

**Change-in-Use Requests  
Summary Report**

**Folsom Lake State Recreation Area**

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Statewide Roads and Trails Program  
Facility Management Division

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## Introduction

This report was prepared in response to requests to allow bicycle use on trails in Folsom Lake State Recreation Area. In addition to change-in-use (CIU) requests from the public, State Parks staff also initiated a CIU evaluation of the Monte Vista Trails, which was not requested, as a result of analyzing the Browns Ravine Trail CIU and the potential effects of that CIU on the Monte Vista Trails. The requests resulted from public input received during development of the park's Road and Trail Management Plan from 2012 to 2014, which included user group stakeholder meetings.

These trails and portions of trails requested for CIU are as follows:

- Browns Ravine Trail to Old Salmon Falls (Add Bicycles, separate, stand-alone decision from RTMP)
- Los Lagos Trail (Add Bicycles)
- Middle Ridge Trail (Add Bicycles)
- Monte Vista Trail (Add Bicycles)
- Pioneer Express Trail - Dike 5 to Dike 4 (Add Bicycles)
- Pioneer Express Trail - Dike 6 to Dike 5 (Add Bicycles)
- Pioneer Express Trail - Hazel Avenue to Nimbus Dam (Add Bicycles)
- Pioneer Express Trail - Nimbus Dam to Mississippi Bar (Add Bicycles)
- Pioneer Express Trail - San Juan Water to Beals Entrance (Add Bicycles)
- Pioneer Express Trail - Truss Bridge to Folsom Crossing (Add Bicycles)
- Pioneer Express Trail - Snipes Pershing Outlet to Truss Bridge (Add Bicycles)
- Pioneer Express Trail - Beeks Bight to Sterling Point Connector Trail (Add Bicycles)
- Pioneer Express Trail - Sterling Pointe Connector Trail to Rattlesnake Bar (Add Bicycles)
- Pioneer Express Trail - Rattlesnake Bar to ASRA Boundary (Add Bicycles)
- Shady Trail (Add Bicycles)
- Snipes Pershing Ravine Trail (Add Bicycles and Horses)
- Snowberry Trail (Add Bicycles)

This report provides a summary of the trail evaluation and lists the recommendation as Not Approved, Approved (evaluated trail use can start upon District Superintendent decision of approval and completion of environmental compliance) and Approved with conditions (evaluated trail use can start upon District Superintendent decision of approval, completion of environmental compliance, and completion of necessary design and management modifications). The complete evaluation form for each CIU segment can be viewed here: [https://www.parks.ca.gov/?page\\_id=28192](https://www.parks.ca.gov/?page_id=28192).

To facilitate the evaluation process, the California Department of Parks and Recreation (DPR) has developed a process to objectively review and evaluate all proposed changes-in-use. The process begins with a CIU request from staff, the public, or other stakeholders; an on-site trail inspection by a team of staff with expertise in public safety, natural and cultural resource management, maintenance, engineering, and visitor services; evaluation of the trail; and a final recommendation.

Criteria used in the evaluation of change-in-use proposals include:

- Existing trail conditions
- Compatibility with existing trail uses
- Effects to trail circulation patterns within the park unit
- Effects to trail safety
- Effects to trail sustainability
- Effects or impacts to natural and/or cultural resources
- Effects or impacts to maintenance and operational costs

See [https://www.parks.ca.gov/?page\\_id=28461](https://www.parks.ca.gov/?page_id=28461) for additional information on DPR's CIU process.

#### Evaluation Team

Between 2014 and 2016, a District CIU evaluation review team walked each trail to initially evaluate each change-in-use request against the criteria established by DPR. The review team consisted of:

Jim Micheaels, Sr Park & Rec Specialist (Trails Coord.)  
Greg Wells, Park & Rec Specialist (Trails Specialist)  
Cara Allen, Environmental Scientist  
Richard Preston-LeMay, State Park Superintendent III\*  
Mike Green, State Park Ranger/Peace Officer\*  
Steve Hilton, Associate State Archaeologist  
Scott Modeste, State Park Ranger/Peace Officer\*

\*These three staff participated on the team in the evaluation of different trails representing the Visitor Services/Law Enforcement program area on the District.

DPR subsequently reviewed and refined the evaluations between 2016 and 2022.

As noted above, a decision to approve a CIU may be conditioned by requiring specific trail modifications for trail safety or sustainability or management measures to help achieve the same. Management measures may include additional patrol or presence on the trail, additional signage or education efforts, including incorporating volunteers to assist with some of these measures. Many of the CIUs below share similar types of trail modifications or management measures. In addition to these management measures, the District believes it is critical to the success of any change-in-use to have active participation from representatives of all trail users groups engaged in activities to increase respect and communication between trail users of all types. This may include delivering educational messaging about trail safety and etiquette, providing a presence at trailheads and patrol of the trails, assisting staff with trail maintenance, and providing some level of self-policing within each trail user group. This group may be best defined and formalized in a partnership agreement between the Department and key representatives from each trail user type (pedestrians, equestrians, and bicyclists). This could be a single agreement covering all the recommended CIUs across FLSRA or it is possible there could be different agreements for different areas of the park. This

agreement could be developed at any time prior to actually allowing the new use to commence.

The decision on whether to approve or not approve the CIU for the above trails will be made in this RTMP. However, any trail modifications required as a condition of any approved CIU will require project-specific environmental review, including review by natural and cultural resource specialists. Approved Trail CIU decisions not requiring modifications will require filing appropriate environmental documents prior to allowing new trail use.

## **Browns Ravine Trail to Old Salmon Falls (Pending)**

Requested Change-In-Use: Add bikes to this pedestrian and equestrian trail.

