Yes, more bike trails are needed, but not on existing trails.

#8-Equestrians have participated in the stakeholders meetings since the inception of this plan in 2002. The agreed upon suggestions have been omitted from the proposed General Plan. By omitting the agreed comments from the prior meetings of the last 6 years, it appears our interests are being marginalized in the Park Plan. *What should the Park do to improve this perception?*

**135-8** Enter your thoughts here: Parks needs to include equestrian suggestions in the proposed general plan. The perception of an intentional omission of equestrian suggestions by a government agency to aid a specific group is a serious and disappointing act by the designers of the proposed general plan.

#9-The proposed General Plan omitted numerous equestrian staging and camping areas as well as the historical landmark at Beals Pointe Marker of Pioneer Express Trail. It is vital to their continuation that they be noted within the Plan and plotted on a map. *Would you support a revision of the General Plan to include the official recognition of equestrian staging areas at Rattlesnake Bar, Snowberry Creek, Brown's Ravine, Negro Bar, Falcon Crest, Peninsula, and of the historic status of the Pioneer Express Trail?*

**135-9** Enter your thoughts here: yes

#10-A Plan designation of 'Shared use dirt trail-alternate day/time option' is included in the proposed General Plan. This trail designation could apply to all trails ( such as Pioneer Express Trail). Please review question #5 regarding enforcement. *Do you support or oppose the trail designation ( meaning that you would only be able to ride some trails on a particular day or time) and why? Do you feel it would be enforceable and why?*

**135-10** Enter your thoughts here: alternate use is a joke. Who would enforce this? I feel it is a right to have a safe trail experience and not be exposed to mechanical conveyances hurling down the trail at unsafe speeds. This is a common sense issue and again a potentially life threatening one. I assume the risk of riding a horse and hiking on hazardous trails, but there are risks that state parks should not add into the mix and the use of single track trails by mountain bikes is not safe.

4/1/2008

135-5: Please see Master Responses TR-1, TR-5, TR-7 and TR-12 (Sections 3.7.1, 3.7.5, 3.7.7 and 3.7.12).

135-6: Please see Master Response MB-1 (Section 3.10.1).

135-7: Please see Master Responses TR-5 and TR-7 (Sections 3.7.5 and 3.7.7).

135-8: Please see Master Response PP-2 (Section 3.1.2).

135-9: Please see Master Response EC-3 (Section 3.3.3).

135-10: Please see Master Responses TR-5, TR-7 and TR-12 (Sections 3.7.5, 3.7.7 and 3.7.12).

## Letter 135, page 3

Page 4 of 4	
<p>#11- The proposed General Plan does not include plans for additional law enforcement on trails. <i>Do you feel that Parks has provided adequate law enforcement on trails? In light of some of the proposed changes within the Park what changes would you recommend? Why?</i></p>	
135-11	Enter your thoughts here: Yes, more enforcement is needed. How about rangers on horseback?
<p>#12- All trail users could be accommodated on a combination of shared use, limited use and parallel trails. This type of trail system is referred to as multi-use trail corridor and has been implemented in other state parks to provide connectivity to all trails without mixing all trail users. <i>Do you support or oppose the use of "multi-use corridors"? Should this designation be in the proposed General Plan?</i></p>	
135-12	Enter your thoughts here: Equestrians and mountain bikers are inclined to get along very well on multi use trails. Both parties are respectful of each other in general and because the field of vision is wide and allows time to get out of the way, most times the experience is a positive one. I have met many polite mountain bikers and I have come into contact with bikes using trail that is not open to them and both parties have to come to halt. The difference is the bike can stop with minimum loss of control. A horse may panic and spin, turn and run. If the trail is on a cliff or is very narrow a tragedy will result. Again, I am willing to accept the assumption of risk of riding a horse, but I am not willing to let my state government develop a plan that will put me in harms way intentionally.
<p>#13- <i>Do you have any comments, suggestions, ideas, concerns or solutions that you would like to add?</i></p>	
135-13	Enter your thoughts here: Please re-open and revise the General Plan. Horseback riding, hiking and running are major activities in this area. Please let the Plan reflect this.
4/1/2008	

135-11: Please see Master Response TR-1 (Section 3.7.1).

