

**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,

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

From: Tony Gallardo [<mailto:gallardotony@yahoo.com>]

Sent: Tuesday, August 22, 2017 11:26 AM

To: Kahl Muscott <KMuscott@auburnrec.com>; Gordon Ainsleigh <GAinsleigh@auburnrec.com>; Jim Gray <JGray@auburnrec.com>; Jim Ferris <JFerris@auburnrec.com>; Scott Holbrook <SHolbrook@auburnrec.com>; Mike.lynch.ard@gmail.com

Subject: Bike route

My wife and I are AGAINST this particular bike route. Another selection should be selected instead to preserve this Sanctuary Maidu Park which should be protected for future generations. Tony & Cathy Gallardo

**From:** Kirsten Garrard [mailto:kgarrard205@gmail.com]

**Sent:** Monday, July 3, 2017 3:26 PM

**To:** Kahl Muscott <KMuscott@auburnrec.com>; Pat Larson <PLarson@auburnrec.com>

**Cc:** jruffcorn@auburn.ca.gov; srenegar@placer.ca.gov

**Subject:** Draft Maidu Bike Park Project CEQA Initial Study NEPA Environmental Assessment

Below is my letter submitted for comment on the Auburn Maidu Bike Park; I've also submitted it as an attachment. Thank you for your consideration. Kirsten Garrard

Kirsten Garrard  
205 Riverview Drive  
Auburn, CA 95603  
[Kgarrard205@gmail.com](mailto:Kgarrard205@gmail.com)  
June 29, 2017

Jamie LeFevre  
Bureau of Reclamation, Mid-Pacific Region  
2800 Cottage Way  
Sacramento, CA 95825

**SUBJECT:** Draft Maidu Bike Park Project CEQA Initial Study NEPA Environmental Assessment

This is an addendum to the neighborhood letter I submitted. As a resident of Riverview Drive for 25 years, I have watched traffic and crime increase dramatically with the development of the Auburn Community Center, PCWA facilities, Railhead Park soccer fields and the Skate Park. Our previously quiet little street has become a congested speedway. The Draft Maidu Bike Park Project CEQA Initial Study NEPA Environmental Assessment is concerning because it does not adequately address Traffic, Police or Fire issues and assumes Bike Park users will utilize Maidu/Auburn Folsom access but as currently demonstrated, most people ignore signs and use the Skyridge route.

The TIRE Index (p 90) would have been more accurate during an event at the Community Center and shows the increase in trips per day from the Bike Park onto Skyridge is a "Significant Impact" (adding 217 trips to 351 pgs 90, 95) according to the City of Auburn General Plan (p 95) and changes Riverview and Skyridge Drives from residential streets to unacceptable "Traffic Dominated" (p 95). That, combined with the road conditions (many walkers, joggers and bikers) makes the increase in traffic dangerous and intolerable.

The most serious issue that was minimized ("Less Than Significant") is "Utilities and Public Service", specifically Public Safety and Fire. The neighborhood struggles with these issues right now and an increase in people will only increase these problems. The City of Auburn Police Department patrols until the City Limit - just above the Community Center. Maidu

Drive from the Community Center, down the hill and back up until almost the intersection of Maidu and Riverview (City Limit again) is a literal “No Man’s Land” of unincorporated Placer County.

The City of Auburn Police will not respond to calls there, the Placer County Sheriff Department does not patrol it regularly and has an extended response time, the CA Parks Dept. is spread VERY thin and there are all kinds of illegal, hazardous, dangerous activities going on. With increased activity in this “No Man’s Land”, an agreement similar to the Airport Agreement City Fire has with the County needs to be made between local law enforcement. First Responder Fire and Medical also need a Mutual Aid agreement for this area (every minute in a medical emergency and fire counts). Please address these important Traffic, Police and Fire issues before finalizing this Study.

Thank you,

**Kirsten Garrard**

Bikeparknepa.word

Dinah Alexander Gibbs  
407 Maidu Drive  
Auburn, California 95603  
June 22, 2017

David Murillo, Regional Director  
Mid Pacific Regional Office  
Federal Office Building  
2800 Cottage Way  
Sacramento, California 95825

Dear David:

The purpose of this letter is to voice my concerns regarding the development of a bicycle pump track and skills course on USBR property in Auburn, California. This project is to be located in a remote area of Auburn, immediately behind the Canyon View Community Center and will be managed in coordination with the Auburn Recreational District. The following information will clearly outline my primary concerns.

- I. The original management agreement Auburn Recreational District maintains with the USBR states there will be no change of use to the land. The proposed Maidu Drive Bike Park location has always been used as a quiet trail passage along the American River Canyon rim through an extremely beautiful area of mixed grasslands and oak woodlands with stunning views of both the canyon and the high peaks of the Sierras beyond. The historical Pioneer Express Trail wanders directly thru this area and is currently enjoyed by hikers, birders, joggers, walkers, and equestrians. The development of this bike park would dramatically transform this area to a moguled moonscape to be enjoyed only by a select group. This represents a complete “change of use” for this area. Currently a passive recreation area where trail users are drawn to enjoy the quietness, wildlife and beautiful scenery. The experience would become fast moving bikes, airborne bikes, bare dirt tracks, dirt mounds, bike skills obstacles such as berms, rollers, pumps, a strider tract, and jumps thru out the area replacing the natural serene feeling.

Does the bike park comply with current by-laws, local ordinances, and written agreements with and between all involved parties and municipalities? For example, is the 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, a trail designated by the State Parks as a passive recreational hiker and equestrian

only trail. Additionally 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.

- II. The Department of Conservation California Geological Survey dated 4, 2006 indicated the Maidu Drive site is an area “most likely to contain NOA”, this was the highest Asbestos risk of the 3 ratings presented. During the construction of Auburn Dam there were 3 separate geological surveys completed, and I have no doubt they also confirm the presence of Asbestos. The construction and maintenance of a bike pump track, which would continually churn up soil, dust, and cause erosion, could potentially warrant exorbitant costs to insure the safety of the bike park participants, community members, neighbors, and maintenance personnel. Who would potentially be responsible for such costs? Who will take responsibility for injuries incurred while using the bike park? I have no doubt a smart lawyer would include the Bureau of Reclamation.
- III. Public access to the proposed bike park would be via Maidu Drive. The portion of Maidu Drive immediately in front of the proposed bike park is USBR property. This road is in an extreme state of deferred maintenance. The USBR has clearly stated they will not maintain this road. The City of Auburn/Auburn Recreational District indicate they do not have the funds to repair and/or maintain this road. The County of Placer and the State of California are also very unlikely to repair and maintain a road on Federal property. Cost of repairing and maintaining this road would be significant.