The Browns Ravine Trail CIU is being evaluated and considered in a stand-alone process separate from but in coordination with the RTMP. A recommendation has been made by the District CIU evaluation team to approve the CIU, and a final decision by the District Superintendent is pending.

## **Los Lagos Trail (Recommend Approval with conditions)**

Requested Change-in-Use: Add bikes to this equestrian and pedestrian trail.

### Summary

Most of the Los Lagos Trail is very lightly used and frequently gets overgrown. The trail is on property owned by Placer County for which State Parks holds a recreation trail easement. The District has had discussions with the Los Lagos HOA and Placer County regarding potentially relinquishing the easement for segments 1 and 3 of the Los Lagos Trail. The District wants to retain the southeastern portion of the trail (segment 2 and a portion of segment 1) of the Los Lagos Trail because it provides an important connection between the Hoffman Property Trails, the Pioneer Express Trail, and Beeks Bight.

The Los Lagos Trail connects with the Pioneer Express Trail at its southern end in segment 2. The lower portion of the Los Lagos Trail is well used (but illegally) by bikes coming from the Hoffman Property nonsystem trails, which go on to ride on the Pioneer Express Trail. There have been numerous complaints and reports of conflicts with mountain bike use in this area in the past. The mountain bike focus group that convened in 2014 requested a CIU for the Pioneer Express from Beeks Bight all the way to Auburn SRA as well as the Los Lagos Trail. As part of a current project, the Beeks Bight Trail Reroutes Project, some of the connections from Beeks Bight to the Pioneer Express Trail will be closed (sustainability issues), and a new connection from Beeks Bight to the Pioneer Express will be constructed. This CIU is recommending a reroute of the southern end of the Los Logos Trail to eliminate a steep, entrenched, and unsustainable section of trail. This reroute would connect to the new trail connector currently being planned as part of the Beeks Bight Reroute Project from Beeks Bight to the Pioneer Express Trail. If the Beeks Bight Reroute Project is implemented, it is possible to recommend the approval of the CIU for this trail without requiring any CIU for any portion of the existing Pioneer Express Trail.

The recommendation is to approve this CIU with conditions only for the southeastern portion (segment 2 and a portion of segment 1) of the Los Lagos Trail.

## **Middle Ridge Trail (Not Approved)**

Requested Change-In-Use: Add bikes to this pedestrian and equestrian trail.

### Summary

The Middle Ridge Trail is really two trail alignments—a trail along the flat behind the homes along the top of the bluffs and a trail that runs along the mid to lower slopes of the bluffs above the Shady Trail. There are steep and unsustainable sections that connect these two trail segments and steep nonsystem trail segments between the Shady Trail and the lower leg of the Middle Ridge Trail. The trail is very narrow in places across steep side slopes. In places there is a minimal trail bed, and portions of this trail may be an adopted user-created trail rather than a constructed trail.

This trail appears less used than the parallel Shady Trail, which is down in the flat below the bluffs. There is some evidence of bike use, but much less than on the Shady Trail. This trail is currently not an equivalent alternate trail experience to the Shady Trail for either bikes or equestrians.

The far western section of the Middle Ridge Trail is on a fall line alignment as it drops down into a draw before connecting to the Pioneer Express Trail and parallel paved bike path. This approximately 1,500-foot segment of trail is steep, eroding, and unsustainable and should be considered for removal and restoration. A new alignment for the southern terminus of the trail should be developed to tie into the Pioneer Express Trail and American River Bike Path near where the Nimbus Dam Service Road connects the paved trail.

As noted, portions of the lower leg of the Middle Ridge trail bed are very narrow and cross steep side slopes without good opportunities to step off the trail to let other users pass. As part of considering the CIU for this trail in the context of the other trails in the area and the entire FLSRA trail system, the recommendation is to not approve this CIU. The Shady Trail and Snowberry Trail provide better opportunities for multiuse trails that will give bikes single-track access across the Mississippi Bar area and the north/west side of Lake Natoma.

The recommendation is to eliminate one of the parallel trail alignments of the Middle Ridge Trail and to reroute, reconstruct, and repair one of the other trail alignments of the Middle Ridge Trail to provide a more suitable and useful parallel equestrian and pedestrian trail alternate to the Shady Trail. New connections to either end of the Middle Ridge Trail should be considered. Eliminate some, if not all, of the steep unsustainable segments connecting the lower and upper Middle Ridge Trail and the lower Middle Ridge Trail and the Shady Trail. The recommendation is to not approve this CIU.

## **Monte Vista Trail (Not Approved)**

Requested Change-In-Use: Add bikes to this pedestrian and equestrian trail.

### Summary

The Monte Vista Trails were not specifically requested for a CIU during the 2014 stakeholder meetings and public input on the RTMP. The CIU evaluation for the Monte Vista Trails was initiated by District staff due to the proximity and connectivity of these trails to the Browns Ravine Trail, which is recommended for a CIU approval to add bikes. District staff considered that if bikes are added to the Browns Ravine Trail, the Monte Vista Trails could experience an increase in illegal bike use due to the connectivity with the Browns Ravine Trail.

With trail design and management modifications, these trails can be made sustainable and trail safety could be maintained with the CIU. However, as part of completing the FLSRA RTMP, California State Park staff considered the effects and experiences of all trail users in making CIU decisions across the FLSRA trail system. Along the South Fork Arm of Folsom Lake, the Browns Ravine Trail CIU, if approved and implemented, will give bicyclists access along the length of the South Fork with connections to the Darrington and South Fork Trails, providing substantial, uninterrupted, single-track riding opportunities and connectivity for bikes. The Monte Vista Trails are a small network of trails in a scenic setting and are often used by hikers and equestrians. The approval of this CIU would provide access to relatively little additional trail mileage for cyclists and would not enhance connectivity for cyclists. Keeping the Monte Vista Trails equestrian/pedestrian only will preserve a nonbike trail opportunity in the park and region for equestrians and pedestrians. The recommendation is to not approve this CIU.