135-12: Please see Master Responses TR-5 and TR-7 (Sections 3.7.5 and 3.7.7).

135-13: Please see Master Response EC-3 (Section 3.3.3).

## Letter 136

136

TO: Jim Michaels  
California State Parks  
Gold Fields District  
7806 Folsom-auburn Road  
Folsom, CA 95630

From: Edwin Oto  
2 Duarte Ct  
Moraga, CA 94556

Re: Mixed use should mean just that and all of the park should be available to everyone.

Dear Mr. Michaels, 18 March 2008

I've been getting lots of messages from my equestrian friends and have heard from my old mountain biking friends as well. So, seeing this from both sides of the fence, thought I might express my opinion. Safety and fairness seem to be the main arguments but I also hear a lot of horses should always have the right of way and ban all mountain bikes. So, here's what I think.


**136-1** Safety is important. So, speed limits and right of way should be advocated and enforced. I also believe in a mountain bike being allowed on single track trails on alternating days would be a great idea. The rouge mountain bikers who cut trails are generally trying to create a single track to which they only are privy. Allow them access to existing trails and the need for rouge trails is gone. Once again, speed enforcement is important and educating them as to why might enlighten the ignorant. I haven't heard the equestrians propose any kind of olive branch and don't anticipate hearing of any soon. I also noticed that there has never been at the park entrances an information sheet for proper etiquette when approaching horses or hikers. I learned etiquette on my own while on a trail when I encountered an equestrian whose horse has been struck by a mountain bike in a previous encounter. My daughter rides horses so I see the need for cooperation from both groups.

**136-2**

**136-3**

I also realize after getting involved with horses that they are a small but influential part of the population who have been used to getting more than their fair share of public land use. As a mountain biker, I was a proponent of being able to use public lands as a right whether on bike or foot and I still believe that even though I don't ride much anymore. We all pay taxes and should be allowed access like all other people. Granted, many mountain bikers are brazen young bucks, but that doesn't mean that all mountain bikers are that way.

The increasing density of people surrounding many public lands means increased pressure on those same lands to service the entire population and not just a small elite portion of it. I know juggling this apple, bowling pin and strawberry has got to be difficult, but just because something has always been that way isn't a good reason to always keep it that way. After all, if things hadn't changed, we'd have no computers and still be traveling in buggies. Good luck at finding a compromise. We live by Mount Diablo, so as things progress, I'll be watching for volunteer opportunities in our area.

Sincerely,  
  
Edwin Oto

136-1: Please see Master Responses TR-7 and TR-12 (Sections 3.7.7 and 3.7.12).

136-2: Please see Master Response TR-7 (Section 3.7.7).

136-3: Please see Master Responses TR-4 and TR-5 (Sections 3.7.4 and 3.7.5).

## Letter 137, page 1

137

**Comment Sheet**  
**Folsom Lake State Recreation Area & Powerhouse State Historic Park**  
**General Plan/Resource Management Plan**

**Name** Carol Pchelkin  
**Address** 2230 Auburn Folsom, CA  
**Phone/Email** 916 663-2618 pchelkin@sbglobal.net

#1-Folsom Lake SRA is bordered by Auburn SRA to the north. Auburn is the Endurance Capital of the world. The current plan proposal neither enhances nor expands existing facilities. *Do you think the Folsom SRA General Plan should include new and expanded facilities to support international trail events of this magnitude?* yes

137-1

#2-Equestrian, hiking and running are the primary trail activities that occur 365 days a year. As the population in this area is expected to expand, these activities should be supported by enhancements to existing facilities and conditions or new ones developed. Doing so would provide the ability to continue and grow recreational needs for this area. What specific improvements or enhancements or development would you suggest? *Do you think these improvements/enhancements should be plotted and noted on a map for these areas? (this could include new horse/hiking trails, public riding arena, enlarged and enhanced equestrian staging, water troughs, hitching posts, picnic areas, restrooms and potable water)* yes