The quiet neighborhood immediately next to this project is extremely concerned regarding the increased traffic, noise, fire danger, and crime this project would bring to their neighborhood. The Canyon View Community Center and the Placer County Water Agency offices have already significantly increased traffic to this neighborhood. A bike park would attract primary young teenage individuals whose driving skills are in their infancy. Additionally the Bike Club promoting this project has a petition signed by more than a thousand individuals from the surrounding communities outside of Auburn that intend to use this proposed facility. This neighborhood cannot withstand that level of increased traffic.

- IV. The Law Enforcement Agency responsible for the proposed Maidu site falls under the jurisdiction of the Placer County Sheriff Department. Currently this is not an established patrol area, and there is no visible law enforcement. The nearest sub station is 7 to 10 miles away. Subsequently this quiet neighborhood has great concern regarding appropriate police presence to adequately control and/or prevent problems. Auburn Recreational District has experienced longstanding problems at their Auburn Skate Park. This park is located in what is considered a remote location. There have been many

accounts of loitering, drug use, loud music, vulgar language, truancy, underage drinking, garbage, and graffiti. Without supervision, and clearly out of the public's eye, these activities go mostly unchecked. Parks in remote areas are very difficult to manage safely and effectively. Negative impact to the surrounding neighbor is definitely a concern.

- V. Auburn Recreational District has multiple other sites to chose from that do Not have significant problems and potential high costs. One example would be the Regional Park. This Park is located off Richardson Drive in North Auburn and is home to a wide variety of physical activities including disc golf, volleyball, basketball, and sports fields. Existing amenities include BBQ pits, picnic areas, restrooms, and parking. Placer County Sheriff Department is within a mile and they routinely patrol this area. The Regional park site does NOT have the following problems:
- a. Steep topography
  - b. Deteriorating and unmaintained road access
  - c. No visible law enforcement presence
  - d. Conflict of use
  - e. Change of use
  - f. Remote location
  - g. Environmental concerns
  - h. Excess traffic, noise, and safety to a quiet neighborhood.

It is apparent the Auburn Recreational District Board of Supervisors continues to attempt to slide this park into existence without clearly informing all involved parties of the facts. It is my understanding that the USBR believes there is no objection to this park from the surrounding neighbors. This is ABSOLUTELY unfounded!! We are and have been clearly against this project since day one. We were offered one community meeting to voice our concerns. We packed the building and stated loudly our opposition.

The USBR previously denied the development of a bicycle pump tract and skills course less than a mile away in the Auburn Dam Overlook Area. The Maidu site has not only the same issues, but several other significant problems that create conflict and change of use.

I have had the pleasure of a lifetime association with the USBR. My father was a Civil Engineer that worked for the Bureau for 42 years. When he retired, he was the Chief Construction Engineer for the Auburn Dam. I have no doubt that the USBR's honest and ethical vision for quality land use and public safety would not be in favor of this project if they were aware of all the facts.

Your kind attention to this situation would be greatly appreciated.

Dinah Alexander Gibbs

Cc: Kahl Muscott District Administrator, Auburn Area Recreation and Park District







Loomis Basin Horsemen's Association

P.O. Box 2326 Loomis, CA. 95650

LBHA.us

Auburn Area Recreation and Park District  
471 Maidu Dr. Suite 200  
Auburn, CA. 95603-5427  
Attn: Kahl Muscott  
Re: Maidu Bike Park comments NEPA/CEQA document

June 25, 2017

Board of Directors Auburn Area Recreation District,

The area near Auburn, in which the bike park is located, is a key hub for access to the continuous and rare 100+ mile trail system that has existed in this region in some form or another since the 1800's. With proper planning and trail design the area can better meet all trail enthusiasts needs. We recognize mountain bikers need for the bike park as well as multiuse or bike only trails to connect to the Confluence and other areas. We ask that Reclamation, Auburn Recreation District, California State Parks and mountain bikers recognize hiker and equestrian needs to preserve through trails that meet safety criteria. These needs are not mutually exclusive and can be met when accurate information is the basis for meeting our goals.

The draft NEPA/CEQA document does not accurately describe the existing area. Thus mitigation measures are incomplete because the draft document mislabeled the existing (non-canal) trail as multiuse and omitted any reference to the national status of the trail located on the bike park site.

The trail section through the bike park is horse/hiker only as shown on State Parks environmental documents for both the PCWA/Reclamation Pump Station Project and the Auburn to Cool Trail Study. ( Graphics attached) In addition, the "no bike" signs on both sides of the bike park have been vandalized. The words "no bike" and the slash across the bike symbol have been removed, thus it appears the trail allows bike use. (pictures attached) Finally, this trail, particularly just north of the site, is located near a very steep high cut bank and does not meet multiuse standards.

Suggested mitigations:

- The proposed by-pass trail, which serves as the continuation of the existing trail *remain* as a horse/hiker trail. The canal trail would serve as it has as a bike/hiker trail.
- A barrier/fence be placed between the bike park tracks and the by-pass trail so through horse/hike traffic can continue to points north and south and the by-pass trail does not become a de facto part of the bike park tracks and activities.
- Remove the bike symbols from the trail signs along the horse/hiker trail
- Add signage about which trails that exit from the bike park are multiuse.

National Recreation Trails are recognized by the Department of Interior as *exemplary trails* of local and regional significance. The 50 mile **Western States Pioneer Express National Recreation Trail** was dedicated as a horse/hiker trail in 1975 and runs through this area. (attached LBHA letter to State Parks includes press article). Typical of the time, the exact location of the trail was not defined. It is clear that it met the following criteria: It is 50 miles long, runs between Beal's Point in Folsom State Recreation Area to Forest Service lands near Foresthill. It was routed around the Auburn Dam construction area, this portion of the trail is locally named Cardiac Hill, it then connects to Auburn and continues east toward Foresthill. Once dam construction ceased, the area became a mish mash of non-system trails. However, State Parks preserved this trail by formalizing a route in the 1990's through the placement of National Recreation Trail decals on carsonite signs

along the trail which still avoids the dam site, stays on public lands and connects to Auburn near the fairgrounds then proceeds east. (See attached map of NRT and American Discovery Trail trail markers in the bike park area)

Suggested mitigation:

- Discuss and acknowledge the existence of the Pioneer Express Western States National Recreation Trail and the American Discovery Trail (picture attached) in this NEPA/CEQA document. The NRT designation does not require any additional federal oversight with regard to changes in designated use nor trail relocation, as was done in the 90's and today with the by-pass trail. Agencies may make changes through the existing local public processes.

Dam construction in the area destroyed many historic properties, yet our local citizens felt the preservation of the historic trail system from Folsom, that had been along the river, to Squaw Valley should be saved and they did so by obtaining the National recognition of this continuous trail. When the dam area is decommissioned, many entities will be competing to develop the area. It would be a crime to break apart our 42 year old, **Western States Pioneer Express National Recreation Trail** because Reclamation, ARD and State Parks ignore the existence of such a rare, *continuous* 50 mile trail in this area.

