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- Along Maidu Drive, the curved bike trail and re-routed ASRA trail are only 1.5 to 6.3 feet apart. A swerving bike so close to a horse is asking for trouble! This southern-most loop must be deleted from the design in order to give safe separation of horses and bikes.
- The proposed relocation of the Pioneer Trail to the east of the skills track places it at the edge of a 60-degree drop-off that is 17 feet above Pleasant St. Although horizontal separation of the upper bike and lower ASRA trail along here is about 17-19', horses react poorly to fast-moving apparent predators (bikes), especially those from above. The proposed bike and ASRA trail design endangers riders of startled horses and will effectively end equestrian use of this historic trail.
- The relocated cliff-edge trail will be subject to erosion and landslides, making its maintenance difficult over time.

**Noise and traffic impacts on the neighborhood**

- The noise study is inadequate. No noise study was done on behalf of adjacent homes on Maidu, or for Riverview Drive.
- I strongly oppose the construction start time of 6 am. Even the multi-year PCWA Pump Station Project was required to start no earlier than 7 am. This *much closer* project, adjacent to the City of Auburn, which also prohibits work prior to 7 am, should be no exception.
- Noise carries very well in the canyon. From 313 Riverview Drive I can hear drivers doing “doughnuts” on the road down by PCWA, and I heard beeping of construction trucks working on the (then) dry river bed. Conversations below us on the canal are clearly audible.

- Clarify and restrict hours when amplification is allowed, following Auburn City code for neighborhoods.
- Prohibit construction traffic use of Skyridge and Riverview Drives to minimize noise, pollution, and wear impact on residential streets.

**Public safety will be adversely affected by increased, unsupervised activity in a remote location**

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- Restrict engine-powered clearing to before 10:30 am (and after 7 am) during fire season, for both construction and maintenance. Higher morning humidity reduces chance of accident.
- Require fire suppression equipment (water, tools etc) to be onsite during all construction activity.
- Prohibit smoking and barbecues in the area.
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Law Enforcement/Security is minimal

- Unlike the Skate Park, this is NOT in the city and will not be routinely surveilled or responded to by Auburn PD. They may be able to respond in an emergency if county is unavailable (per John Ruffcorn, 6/30/17).
- County patrol response time will be slower because this is a tiny isolated bit of county land.
- As a parent, I would be very leery of allowing my child be on their own at such a remote location with minimal to no police presence and mostly unsupervised users.
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**There was inadequate review of alternative sites as required by NEPA/CEQA.**

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**Bike Park Design was changed from initial hearing**

- The ARD Feasibility Report of August 2013 only considered a 1.4-acre bike park consisting of pump track and skills course, not a 9-acre footprint with trail connections to the Shirland Canal easement. The public was largely unaware of this change.

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### **Response to Maidu Bike Park Project Draft Environmental Assessment/Initial Study**

This project will have an overall negative impact on my family and on our neighborhood and I prefer that ARD continue to seek another site. Maidu Drive is a poor and potentially unsafe location, will not serve those who would most benefit, and is a destructive change from passive use of the area.

If, despite this, you decide to go ahead with this project, I have made suggestions that I hope will reduce its negative impacts.

#### **Environmental Justice: This location is not where the needs are:**

- Others have already pointed out that, from a population standpoint, most bike park users in the ARD service area live on the other side of I-80 and would be better served by a closer facility. Only 1/3 of the children in Auburn's elementary schools attend Skyridge, the closest school.
- Rock Creek Elementary, with an enrollment of 211 out of 1210 students in Auburn Union School District K-5, has the fewest physically fit students (50% vs 80-88% for Auburn El and Skyridge) who are the most economically disadvantaged (88% free lunch vs 49% and 38% for Auburn El and Skyridge). (2017 data from <http://public-schools.startclass.com>)
- In its proposed location, the bike park will serve the fittest children, those who are most able to bike ride to the park, and those who have parents with greater resources and time to drive them there.
- This side of town already has a skate park for kids. The Bike park needs to go elsewhere. Non-team-sport recreation facilities should be spread around, not concentrated.
- Proponents claim that most users live in South Auburn to justify its location here, but p93 of the report predicts that 78% of traffic will be coming from the north.
- Proponents claim there is more user interest in South Auburn, making this site a good location. Compared to residents on the other side of I-80, they or their parents currently have better access and experience with off-street cycling. Why not expand interest in the sport by providing opportunity to those who have little?

#### **The Asbestos Risk study is incomplete**

- ARD will incur significantly higher costs if asbestos is ever found in exposed soil or airborne dust at this site.

- The report states that testing of stockpiled soil onsite has not been completed even though the intention is to use it to create bike park “features”. This work should be finished before any decision is made.
- Future monitoring for asbestos should include tests of user exposure. Airborne dust sampling during use is the best method to determine asbestos exposure. Child-height riders following a lead rider are most exposed. Only wet, not moist, conditions effectively reduce dust exposure.  
([https://yosemite.epa.gov/r9/sfund/r9sfdocw.nsf/3dc283e6c5d6056f88257426007417a2/c9351f6fe0b2c2a98825743b007e2885/\\$FILE/Atlas5\\_08%20322kb.pdf](https://yosemite.epa.gov/r9/sfund/r9sfdocw.nsf/3dc283e6c5d6056f88257426007417a2/c9351f6fe0b2c2a98825743b007e2885/$FILE/Atlas5_08%20322kb.pdf)).