137-2

#3-The new General Plan reduces the number of equestrian camping/staging facilities by leaving them out of the plan. The equestrian staging areas were noted in the 1979 General Plan. In order to plan for the expected increase in trail riders and visiting campers, the horse camps at Rattlesnake Bar, Negro Bar, and Peninsula need to be added to the Plan. Monte Vista needs to be reestablished as a group/horse camp. This could also accommodate service groups like the Boy and Girl Scouts. *Would you like such facilities added to Folsom SRA for the public use?* yes

137-3

137-1: Please see Master Response TR-11 (Section 3.7.11).

137-2: Please see Master Responses EC-3 and TR-11 (Sections 3.3.3 and 3.7.11).

137-3: Please see Master Response TR-11 (Section 3.7.11).

Letter 137, page 2

#4-Trail maintenance has been lacking in recent years. The conversion of existing trails to trails that are shared with mountain bikes will further degrade and damage these fragile trails (ex: Pioneer Express Trail from Granite Bay to Auburn) *Has the lack of maintenance hampered your enjoyment or safe use of the trails in the Folsom SRA?*

137-4

*Some what*

137-4: Please see Master Response TR-3 (Section 3.7.3).

#5-Folsom SRA has provided limited law enforcement on the trails. Bike riding at excessive speeds, illegal night time riding, and bikes on horse/hiking trails can only be curtailed with stricter enforcement. The General Plan needs to state a commitment to enforcement of rules by all trail users. *Would you agree or disagree that increased law enforcement will help regulate inappropriate trail use and why?*

137-5

*would help*

137-5: Please see Master Responses TR-1 and TR-7 (Sections 3.7.1 and 3.7.7).

#6-The proposed General Plan alternatives for Shadow Glen and private horse boarding includes retaining the stables as long as the present concessionaire remains "viable". If that should change, the Shadow Glen Stables may be converted to other uses. Shadow Glen is the only public equestrian concession within Folsom SRA, and the greater Sacramento metropolitan area. *Do you have an opinion concerning Shadow Glen and its use?*

137-6

*should be kept open*

137-6: Please see Master Response MB-1 (Section 3.10.1).

#7-The proposed General Plan commits to completing a trail around the lake. What trail designations would you prefer on new and existing trails? The trail designation (hiking/equestrian, or multi use) is not specified. Would you support a multi-use trail corridor that would link bikers and equestrian to a single use trails such as Browns Ravine? *Do you feel this trail designation needs to be clear and that it will support equestrian use on this trail link? Would you support a parallel trail or same use trail within a trail corridor and why?*

137-7

*yes*

137-7: Please see Master Responses TR-5, TR-6 and TR-12 (Sections 3.7.5, 3.7.6 and 3.7.12).

## Letter 137, page 3

#8-Equestrians have participated in the stakeholders meetings since the inception of this plan in 2002. The agreed upon suggestions have been omitted from the proposed General Plan. By omitting the agreed comments from the prior meetings of the last 6 years, it appears our interests are being marginalized in the Park Plan. *What should the Park do to improve this perception?*

#9-The proposed General Plan omitted numerous equestrian staging and camping areas as well as the historical landmark at Beals Pointe Marker of Pioneer Express Trail. It is vital to their continuation that they be noted within the plan and plotted on a map. *Would you support a revision of the General Plan to include the official recognition of equestrian staging areas at Rattlesnake Bar, Snowberry Creek, Brown's Ravine, Negro Bar, Falcon Crest, Peninsula, and of the historic status of the Pioneer Express Trail?*

137-8

yes

#10-A Plan designation of "Shared use dirt trail-alternate daytime" option is included in the proposed General Plan. This trail designation could apply to all trails (such as Pioneer Express Trail). Please review question # 5 regarding enforcement. *Do you feel it would be enforceable and why?*

137-9

no - just to big an area

#11-The proposed General Plan does not include plans for additional law enforcement on trails. *Do you feel that Parks has provided adequate law enforcement on trails? In light of the proposed changes within the Park what changes would you recommend? Why?*

137-10

no

137-8: Please see Master Response EC-3 (Section 3.3.3).

