

- 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.
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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, July 2, 2017

Name: Donna Williams

Signature: Donna Williams

Address: 4170 Auburn Folsom Road, Room's #2, 95650

Additional Comments: The pump park started out with a lie. They the ARD board said the the National Recreational trail - Western States Pioneer Express Trail wasn't in the proposed bike pump park. See attached text.

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. For additional information or to request a copy of the Environmental Assessment, please contact LeFevre at 916-978-5035 (TTY 800-877-8339)

**Response to the Draft Maidu Bike Park Project CEQUA/NEPA
Released on June 2, 2017.**

From the beginning I knew ARD Board was incorrect. I stated this to the Board in two of their public meetings. They later said they would relocate this “nonexistent” trail.

In 1995 I worked with great volunteers and both the Superintendents of Auburn SRA and Folsom Lake SRA to map and to sign nearly 100 miles in the State Parks. An integral factor was the preservation of two historical Nationally Recreational Trails. One was the Jedediah Smith Trail and the Western States Pioneer Express Trail.

Major

portions of these trails traverse land managed by State Parks primarily on Bureau of Reclamation Lands

in Folsom Lake State Recreation Area (FLSRA) and Auburn State Recreation Area (ASRA). The Trails

are deteriorating and unsafe conditions have been created due to the addition of mountain bikers on

portions of the trails not designed nor designated for the use, equestrian portions of the trails have been

removed, portions of the trails have been improperly located on private property and portions have been

paved over for auto travel. These conditions are degrading this rare 150+ mile continuous trail system.

One reason these conditions exist is because the status of these Trails as significant parts of the National

Trail System has been obscured over the years. Local managing agencies have omitted essential facts

relevant to the trails such as the proper names of these trails, the location of these trails, the mileage of

these trails and the designated use of these trails in environmental documents, General Plans, ASRA

Interim Management Plan, Park maps and brochures. As a

result, agencies that work in and around these State Recreation Area's nor the Public are aware of, or recognize, the independent overarching national interest in preserving these trails as a cohesive unit.

In addition, the safety of Park trail users has been and is being jeopardized where Management takes an ad hoc approach in mixing trail users on these National Recreation Trails. These trails have not been designated or designed for such use. This is especially dangerous in our local area where the Western States Pioneer Express National Recreation Trail is essentially a narrow ledge located on steep canyon walls. (Attachment 2)

We request the assistance of your office to:

- Direct that when Auburn State Recreation and Folsom State Recreation Area management agencies prepare documents, such as maps, brochures, websites, environmental documents, General Plans etc containing references to the these National Recreation Trails, they include all the following key facts;
 - a. the full name of the trail,
 - b. where it starts and ends, the mileage
 - c. the designated uses.

Another mistake the ARD Board is making is the return to the recreational community. The student population in north Auburn has approximately double the south Auburn student population. One of the location for this Pump Park that was under consideration by the ARD Board was the North Auburn Regional Park. This park has a twenty acre availability for this Pump Park. The North Auburn Regional Park has in place, restrooms, water, benches and tables, well maintained roads, available parking, and other recreational venues i.e. tennis and basketball.

Another mistake, the ARD Board is ignoring the over whelming dissent by the local homeowners, and the recreational communities. Support is for a Pump Park, just not at the Maidu location.

Thank you for your time and consideration,
Mrs. Donna Williams
email: dmwynot@gmail.com

RECREATION

TRAILS



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Oversight on the National trails system act of 1968

*Oversight hearings before the Subcommittee on
National Parks and Recreation of the Committee on
Interior and Insular Affairs, House of Representatives
Ninety-fourth Congress, second session*

United States. Congress. House. Committee on
Interior and Insular Affairs. Subcommittee on
National Parks and Recreation

Reprints from the collection of the
University of Michigan Library

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This trail along the eastern bay...
Lake Chabot. Much of the area is chaparral, grass, and mixed woodlands.
Higher elevations along the trail provide unusually fine vistas of the
bay. Plans include an eventual extension, both north and south, up
to a distance of 25 miles.

Gabrielino Trail, Angeles National Forest. 28 miles. Foot and horse trail.
Forest Service, U.S. Department of Agriculture. Designated May 1970.

This trail, entirely within the Angeles National Forest, forms a huge
semi-circle from Chantry Flats, along several rivers, to the city of
Pasadena. Hikers go through canyon bottoms and along ridge tops with
the highest point being 4,100 feet. Both deciduous and coniferous trees
are found along with chaparral country and the ruins of an old resort.
A peaceful Indian tribe, which formerly lived along the coast in
summer and on the mountains in winter, gave the trail its name.

Jedediah Smith Trail, Sacramento. 26 miles. Foot, bicycle, and horse trail.
County of Sacramento, Parks and Recreation Department. Designated March 1974.