**The project is destructive to natural beauty and is not an appropriate use for Placer County Greenbelt/Open Space designated land**

- The project is in Placer county Greenbelt and Open Space (OS) but its major elements do not meet the definition of OS in the Placer County General Plan (<https://www.google.com/search?client=safari&rls=en&q=placer+county+green+belt+definition&ie=UTF-8&oe=UTF-8>, p12). The OS designation is intended to “protect important open space lands.” Use is “limited to *low intensity* agricultural and public recreational uses.” Green ball fields and bicycle paths fall into the OS category (p19-20), but scalped and drastically sculpted bare land areas do not, to my mind. Similarly, BMX bike activity is not considered passive recreation by the City of Roseville CA.  
[http://www.roseville.ca.us/parks/parks\\_n\\_facilities/parks\\_in\\_roseville/open\\_space.asp](http://www.roseville.ca.us/parks/parks_n_facilities/parks_in_roseville/open_space.asp)
- In spring, many wildflowers including Blue Dick, Hartwegs’ Iris, Fiddleneck, Miner’s lettuce, Fairy Lanterns, and much more can be found blooming in the shaded oak woodland below the canal, where the current ASRA trail is located. This would be lost due to grading and/or trail reroute.
- Bare dirt with multiple 8’ piles will be an ugly blight on a formerly natural (albeit recovering) area.
- Impacts on both local and canyon views should have been considered, but only the canyon view was considered important.
- Some rooms of the Canyon View Community Center will have views of a busy dirt pile instead of the natural view that was enjoyed.
- The report fails to address how deeply rutted trails will be repaired although this is a consequence of heavy bike use on canyon trails.

**ARD should have 100% responsibility to maintain the bike park**

- If the bike park is built, ARD must be prepared to assume complete responsibility for its maintenance and safety, should volunteer help ever be inadequate. This should be stated in the final document. Our experience with volunteers is that even though they are well intentioned, lives can change, kids grow up, and people drift away.
- ARD could be liable for injuries that occur at the bike park if the design or maintenance are found to be unsafe. Will ARD have sufficient authority or expertise to minimize this risk?

**The bike park will increase bike use and user conflicts on the canal trail. ARD and PCWA will both be liable for damages.**

- Earlier designs connected with the canal trail only at the bridge. However the current design has two additional junctions. The one on the north clearly feeds onto the canal trail in a smooth curve. These junctions will encourage use of the canal trail by bikes, including novice riders who the most likely to have falls or collisions. Those junctions should be removed from the design.
- The Shirland canal trail is inadequate for bike use because it has some very narrow (18”), unbanked sloping sections that are not appropriate for bikes. In contrast, even the 6’ wide proposed skills trails **which will be bike only** are expected to be at least 2’ wide.
- Increased bike use of the canal trail will adversely impact the experience of runners and walkers who are the majority of users. Pedestrians will also have to negotiate around the bridge crossing and watch for cross-traffic. Nearly 80% of users are predicted to be unsupervised (p. 92) and it is unrealistic to expect that bikes will be walked across the bridge.
- The short steep sections leading from either side of north Maidu Dr. down to the canal trail are already slippery/dangerous. They will suffer increased erosion from bike use.
- By effectively encouraging such unsafe use, ARD will be liable for accidents involving or caused by bike park users.
- By approving a design that encourages unsafe use on the canal, PCWA will also be held liable for accidents involving or caused by bike park users.
- Our property at 313 Riverview Drive, like the other canyon-side homes on the street (145-395) includes the canal and ends just above the existing ASRA trail. Use of the canal trail (a PCWA easement across private properties) by the public has increased significantly since the 1990s and nowadays it is shown on various maps. I am OK with walkers using the canal (my property) as long as they are considerate and careful, but we assume a liability risk in doing so. Our liability risk will also increase with increased bike traffic.

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-----Original Message-----

From: catherine erikson [<mailto:catherine.a.e@gmail.com>]

Sent: Wednesday, June 21, 2017 2:38 PM

To: Kahl Muscott <[KMuscott@auburnrec.com](mailto:KMuscott@auburnrec.com)>

Cc: [jlefevre@usbr.gov](mailto:jlefevre@usbr.gov)

Subject: Re: bike park

> On Jun 21, 2017, at 2:28 PM, catherine erikson <[catherine.a.e@gmail.com](mailto:catherine.a.e@gmail.com)> wrote:

>

> How long does this placating the cycling community go on? As long as they whine & cry, that's how long. I feel a bike park is simply a silly idea. Cyclists of all kinds have numerous roads, fire roads, trails legal & inappropriate for bikes. This will never end. The parks are so gullible to listen to their complaining about "not enough trails for bikes" "we don't have as many trails as the "horsey people" do" Horsey people... their language, not mine. "mt biking is so healthy for our kids, and a bike park will keep them out of trouble." There are plenty of people, kids & adults, that manage to keep themselves "out of trouble" without having a damn "bike park." This bike park will only encourage more bikes to be out on the trails, again, legal & unsanctioned. Mt bikers don't care. Don't you get it parks? My personal experience is one of over 25+ years on trails all over the area. Mt bikers are rude as all hell. Unyielding selfish, self entitled, dangerous for others on trails....."oppressive to wildlife" Trail damaging. Really parks? Please take a good hard look at this. Encouraging this type of behavior on a bike, will go out onto the trails. Please, stop trying to "make everybody like you" and do what is right for "all" Haven't even touched on the amount of vehicles through the neighborhoods to get to this bike park. What do the people in these neighborhoods think? I would hate it.

> Why, Why, Why??? Where does it end? Who is the next group that is going to whine & cry & give you a line of baloney about how great they are, how wonderful their sport is, how they never do anything wrong. Gimme, gimme gimme, or we are going to cry, cry, & take anyway. I am so god dam sick of folks on 2 wheels, I could just spit.

>

Carol D. Euwema, SCLA  
485 Riverview Drive  
Auburn, CA 95603  
530.492.4886



July 3, 2017

Mr. LeFevre  
Bureau of Reclamation  
2800 Cottage Way  
Sacramento, CA 95825

RE: Tentative Auburn Bike Park

Dear Mr. LeFevre,

I have been a liability insurance adjuster for over 39 years. I obtained my Senior Claims Law Associates designation from the American Educational Institute, Inc., in June of 1992. I have been a licensed independent adjuster in the state since 1995. I currently handle large excess exposure liability claims for Great American Insurance Company.