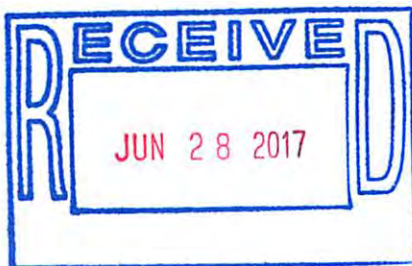
Finally, we do commend Auburn Recreation District in providing the needed maintenance to the trail along the "unnamed" road within the dam construction area that serves as a multiuse trail east of the bike park. This old paved and dirt surface dam construction road overlays what was once the railroad track that served the Cool limestone quarry. This multiuse trail is necessary for trail users that wish to continue east toward the river and those that may have trouble traversing the by-pass trail due to the intense use.

Patricia Gibbs  
Loomis Basin Horsemen's Association

Attachments:

Pictures (3) of vandalized 'no bike' signs  
Picture of American Discovery Trail, trail marker on Bike Park property  
Map showing location of NRT and American Discovery Trail markers on trail in area  
Bureau of Reclamation/PCWA Pump station EIR illustration of trails and designated use in area  
State Park's Auburn to Cool Trail Study graphic of trails and designated use in area  
LBHA letter to State Parks re concerns for the loss of recognition of the existing Western States Pioneer Express National Recreation Trail dated 1-2-16

Cc; Department of the Interior, Bureau of Reclamation  
California State Parks, Gold Fields District



#

Western States Pioneer Express National Recreation Trail this portion avoids dam construction site goes through proposed bike park Auburn, Ca. NRT created 1975



