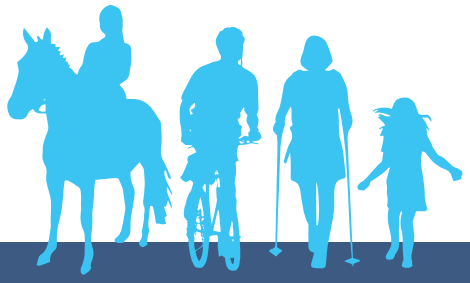

Folsom Lake State Recreation Area & Folsom Powerhouse State Historic Park

Road & Trail Management Plan

PUBLIC REVIEW DRAFT

September 21, 2022

California State Parks
Gold Fields District

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California State Parks Mission

The mission of the California Department of Parks and Recreation is to provide for the health, inspiration, and education of the people of California by helping to preserve the state's extraordinary biological diversity, protecting its most valued natural and cultural resources, and creating opportunities for high-quality outdoor recreation.

State Park Purpose Statement

The purpose of Folsom Lake State Recreation Area is to preserve and make available to the people for their enjoyment and inspiration the outstanding recreational opportunities provided by Folsom Lake and Lake Natoma on the American River system, including aquatic and upland recreational activities and facilities ranging from high-use areas in developed settings to low-use areas in primitive settings, and to provide for the protection, restoration, and interpretation of natural and cultural resource values.

The purpose of the Folsom Powerhouse State Historic Park is to preserve and protect for the public the education, inspirational, and recreational benefits of the complex of historic features associated with the production of electrical energy in 1895 and the first long-distance transmission of hydropower west of eh Mississippi River. The complex is listed in the National Register of Historic Places, is a California Historical Landmark (No. 663), is designated a National Historic Civil and Mechanical Engineering Landmark, and includes the original facility's generating equipment and transformers, forebay and penstocks, and portions of the canal and transmission lines. Other important features are the bedrock mortars and oak woodland habitat on the site.

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ACRONYMS

ACT	Auburn to Cool Trail
ADA	Americans with Disabilities Act of 1990
ARC	American River Conservancy. A nonprofit.
ASRA	Auburn State Recreation Area. Adjacent to FLSRA.
BPGB	Beals Point/Granite Bay
BR	Brown's Ravine
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CIU	Change-in-Use
CSUS	California State University–Sacramento
DPR	California Department of Parks and Recreation
FLSRA	Folsom Lake State Recreation Area
FPSHP	Folsom Powerhouse State Historic Park
GIS	Geographic Information System
GP/RMP	General Plan/Resource Management Plan
LLN	Lower Lake Natoma
MIAD	Mormon Island Auxiliary Dam
NEPA	National Environmental Policy Act of 1969
NFAR	North Fork American River
Reclamation	U.S. Bureau of Reclamation
RTMP	Road and Trail Management Plan
SFAR	South Fork American River
SHP	State Historic Park
SRA	State Recreation Area
ULN	Upper Lake Natoma

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EXECUTIVE SUMMARY

Trails are fundamental to fulfilling the California Department of Parks and Recreation's (DPR or State Parks) mission to create opportunities for high-quality outdoor recreation. This Road and Trail Management Plan (RTMP) for Folsom Lake State Recreation Area (FLSRA) and Folsom Powerhouse State Historic Park (FPSHP) provides specific and detailed management direction for the road and trail systems within these park units, guiding their future operation, maintenance, and development. The goal is to ensure that recreational trail opportunities are available at their fullest potential while protecting the parks' cultural and natural resources.

The parks are in the Sierra Nevada Foothills at the confluence of the North and South Forks of the American River and straddle El Dorado, Placer, and Sacramento Counties. Together, they comprise approximately 20,000 acres of both federal and state lands and waters. The federal land in both units is managed by DPR through a Managing Partnership Agreement with the U.S. Bureau of Reclamation. FLSRA, which includes Folsom Lake and Lake Natoma, is one of the most popular units in the California State Park System, with over 2.8 million visitors in the 2020-21 fiscal year. FPSHP is home to one of the world's oldest hydroelectric facilities and one of the nation's first power systems to provide high-voltage alternating current over long distance transmission lines. Together, the parks offer more than 100 miles of unpaved trails, nearly 20 miles of paved trails, and over 25 miles of park roads.