## **Pioneer Express Trail - Dike 5 to Dike 4 (Not Approved)**

Requested Change-In-Use: Add bikes to this pedestrian and equestrian trail.

### Summary

This short segment of equestrian and pedestrian trail provides single-track access between Dikes 4 and 5. The service roads across the dikes accommodate multiuse trail access, and there is a parallel, multiuse, single-track trail between the two dikes as well. Given that there are multiple existing trail options for bikes in this area, this CIU would provide little additional benefit to bikes. There is a riding stable adjacent to the park unit in this area which utilizes the FLSRA trails through a concession agreement. There is a benefit to retaining this equestrian/pedestrian trail as an alternative to the multiuse trail that provides access and connection in the same area. The recommendation is to not approve this CIU.

## **Pioneer Express Trail - Dike 6 to Dike 5 (Recommend Approval with conditions)**

Requested Change-In-Use: Add bikes to this pedestrian and equestrian trail.

### Summary

This is a short, isolated segment of single-track trail, less than 1/4 mile in length. The single-track trail segment sits between Dikes 5 and 6, both of which have roads across the top of the dikes that are designated multiuse. The trail segment is ridden regularly by bikes. This short, isolated segment of equestrian/pedestrian trail provides little benefit as a limited use trail. The trail is on gentle terrain with good sight distance, and trail safety and trail sustainability can be maintained with the CIU. However, the connection between this trail and Dike 6 needs improvement. Users (bikes) have made a steep shortcut up to this trail from the north end of Dike 6, which has become a steep eroding chute. This area should be addressed through a trail modification as part of implementing this CIU. The recommendation is to approve this CIU with conditions.

## **Pioneer Express Trail - Hazel Avenue to Nimbus Dam (Not Approved)**

Requested Change-In-Use: Add bikes to this pedestrian and equestrian trail.

### Summary

This is a short segment of the Pioneer Express Trail that climbs steeply from the paved trail just east of Hazel Avenue up to the Nimbus Overlook. From there the trail drops steeply down into a drainage and runs east along the bottom of this steep-sided drainage before connecting back to the paved bike path. The CIU for this section of the Pioneer Express Trail is being considered along with CIUs for other connected trails along the north/west side of Lake Natoma, including other portions of the Pioneer Express, Middle Ridge Trail, Shady Trail, and Snowberry Trail.

There are problems with the existing trail alignment, including the 500-foot section of the trail that runs along the bottom of a seasonal drainage, two very steep switchbacks as the trail climbs out of the drainage toward the Overlook, and a section with steep grades from the Overlook down towards Hazel Ave. The topography and land ownership do not permit the full extent of reroutes needed for full trail sustainability and trail safety. The steep side slopes of the drainage do not permit rerouting the existing trail out of the drainage. This is a relatively short section of trail, approximately 1/2 mile. The number of physical modifications required to implement the CIU are substantial for the trail access and connectivity benefits that the CIU might provide. These modifications include two minor trail realignments and reconstruction of most of this section of trail, including a 500-foot section of causeway/drain lens. Even with these modifications, it is uncertain if sustainability and trail safety would be maintained.

Other CIUs in the Mississippi Bar area, including the Shady and Snowberry Trail CIUs are recommended for approval and provide bikes access across the Mississippi Bar area and single-track connectivity and experience in the area. Approving this CIU provides little additional benefit to cyclists. The American River Bike Path provides access and connectivity for bikes from Hazel Avenue to the Nimbus Dam.

Given that this is a short section of trail and provides limited connectivity, that there are other connection options, that the CIU requires extensive modifications, and that even with the modifications the sustainability and trail safety are uncertain, the recommendation is not to approve this CIU.

The District should consider whether the section of this trail along the creek/drainage should be eliminated and restored or, alternately, if this trail should be considered for allowing pedestrian use only given the alignment challenges.

## **Pioneer Express Trail - Nimbus Dam to Mississippi Bar (Not Approved)**

Requested Change-In-Use: Add bikes to this pedestrian and equestrian trail.

### Summary

This segment of the Pioneer Express Trail is from Nimbus Dam to the eastern end of Mississippi Bar at the Snipes-Pershing Ravine outlet. The western portion of the trail is immediately adjacent to the paved bike path on the north side of Lake Natoma or along the shoulder of the paved bike path. The eastern half of this segment departs from the paved bike path and follows a service road for the WAPA power lines, returns to the paved trail, then passes through the dredger tailing piles, eventually turning into a very narrow and little-used trail before again crossing the paved trail at the Snipes Pershing Ravine outlet. Currently, the western portion of this segment gets regularly ridden by mountain bikes. Along much of the middle portion of the segment there are a number of nonsystem trails that run parallel to the trail and spur trails that provide access to Lake Natoma. The spur trails accessing Lake Natoma are an attraction for all users. The far eastern end of the trail gets much less use as it winds through the tailing piles. There is evidence of equestrian use in this eastern portion, but not much evidence of bike use.

The western half of this trail segment is flat, sufficiently wide, and open, and a CIU could be implemented on this portion while providing for trail safety and trail sustainability. The eastern portion of this segment is much less suitable for a CIU due to the narrow trail through tailing cobbles with poor sight distance in numerous places.