137-9: Please see Master Response TR-12 (Section 3.7.12).

137-10: Please see Master Response TR-1 (Section 3.7.1).

Letter 137, page 4

#12- All trail users could be accommodated on a combination of shared use, limited use and parallel trails. This type of trail system is referred to as multi-use trail corridor and has been implemented in other state parks to provide connectivity to all trails without mixing all trail users. Do you support or oppose the use of "multi-use corridors"? Should this designation be in the proposed general plan?

137-11

*oppose*

#13-Do you have any comments, suggestions, ideas, concerns or solutions that you would like to add?

137-11: Please see Master Response TR-12 (Section 3.7.12).

## Letter 138, page 1

138

March 18, 2008

Jim Micheals  
Gold Fields District  
California State Parks  
7806 Folsom-Auburn Road  
Folsom, CA 95630

Dear Mr. Micheals

138-1

I am writing you to address the changing and possible elimination of equestrian trails and/or facilities at Folsom Lake.

Please, do not make any more of the equestrian trails at the lake multi-use. Although, I should rephrase that. Please don't make horseback riders share any more trails with the bikes.

I think that basically the horses and the hikers/runners/joggers/walkers get along just fine on a multi-use trail. However, when you add bikes to the mix, it's very dangerous.

If the trails in question were: flat, very wide, and straight it might work. However, the trails are not that way.

The people on foot and the horseback riders have a mutual respect and for the most part are considerate of each other. I wish I could say the same for the bikers - both street and mountain. Of the many I have encountered (and many times on horse only trails) probably 10% have been courteous. The rest have the attitude that they can ride anywhere they darn well please, without regard to causing an injury to someone. I was walking my horse on a horse only trail one time and as I came around a corner a mountain bike almost ran into my horse's chest. There were two other riders with this rider. When I mentioned that they weren't supposed to be there, they got hostile and I got out of there. Believe me, two 60-year-old women (my friend was with me) are not stupid enough to take on three 20-year-old men. I have had them coming racing down hills right toward my horse many times. Quite frankly I think they are without a doubt the rudest people I have ever met.

Horses are flight animals! This simply means that by their very nature, when they perceive there is a real danger - they whirl or go forward and run as fast as they can. This could be over a cliff, another person or basically an obstacle in their way. If the rider is good enough to stay on the fleeting horse, they eventually will get the horse stopped. However, the way bikes sometimes come running up behind a horse it is very possible for the rider to get thrown and injured. Let me tell you, if I get hurt because I am thrown on a trail because of a bike I am probably going to sue the party that allowed this to happen. Knowing the bike rider, he would be long gone without even stopping to check on me. So that would leave the governing party that thought it would be perfectly safe allowing this use of trails by both horses and bikes. Believe me, I think you are just asking for an injury lawsuit if you allow this to happen.

138-1: Please see Master Responses EC-3, TR-5 and TR-12 (Sections 3.7.5 and 3.7.12).



## Letter 138, page 2

Most of the trails were designed when the lake was put in, and were designed for horse and foot traffic. Also, many of the trails are maintained by the same.

Bikes should have a place to ride and there are plenty of asphalt trails for the street bikes. I do think there should also be trails for mountain bikes only. I believe there are more than 40 miles of mountain bike trails somewhere near Salmon Falls Road that are for them exclusively.

So please leave the trails alone or if anything make some more of the horse/people trails only.

**138-2** Now for the closure of staging areas. I heard that you might be closing the staging area at Negro Bar. Why? I have ridden out of there a number of times. I can't believe you would save that much money.