From Discovery Park, at the confluence of the Sacramento and American
Rivers, to Nimbus Dam at Lake Natoma, the entire trail lies within the
American River Parkway of metropolitan Sacramento and other heavily
populated areas. The route features separate trails for bicyclists and
equestrians. It will eventually become part of an interconnecting
network stretching from the San Francisco Bay area to the vicinity of
Lake Tahoe.

King Range Trail, near Eureka. 20 miles. Foot, horse, and off-road vehicle
trail. Bureau of Land Management, Department of the Interior. Designated
June 1971.

This is part of an extensive trail system planned for the King Range
National Conservation Area. It lies in very rugged land, characterized
by steep slopes and dense underbrush, and provides access to the
mountains and the Pacific Ocean via connecting trails which are quite
steep. Return from the beach can be difficult. Tidal action prevents
beach travel to other points. Wildlife is abundant and rattlesnakes are
fairly common. Views of rugged scenery and ocean front are plentiful.

Mojo
June 1975.

This trail has historical significance as it is a segment of the original trail used to carry borax from Death Valley to Mojave, California. It traverses Galileo Park, which is dominated by the 4000-foot Galileo Hills from the top of which one can see Silver Queen Mountain, Castle Butte, and Mt. Whitney. An annual fiesta and trail ride draw people from the local area as well as from Arizona and Nevada.

Western States Pioneer Express Trail, Placer County. 50 miles. Foot and horseback trail. California Department of Parks and Recreation. Designated October 1975.

This trail is the site of the annual Tevis Cup 100-mile one day ride, which attracts up to 200 rider units. It extends from Folsom Lake State Recreation Area to the border of Tahoe National Forest and follows the main stem of the American River to Auburn, passing orchards, grazing lands and undeveloped hillsides. Above Auburn, the trail generally parallels the Middle Fork American River and passes through semi-wild, heavily forested countryside. This is a portion of the historical route of Adams Express Company and Wells Fargo & Company Express riders.

York Trail, East Oakland. 3.5 miles. Foot and horse trail. City of Oakland, Office of Parks and Recreation. Designated August 1974.

The trail takes an easterly course from Leona Park to Skyline Boulevard, passing through two canyons and along a spring-fed stream while climbing 900 feet. The lower canyon is densely vegetated with second-growth redwoods, ferns, and flowering shrubs. Brush and grass-covered hills are found at higher elevations. Old mine workings and evidence of early logging add historical interest. There are excellent views of the San Francisco Bay area. Horse staging areas, a rest stop, springs, and a fire pit are available.

COLORADO

Highline Canal Trail, Denver. 18 miles. Foot, bicycle, and horse trail. South Suburban Metropolitan Recreation and Park District, Denver. Designated June 1971.

This is a segment of the 80-mile Highline Canal winding through metropolitan Denver. Constructed along the tree-lined maintenance road on the bank

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.

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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.