Other trails in the Mississippi Bar area, including the Shady and Snowberry Trails, are recommended for a CIU approval to add bike use, which will provide single-track access and experience for bikes across the Mississippi Bar area. The American River Bike Path also provides access and connectivity for bikes. Approving this CIU would provide little additional benefit to cyclists. Keeping this trail equestrian/pedestrian will provide equestrian/pedestrian trail experience without bikes and loop trail options for these users in the Mississippi Bar area. There are options to develop a separate, parallel, multiuse trail through a portion of this area. There are numerous existing nonsystem trails in this area that could be adopted as system trails, with modifications as needed. This is a recommendation in the ongoing Road and Trail Management Plan.

The recommendation is to not approve this CIU.

## **Pioneer Express Trail - San Juan Water to Beals Entrance (Approved)**

Requested Change-In-Use: Add bikes to this pedestrian and equestrian trail.

### Summary

This segment of trail is an isolated section of equestrian/pedestrian trail. The segment connects to multiuse trails on either end, including the multiuse trail on the north side of the Beals Point entrance road and the paved multiuse trail on the south end of this segment. The trail is regularly used by mountain bikes (illegally), pedestrians, and equestrians. Approving the CIU for this trail segment will provide a logical multiuse trail connection. While there is currently alternate access along the paved bike trail and its shoulders for bikes, this CIU provides a single-track connection for bikes where it currently does not exist.

The CIU can be implemented and trail safety maintained. The trail grades are gentle and the terrain generally open with reasonable sight lines. The trail is primarily sustainable, with no abrupt grade changes or unsustainable grades. Site distances are good with maintenance level brushing. Other than changing signing regarding the allowed uses on the trail, no trail modifications are required in order to implement the CIU for this section of trail.

The trail is within a larger cultural landscape with various mining features. This landscape has been heavily modified by dam infrastructure, roads, campgrounds, and the San Juan Water District facilities. Implementing the CIU would not cause any significant negative impacts to natural or cultural resources. Implementation of the CIU will not create significant ongoing operation or maintenance burdens.

The recommendation is to approve this CIU and add bikes to the allowed uses of this segment of trail.

## **Pioneer Express Trail - Truss Bridge to Folsom Crossing (Recommend Approval with conditions)**

Requested Change-In-Use: Add bikes to this pedestrian and equestrian trail

### Summary

This segment of trail climbs up from Lake Natoma along a small drainage to the Folsom Crossing Bridge where it connects with the paved bike path and eventually provides connection to the trails along the west side of Folsom Lake. Due to the problematic trail undercrossing of the Folsom Crossing Bridge, this segment of trail appears to be used less by equestrians recently than in the past. The trail is constrained by the paved bike path on one side and the property boundary on the other. The trail passes through a historic olive orchard. The soils along this section of trail appear to be sandier and are more erosive than the soils along Lake Natoma. There is a lot of evidence of bike use (tracks) on this trail as well as pedestrian use.

While the paved American River Bike Path currently provides trail access for bikes parallel to this trail segment, implementing this CIU will provide single-track connectivity and experience for bikes.

The trail has captured runoff in a number of locations, and there are sections of the trail that are deeply entrenched and eroding and are not sustainable. Regardless of the CIU, much of the trail needs reconstruction and realignment in order to be sustainable. With trail modifications, trail sustainability can be improved, and trail safety maintained for the proposed CIU. As part of implementing the CIU, site-specific studies and evaluation would be conducted for the necessary physical modifications to the trail, and measures would be developed to avoid or minimize impacts to natural and cultural resources. Permits will likely be required for some of the work in drainages. Utilizing the Standard Project Conditions and best management practices will prevent significant negative impacts to natural and cultural resources.

The recommendation is to approve the CIU with conditions.

## **Pioneer Express Trail - Truss Bridge to Snipes Pershing Outlet (Recommend Approval with conditions)**

Requested Change-In-Use: Add bikes to this pedestrian and equestrian trail.

### Summary

This segment of the Pioneer Express Trail runs from the east end of the Negro Bar area to where the trail crosses the paved American River Bike Path at the Snipes Pershing Ravine outlet. The trail parallels the paved bike path through the Negro Bar area and then climbs up to the top of the Orangevale Bluffs and along the bluffs before dropping down to intersect the paved bike path at Snipes Pershing Ravine. The trail varies between single-track width through more densely vegetated areas to open sections with much wider tread through blue oak woodlands. While much of the trail is across relatively level terrain, there are a couple of steep sections of trail that are currently unsustainable and will need substantial reconstruction.

While the American River Bike Path does provide access and connectivity for bikes through this area, implementing this CIU will provide single-track trail opportunity and connections for bikes where none currently exists. Along with the CIUs being evaluated for other trails along the north/west side of Lake Natoma, this CIU will provide single-track trail connectivity for bikes across this side of Lake Natoma. There are CIUs being recommended for approval on either end of this trail segment, the Snowberry Trail and the Pioneer Express Trail from the Truss Bridge to Folsom Crossing.

To provide for trail sustainability and to maintain trail safety, a number of modifications will be needed to implement this CIU, including reroutes and reengineering and reconstructing sections of the trail. A 50-foot trail bridge just west of the Folsom Boulevard Bridge over Lake Natoma would need to be replaced. This segment of trail lies within a large recorded historic mining site. Further studies and evaluation of the cultural resources will be required to make the determination of the effects of the trail modifications needed to implement the CIU. These studies will be completed as part of the project-specific environmental review of the necessary CIU trail modifications. The project will need to comply with Section 106 of the NHPA as part of the Federal review and approval and consultation with SHPO. Implementing the Standard Project Conditions and best management practices should prevent any significant negative impacts to natural and cultural resources.