**138-3** Also, I have heard you might take away the contract and shut down Shadow Glen stables. Again I ask why? I ride out of the staging area there more than any other one at the lake. What would be the reason for shutting down Shadow Glen?

In closing, please if nothing else, just leave everything alone and maybe enforce some of the rules for bikes off the horse trails (although I do realize this is darn near impossible to do) and somehow reinforce to the bike riders it is "horse" "pedestrian" and "bike" in the order of right of way.

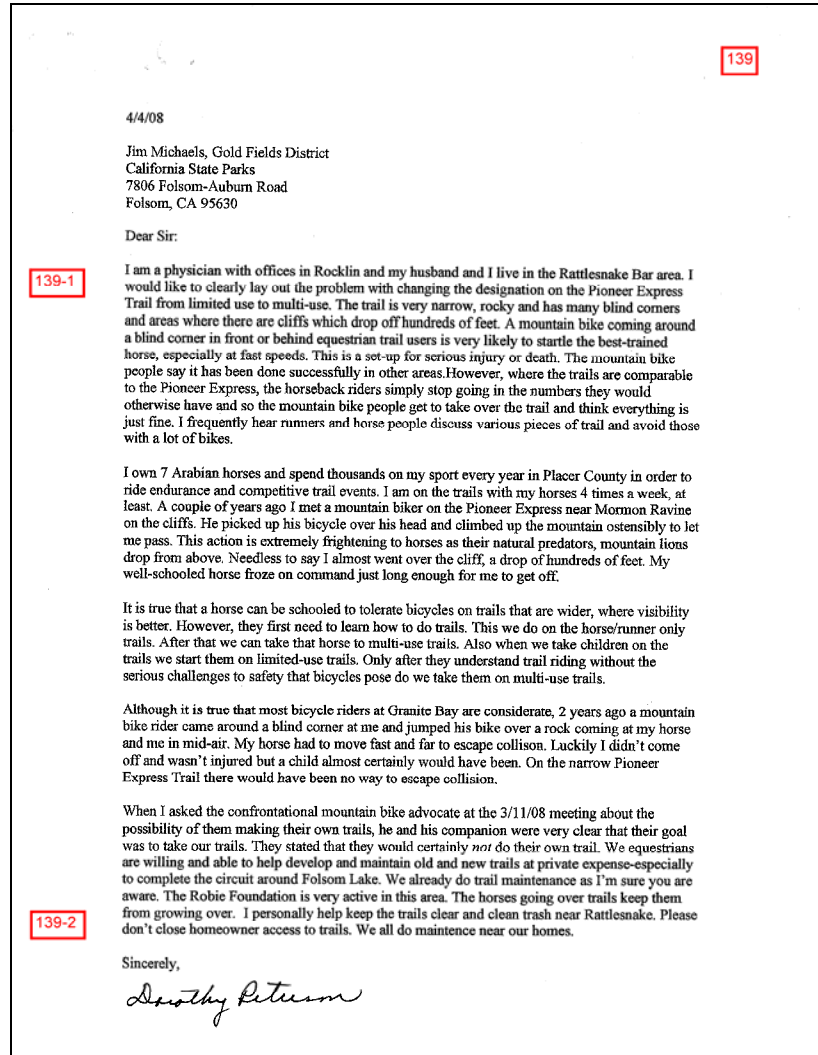
Thank you,

Donna J. Peck  
P.O. Box 359  
Orangevale, CA 95662

138-2: Please see Master Responses EC-3 and TR-11 (Section 3.7.11).

138-3: Please see Master Response MB-1 (Section 3.10.1).

## Letter 139



139-1: Please see Master Responses TR-5 and TR-7 (Sections 3.7.5 and 3.7.7).

139-2: Please see Master Responses TR-8 and TR-13 (Sections 3.7.8 and 3.7.13).