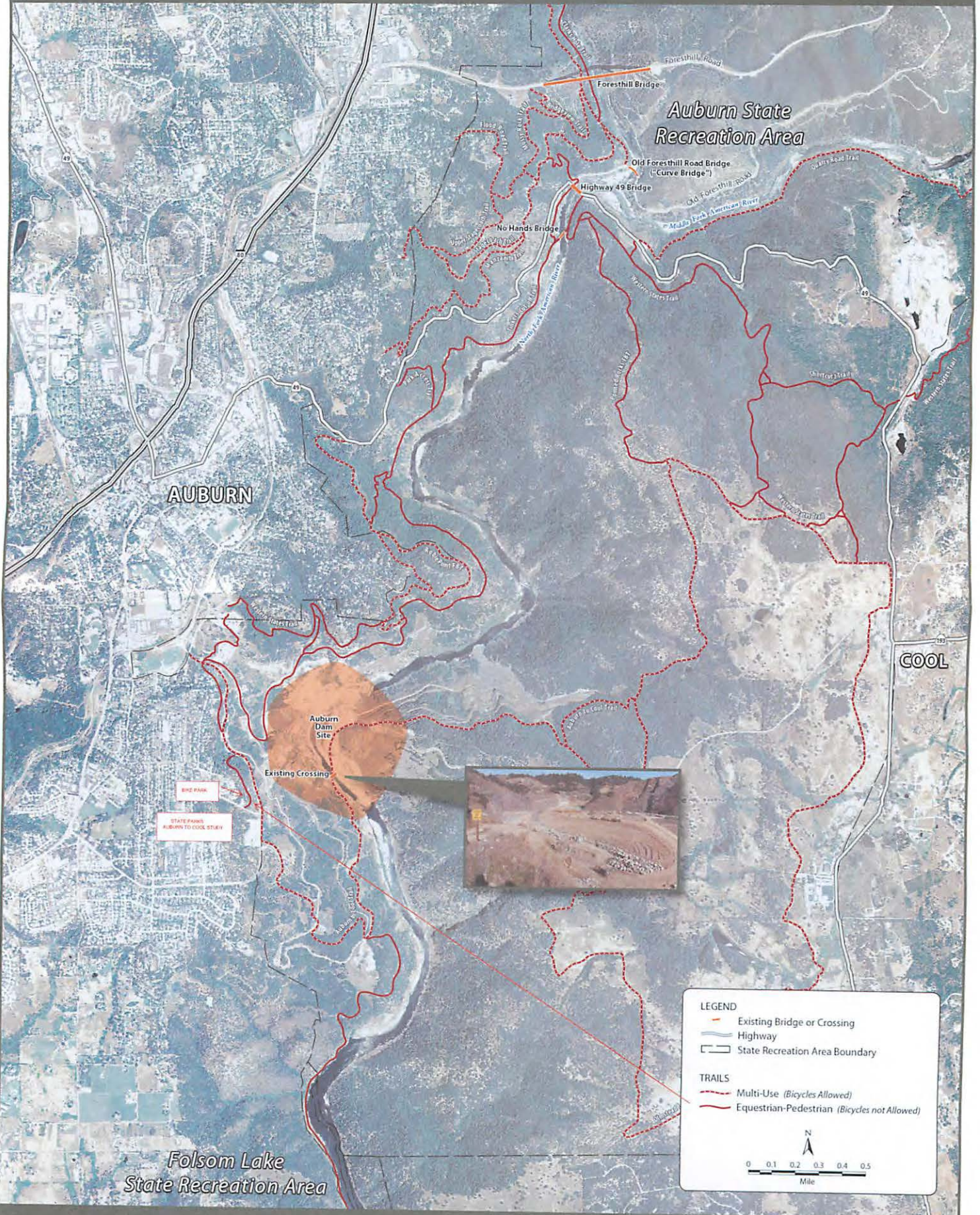








# Overview Map





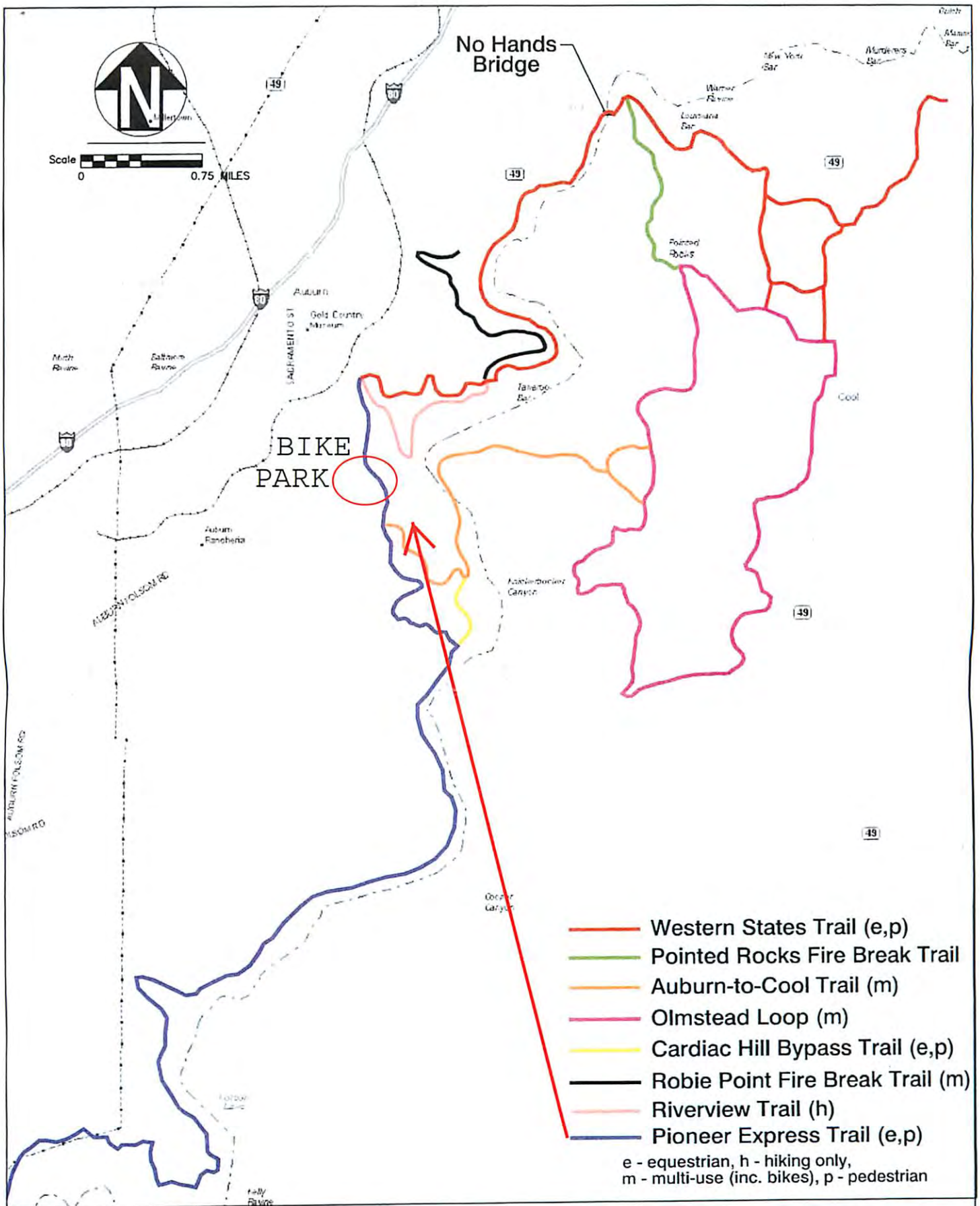


Figure 3.8-2 American River Pump Station Project Area, Recreation Trails Map



Loomis Basin Horsemen's Association  
P.O. Box 2326 Loomis, CA. 95650  
LBHA.us

1-2-16

Jim Micheaels  
Gold Fields District  
California State Parks  
7806 Folsom-Auburn Blvd.  
Folsom, CA. 95630  
Re: Comments on ASRA General Plan

Mr. Micheaels,

There are two Nationally recognized trails that traverse Folsom Lake and Auburn State Recreation Area's which nobody seems to know about. Park's documents and signs fail to explicitly identify these trails which traverse both Auburn and Folsom Lake State Recreation Areas. The error occurs due to the presumption that the Western States Trail 'starts' in Auburn, the Pioneer Express Trail 'ends' at the north end of Folsom SRA, as a result, many conclude there is no continuous trail between Auburn and Folsom Lake SRA's. Most recently the bike park management has said no recognized trail traverses their leased property. They are in error.

The Western States Pioneer Express National Recreation Trail, starts at Beals point and continues 50 miles up through the bike park to Auburn and onto Foresthill. The Jedediah Smith National Recreation Trail is 26 miles that has two separate tracks one dirt for horses one paved for bikes goes from Sacto to Beals Point in Folsom. The confusion has occurred because these trails are not accurately described in State Park General plans, Bureau of Reclamation Management plans, Parks maps or brochures. These trails are being broken apart and their national status is simply lost to the public. ASRA has perpetuated the error with recent signs placed at the north end of Folsom SRA that furthers the 'ends here, starts there no connection in between' error. Our goal is to protect these trails as the entire entities that they are and to enhance and popularize their status as 26 and 50 mile continuous trails which are part of the National trail system. Grant money can be made available to these trails if so recognized.

We request that:

- The key facts related to these trails are included in any documents, maps and brochures prepared by State Parks. (Key facts: the full name of the trail, the mileage, where they 'start' and 'end', and the designated uses.)
- That State Parks update the National Recreational Trail website
- That State Parks work with volunteers to ID/decals the whole trail, if it is not clear as to alignment in ASRA has the option to determine the best route.

Patricia Gibbs,

Loomis Basin Horsemen's Association

Attachments: Picture of signs at North end Folsom SRA, screen shot official NRT website, descriptions of Jedediah Smith and Western States Pioneer Express NRT's from 1976 NRT brochure. News article re 1975 ceremony dedicating Western States Pioneer Express NRT.

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.

From 1976 National Recreational Trails Brochure

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.



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## Western States Pioneer Trail

**Location** E from Folsom Lake up American R. through Sierras to Squaw Pass.  
**State(s)** California  
**Counties** Sacramento  
**Type**  
**Length** 55.00 Miles / 88.51 Km      Loop Trail? No  
**Allowed Uses**  
**Agency** State  
**Entry Fee?** No      Parking Fee? No

### Database Actions:

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- News
- Update Trail Info
- NRT Signs
- National Trails System
- Contacts



## Description

? \* Room for description here

## Visitor Information

### Seasonal Information

Date Opens: Not Available - Date Closes: Not Available  
 Time Opens: Not Available - Time Closes: Not Available

### Directions

Not Available

## Additional Information

Width: 0 inches.  
 Primary Surface: Not Available  
 Secondary Surface: None  
 Average Grade: 0%  
 Elevation Low Point: Not Available  
 Elevation High Point: Not Available  
 Year Designated: 1975  
 Date Last Updated: 08/24/2009

## Contact Information

**Trail management:**  
 Jim Michaels  
 California Dept. of Parks  
 7806 Folsom-Auburn Rd.  
 Folsom, CA 95630  
 (916) 988-0205  
<http://www.parks.ca.gov>

## Related Webpages and Documents

| Title          | Type | Link |
|----------------|------|------|
| None Available |      |      |

Could add news article, photos

Do you see a problem with this trail data? Contact either the trail manager (listed above) or email [trailhead@americantrails.org](mailto:trailhead@americantrails.org).