The recommendation for this trail is to approve this CIU with conditions. The type and extent of necessary trail modifications may affect the prioritization of this CIU for implementation.

## **Pioneer Express Trail – Beeks Bight to Sterling Pointe Connector (Not Approved)**

Requested Change-In-Use: Add bikes to this pedestrian and equestrian trail.

### Summary

This section of the Pioneer Express Trail runs from Beeks Bight in the north Granite Bay area to an intersection with the Sterling Pointe Connector Trail, which provides trail access at a County operated trailhead and staging facility just outside the SRA.

The public land base along this segment of trail is a narrow strip along the Folsom Lake shoreline with many rock outcroppings and steep drop-offs between the park boundary and the lake shore. The granitic soils in this portion of the park unit are much more erosive than those along the South Fork arm of Folsom Lake. The existing trail is not sustainable and has many sections of severe entrenchment and other areas where sight distances are limited due to topography. Safe passing of different users could be a challenge along portions of this trail segment due to narrow tread width and challenging terrain for users to move off the trail to allow others to pass.

In the past there have been conflicts and complaints regarding illegal mountain bike use of this trail segment. However, this segment of trail sees far fewer illegal cyclists compared to other trails within FLSRA.

While approving the CIU would provide additional trail opportunities for mountain bikes, this segment of trail is particularly challenging to successfully implement the CIU. Trail modifications, such as reroutes or reengineering/reconstructing the trail are possible in some locations. However, due to the narrow public land base in other places, it is not possible to reroute the trail to an entirely sustainable alignment or to provide the best alignment for trail safety.

The recommendation is to not approve this CIU.

There is a nonsystem trail along the shoreline that parallels this trail segment. This nonsystem route(s) runs from Beeks Bight to Horseshoe Bar. Portions of this route are inundated when Folsom Reservoir is at full pool. However, there may be the opportunity to authorize a parallel multiuse route along the shoreline that gives mountain bikes access to the area. The Road and Trail Management Plan will include a recommendation regarding this concept.

Additionally, State Parks currently has plans to reroute some of the existing trails in the vicinity of Beeks Bight area, which could provide access to the Hoffman Property trails from Beeks Bight in the future.

## **Pioneer Express Trail – Sterling Pointe Connector to Rattlesnake Bar (Not Approved)**

Requested Change-In-Use: Add bikes to this pedestrian and equestrian trail.

### Summary

This section of the Pioneer Express Trail runs from the intersection with the Sterling Pointe Connector Trail to the Rattlesnake Bar Day Use Area. The CIU for this section of the Pioneer Express Trail is being considered along with CIU evaluations for other segments of the trail. If all of the segments of the Pioneer Express Trail between Beeks Bight (Granite Bay) and Auburn SRA were approved, the connection between Granite Bay in FLSRA and Auburn SRA would be a substantial improvement in circulation, access, and connectivity for bikes. However, the CIU Evaluation Team has recommended not to approve the CIU for the adjoining segment of trail to the south (Beeks Bight to Sterling Pointe). On its own, this CIU would provide very little circulation enhancement for bikes.

The first half of this section of trail, from Sterling Pointe to Horseshoe Bar Road, is along gentler grades and is in relatively sustainable existing condition, requiring few trail modifications. The second half of the segment from Horseshoe Bar Road to Rattlesnake Bar has a number of areas of serious entrenchment, which would require many trail modifications, including reroutes, for trail safety and sustainability.

The public land base along this segment of trail is a narrow strip along the lakeshore with many rock outcroppings and steep drop-offs between the park boundary and the lake shore. The granitic soils in this portion of the park unit are much more erosive than those along the South Fork arm of Folsom Lake. The existing trail has many sections of severe entrenchment and other areas where sight distances are limited due to topography. Safe passing of different users, including options to move off the trail, could be a challenge along portions of this second half of the trail segment due to narrow tread width and challenging terrain.

While approving the CIU would create an additional trail opportunity for mountain bikes, portions of this segment are challenging to successfully implement the CIU. Due to the narrow public land base, it is not possible to reroute the trail to provide the optimal alignment for trail sustainability or for trail safety in all locations. In the past there have been conflicts and complaints in the area from illegal mountain bike use of this trail segment. However, this segment of trail sees far fewer illegal cyclists compared to other trails within FLSRA. If the CIU were implemented, addressing user conflicts and enforcing trail rules could create a substantial increase in the staff time required to successfully implement the CIU.

The recommendation is to not approve this CIU.

There is a nonsystem trail along the shoreline that parallels a portion of this section of trail. This nonsystem route, or in places routes, runs from Beeks Bight to Horseshoe Bar. Portions of this route are inundated when Folsom Reservoir is at full pool. However, there may be the opportunity to authorize a parallel, multiuse route along the shoreline that gives mountain bikes access to the area. The Road and Trail Management Plan will include a recommendation regarding this concept.

## **Pioneer Express Trail – Rattlesnake Bar to ASRA Boundary (Not Approved)**

Requested Change-In-Use: Add bikes to this pedestrian and equestrian trail.

### Summary

This CIU evaluation is for the section of the Pioneer Express Trail from Rattlesnake Bar to the boundary with Auburn SRA near Oregon Bar. With the exception of the stretch from Rattlesnake Bar to Averys Pond, this segment of trail appears to be lightly used by all trail uses currently.

On its own, this CIU for the Pioneer Express Trail from Rattlesnake Bar to Auburn SRA would provide some additional trail access and opportunity for bikes, but no real loop options or connectivity to other portions of the Pioneer Express Trail within Folsom Lake SRA. Other sections of the Pioneer Express from Granite Bay to Rattlesnake Bar are not recommended for CIU approval. At ASRA, the trail connects with the Oregon Bar access road, which would provide connectivity to other ASRA trails.