Letter 140, page 1

Page 1 of 5  
140

**Donna1**

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**From:** <janetpeterson@dishmail.net>  
**To:** "Donna Williams" <dwynot@hughes.net>; "Randy Hackbarth" <tridyder@pacbell.net>  
**Sent:** Thursday, March 27, 2008 2:16 PM  
**Subject:** FW: Comment form

-----Original Message-----  
**From:** Karen Phillips [mailto:kphillips8055@yahoo.com]  
**Sent:** Thursday, March 27, 2008 10:28 AM  
**To:** janetpeterson@dishmail.net  
**Subject:** Re: Comment form — 3

>>Comment Sheet *Scin Micheals*  
 >>Folsom Lake State Recreation Area & Powerhouse  
 > State Historic  
 >>Park  
 >>General Plan/Resource Management Plan  
 >>  
 >>  
 >>  
 >>NAME: Karen Phillips  
 >>  
 >>ADDRESS: 2520 Fork House Ct, Cool  
 >>  
 >>PHONE OR EMAIL: kphillips8055@yahoo.com  
 >>  
 >>  
 >>1 Auburn is the Endurance Capitol of the  
 > World. To support  
 >>international trail events of this magnitude, the  
 > SRA General Plan should  
 >>(but does not) include new and expanded facilities  
 > that enhance such events.  
 >>  
 >>Enter your thoughts here:  
140-1 I think the SRA General Plan should include new and  
 expanded facilities that enhance such events.  
 >>  
 >>  
 >>  
 >>  
 >>  
 >>2 Horseback riding, running and hiking are  
 > primary trail  
 >>activities that should be supported with new  
 > facilities. The General Plan

3/28/2008

140-1: Please see Master Response TR-11 (Section 3.7.11).

## Letter 140, page 2

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>>provides nothing for these sports in the future.  
 > New horse/hiking trails,  
 >>a public riding arena, enlarged staging areas,  
 > segregated picnic areas and  
 >>bathrooms, water troughs, and hitching posts need to  
 > be specifically  
 >>identified.

>>Enter your thoughts here:

140-2 I agree that horseback riding, running and hiking are  
 > primary trail activities that should be supported  
 with new facilities in the General Plan.

>>  
 >>  
 >>

>>3 The new General Plan reduces the number of  
 > equestrian facilities  
 >>from what was included in the 1979 General Plan.  
 > In order to plan for the  
 >>annual increase in trail riders, horse camps at  
 > Rattlesnake Bar and  
 >>Peninsula need to be included in this plan. Monte  
 > Vista needs to be  
 >>reestablished as a group horse camp and a camp for  
 > service groups like the  
 >>Boy Scouts, etc . What are your thoughts?

>>Enter your thoughts here:

140-3 The new General Plan SHOULD NOT reduce the number of  
 equestrian facilities from what was included in the  
 1979 General Plan.

>>  
 >>  
 >>  
 >>

>>4 Trail maintenance has been desperately  
 > lacking in recent years  
 >>and creating more trails shared with mountain bikes  
 > degrades the already  
 >>fragile and damaged trails. What are your  
 > thoughts?

>>Enter your thoughts here:

140-4 Trail maintenance is important and should be shared  
 between all groups who use the trails. No new trails  
 should be created if the existing groups cannot  
 maintain the existing trails adequately.

>>  
 >>

3/28/2008

140-2: Please see Master Responses EC-3 and TR-11 (Sections 3.3.3 and 3.7.11).

140-3: Please see Master Response EC-3 (Section 3.3.3).

140-4: Please see Master Responses TR-3, TR-8 and TR-10 (Sections 3.7.3, 3.7.8 and 3.7.10).

Letter 140, page 3

Page 3 of 5

>>  
 >>  
 >>5 Parks has provided absolutely no law  
 > enforcement on  
 > trails. Bikes riding at excessive speeds on  
 > multiuse trails and bikes  
 > riding illegally on hiking/equestrian trails can  
 > only be curtailed with  
 > existing regulations are strictly enforced. The  
 > General Plan needs to  
 > include a commitment of law enforcement on all  
 > trails, shared and single  
 > use. What are your thoughts?  
 >>

>>Enter your thoughts here:  
 140-5 If Parks has the budget to provide law enforcement on  
 all trails then I think they should do so.