I moved to the Auburn area 11 years ago from Southern California. I did so to get away from the traffic and smog. I settled on Riverview Drive because it was so near the hiking trails. It was so peaceful and quiet. There was very little traffic or crime. I hike the trails almost every morning with my dogs.

I just recently learned of the plans for a bike park in our area. I am extremely concerned with the proposed site. A bike park would be devastating to the Riverview-Maidu Community. It would destroy everything I found inviting about the area. In particular, I have several major concerns:

1. As an excess insurance claims adjuster I handle the very large exposure losses. I am well aware of how dangerous bicycle accidents can be. I currently have three such accidents in my inventory. One involves a quadriplegic who later died from his injuries, the second a paraplegic, and the third a Traumatic Brain Injury



(TBI). The settlements are anticipated to be in the multi-millions of dollars, not to mention the defense fees and costs that will be incurred. Is the Bureau of Reclamation prepared for such a high-level exposure? You will be sued!

2. I have also handled many asbestos exposure cases. I am well aware of conflicting reports regarding the safety of the proposed site. Children are extremely susceptible to even low levels of asbestos exposure. The incubation period for asbestos-related injuries are many-many years. Is the Bureau of Reclamation prepared to handle such costly long-term claims exposure?
3. As a property owner, I am concerned over my own personal exposure to asbestos and other harmful chemicals. I am also concerned over the diminution in property values, which is bound to occur from the increased traffic, noise, and health concerns. Not to mention crime rates, which will occur with so many unsupervised young people in the area. In addition, I am extremely worried over an increased fire hazard. Let's face it, kids will be kids. They will be smoking and playing with fire. A fire in this community would be devastating. And once again, lawsuits would be filed.

The proposed site is simply not appropriate for a bike park. I respectfully request the Bureau reconsider their position and seek a more appropriate site for the park. If the Bureau elects to proceed with construction of the park in my area, rest assured I will be seeking legal advice.

Respectfully,

  
Carol D. Euwema, SCLA



**Response to the DRAFT Maidu Bike Park Project CEQA/NEPA Released on June 2, 2017**

*I/We are among the community members, neighbors, and trail users of the area in which the proposed bike park location resides on Maidu drive in Auburn, California. I/We would like to share some of our concerns with this location choice and concurrently express our support for the bike park project and the ARD board with respect to locating the bike park at another location, such as one of the large acreages of ARD owned property located at Regional Park or Shockley Rd, that is not on the American River canyon rim, does not displace passive recreation, and does not disturb our beloved trails.*

*I/We strongly dispute a Mitigated Negative Declaration and support a "No Action" alternative to the draft CEQA/NEPA Maidu Bike Park Project.*

**1) SIGNIFICANT LOSS OF AN IRREPLACEABLE VIEWSCAPE AND SCENIC VISTAS**

There is widespread consensus that our American River Canyon is a beautiful, unique local treasure; an irreplaceable natural asset. The proposed Maidu Rd bike park location is historically and currently used as a quiet trail passage along the American River Canyon rim through an extremely beautiful area of mixed grasslands and oak woodlands with a stunning view of both the canyon and high peaks of the Sierras beyond. The American River can be seen meandering it's way towards Oregon Bar at the bottom of the canyon. Building a bike park at this location would permanently change this irreplaceable view, the natural experience that is currently enjoyed here, and the entire feel of this quiet area. The entire foreground of the viewscape would be altered with shrubs and trees removed and replaced with large mounds (over 8 feet tall per plan) of dirt formed into multiple dirt obstacles. Clearly this project would have a substantially adverse affect on scenic value and degrade the existing quality and ambiance of the site and surrounding. Views of the American River and Sierras from the proposed Pioneer Express Trail reroute at the bottom of the jump track would be through a chain link fence with the paved road in the foreground below the berm and not the same as the expansive views seen from the current location up near the irrigation canal path. Snap a photo of the River Canyon and Sierras and compare it to photos of bare dirt bike parks and the significant aesthetic loss is easily evident. The draft CEQA/NEPA does not adequately acknowledge this significant environmental impact and there is no suitable mitigation for it's loss.

**2) CHANGE IN USE FROM A PASSIVE RECREATION AREA**

The bike park is a complete "change of use" for the area. The current and historical use is a passive recreation area where trail users are drawn here to enjoy the quietness, wildlife, and beautiful scenery. Their experience would be completely altered with bikes moving fast, bikes going airborne, and bare dirt tracks, dirt mounds, and bike skills obstacles such as berms, rollers, pumps, a strider track, and jumps throughout the area replacing the natural serene feel. Other consequences that will alter the quiet, natural area, include damaging plants, removing trees and rock outcroppings, and endangering wildlife. In fact, there will be very little wildlife that will remain as this type of park is not hospitable to the native fauna. What effect will the low level security lighting near the bike park have on area wildlife including potential habitat for nocturnal species such as the Threatened Townsend's Big Eared Bat? These are significant impacts due to the conflict with the current use as a natural area and the change in quality of experience over a large footprint. This loss cannot be mitigated due to the inherent character of a bike park which is more akin to industrial development.

Does the bike park also comply with current by-laws, local ordinances, and written agreements with and between all involved parties and municipalities? For example, is a bike park in line with the CA State Parks mission, "protecting its most valued natural and cultural resources"? Is grading and excavating an area of this size, altering the natural topography, bringing in truckloads of outside soil, creating an environment inhospitable to wildlife, removing shrubs and grasses and many oak trees in line with our CA State Parks mission? It puts bikes on the historical Pioneer Express Trail that runs through the bike park area which is a designated State Parks passive recreational hiker and equestrian only designated trail. There is also clear and obvious conflict of interest created by putting several recreational groups in the same area with opposing goals. A bike park is not compatible within this part of the CA State Parks Gold Fields district.