There are portions of this trail where the trail tread is currently narrow and there are steep side slopes with limited options to get off the trail to allow for passing. The trail is in need of regular maintenance. In order to implement a CIU and provide for trail safety, some trail modifications would be required, including reroutes and tread widening.

Generally, the trail appears to be sustainable currently, and the trail modifications required for a CIU would help improve sustainability. A CIU would likely generate increased use of this trail, which would require the need for greater maintenance of the trail.

Given the limited connectivity that this CIU for this segment of trail would provide and taking into consideration the other factors of trail safety and sustainability, the recommendation is to not approve a Change in Use for this segment of trail.

## **Shady Trail (Recommend Approval with conditions)**

Requested Change-In-Use: Add bikes to this pedestrian and equestrian trail.

### Summary

Currently there is no single-track access and connection for bikes along the north/west side of Lake Natoma. Bikes currently have access along the paved bike trail and its shoulders. However, implementing this CIU along with the Snowberry Trail CIU and other CIUs will give bikes a single-track connection where it currently does not exist across the Mississippi Bar area and the north/west side of Lake Natoma. Other trails in the area, such as the Middle Ridge Trail, will remain pedestrian/equestrian, providing alternate opportunities to equestrians and pedestrians for a different trail experience. The Shady Trail is currently used by all types of trail users and is regularly ridden illegally by bikes.

The Shady Trail is on relatively gentle topography and with brushing will have good line-of-sight distances. Several trail modifications are needed to implement the CIU, including: a reroute/reconstruction of the southern end of the trail to eliminate a deep gully with a blind turn and abrupt grade change as well as reconstruction of a rutted section of trail and an adjacent causeway/drain lens to address drainage and erosion problems. With these modifications, trail safety and trail sustainability can be maintained. The District will provide occasional patrols of the trail with parks staff and/or volunteers and will install signing and implement other educational programs promoting trail etiquette and safety. The Shadow Glen Stables concessionaire indicates his rides utilize this trail, and the District is coordinating with the Shadow Glen Stables concessionaire to avoid potential conflicts between its operation and the implementation of this CIU.

Portions of the trail may be within a large historic mining site. Site-specific analysis, including any required additional studies, will be conducted to evaluate the potential impacts of the proposed physical modifications of the trail on natural or cultural resources. Implementation of the CIU will utilize Standard Project Conditions and best practices, which will prevent any significant negative impacts on natural or cultural resources.

The recommendation for this trail is to approve the CIU with conditions.

## **Snipes Pershing Ravine Trail (Approved)**

Requested Change-In-Use: Add bikes and equestrians to this pedestrian and equestrian trail.

### Summary

The Snipes Pershing Trail is a recently constructed trail (2012) that rerouted and reconstructed some existing user-created trails and old roadbed segments to provide a sustainable trail across the Snipes Pershing Ravine property to connect to the trails along Lake Natoma. The trail was designed and constructed for multiuse but has been designated as pedestrian only until such time as the use designation of the Pioneer Express Trail, to which the Snipes Pershing Ravine Trail connects, is evaluated. The section of the Pioneer Express Trail from the Snipes Pershing Ravine Outlet to the Historic Truss Bridge is being evaluated for a CIU, and the recommendation is to approve that CIU with conditions. Hence, the recommendation here is to approve this Snipes Pershing Ravine Trail CIU and to implement it at the same time as the Pioneer Express (Snipes Pershing Ravine Outlet to Historic Truss Bridge) CIU. No design options or physical modifications are required to implement this CIU. However, this trail connects to a segment of the Pioneer Express Trail that needs several substantial trail modifications.

## **Snowberry Trail (Approved)**

Requested Change-In-Use: Add bikes to this pedestrian and equestrian trail.

### Summary

Currently there is no single-track access and connection for mountain bikes along the north/west side of Lake Natoma. Bikes do currently have access along the paved bike trail and its shoulders. However, implementing this CIU, along with the Shady Trail CIU and CIUs on other connected trails, will give bikes a single-track connection across the Mississippi Bar area and the north/west side of Lake Natoma where it currently does not exist.

The CIU can be compatible with existing uses, facilities, and services. The Snowberry TH has reasonable parking capacity, and many users are accessing the trail from the local community. Mountain bikes currently use the trail (illegally). There was greater evidence of bike use than equestrian use. The Shadow Glen concessionaire indicates his rides do utilize this route, and the District is coordinating with the concessionaire to avoid potential conflicts between that operation and the implementation of this CIU. Other trails in the area will remain pedestrian/equestrian, providing alternate opportunities for equestrians and pedestrians with a different trail experience.

The trail is sustainable currently with regular trail maintenance. There are a few trail modifications needed to improve trail sustainability. Maintenance brushing can provide reasonable sight distance on this trail. The district will further assess the need for signs, pinch points, or other measures to control speed.

The trail is within or near a large recorded historic mining site, and there are historic features along the trail. Additional studies and evaluation may be required at the project level planning and environmental review for the trail's necessary modifications in order to determine the effects of the CIU on cultural resources. Implementation of the CIU will utilize Standard Project Conditions and best practices, which will prevent any significant negative impacts to natural and cultural resources.

Implementation of the CIU will not create significant ongoing operation or maintenance burdens. The trail is already regularly used by bikes, and what the trail primarily needs is regular maintenance.