>>  
 >>  
 >>  
 >>  
 >>  
 >>6 A trail link to Cronin Ranch requires a  
 > hiker/equestrian link to  
 > the Folsom hiker/equestrian trails. The General  
 > Plan makes no mention of  
 > such a link. What are your thoughts?  
 >>

>>Enter your thoughts here:  
 140-6 It would be nice to have a trail link to Cronin Ranch  
 via a link to the Folsom trails provided for in the  
 General Plan.

>>  
 >>  
 >>  
 >>  
 >>  
 >>7 Hitching posts in segregated picnic areas,  
 > bathrooms, water  
 > toughs, and the enlargement of staging areas need  
 > to be included (but  
 > aren't) in the General Plans. What are your  
 > thoughts?  
 >>

>>Enter your thoughts here:  
 140-7 Hitching posts in segregated picnic areas, bathrooms,  
 water toughs, and the enlargement of staging areas  
 need  
 to be included in the General Plan.

>>  
 >>  
 >>  
 >>

3/28/2008

140-5: Please see Master Response TR-1 (Section 3.7.1).

140-6: Please see Master Response TR-6 (Section 3.7.6).

140-7: Please see Master Responses EC-3 and TR-11 (Sections 3.3.3 and 3.7.11).

## Letter 140, page 4

Page 4 of 5

>>8 Equestrians have participated in the  
 > planning process for six  
 >>years but their suggestions and concerns have not  
 > been reflected in the  
 >>General Plan. Equestrians are a significant user  
 > of the parks facilities  
 >>which makes the marginalization of our interests  
 > hard to understand. What  
 >>are your thoughts?

>>Enter your thoughts here:

140-8 Equestrians are a significant user of the parks  
 facilities and their suggestions and concerns need to  
 be reflected in the General Plan. Equestrians spend a  
 lot of money on their "hobby of choice" and this money  
 goes into the tax base for counties affected by the  
 General Plan.

>>  
 >>  
 >>  
 >>

>>9 The General Plan must be revised to  
 > include numerous existing  
 >>horse facilities that were omitted from the  
 > Preliminary plan. Unless this  
 >>is done, these facilities will not have official  
 > recognition in the  
 >>future. They include staging at Rattlesnake,  
 > Snowberry Creek, Browns  
 >>Ravine, Negro Bar, Falcon Crest, and Granite Bay.  
 > What are your thoughts?

>>Enter your thoughts here:

140-9 The General Plan must be revised to include numerous  
 existing horse facilities that were omitted from the  
 Preliminary plan.