**3) NO COMPARABLE MITIGATION FOR NATIONALLY DESIGNATED HISTORICAL TRAIL LOSS**

The current proposed bike park bifurcates the existing nationally designated historical Pioneer Express Trail that has been at that location for decades. Moving this historical trail arbitrarily is a significant and avoidable loss. The bike park planning committee has proposed to move the trail to the lower side of the bike park along a bank that drops off onto a paved road for the purpose of mitigation. The rerouted trail view would be of exposed dirt bike park features on one side and obstructed views of the American River canyon through a newly installed chain link fence with the paved road below the berm in the foreground. Additionally, many runners, hikers, and others do not want to recreate in the vicinity of a bike park and inhale the dust that a bike park would generate. This reroute proposal is not equivalent (the trail would still be adjacent to the bike park noise, dust, poor aesthetics, etc.) and is not safe (adding extreme safety issues forcing horse riders along a drop-off or sandwiched between a proposed chain link fence and the jump track with jumps over 8 foot high and airborne bikes on the hill above them) so does not provide for any measure of reasonable mitigation. Furthermore, this section of trail is a major connector trail between FLSRA and ASRA and should remain as such. Mitigation proposals that significantly alter the current use, disassemble major trail connections, and compromise the safety of other persons should not be considered.

The other proposed trail mitigation is utilizing an existing road (closed to vehicular traffic) that winds down overlooking the China bar area. This road is already a designated multi-use trail that everyone can use so it is not anything new that is being provided for trail loss mitigation. Providing a dirt shoulder along a road is in no way similar to the quiet section of single track,

4) **THE COMMUNITY PREVIOUSLY AND PUBLICLY EXPRESSED THEY DO NOT WANT A BIKE PARK AT MAIDU DRIVE**  
Due diligence has not been carried out in canvassing and taking into account the opinions of the community with respect to the location of the bike park. As verified by a standing room only meeting hosted by ARD at the Canyon View Community Center on March 27, 2014, neighbors expressed that they do not want the bike park located at Maidu drive, nor do hikers, runners, seniors, or equestrians. This clearly suggests locating the bike park at Regional or Shockley would be the best compromise to support our entire community. There is only one school in the Maidu Rd area so why not put the park near where more of our kids live in north Auburn? All of the youth that live in north Auburn would benefit more from these optional locations.

5) **COMMUNITY WAS NOT GIVEN THE FULL SCOPE OF THE PROJECT**  
The CEQA/NEPA project description includes an expansive combination of 9 acres of obstacles with over 1.21 acres of disturbed land area including a strider track, directional flow trail, all-mountain trail, naturalized technical trail, jump track and return trail, skills loop, connector trails, and a pump track. The full project scope was not presented to the public until the release of the CEQA/NEPA and should have been communicated to the proximal neighbors and current area trail users so they could have had time to fairly evaluate it.

6) **HEATH AND SAFETY ISSUES**  
Health concerns from airborne dust and particulate matter are characteristic of bike parks from spinning bike tires constantly churning the soil. Runners and hikers would be subjected to inhaling airborne particulates when they passed through the area on the trail re-route or on the irrigation canal path above. Many people are allergic to soil molds and the elderly are also more sensitive to dust particles.

There is a concern about asbestos because asbestos was found on the bike park site in a soil sample. The constant churning of soil by bike tires and inefficient dust control could result in a major health hazard.

The adjacent trail system in the American River Canyon is experiencing trail safety issues caused by illegal trail poaching and speeding bicycles (a deadly combination) on single track trails that are not designed for multi-use. Reports on accidents are well documented. Until these problems are under control it makes sense to not unnecessarily add more potential issues.

With an estimated additional 278 vehicle trips per day on weekends when other area trail use is at it's highest, this presents huge safety issues. The current trail users in the area not only cross Maidu Rd in two places but often use Maidu Rd to go between the canal path or the Pioneer Express Trail and the ASRA trails below. Horse trailers also park along the road because their parking lot was paved over and a replacement parking area has not been provided as of yet. Currently this is a very low traffic area which clearly makes any additional traffic a legitimate and significant safety concern.

7) **MANAGEMENT CONCERNS**  
Most of the Management for the bike park is reportedly to be done by volunteers. How will standards, rules, and laws be enforced during times of lean volunteer availability or change in the available volunteer base? Neither the ARD board staff nor the bike park volunteers are equipped or trained to deal with potentially confrontational situations arising from enforcing rules. Concerns with loud music and profanity are valid as they disturb the natural environment, dampen the trail use experience, and will disturb neighbors that live on the outskirts of the area. Policing and supervision is ineffective in remote areas as response times are delayed. This clearly supports a more centrally located bike park. Who is liable with concern to all safety, environmental, noise disturbances, and all other potential issues and how can the public hold them accountable? What if maintenance fails to get done sufficiently? Who will pay for the ongoing maintenance and unplanned expenses? These issues are not adequately covered in the CEQA/NEPA.

**SUMMARY**

I/We feel that multiple user groups should not be displaced for one special interest group that can be accommodated elsewhere. I/We feel that development should not be expanded onto the edge of a beautiful river canyon when mother nature does not have a voice. We are her voice and we don't want a bike park diminishing the quality of the passive recreational use and natural surroundings of this beautiful, treasured area.

Respectfully on this day, 7/1/17  
Name: William J. Petre Signature: [Handwritten Signature]  
Address: 54a Riverview Dr, Auburn, Ca 95603

Additional Comments: \_\_\_\_\_  
\_\_\_\_\_

Return your response post marked before July 3, 2017 to;  
Maidu Bike Park Project  
Auburn Area Recreation and Park District (ARD)  
Email your response by July 3, 2017 to  
Kahl Muscott, District Administrator at;  
KMuscott@aubumrec.com

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Third block of faint, illegible text.

Fourth block of faint, illegible text.