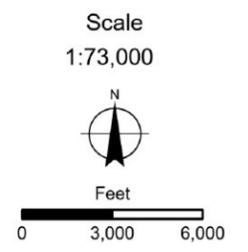
This recommendation for this trail is to approve this CIU with conditions. This recommendation excludes Snowberry Trail segment 1, which is an access spur to the Shadow Glen Stables facility and will remain pedestrian/equestrian.



# Change-in-Use Recommendations

## NORTH OF FOLSOM DAM

- |  |  |
|--|--|
| <p>Change-in-Use Recommendation</p> <ul style="list-style-type: none"> <li><span style="color: green;">●</span> Approved</li> <li><span style="color: yellow;">●</span> Approve with Conditions</li> <li><span style="color: red;">●</span> Not Approved</li> <li><span style="color: purple;">●</span> Change-in-Use Pending</li> </ul> | <ul style="list-style-type: none"> <li> State Park Roads</li> <li> Paved Park Trails</li> <li> Unpaved Park Trails</li> </ul>  |
| <ul style="list-style-type: none"> <li> City</li> <li> County</li> <li> Waterbodies</li> <li> CA Protected Lands</li> <li> No Public Access</li> <li> Restricted Access</li> </ul>   | <ul style="list-style-type: none"> <li> Folsom Lake State Recreation Area and Folsom Powerhouse State Historic Park</li> <li> Auburn State Recreation Area</li> <li> Administrative Areas</li> <li> Natural Preserves</li> </ul> |

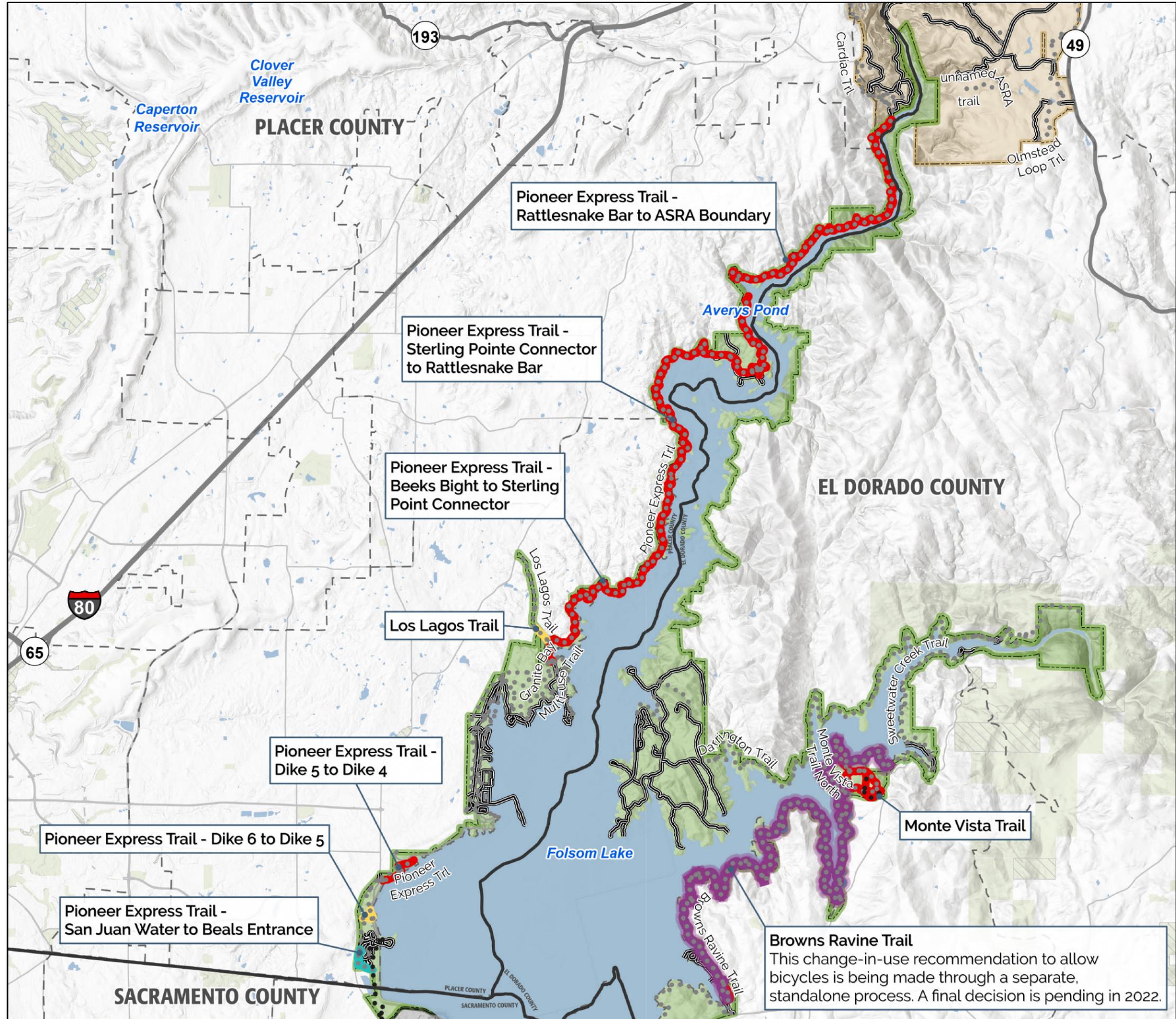


**NOTES:**  
Parcel boundaries are approximate and should not be considered legal descriptions. Maps are intended for study purposes only.  
CALIFORNIA STATE PARKS GOLD FIELDS DISTRICT & STATEWIDE PLANNING & RECREATION SERVICES