## More Resources

- Bibliography
- Quotations
- Glossary
- Acronyms
- Tools
- Cool trail solutions
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- Planning
- Maintenance
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- Products & services



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A Ceremony Tuesday afternoon at the Auburn Dam Overlook linked a 50-mile section of the Western States-Pioneer Express trail from the Folsom Lake area to just beyond Foresthill, with a 26-mile section that begins in Sacramento's Discovery Park. Above, from left, George Dean, of the National Recreation Trail Committee; Frank

Sylvester, Western Regional Director of the federal Bureau of Outdoor Recreation; Placer County Supervisor Ray Thompson, and Samuel H. Halstead, deputy commissioner of the state Department of Parks and Recreation, show the plaque that designates the new section. (Photo by Steve Capps)

Auburn Journal article  
December 12, 1975

Dedication of the  
Western States Pioneer  
Express National Rec-  
reation Trail

**Folsom To Foresthill**

e, from left, George Dean, of plaque and Steve Capps  
on Trail Committee; Frank Steve Capps)

**Folsom To Foresthill**

# New Section Of Recreation Trail Dedicated At Auburn

By Steve Capps

A 50-mile section of the Western States Pioneer Express Trail from Folsom Lake State Recreation Area to just beyond Foresthill at the Tahoe National Forest boundary, was dedicated as a National Recreational Trail in a ceremony at the Auburn Dam Overlook Wednesday.

On hand for the brief ceremony was Frank Halstead, deputy commissioner of the State Department of Parks and Recreation, who accepted a plaque from Frank Sylvester, regional director of the Federal Bureau of Outdoor Recreation.

Auburn Chamber of Commerce members provided refreshments for the gathering and representatives from the Bureau of Land Management gave a short tour of the overlook's exhibit.

The trail begins in Sacramento and will even-

tually go all the way to Carson City, if plans can be worked out with private property owners whose land it crosses. The United States Forest Service will probably apply for another 50-mile section of the trail also to be designated as a National (Continued on Page A-16)

## Del Oro Football Coaches Resign, Prefer Classroom

By Steve Capps

The resignations of Del Oro High School head football coacher Rolf Moeller and his assistant Hal Duzger were

School, because of overcrowding at the latter.

Dr. Boulding said that they expressed concern over whether brothers and sisters

Friday, December 12, 1975

MORE ON:

### New Section

(Continued from Page A-1)

Recreation Trail.

The part of the trail dedicated Wednesday, which begins at Beals Point, connects with a 26-mile section starting at Sacramento's Discovery Park.

The Trail follows the north shore of Folsom Lake and along the American River until it reaches the construction site of the Auburn Dam, where it climbs to the top of the canyon.

It proceeds through the 20th District Agricultural Fairgrounds in Auburn and then follows the middle fork of the American River, where it travels along the Placer County Emigrant Road, built in 1851.

At Squaw Pass, the trail meets the Pacific Crest National Scenic Trail and travels eastward through Squaw Valley, crossing the Truckee River.

The trail finally comes to the California-Nevada border and then travels southeasterly to Carson City.

MORE ON:

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## Continuation of Auburn Journal Article 12-12-1975 re dedication ceremony of Western States Pioneer Express National Recreation Trail

New 2015 sign, located ON the Western States Pioneer Express National Recreation Trail at the south end of ASRA, does not even mention the NRT. The sign perpetuates the concept of a gap in the trail and that the Western States trail starts at the Auburn Staging area. The portion of WST from Auburn to Squaw became famous with the 100 mile Tevis Ride but the WST continued well south of Auburn. This was commemorated by the creation of the Western States Pioneer Express National Recreation Trail status.

Note: A portion of the 50 mile WST PE NRT overlays the 1957 California Historical landmark designated as the Pioneer Express Trail. That historical designation does end near this point, the NRT continues.

### ASRA SIGN ERRORS



SEE NRT DECALS ON CARSONITE SIGN



The carsonite sign on the right has the NRT decal. Yet, Parks documents, signs or maps do not refer to the Western States Pioneer Express National Recreation Trail as a continuous 50 mile entity. This important backbone trail's status as a part of the National Trail System is being lost.

Time is now to update the signs, have volunteers decal and map the whole trail, update the National website and Parks maps, general plans, management plans and seek grant money to rebuild and save this trail.

Patricia Gibbs

Western States Pioneer Express National Recreation Trail this portion avoids dam construction site goes through proposed bike park Auburn, Ca. NRT created 1975



PORTION OF  
WESTERN STATES PIONEER EXPRESS NATIONAL  
RECREATION TRAIL



----- Forwarded message -----

From: **Cathy Haagen-Smit** <[chaagensmit@gmail.com](mailto:chaagensmit@gmail.com)>

Date: Fri, Jun 16, 2017 at 4:52 PM

Subject: Auburn Bike Park Plan

To: [kmuscott@auburnrec.com](mailto:kmuscott@auburnrec.com), [jlefevre@usbr.gov](mailto:jlefevre@usbr.gov)

This is to express my appreciation for the work done that resulted in a Mitigated Negative Declaration for this wonderful project that will be enjoyed by the community. I have visited bike parks in various communities, such as the amazing bike park in Truckee, and it is very clear that the communities are enhanced by this simple addition to recreation infrastructure. Businesses support these facilities in a big way. Volunteers, families, students and "kids" of all ages seem to fully enjoy the park and its features. Thank you for proceeding with this project. It is time to prioritize its construction.

Sincerely,

Cathy Haagen-Smit  
7589 Ridge Road  
Newcastle, CA 95658

----- Forwarded message -----

From: **Richard Hadley** <[rlhadley@sbcglobal.net](mailto:rlhadley@sbcglobal.net)>

Date: Tue, Jun 27, 2017 at 9:12 PM

Subject: Request for 60 Day Extension of Comment Period for Auburn Bike Park EA Due to Failure to Provide Adequate Public Notice

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

I am hereby requesting a 60 day extension to the public comment period for the Proposed Auburn Bike Park on Buruea lands due to the fact that bureau of reclamation's failed to notify myself and other neighbors immediately adjacent to the proposed Auburn Bike Park. I live at 1930 Vista Del Lago within 500 yards of the proposed project and received no notice of the project. Members of our neighborhood association report the same failure for adequate public notice.

Furthermore, it appears your EA fails to evaluate all reasonable alternatives for the proposed project. Multiple potential suitable alternative sites have been identified that would not impact federal land and valuable scenic open space. Failure to evaluate and compare all reasonable alternatives violates NEPA. Instead your EA states the reason for only evaluating the Maidu site is because the proponents preferred this site. Without a full analysis of all reasonable alternatives, environment impacts of the alternative sites cannot be adequately evaluated and an informed decision is not possible.

Be advised that our neighbors are meeting this week to seek legal counsel and action including a request that an EIS be prepared that evaluates all reasonable alternatives and the significant environmental impacts this project will inflict on The American River Canyon, historic trails and the increased wildfire risk this project will produce by inviting 100's of additional visitors per day to one of the most dangerous highly fire prone risks areas in central California. The bureau is proposing to add fire risk to our community while at the same time the BOR has failed to maintain shaded fuels breaks on lands in your jurisdiction including the proposed project area.