>>  
 >>  
 >>

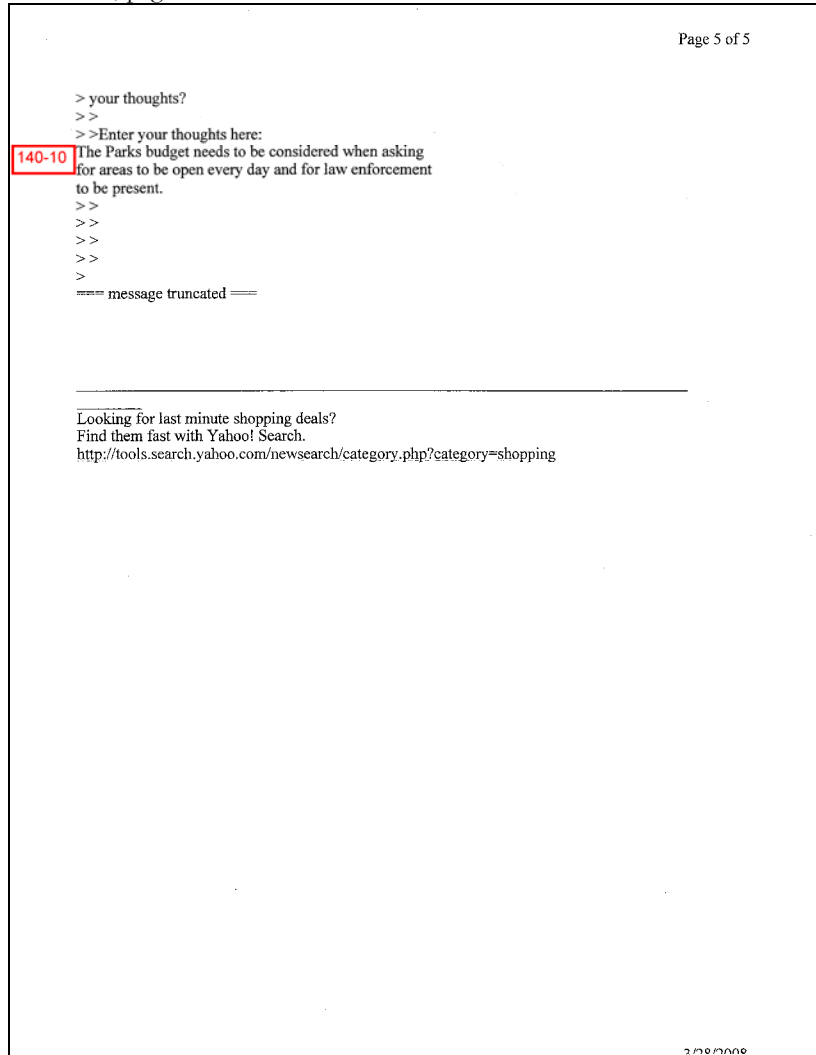
>>10 The new trail designations described in the  
 > General Plan includes  
 >>one for alternating days. Folsom SRA and Auburn  
 > SRA are destination parks  
 >>for people living out of the area. Having access  
 > every other day is not  
 >>acceptable when visitors have limited time with in  
 > which to use the  
 >>park. Furthermore, there is no law enforcement  
 > committed to monitoring a  
 >>trail designation of alternating days. What are

3/28/2008

140-8: Please see Master Responses PP-2 and EC-3 (Sections 3.1.2 and 3.3.3).

140-9: Please see Master Responses EC-3, TR-1 and TR-12 (Sections 3.3.3, 3.7.1 and 3.7.12).

## Letter 140, page 5





140-10: Please see Master Response TR-1 (Section 3.7.1).

## Letter 141

141

Folsom Lake State Recreation Area & Folsom Powerhouse State Historic Park  
General Plan/Resource Management Plan

**Comment Sheet:**  
**Preliminary Plan and Draft EIR/EIS (March 5th, 2008)**

Completed comment sheets may be left in the boxes at the sign-in tables OR folded, taped, stamped and mailed to the address on the reverse.

Name: Betty Pfeifer

Affiliation/  
Interest in this Project: Horse trails

In the space below, please provide any comments related to the Preliminary Plan or Draft Environmental Impact Report / Draft Environmental Impact Statement.

141-1 Shadow Glen Stables - If you destroy the stables its the same as you destroying the Alhambra Theater!!

141-2 The counties are taking away all the trails for the horses to make multi-use trails like the Pioneer Trail by the Folsom Dam. Pioneer Trail is a designated historical landmark but has been changed into a bike trail  
By making multi use trail, one of these days some person/child is really going to get hurt/killed... The counties just don't understand! Horse people bring in a large revenue for all the counties, you are driving

If you require additional space to comment, please use additional sheets and mail in an envelope to the address indicated on the reverse. Thank you.

Go away from our love the trails outdoor  
Douglas Ranch Supply, Foothill Feed, Echo Valley, Scotts Corner, Doris May Borne, Cole Feed, Christensen Saddlery. These stores hang in there for the horses. Please understand - what do the bike people

141-1: Please see Master Response MB-1 (Section 3.10.1).

141-2: Please see Master Responses TR-5, TR-10 and TR-11 (Sections 3.7.5, 3.7.10 and 3.7.11).