

4) **THE COMMUNITY PREVIOUSLY AND PUBLICLY EXPRESSED THEY DO NOT WANT A BIKE PARK AT MAIDU DRIVE**  
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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.

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.

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**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, \_\_\_\_\_

Name: \_\_\_\_\_

Address: 1870 Vista Del Lago

Signature: Sandy Amara

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)

**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 its 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**

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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.

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Name: \_\_\_\_\_  
 Address: 1870 Vista Del Lago Auburn

Signature:  \_\_\_\_\_

Additional Comments; \_\_\_\_\_  
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Respectfully on this day, 7-11-17  
 Name: JOSEPH DYDYNski Signature: Joseph Dydynski  
 Address: 1860 VISTA DEL LAGO

Additional Comments; \_\_\_\_\_  
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Respectfully on this day, 7/11/17  
 Name: ROBIN BAKER Signature: [Handwritten Signature]  
 Address: 1900 VISTABELLAGO

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

Return your response post marked before July 3, 2017 to;  
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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, 7/11/17  
 Name: WILLIAM EVANS Signature: [Signature]  
 Address: 1940 VISTA DEL LAGO

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

Return your response post marked before July 3, 2017 to;  
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Respectfully on this day, 7-11-17  
Name: Bruce Bowman Signature: B Bowman  
Address: 1800 Vista Del Lago

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

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 Name: Jan Bowman Signature: Jan Bowman  
 Address: 1800 Vista Del Lago

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

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[KMuscott@auburnrec.com](mailto:KMuscott@auburnrec.com)

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*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.

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4) **THE COMMUNITY PREVIOUSLY AND PUBLICLY EXPRESSED THEY DO NOT WANT A BIKE PARK AT MAIDU DRIVE**  
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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.

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**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, \_\_\_\_\_  
 Name: SUSAN BRUND Signature: Susan J. Brund  
 Address: 1855 Vista Del Lago 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@auburnrec.com](mailto:KMuscott@auburnrec.com)

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Respectfully on this day, 7-2-17  
 Name: Randy Hackbarth Signature: Randy Hackbarth  
 Address: 3152 Metate Trail Placerville Ca 95667

Additional Comments: my concern is for foot traffic safety children riding bikes on the road safety, health safety with the asbestos belt in the area and fire.

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Respectfully on this day, 30-June 2017  
 Name: Carrie Ellinwood Signature:   
 Address: PO Box 347, Loomis, CA 95650

Additional Comments: \_\_\_\_\_  
 \_\_\_\_\_  
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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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Respectfully on this day, June 30, 2017  
 Name: Diane Dull Signature: DRDull  
 Address: 6355 DAVENES Rd Lincoln CA

Additional Comments: I am an ASRA mounted patrol rider. I  
regularly ride this area, because it is close to Lincoln.  
I have had several accidents as a result of bicyclists but  
I know we are expected to share the trail.

Written comments are due by close of business Monday, July 3, 2017, to Jamie LeFevre, Bureau of Reclamation, Mid-Pacific Region, 2800 Cottage Way, Sacramento, CA 95825. Comments may also be emailed to [jlefevre@usbr.gov](mailto:jlefevre@usbr.gov). For additional information or to request a copy of the Environmental Assessment, please contact LeFevre at 916-978-5035 (TTY 800-877-8339)

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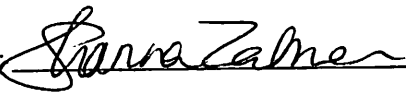
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Respectfully on this day, 30 June 2017  
 Name: Shanna Zahner Signature:   
 Address: 820 4th Ave, Rio Oso, CA 95074

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

Written comments are due by close of business Monday, July 3, 2017, to Jamie LeFevre, Bureau of Reclamation, Mid-Pacific Region, 2800 Cottage Way, Sacramento, CA 95825. Comments may also be emailed to [jlefevre@usbr.gov](mailto:jlefevre@usbr.gov). For additional information or to request a copy of the Environmental Assessment, please contact LeFevre at 916-978-5035 (TTY 800-877-8339)

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Respectfully on this day, 6/30/17  
 Name: Carolyn Meier Signature: Carolyn Meier  
 Address: 175 West Giffey Drive Carson City NV 89704

Additional Comments; \_\_\_\_\_  
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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, 7/1/2017  
Name: JANELLE CORNFORTH Signature: Janelle Cornforth  
Address: 2240 BALD EAGLE CT. COOLIDGE CA 95614

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

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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, 7-1-17  
Name: Suzanne F Huff Signature: Suzanne F Huff  
Address: 421 Hansen Ln Gardnerville NV 89416

Additional Comments; \_\_\_\_\_  
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Respectfully on this day, 1 July 2017  
Name: GAIL MADURI Signature: [Signature]  
Address: 3318 Hamblen Ct. Cool CA 95614  
Additional Comments: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

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Respectfully on this day, 6-30-17  
 Name: Maureen Cregar Signature: Maureen Cregar  
 Address: 32610 Hwy 16, Woodland CA 95695

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

Written comments are due by close of business Monday, July 3, 2017, to Jamie LeFevre, Bureau of Reclamation, Mid-Pacific Region, 2800 Cottage Way, Sacramento, CA 95825. Comments may also be emailed to [jlefevre@usbr.gov](mailto:jlefevre@usbr.gov). For additional information or to request a copy of the Environmental Assessment, please contact LeFevre at 916-978-5035 (TTY 800-877-8339)



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

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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**

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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.

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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.

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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.

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.

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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, 7/1/17  
 Name: Melissa Montgomery Signature: [Signature]  
 Address: 4864 Cedar Junction Ave Yuba City CA 95688

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

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Respectfully on this day, June 26, 2017  
Name: William OWENS Signature: [Signature]  
Address: 329 Riverview Dr. Auburn, CA 95603

Additional Comments: While I wholeheartedly support responsible recreational facilities in our community, based on the valid arguments above, I vehemently oppose this location!

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)

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