The RTMP was prepared in accordance with Departmental Notice 2012-06 and applicable state and federal regulations for resource protection and public participation. The planning team consisted of multidisciplinary staff from the park, sector, district, and headquarters and was supported by DPR's consultant team led by PlaceWorks. A base map was developed, and park routes were characterized and categorized according to DPR guidelines. Data was gathered through field studies, park user surveys, and stakeholder meetings between 2008 and 2022.

Issues such as trail sustainability, safety, adequate infrastructure, connectivity, land use compatibility, and potential user conflicts were identified. Various alternatives were considered in plan development. The plan will be publicly reviewed and modified, as necessary, to incorporate public comments. The final RTMP and related environmental review documents will be prepared and released for public and agency review.

The final plan provides overarching recommendations that apply to the parks' entire trail system, such as the need to make all new trails and trail alterations accessible to the extent possible, remove or adopt all non-system trails, maintain all trails to the DPR standard, improve partnerships with trail users, and initiate education programs for trail users on proper trail etiquette and trail safety as well as natural and cultural resources.

For planning purposes, the park unit was divided into six areas, and area-specific recommendations were made for these areas: Lower Lake Natoma to Nimbus Dam, Upper Lake Natoma to Folsom Dam, Brown's Ravine, Beals Point/Granite Bay (including the Hoffman Property), South Fork American River, and North Fork American River. Within these areas, specific roads and trails were identified for reconstruction, reengineering, reroutes, or removal to address sustainability, safety, and accessibility concerns. Other trails were identified for potential changes in use to expand recreational opportunities. Several non-system trails were identified for conversion to system routes, and other non-system trail networks were identified for further site-specific planning. New and upgraded trails and associated trail amenities, such as trailheads and signage, were also recommended to improve the visitor experience.

Plan recommendations are intended to provide a sustainable trail system that accommodates a variety of trail uses, experiences, and the abilities of a diverse and growing population, ensures equitable access, and promotes public enjoyment of the parks' natural, cultural, and scenic resources. Recommendations include:

- Clarifying permissible trail uses (hike, bike, horse) for over 140 miles of roads and trails.
- Change in use to allow bicycles on approximately 20 miles of trail
- Adopt approximately two miles of non-system trails as part of the trail system, improve these trails to meet DPR trail layout and design standards and conduct further site-specific planning on several networks of non-system trails
- Where determined feasible, create a continuous loop trail around Folsom Lake and Lake Natoma
- Explore development of a concession- or partnership-designed and managed bicycle skills area or technical riding area
- Develop a water trail loop around Lake Natoma
- Improve trailhead facilities, including equestrian staging areas
- Develop additional interpretive elements and interpretive trail markers/signs/kiosks that highlight the parks' cultural and natural resources and history
- Reengineer, reconstruct, and/or reroute portions of over 76 miles of road or trail. This includes all segments with "Improve in Place" and "Improve/Reroute" maintenance recommendations. Some portions of any given segment only require annual maintenance
- Decommission and restore to natural conditions obsolete, harmful, unnecessary, or redundant roads and trails
- Remove non-system ("volunteer" or "user-created") trails and restore them to a natural condition unless otherwise specified in the RTMP
- Reengineer identified drainage structures, addressing the most significantly affected drainage structures first (see Appendix 7.3, Maps: Potential Significance to Water Resources, Drainage Structure Condition Index, and Erosion Severity)

Figure 1 summarizes some of the significant recommendations of the RTMP. Maps that illustrate the existing conditions, as well as recommendations for planning and maintenance, are included in this plan for each of the six RTMP areas and can be referenced for a comprehensive description of plan recommendations.

Many of the RTMP recommendations are project proposals that will require site-specific planning and environmental review prior to implementation. See CEQA/NEPA environmental documents for additional information.