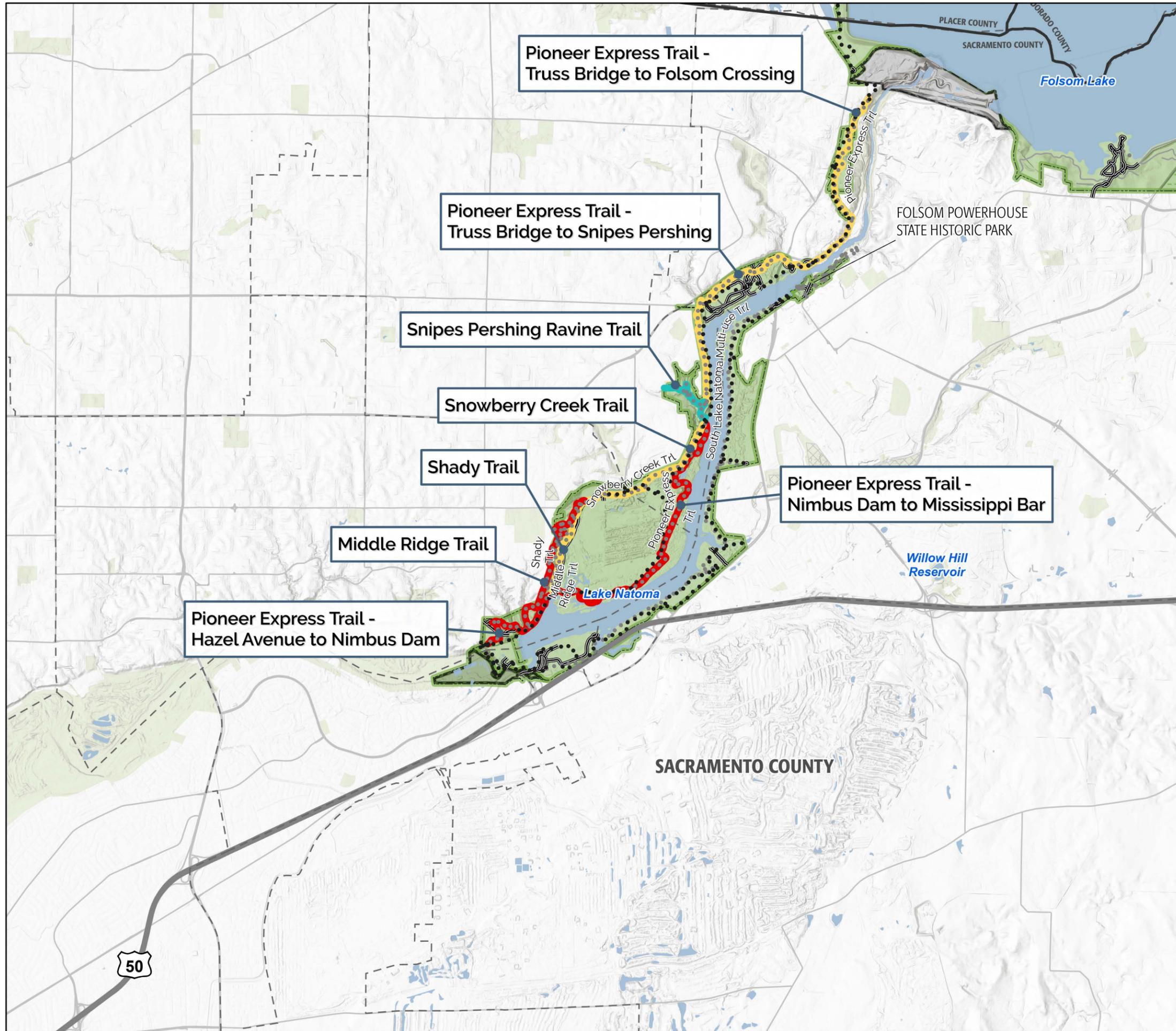


Sources: California Dept. of Parks & Recreation; GreenInfo, Inc.; USGS  
Date: 5/12/2022

## Folsom Area State Parks Road and Trail Management Plan



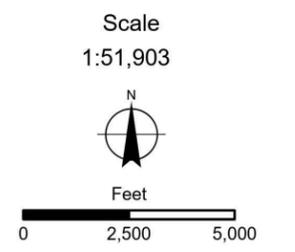
**Browns Ravine Trail**  
This change-in-use recommendation to allow bicycles is being made through a separate, standalone process. A final decision is pending in 2022.



# Change-in-Use Recommendations

## SOUTH OF FOLSOM DAM

- |   |   |
|---|---|
| Change-in-Use Recommendation                                  | State Park Roads  |
| <span style="color: green;">█</span> Approved                 | ●●● Paved Park Trails   |
| <span style="color: yellow;">█</span> Approve with Conditions | ●●● Unpaved Park Trails   |
| <span style="color: red;">█</span> Not Approved               |   |
| <span style="color: purple;">█</span> Change-in-Use Pending   |   |
| -- -- City  |   |
| ▭ County  | Folsom Lake State Recreation Area and Folsom Powerhouse State Historic Park |
| ▭ Waterbodies   | ▭ Natural Preserves   |
| ▭ CA Protected Lands  |   |
| ▭ No Public Access  |   |
| ▭ Restricted Access   |   |



**NOTES:**  
 Parcel boundaries are approximate and should not be considered legal descriptions. Maps are intended for study purposes only.  
 CALIFORNIA STATE PARKS GOLD FIELDS DISTRICT & STATEWIDE PLANNING & RECREATION SERVICES

Sources: California Dept. of Parks & Recreation; GreenInfo, Inc.; USGS

Date: 5/23/2022



# Folsom Area State Parks Road and Trail Management Plan