I would like an immediate positive response to my request for a 60 day extension to the comment period.

Sincerely

Richard Hadley

1930 Vista Del Lago

Auburn, CA 95603

916-769-3918

Sent from my iPhone

----- Forwarded message -----

From: **Richard Hadley** <[rlhadley@sbcglobal.net](mailto:rlhadley@sbcglobal.net)>

Date: Mon, Jul 3, 2017 at 9:27 AM

Subject: Inadequate Analysis of Increased Wildfire Risk of Proposed Auburn Bike Park puts Millions in Property Value at Increased Risk

To: Jamie Lefevre <[jlefevre@usbr.gov](mailto:jlefevre@usbr.gov)>

Hi Jamie:

Please find my professional assessment of your EA with regard to wildfire risk associated with the ARD Bike Park Proposal. Our home is less than 125 yards from the proposed park and adding thousands of visits to the current location annually will significantly increase the risk of human caused fire to a high risk fire prone area. In addition both BOR and ARD have demonstrated their inability to maintain fuel breaks adjoining this project site with current grass crops immediately adjoining our property reaching 4 - 5 feet. If BOR and ARD cannot manage existing fuel breaks as good neighbors how can you be trusted to take on the cost of managing the Bike Park and fuel breaks.

See my detailed comment letter attached.

Jamie LeFevre  
Bureau of Reclamation  
Mid-Pacific Region  
2800 Cottage Way, Sacramento, CA 95825  
jlefevre@usbr.gov

Subject: In-adequate Analysis of Increased Wildfire Risk for Auburn Bike Park Proposal put Millions in Property Value at Increased Risk

As a neighbor with a home within 120 yards of the proposed Auburn Bike Park I want to correct a statement made in the EA which is false. The EA states that adding over a hundred visitors to the bike park per day will not increase the risk of wildfire in the area. By adding more human use to a site, you will inherently increase the potential for a wildfire caused by humans. More than 95% of all wildfires are caused by humans, and to state that there is no increase in risk is false and misleading. The bike park site is situated at the rim of the American River Canyon, one of the most high risk landscapes in California, per CalFire's Fire Hazard Severity Zone Map.

While not commenting in my official capacity you should know that in addition to being a neighbor to the proposed site, I am the Deputy Regional Fire Management Officer for the United States Fish and Wildlife Service and a Public Information Officer for one of four Federal Type 1 Incident Management Teams handling major wildfires on Federal lands in California and across the country. As such, my assessment of the situation is far more educated and informed than that of the consultant who prepared this report and of any one working at the Bureau of Reclamation who, while having land management responsibilities in California, does not have a fire management program. In fact, BOR has consulted with my office on wildfire management issues because they do not have the expertise within the agency. I find it irresponsible for ARD and BOR to have made such an inaccurate statement in this NEPA document.

In addition to the false statement regarding increased fire risk, I would like to point out the benign neglect of both the Auburn Recreation District and BOR in maintaining established shaded fuel breaks on BOR jurisdiction lands behind our homes. The shaded fuel break between Vista Del Lago and Placer County Water Agency facilities was established approximately 10 years ago largely due to work of the landowners on Vista Del Lago. To date, the only maintenance of the fuels in this area is by landowners who do not have the responsibility for this work, but do it because BOR, and now ARD under agreement, have failed to maintain it, putting our homes at risk. At present the grass crop in this 300 foot wide fuel break has reached 4 to 5 feet high and shrub communities have reestablished across the fuel break rendering it ineffective at holding a wildfire and restricting safe access by firefighters. If ARD by agreement with BOR, or BOR cannot manage these fuels, how will the agencies take on the management of the bike park expense and be able to address the increased risk of wildfire in this area? The inability of the two agencies to maintain fuels breaks has put tens of millions of dollars of property value and lives at risk to catastrophic wildfire while inviting thousands of new visitors each year into a volatile high risk wildfire prone area.

Failure to maintain the existing fuel breaks while substantially increasing risks is an unmitigated significant environmental impact. No amount of fire protection will work if fuel breaks are not maintained, and ARD and BOR have demonstrated repeatedly that they cannot be a trusted to be a reliable neighbor in managing their lands.

Please be advised that myself and our neighbors are available for consultation on recommendations to maintenance of the existing neglected fuel breaks.

Richard Hadley  
1930 Vista Del Lago,  
Auburn, CA 95603  
916-769-3918

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**From:** Lou Hammond [<mailto:louannhammond@yahoo.com>]  
**Sent:** Sunday, July 2, 2017 2:09 PM  
**To:** Joe Fecko <[JFecko@auburnrec.com](mailto:JFecko@auburnrec.com)>; Pat Larson <[PLarson@auburnrec.com](mailto:PLarson@auburnrec.com)>  
**Subject:** Fw: Maidu Bike Park

This is my second FB post on Auburn pages - I believe you need to have some serious public discussions before you go forward.

Thank you

Yesterday I posted on different Auburn facebook pages about the Maidu Bike Park that is set to be built. I didn't realize how contentious it had become. People have pm'd me saying they have been bullied into silence and that they have questions and concerns about this park.

This is our neighborhood! We should be able to agree/disagree with each other. I am putting the email addresses (if you have others please feel free to add them) and the issues people have with the park.

These are not my issues per se, (some are, but not all), I just believe that we should be able to talk about this.

You can email [Kmuscott@auburnrec.com](mailto:Kmuscott@auburnrec.com) [jlefevre@usbr.gov](mailto:jlefevre@usbr.gov) or [bos@placer.ca.gov](mailto:bos@placer.ca.gov) and tell them you are concerned - and be sure to be at the meeting on 7/27 at 6pm

Here are some of the concerns people have sent me - I have not had time to check them out for accuracy, since July 3 is the cut-off date for people to complain I wanted to get this information out there

1. Why is Maidu Road part of the bike park? Who will maintain Maidu Road? (apparently USBR has said they will not - ARD has not addressed it - so I am told)
2. Will there be lights in the park - apparently lights are a deterrent and there is an issue with lights in the skate park?
3. People think that 300 more cars going up and down Maidu is bad - another person said it would be twice that much because parents come in - drop the kids off and then come pick them up.
4. Who is liable someone is injured?
5. If there is asbestos in the soil (apparently there is) do you have EPA approval to remove it? How will you pay for it?
6. The law enforcement falls under Placer County Sheriffs Dept and there is not patrolling that area right now. Will there be? Where is the nearest substation?

7. Will Homeowners insurance go up?
8. Will there be property loss because of traffic, health, noise
9. Have the daycare and schools been notified and given proper time to refute?
10. Where will the bathrooms be and who will maintain them?
11. Which organization will be responsible in case of a fire?
12. Will there be no smoking no loitering signs put up
13. There were 17 areas of consideration - North Auburn Regional Park is more suited for this bike park. Why did you choose this one?