Fifth block of faint, illegible text.

Sixth block of faint, illegible text.

Seventh block of faint, illegible text.

Eighth block of faint, illegible text.

Handwritten notes or signatures in the lower middle section, including some illegible scribbles and possibly the word "COMMUNITY".

Ninth block of faint, illegible text at the bottom of the page.



**Response to the DRAFT Maidu Bike Park Project CEQA/NEPA Released on June 2, 2017**

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*I/We strongly dispute a Mitigated Negative Declaration and support a "No Action" alternative to the draft CEQA/NEPA Maidu Bike Park Project.*

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**2) CHANGE IN USE FROM A PASSIVE RECREATION AREA**

The bike park is a complete "change of use" for the area. The current and historical use is a passive recreation area where trail users are drawn here to enjoy the quietness, wildlife, and beautiful scenery. Their experience would be completely altered with bikes moving fast, bikes going airborne, and bare dirt tracks, dirt mounds, and bike skills obstacles such as berms, rollers, pumps, a strider track, and jumps throughout the area replacing the natural serene feel. Other consequences that will alter the quiet, natural area, include damaging plants, removing trees and rock outcroppings, and endangering wildlife. In fact, there will be very little wildlife that will remain as this type of park is not hospitable to the native fauna. What effect will the low level security lighting near the bike park have on area wildlife including potential habitat for nocturnal species such as the Threatened Townsend's Big Eared Bat? These are significant impacts due to the conflict with the current use as a natural area and the change in quality of experience over a large footprint. This loss cannot be mitigated due to the inherent character of a bike park which is more akin to industrial development.

Does the bike park also comply with current by-laws, local ordinances, and written agreements with and between all involved parties and municipalities? For example, is a bike park in line with the CA State Parks mission, "protecting its most valued natural and cultural resources"? Is grading and excavating an area of this size, altering the natural topography, bringing in truckloads of outside soil, creating an environment inhospitable to wildlife, removing shrubs and grasses and many oak trees in line with our CA State Parks mission? It puts bikes on the historical Pioneer Express Trail that runs through the bike park area which is a designated State Parks passive recreational hiker and equestrian only designated trail. There is also clear and obvious conflict of interest created by putting several recreational groups in the same area with opposing goals. A bike park is not compatible within this part of the CA State Parks Gold Fields district.

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There is a concern about asbestos because asbestos was found on the bike park site in a soil sample. The constant churning of soil by bike tires and inefficient dust control could result in a major health hazard.

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Respectfully on this day, 7-11-17  
 Name: Janet Paehler Signature: Janet Paehler  
 Address: 12079 Summit Ridge Rd, Auburn, CA

Additional Comments: More to live on Vista Del Lago + think this would create abnormal noise + crowds. Also bicyclist merely follow laws of the road. An inordinate amt of trash would exist if this goes through creating a football area for

Return your response post marked before July 3, 2017 to: Maidu Bike Park Project  
 Auburn Area Recreation and Park District (ARD)  
 Email your response by July 3, 2017 to: Kahl Muscott, District Administrator at; KMuscott@auburnrec.com  
*rats shu*  
*at nels*

12

THESE ARE THE TERMS AND CONDITIONS OF THE CONTRACT... [Faded text]

ARTICLE I - DEFINITIONS... [Faded text]

ARTICLE II - SCOPE OF WORK... [Faded text]

ARTICLE III - PAYMENT AND FINANCIAL... [Faded text]

ARTICLE IV - TIME AND SCHEDULE... [Faded text]

ARTICLE V - WARRANTIES AND LIABILITY... [Faded text]

ARTICLE VI - ASSIGNMENT AND TRANSFER... [Faded text]

ARTICLE VII - FORCE MAJEURE... [Faded text]

ARTICLE VIII - ENTIRE AGREEMENT... [Faded text]

ARTICLE IX - MISCELLANEOUS... [Faded text]



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Respectfully on this day, 11-11-14  
 Name: Shari Andrassy Signature: Shari Andrassy  
 Address: 1925 Vista del Lago Auburn 95603

Additional Comments; \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

Return your response post marked before July 3, 2017 to;  
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Name: Beverly Cox Signature: Beverly Cox  
Address: 1935 Vista Del Lago

Additional Comments; \_\_\_\_\_  
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**2) CHANGE IN USE FROM A PASSIVE RECREATION AREA**

The bike park is a complete "change of use" for the area. The current and historical use is a passive recreation area where trail users are drawn here to enjoy the quietness, wildlife, and beautiful scenery. Their experience would be completely altered with bikes moving fast, bikes going airborne, and bare dirt tracks, dirt mounds, and bike skills obstacles such as berms, rollers, pumps, a strider track, and jumps throughout the area replacing the natural serene feel. Other consequences that will alter the quiet, natural area, include damaging plants, removing trees and rock outcroppings, and endangering wildlife. In fact, there will be very little wildlife that will remain as this type of park is not hospitable to the native fauna. What effect will the low level security lighting near the bike park have on area wildlife including potential habitat for nocturnal species such as the Threatened Townsend's Big Eared Bat? These are significant impacts due to the conflict with the current use as a natural area and the change in quality of experience over a large footprint. This loss cannot be mitigated due to the inherent character of a bike park which is more akin to industrial development.

Does the bike park also comply with current by-laws, local ordinances, and written agreements with and between all involved parties and municipalities? For example, is a bike park in line with the CA State Parks mission, "protecting its most valued natural and cultural resources"? Is grading and excavating an area of this size, altering the natural topography, bringing in truckloads of outside soil, creating an environment inhospitable to wildlife, removing shrubs and grasses and many oak trees in line with our CA State Parks mission? It puts bikes on the historical Pioneer Express Trail that runs through the bike park area which is a designated State Parks passive recreational hiker and equestrian only designated trail. There is also clear and obvious conflict of interest created by putting several recreational groups in the same area with opposing goals. A bike park is not compatible within this part of the CA State Parks Gold Fields district.