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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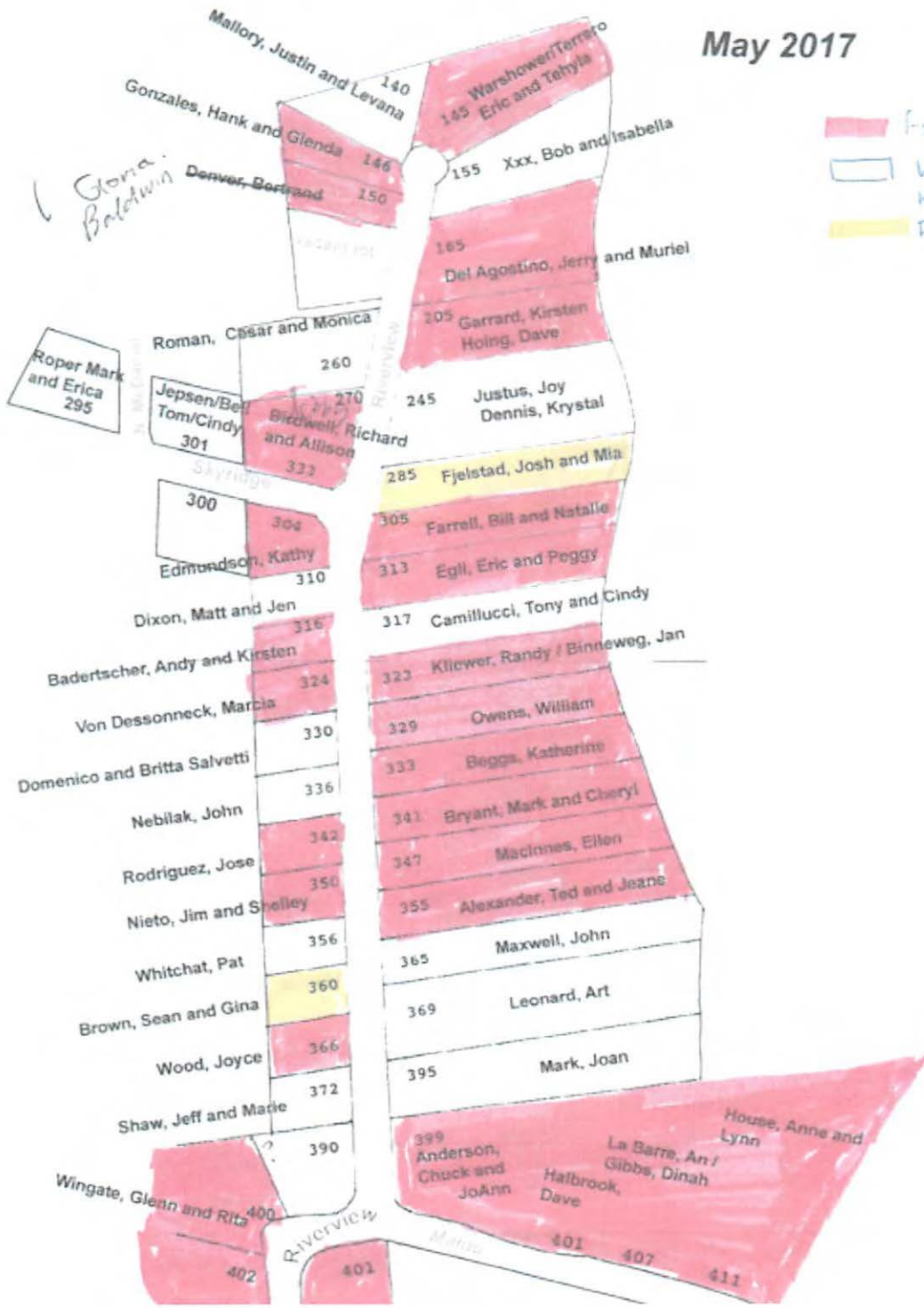
Respectfully on this day, 7-2-17
 Name: Judy Suter Signature: Judy Suter
 Address: P.O. Box 322 Gold Run, CA 95717

Additional Comments: It is unconscionable to put a bike park on top of a beautiful historic hiking equestrian trail. I have enjoyed this trail since the mid 1980s. The presence will be missed; a true injustice in our region. How many will enjoy hiking through a bike park?

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May 2017

FSC or WST
 VACANT or NO PERSON
 FOR



Glenn Balaclaw

Riverview Drive - South

1-1-07



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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, 6/28/17
 Name: Jane Hauge Signature: 
 Address: 120 Belmont Drive 95603

Additional Comments; _____

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, 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. I/We find the following significant impacts inadequately addressed in the current draft CEQA/NEPA and request additional, supportive, and relevant studies, proper documentation, and a subsequent new draft CEQA/NEPA be released if Maidu Rd remains a consideration for a bike park location;

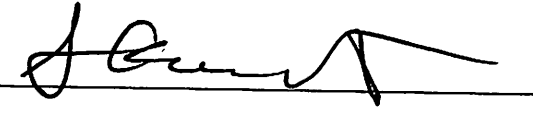
- 1) Significant Loss of an Irreplaceable Viewscape and Scenic Vista. Widespread consensus that our American River Canyon is a beautiful, unique local treasure; an irreplaceable natural asset.
- 2) This proposed location is historically and currently used as a quiet trail passage along the American River 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.
- 3) The American River can be seen meandering it's way towards Oregon Bar at the bottom of the canyon.
- 4) Building a bike park at this location would permanently change the current, irreplaceable view, the natural experience that is currently enjoyed here, and the entire feel of this quiet area.
- 5) Cutting down oak trees that serve as a visual buffer between the area and the Auburn Dam site will negatively impact the scenic value. 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.
- 6) The bike park would have a substantially adverse affect on scenic value and degrade the existing quality and ambiance of the site and surrounding. There is no suitable mitigation for for the loss of excavating such a beautiful area into a dirt moonscape.
- 7) 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.
- 8) Complete "change in use" from a passive recreation 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 and serene feel.
- 9) Other consequences that will alter the quiet, natural area, include damaging plants, removing trees and rock outcroppings, and endangering wildlife. There will be very little wildlife that will remain as a bike park is not hospitable to the native fauna.
- 10) What effect will the low level security lighting near the bike park have on area wildlife including potential habitat for nocturnal species? 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.
- 11) The "change in use" loss cannot be mitigated due to the inherent character of a bike park which is more akin to industrial development than a wildlife viewing area.
- 12) 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?
- 13) It puts bikes on the nationally recognized and 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. Who is liable for accidents that are a direct result of this conflict?
- 14) There is no comparable mitigation for bifurcating the existing location of our 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.
- 15) The proposed Pioneer Express trail reroute to the lower side of the bike park along a bank that drops off onto a paved road would have views 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.