If more come in I will put them at the bottom. No one should feel like they can't have a say in this discussion - this is Maidu Road - your neighborhood. If you support it, or don't, email the powers that be, but let's at least be respectful of each other.

TIA



North Fork American River

Auburn State Recreation Area

River View Dr

Majada Dr

Majada Dr

Majada Dr

Vista del Lago



----- Forwarded message -----

From: **Jennie Harless** <[jennieharlessphotography@gmail.com](mailto:jennieharlessphotography@gmail.com)>

Date: Fri, Jun 30, 2017 at 1:59 PM

Subject: AUBURN BIKE PARK

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

Hello!

My family and I would LOVE to have a BIKE PARK in Auburn!!!! :-)

My son who is five would be there at least once a week -- and I'm sure he'd want to go more often! And my daughter, who is 19 months, will be riding a bike in the next few years. And who knows? Maybe my husband and I will be inspired to ride, too.

Let's make it happen -- for my kids and all the kids (big and little) -- in and around Auburn.

Warmly,

The Harless Family

Brian, Jennie, Noah & Beth

1300 Cresthaven Drive

Colfax, CA 95713

(916) 606-6203

**From:** Jennie Harless [<mailto:jennieharlessphotography@gmail.com>]

**Sent:** Friday, June 30, 2017 1:57 PM

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

**Subject:** AUBURN BIKE PARK

Dear Mr. Muscott,

My family and I would LOVE to have a BIKE PARK in Auburn!!!! :-)

My son who is five would be there at least once a week -- and I'm sure he'd want to go more often!

And my daughter, who is 19 months, will be riding a bike in the next few years. And who knows?

Maybe my husband and I will be inspired to ride, too.

Let's make it happen -- for my kids and all the kids (big and little) -- in and around Auburn.

Warmly,

The Harless Family

Brian, Jennie, Noah & Beth

1300 Cresthaven Drive

Colfax, CA 95713

(916) 606-6203

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

From: Brian Harless [<mailto:firefighterbri@hotmail.com>]

Sent: Friday, June 30, 2017 2:09 PM

To: Kahl Muscott <KMuscott@auburnrec.com>

Subject: Bike park in Auburn

We NEED a bike park in Auburn. We are recognized nationwide for having a phenomenal natural environment to enjoy the beauty that is CA and it's hard to believe we don't have a bike park for the kids. Please make this happen!!!

Brian Harless

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**From:** Eric Hill [mailto:ehill@niello.com]  
**Sent:** Monday, June 19, 2017 8:11 AM  
**To:** Kahl Muscott <KMuscott@auburnrec.com>  
**Subject:** Auburn Bike Park

Hi Kahl,

I just wanted to voice my support for the Auburn Bike Park project. My wife and I frequent bike parks in other cities and think a bike park in Auburn would be a great asset to the community.

Thank you,

Eric Hill  
324 Duranta Street  
Roseville, CA 95678

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This email is confidential and may be legally privileged. If you are not the intended recipient, please delete the message.

## 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**

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, June 27, 2017

Name: Denese Holden

Signature: Denese Holden

Address: 6720 Boulder Road, Granite Bay, CA 95746

Additional Comments; Thank you for your consideration of my concerns & comments. Our community will deeply appreciate your NOT placing this portion of the bike park on or near the Pioneer Express 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)

----- Forwarded message -----

From: **Brian Joder - OUTBOUND Ind.** <[imoutbound@yahoo.com](mailto:imoutbound@yahoo.com)>

Date: Thu, Jun 29, 2017 at 2:59 PM

Subject: Please support the Auburn Bike Park Project

To: "[KMuscott@auburnrec.com](mailto:KMuscott@auburnrec.com)" <[KMuscott@auburnrec.com](mailto:KMuscott@auburnrec.com)>, "[jlefevre@usbr.gov](mailto:jlefevre@usbr.gov)" <[jlefevre@usbr.gov](mailto:jlefevre@usbr.gov)>

Dear Kahl Muscott and Jamie LeFevre,

I would like to ask for your support (and I give you my support!) for the planned Auburn Bike Park (Maidu Bike Park Project). I have personally seen many types of positive impacts within a community that has chosen to invest in this type of recreation. It benefits not just the local users of a wide age range, but economic benefits will be realized as well.

This would give kids a place to go after school and also allow other users of any age a great place to be with friends/family while doing the activities they love :-)

I realize there is the usual resistance to change, but I feel these should be worked around for the betterment of the community as a whole. I think if you look at the demographics of the "Sacramento Foothills" area you will see that this type of recreation is in great need and short supply.

Again, please support this project!

Thank you your time and consideration,

Brian Joder  
Folsom, CA  
916-759-2124

----- Forwarded message -----

From: **Russell King** <[Russell.King@king-engineering-inc.com](mailto:Russell.King@king-engineering-inc.com)>

Date: Tue, Jun 27, 2017 at 9:57 AM

Subject: Auburn Bike Park

To: "[jlefevre@usbr.gov](mailto:jlefevre@usbr.gov)" <[jlefevre@usbr.gov](mailto:jlefevre@usbr.gov)>

Cc: "[KMuscott@auburnrec.com](mailto:KMuscott@auburnrec.com)" <[KMuscott@auburnrec.com](mailto:KMuscott@auburnrec.com)>

Good morning Mr. LeFevre,

As an Auburn resident of 23 years, local business owner, and parent of two children who love to be outdoors, I encourage you to approve the Auburn Bike Park CEQA/NEPA documents so this project can move forward to construction. I have followed this project closely for over four and a half years now and it is time to move it forward. I am also a local civil engineer who is involved in the land development industry and very aware of the environmental review process and the difficulty of satisfying all stakeholders. In my opinion there are absolutely no unmitigated environmental impacts associated with this small project. That said, I know there are plenty of people who like to grab on to the environmental banner and waive it vigorously as a means to try and stop projects; I see this every day in my business and it is an abuse of the CEQA/NEPA process in my opinion.

Please help us parents get our kids outdoors and off their screens by giving them a place where they can safely ride their bikes. The SRA is not only for the equestrians, it is for kids and families too. Thank you for your support.

Sincerely,

Russell King

**Russell King, PE**

President

**KING ENGINEERING, INC.**

200 Auburn Folsom Rd., Suite 201, Auburn, CA 95603

P 530.272.8328 | D 530.615.0480 | W [www.King-Engineering-Inc.com](http://www.King-Engineering-Inc.com)



----- Forwarded message -----

From: **John Knutson** <[jknutson.sfur@gmail.com](mailto:jknutson.sfur@gmail.com)>

Date: Thu, Jun 29, 2017 at 10:38 AM

Subject: Auburn Bike Park

To: [KMuscott@auburnrec.com](mailto:KMuscott@auburnrec.com), [jlefevre@usbr.gov](mailto:jlefevre@usbr.gov)

Hello,

I'm a resident of South Auburn (right off of Maidu) and a big supporter and proponent of the planned Auburn Bike Park. My young son is just learning to ride a bike and this park would be a fantastic place for him to ride with others in a safe yet challenging environment. I know of many other parents who feel the same way that i do and have pledged to volunteer their time for construction and maintenance to get this project fully developed. My voice might just be one but i hope that at least i can make the impression that our community is really behind this project and want to do whatever it takes for its development.