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Respectfully on this day, \_\_\_\_\_  
 Name: Jonathan Richter Signature: [Signature]  
 Address: 1945 Vista del Lago

Additional Comments: \_\_\_\_\_  
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 Name: Lourens van der Linden Signature: [Signature]  
 Address: 1810 Vista Del Lago

Additional Comments: \_\_\_\_\_  
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The current proposed bike park bifurcates the existing nationally designated historical Pioneer Express Trail that has been at that location for decades. Moving this historical trail arbitrarily is a significant and avoidable loss. The bike park planning committee has proposed to move the trail to the lower side of the bike park along a bank that drops off onto a paved road for the purpose of mitigation. The rerouted trail view would be of exposed dirt bike park features on one side and obstructed views of the American River canyon through a newly installed chain link fence with the paved road below the berm in the foreground. Additionally, many runners, hikers, and others do not want to recreate in the vicinity of a bike park and inhale the dust that a bike park would generate. This reroute proposal is not equivalent (the trail would still be adjacent to the bike park noise, dust, poor aesthetics, etc.) and is not safe (adding extreme safety issues forcing horse riders along a drop-off or sandwiched between a proposed chain link fence and the jump track with jumps over 8 foot high and airborne bikes on the hill above them) so does not provide for any measure of reasonable mitigation. Furthermore, this section of trail is a major connector trail between FLSRA and ASRA and should remain as such. Mitigation proposals that significantly alter the current use, disassemble major trail connections, and compromise the safety of other persons should not be considered.

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The CEQA/NEPA project description includes an expansive combination of 9 acres of obstacles with over 1.21 acres of disturbed land area including a strider track, directional flow trail, all-mountain trail, naturalized technical trail, jump track and return trail, skills loop, connector trails, and a pump track. The full project scope was not presented to the public until the release of the CEQA/NEPA and should have been communicated to the proximal neighbors and current area trail users so they could have had time to fairly evaluate it.

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Health concerns from airborne dust and particulate matter are characteristic of bike parks from spinning bike tires constantly churning the soil. Runners and hikers would be subjected to inhaling airborne particulates when they passed through the area on the trail re-route or on the irrigation canal path above. Many people are allergic to soil molds and the elderly are also more sensitive to dust particles.

There is a concern about asbestos because asbestos was found on the bike park site in a soil sample. The constant churning of soil by bike tires and inefficient dust control could result in a major health hazard.

The adjacent trail system in the American River Canyon is experiencing trail safety issues caused by illegal trail poaching and speeding bicycles (a deadly combination) on single track trails that are not designed for multi-use. Reports on accidents are well documented. Until these problems are under control it makes sense to not unnecessarily add more potential issues.

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Most of the Management for the bike park is reportedly to be done by volunteers. How will standards, rules, and laws be enforced during times of lean volunteer availability or change in the available volunteer base? Neither the ARD board staff nor the bike park volunteers are equipped or trained to deal with potentially confrontational situations arising from enforcing rules. Concerns with loud music and profanity are valid as they disturb the natural environment, dampen the trail use experience, and will disturb neighbors that live on the outskirts of the area. Policing and supervision is ineffective in remote areas as response times are delayed. This clearly supports a more centrally located bike park. Who is liable with concern to all safety, environmental, noise disturbances, and all other potential issues and how can the public hold them accountable? What if maintenance fails to get done sufficiently? Who will pay for the ongoing maintenance and unplanned expenses? These issues are not adequately covered in the CEQA/NEPA.

**SUMMARY**

I/We feel that multiple user groups should not be displaced for one special interest group that can be accommodated elsewhere. I/We feel that development should not be expanded onto the edge of a beautiful river canyon when mother nature does not have a voice. We are her voice and we don't want a bike park diminishing the quality of the passive recreational use and natural surroundings of this beautiful, treasured area.

Respectfully on this day, July 17, 2017  
Name: Karla Fearn Signature: Karla Fearn  
Address: 1820 Vista Del Lago Auburn Ca. 95603

Additional Comments: I agree with the above evaluation and would hope the bike park would be relocated to Regional or Shockley.  
Thank you

Return your response post marked before July 3, 2017 to:  
Maidu Bike Park Project  
Auburn Area Recreation and Park District (ARD)

Email your response by July 3, 2017 to  
Kahl Muscott, District Administrator at:  
[KMuscott@auburnrec.com](mailto:KMuscott@auburnrec.com)



407 M.L.D.D.

**Response to the DRAFT Maidu Bike Park Project CEQA/NEPA Released on June 2, 2017**

*I/We are among the community members, neighbors, and trail users of the area in which the proposed bike park location resides on Maidu drive in Auburn, California. I/We would like to share some of our concerns with this location choice and concurrently express our support for the bike park project and the ARD board with respect to locating the bike park at another location, such as one of the large acreages of ARD owned property located at Regional Park or Shockley Rd, that is not on the American River canyon rim, does not displace passive recreation, and does not disturb our beloved trails.*

*I/We strongly dispute a Mitigated Negative Declaration and support a "No Action" alternative to the draft CEQA/NEPA Maidu Bike Park Project.*

**1) SIGNIFICANT LOSS OF AN IRREPLACEABLE VIEWSCAPE AND SCENIC VISTAS**

There is widespread consensus that our American River Canyon is a beautiful, unique local treasure; an irreplaceable natural asset. The proposed Maidu Rd bike park location is historically and currently used as a quiet trail passage along the American River Canyon rim through an extremely beautiful area of mixed grasslands and oak woodlands with a stunning view of both the canyon and high peaks of the Sierras beyond. The American River can be seen meandering it's way towards Oregon Bar at the bottom of the canyon. Building a bike park at this location would permanently change this irreplaceable view, the natural experience that is currently enjoyed here, and the entire feel of this quiet area. The entire foreground of the viewscape would be altered with shrubs and trees removed and replaced with large mounds (over 8 feet tall per plan) of dirt formed into multiple dirt obstacles. Clearly this project would have a substantially adverse affect on scenic value and degrade the existing quality and ambiance of the site and surrounding. Views of the American River and Sierras from the proposed Pioneer Express Trail reroute at the bottom of the jump track would be through a chain link fence with the paved road in the foreground below the berm and not the same as the expansive views seen from the current location up near the irrigation canal path. Snap a photo of the River Canyon and Sierras and compare it to photos of bare dirt bike parks and the significant aesthetic loss is easily evident. The draft CEQA/NEPA does not adequately acknowledge this significant environmental impact and there is no suitable mitigation for it's loss.