- 16) 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. Watering proposals for dust control are not 100% and would change local air quality.
- 17) The proposed reroute is not equivalent to the current quiet and natural trail experience (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. The section of Pioneer Express trail in question is a major connector trail between FLSRA and ASRA and should remain as such.
- 18) Mitigation proposals that significantly alter the current use, disassemble major trail connections, and compromise the safety of other persons should not be considered.
- 19) 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 a new trail 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.
- 20) The community has previously and publicly expressed they do not want a bike park at Maidu Drive 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.
- 21) It has been suggested that locating the bike park at the more centrally located, undeveloped, large parcels (over 20 acres each) available at Regional Park or Shockley Rd would be the best compromise to support our entire community.
- 22) 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 the Regional Park or Shockley Rd optional locations.
- 23) The neighbors and community were not aware of the full scope of the project until the CEQA/NEPA project released a description including 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. Requests to extend the comment period have been denied.
- 24) 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.
- 25) 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.
- 26) 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.
- 27) 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.
- 28) Need plans in place to upgrade and fix the current condition of the entire length of Maidu Rd as several areas have potholes making additional traffic a concern.
- 29) 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?
- 30) 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. The nearby Skate Park is an example of this whereby neighbors are constantly subjected to unwanted noise pollution and lack of means to enforce rules in a more remote area.
- 31) Policing and supervision are less effective in remote areas as response times are delayed.
- 32) What if maintenance fails to get done sufficiently? Who will pay for the ongoing maintenance and unplanned expenses?
- 33) A centrally located bike park on undeveloped land, such as Regional Park or Shockley Rd, would be more ideal due to significant concerns with safety response times, obstructing existing trails, impacting current area uses, and significantly altering natural environments.

AK

Summary

I/We feel that an Auburn bike park can be accommodated elsewhere and that this and similar development should not be expanded onto the edge of our beautiful American River canyon where it would diminish the quality of the passive recreational use and natural surroundings of this beautiful, treasured area.

Respectfully on this day, July 3
Name: Sarah Korst Signature: 
Address: Auburn CA

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. For additional information or to request a copy of the Environmental Assessment, please contact LeFevre at 916-978-5035 (TTY 800-877-8339)

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, 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, Friday, June 30, 2017
Name: Laurie McGonagill Signature: L. McGonagill
Address: 135 Belmont Dr Auburn, Ca 95603

Additional Comments: Please put this bike park in an appropriate setting. Disturbing native flora, fauna, quiet nature area is not an appropriate placement.

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.

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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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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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6) **HEALTH 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.

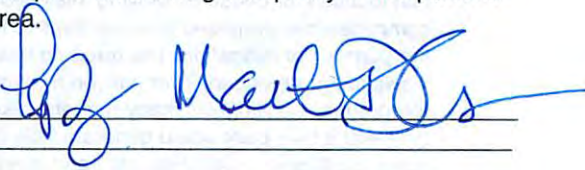
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Respectfully on this day, June 30/17
 Name: Laura Almanzan & MARTIN ALMANZAN Signature: 
 Address: 140 Belmont Dr

Additional Comments; _____

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

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Respectfully on this day 6/30/17
Name: Kathy Selsor Signature: Kathy Selsor
Address: 848 Fiddler Green Ct Auburn

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. 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, 10-28-17
 Name: Noel A. Martin Signature: Noel A. Martin
 Address: 9405 Stanley Ln., Auburn, CA 95603

Additional Comments: This Nature area is not appropriate for this park. What about Regional Park?

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Respectfully on this day, 7/1/17
 Name: Juliet Hamilton Signature: Juliet Hamilton
 Address: 130 College Way Auburn, CA 95603

Additional Comments; _____

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6/29/17

Dear Jamie Lefevre,

I am opposed to the Maidu Road bike park proposed location. This area is a quiet nature area that would be irreparably damaged by this type of use. I have been horseback riding and hiking in this area for 40 years and would be saddened to see the loss of this natural setting. Please reconsider this plan.

Sincerely,

Colleen Denison
6330 Kenneth Ave.
Carmichael, Ca. 95608



RECEIVED
JUL - 3 2017

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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.

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, 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) **HEALTH 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, 6/29/17
Name: Colleen Denison Signature: Colleen Denison
Address: 6330 Kenneth Ave, Carmichael, Calif. 95608

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. For additional information or to request a copy of the Environmental Assessment, please contact LeFevre at 916-978-5035 (TTY 800-877-8339)