John Knutson

----- Forwarded message -----

From: **John Knutson** <[jknutson.sfur@gmail.com](mailto:jknutson.sfur@gmail.com)>

Date: Thu, Jun 29, 2017 at 10:38 AM

Subject: Auburn Bike Park

To: [KMuscott@auburnrec.com](mailto:KMuscott@auburnrec.com), [jlefevre@usbr.gov](mailto:jlefevre@usbr.gov)

Hello,

I'm a resident of South Auburn (right off of Maidu) and a big supporter and proponent of the planned Auburn Bike Park. My young son is just learning to ride a bike and this park would be a fantastic place for him to ride with others in a safe yet challenging environment. I know of many other parents who feel the same way that i do and have pledged to volunteer their time for construction and maintenance to get this project fully developed. My voice might just be one but i hope that at least i can make the impression that our community is really behind this project and want to do whatever it takes for its development.

John Knutson

**From:** sheri Koder [<mailto:sherikoder@gmail.com>]

**Sent:** Friday, June 30, 2017 10:56 AM

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

**Subject:** New Bike Park

Hello, I just came across info on facebook about plans for a new bike park in Auburn. Having moved here recently, I am not up to date on community news. I just wanted to voice my support for this project. My husband and 3 sons would likely frequent the park, as they all love biking. If there is an email list for updates, meetings or fundraisers related to this park, please add me to it! I'd love to stay up to date and support the project.

Much Thanks,  
Sheri Koder

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**From:** Lisa Kodl [<mailto:lisakodl@yahoo.com>]

**Sent:** Tuesday, July 25, 2017 4:22 PM

**To:** Kahl Muscott <[KMuscott@auburnrec.com](mailto:KMuscott@auburnrec.com)>; [jlefevre@usbr.gov](mailto:jlefevre@usbr.gov)

**Subject:** Proposed Auburn Bike Park

To whom it may concern:

I am writing in support of the much needed bike park in Auburn. The people that use these parks are not the delinquents that some are claiming, they are families, adults and children.

Auburn is a very active town, you can't go through it on a weekend without seeing bikes and kayaks on the cars parked in old town or down town. Though the ASRA does have a few mountain bike trails, they are not designed for smaller kids or for parents to watch their children if they aren't riding a bike. As far as the Maidu location for this park, I believe it is a great use of that land and will be a tremendous addition to the ARD park system, my neighborhood and to the community.

Thank you,  
Lisa Kodl

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**From:** John [mailto:jkok7@hotmail.com]  
**Sent:** Sunday, July 2, 2017 2:26 PM  
**To:** Kahl Muscott <KMuscott@auburnrec.com>  
**Subject:** Bike Park

Sir,

The proposed bike park in South Auburn is a bad idea! I live on Snowy Owl and have for over 20 years and am strongly against this park.

Who will manage? What about traffic? What about bathrooms? What about lights? What about injury? What about noise? What about supervision? What about fire? What about delinquency?

This is simply the wrong place to put up a park like this. Can you address my concerns?

Please advise.

John Kok

10030 Snowy Owl Way.

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**From:** An LaBarre [mailto:anlabarre@yahoo.com]  
**Sent:** Wednesday, June 07, 2017 9:50 AM  
**To:** Kahl Muscott <KMuscott@auburnrec.com>  
**Subject:** Re: Proposed Auburn Bike Park information

Hi KAL  
You know I hate it. AND I don't think it's a safe place for kids.

Sent from my iPhone

On Jun 7, 2017, at 9:29 AM, Kahl Muscott <[KMuscott@auburnrec.com](mailto:KMuscott@auburnrec.com)> wrote:

Hello all –

I wanted to make sure that you all knew that the environment documents regarding the proposed Auburn Bike Park are available on the front page of our website <http://www.auburnrec.com/>

I have also attached the Notice of Intent.

Please share this information with anyone who may be interested. They are also free to contact me with any questions.

Thank you,

**Kahl Muscott, District Administrator**  
Auburn Area Recreation and Park District  
(530) 885-8461 ext. 102

<image003.jpg>

<Bike Park Notice of Intent - signed.pdf>

407 Maidu Drive  
Auburn, CA 95603  
June 27, 2017

Emmett Cartier  
Outdoor Recreation Planner  
Central California Area Office  
US Bureau of Reclamation  
7794 Folsom Dam Road  
Folsom, CA 95630

Dear Mr Cartier

I am writing you regarding the proposed Bike Park on Maidu Drive in Auburn. I am a neighbor to that property. I have been to meetings and canvassed the neighbors. I feel that Khal Muscott and the ARD Board have ignored our questions and complaints. One board member even commented after a meeting while still on mike that 'we have built facilities before where the neighbors objected'.

The neighbors DO object. Therefore I am sending you the petitions from 46 neighbors and a map of the area, in the hope that we may be heard:

This is/was a quiet neighborhood. The Senior Center has already increased traffic. An additional 278 vehicles per day will change this residential neighborhood

No one will take responsibility for the very poorly maintained road that would serve this park

Asbestos dust is not healthy for kids or neighbors

This is a stunningly beautiful area with views of the river.

A Historic Trail bisects the planned area

There is already conflict between some aggressive bikers and hikers (some senior) and equestrians

There is no plan for supervision

This is a very remote area on the edge of the canyon. I have seen Bear, Mountain Lions, Bobcats and packs of Coyote in the DAYLIGHT. Not a safe place for children

No restroom facilities are planned

Jurisdiction is disputed. Response time for CHP or Sheriff will be slow. Also for emergency vehicles

Management by volunteers has not proved adequate for the Skate Park and no mitigation has been implemented. This will be an even worse area for supervision.

Environmental disruption, noise, profanity, drug culture, liability, and many other issues are being left to good fortune

Please consider the other BETTER, more centrally located sites for this park. This is a total CHANGE OF USE from the lovely foot trails that currently exist.

Sincerely

An LaBarre DVM, ACE, GCER,  
GCTC, SRA/MAU, BCHA, LBHA,  
MVTA, EETF, Tevis, Neighbor

cc Kahl Muscott  
David Murillo  
Jonathan Friedman  
[JLeFevre@USBR.gov](mailto:JLeFevre@USBR.gov)  
Lisa Mangat  
OHV  
Placer County Sheriff  
Mike Howard  
Julianne Polance  
John Laird