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Notes

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Respectfully on this day, July 11/2017  
Name: Frank A. Peterson Signature: [Signature]  
Address: 100 Vista Del Lago Auburn, CA 95603

Additional Comments: We support the bikepark being relocated to Regional or Shockley. Support the above evaluation. Thank you

Return your response post marked before July 3, 2017 to:  
Maidu Bike Park Project  
Auburn Area Recreation and Park District (ARD)

Email your response by July 3, 2017 to  
Kahl Muscott, District Administrator at:  
[KMuscott@auburnrec.com](mailto:KMuscott@auburnrec.com)



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Respectfully on this day, 7/10/17  
Name: Patricia Kingsley Signature: Patricia Kingsley  
Address: \_\_\_\_\_

Additional Comments; \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Return your response post marked before July 3, 2017 to;  
Maidu Bike Park Project  
Auburn Area Recreation and Park District (ARD)

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The current proposed bike park bifurcates the existing nationally designated historical Pioneer Express Trail that has been at that location for decades. Moving this historical trail arbitrarily is a significant and avoidable loss. The bike park planning committee has proposed to move the trail to the lower side of the bike park along a bank that drops off onto a paved road for the purpose of mitigation. The rerouted trail view would be of exposed dirt bike park features on one side and obstructed views of the American River canyon through a newly installed chain link fence with the paved road below the berm in the foreground. Additionally, many runners, hikers, and others do not want to recreate in the vicinity of a bike park and inhale the dust that a bike park would generate. This reroute proposal is not equivalent (the trail would still be adjacent to the bike park noise, dust, poor aesthetics, etc.) and is not safe (adding extreme safety issues forcing horse riders along a drop-off or sandwiched between a proposed chain link fence and the jump track with jumps over 8 foot high and airborne bikes on the hill above them) so does not provide for any measure of reasonable mitigation. Furthermore, this section of trail is a major connector trail between FLSRA and ASRA and should remain as such. Mitigation proposals that significantly alter the current use, disassemble major trail connections, and compromise the safety of other persons should not be considered.

The other proposed trail mitigation is utilizing an existing road (closed to vehicular traffic) that winds down overlooking the China bar area. This road is already a designated multi-use trail that everyone can use so it is not anything new that is being provided for trail loss mitigation. Providing a dirt shoulder along a road is in no way similar to the quiet section of single track, shady, and scenic Pioneer Express Trail that would be lost.



- 4) **THE COMMUNITY PREVIOUSLY AND PUBLICLY EXPRESSED THEY DO NOT WANT A BIKE PARK AT MAIDU DRIVE**  
Due diligence has not been carried out in canvassing and taking into account the opinions of the community with respect to the location of the bike park. As verified by a standing room only meeting hosted by ARD at the Canyon View Community Center on March 27, 2014, neighbors expressed that they do not want the bike park located at Maidu drive, nor do hikers, runners, seniors, or equestrians. This clearly suggests locating the bike park at Regional or Shockley would be the best compromise to support our entire community. There is only one school in the Maidu Rd area so why not put the park near where more of our kids live in north Auburn? All of the youth that live in north Auburn would benefit more from these optional locations.
  
- 5) **COMMUNITY WAS NOT GIVEN THE FULL SCOPE OF THE PROJECT**  
The CEQA/NEPA project description includes an expansive combination of 9 acres of obstacles with over 1.21 acres of disturbed land area including a strider track, directional flow trail, all-mountain trail, naturalized technical trail, jump track and return trail, skills loop, connector trails, and a pump track. The full project scope was not presented to the public until the release of the CEQA/NEPA and should have been communicated to the proximal neighbors and current area trail users so they could have had time to fairly evaluate it.
  
- 6) **HEATH AND SAFETY ISSUES**  
Health concerns from airborne dust and particulate matter are characteristic of bike parks from spinning bike tires constantly churning the soil. Runners and hikers would be subjected to inhaling airborne particulates when they passed through the area on the trail re-route or on the irrigation canal path above. Many people are allergic to soil molds and the elderly are also more sensitive to dust particles.  
  
There is a concern about asbestos because asbestos was found on the bike park site in a soil sample. The constant churning of soil by bike tires and inefficient dust control could result in a major health hazard.  
  
The adjacent trail system in the American River Canyon is experiencing trail safety issues caused by illegal trail poaching and speeding bicycles (a deadly combination) on single track trails that are not designed for multi-use. Reports on accidents are well documented. Until these problems are under control it makes sense to not unnecessarily add more potential issues.  
  
With an estimated additional 278 vehicle trips per day on weekends when other area trail use is at it's highest, this presents huge safety issues. The current trail users in the area not only cross Maidu Rd in two places but often use Maidu Rd to go between the canal path or the Pioneer Express Trail and the ASRA trails below. Horse trailers also park along the road because their parking lot was paved over and a replacement parking area has not been provided as of yet. Currently this is a very low traffic area which clearly makes any additional traffic a legitimate and significant safety concern.
  
- 7) **MANAGEMENT CONCERNS**  
Most of the Management for the bike park is reportedly to be done by volunteers. How will standards, rules, and laws be enforced during times of lean volunteer availability or change in the available volunteer base? Neither the ARD board staff nor the bike park volunteers are equipped or trained to deal with potentially confrontational situations arising from enforcing rules. Concerns with loud music and profanity are valid as they disturb the natural environment, dampen the trail use experience, and will disturb neighbors that live on the outskirts of the area. Policing and supervision is ineffective in remote areas as response times are delayed. This clearly supports a more centrally located bike park. Who is liable with concern to all safety, environmental, noise disturbances, and all other potential issues and how can the public hold them accountable? What if maintenance fails to get done sufficiently? Who will pay for the ongoing maintenance and unplanned expenses? These issues are not adequately covered in the CEQA/NEPA.

**SUMMARY**  
I/We feel that multiple user groups should not be displaced for one special interest group that can be accommodated elsewhere. I/We feel that development should not be expanded onto the edge of a beautiful river canyon when mother nature does not have a voice. We are her voice and we don't want a bike park diminishing the quality of the passive recreational use and natural surroundings of this beautiful, treasured area.

Respectfully on this day, 7/11/17  
 Name: CAROL VIERRA Signature: Carol Vierra  
 Address: \_\_\_\_\_

Additional Comments: \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

Return your response post marked before July 3, 2017 to;  
 Maidu Bike Park Project  
 Auburn Area Recreation and Park District (ARD)  
 123 Recreation Drive  
 Auburn, CA 95603

Email your response by July 3, 2017 to  
 Kahl Muscott, District Administrator at;  
[KMuscott@auburnrec.com](mailto:KMuscott@auburnrec.com)



**Response to the DRAFT Maidu Bike Park Project CEQA/NEPA Released on June 2, 2017**

*I/We are among the community members, neighbors, and trail users of the area in which the proposed bike park location resides on Maidu drive in Auburn, California. I/We would like to share some of our concerns with this location choice and concurrently express our support for the bike park project and the ARD board with respect to locating the bike park at another location, such as one of the large acreages of ARD owned property located at Regional Park or Shockley Rd, that is not on the American River canyon rim, does not displace passive recreation, and does not disturb our beloved trails.*

*I/We strongly dispute a Mitigated Negative Declaration and support a "No Action" alternative to the draft CEQA/NEPA Maidu Bike Park Project.*

**1) SIGNIFICANT LOSS OF AN IRREPLACEABLE VIEWSCAPE AND SCENIC VISTAS**

There is widespread consensus that our American River Canyon is a beautiful, unique local treasure; an irreplaceable natural asset. The proposed Maidu Rd bike park location is historically and currently used as a quiet trail passage along the American River Canyon rim through an extremely beautiful area of mixed grasslands and oak woodlands with a stunning view of both the canyon and high peaks of the Sierras beyond. The American River can be seen meandering it's way towards Oregon Bar at the bottom of the canyon. Building a bike park at this location would permanently change this irreplaceable view, the natural experience that is currently enjoyed here, and the entire feel of this quiet area. The entire foreground of the viewscape would be altered with shrubs and trees removed and replaced with large mounds (over 8 feet tall per plan) of dirt formed into multiple dirt obstacles. Clearly this project would have a substantially adverse affect on scenic value and degrade the existing quality and ambiance of the site and surrounding. Views of the American River and Sierras from the proposed Pioneer Express Trail reroute at the bottom of the jump track would be through a chain link fence with the paved road in the foreground below the berm and not the same as the expansive views seen from the current location up near the irrigation canal path. Snap a photo of the River Canyon and Sierras and compare it to photos of bare dirt bike parks and the significant aesthetic loss is easily evident. The draft CEQA/NEPA does not adequately acknowledge this significant environmental impact and there is no suitable mitigation for it's loss.

**2) CHANGE IN USE FROM A PASSIVE RECREATION AREA**

The bike park is a complete "change of use" for the area. The current and historical use is a passive recreation area where trail users are drawn here to enjoy the quietness, wildlife, and beautiful scenery. Their experience would be completely altered with bikes moving fast, bikes going airborne, and bare dirt tracks, dirt mounds, and bike skills obstacles such as berms, rollers, pumps, a strider track, and jumps throughout the area replacing the natural serene feel. Other consequences that will alter the quiet, natural area, include damaging plants, removing trees and rock outcroppings, and endangering wildlife. In fact, there will be very little wildlife that will remain as this type of park is not hospitable to the native fauna. What effect will the low level security lighting near the bike park have on area wildlife including potential habitat for nocturnal species such as the Threatened Townsend's Big Eared Bat? These are significant impacts due to the conflict with the current use as a natural area and the change in quality of experience over a large footprint. This loss cannot be mitigated due to the inherent character of a bike park which is more akin to industrial development.

Does the bike park also comply with current by-laws, local ordinances, and written agreements with and between all involved parties and municipalities? For example, is a bike park in line with the CA State Parks mission, "protecting its most valued natural and cultural resources"? Is grading and excavating an area of this size, altering the natural topography, bringing in truckloads of outside soil, creating an environment inhospitable to wildlife, removing shrubs and grasses and many oak trees in line with our CA State Parks mission? It puts bikes on the historical Pioneer Express Trail that runs through the bike park area which is a designated State Parks passive recreational hiker and equestrian only designated trail. There is also clear and obvious conflict of interest created by putting several recreational groups in the same area with opposing goals. A bike park is not compatible within this part of the CA State Parks Gold Fields district.

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Respectfully on this day, 7/12/17  
Name: Jamie Jordan Signature: Jamie Jordan  
Address: 560 Pioneer View Dr, Auburn CA  
River

Additional Comments: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Return your response post marked before July 3, 2017 to;  
Maidu Bike Park Project  
Auburn Area Recreation and Park District (ARD)

Email your response by July 3, 2017 to  
Kahl Muscott, District Administrator at;  
[KMuscott@auburnrec.com](mailto:KMuscott@auburnrec.com)