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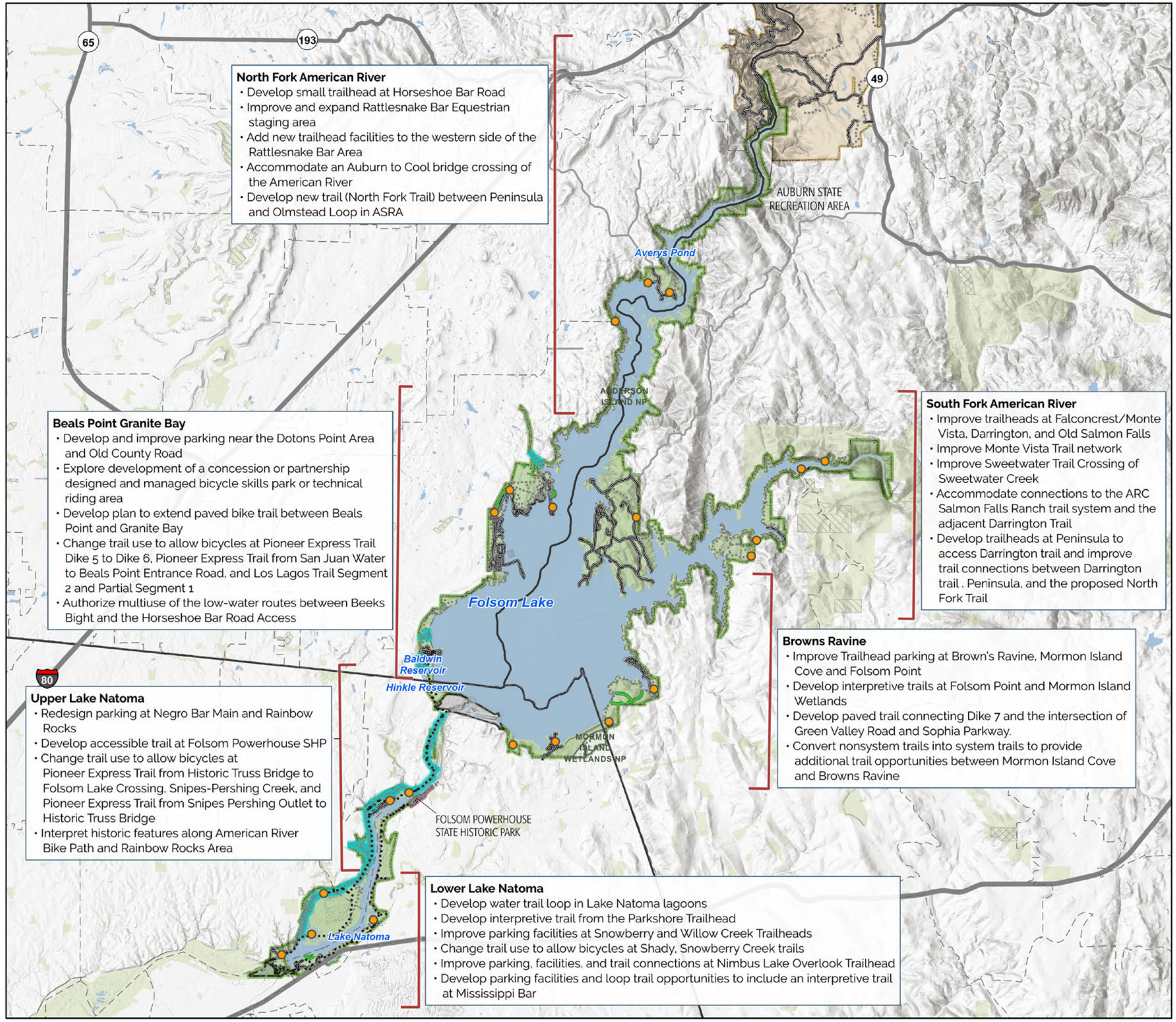
Overview of Planning Recommendations

Figure 1



North Fork American River
- Develop small trailhead at Horseshoe Bar Road
- Improve and expand Rattlesnake Bar Equestrian staging area
- Add new trailhead facilities to the western side of the Rattlesnake Bar Area
- Accommodate an Auburn to Cool bridge crossing of the American River
- Develop new trail (North Fork Trail) between Peninsula and Olmstead Loop in ASRA

Beals Point Granite Bay
- Develop and improve parking near the Dotons Point Area and Old County Road
- Explore development of a concession or partnership designed and managed bicycle skills park or technical riding area
- Develop plan to extend paved bike trail between Beals Point and Granite Bay
- Change trail use to allow bicycles at Pioneer Express Trail Dike 5 to Dike 6, Pioneer Express Trail from San Juan Water to Beals Point Entrance Road, and Los Lagos Trail Segment 2 and Partial Segment 1
- Authorize multiuse of the low-water routes between Beeks Bight and the Horseshoe Bar Road Access

Upper Lake Natoma
- Redesign parking at Negro Bar Main and Rainbow Rocks
- Develop accessible trail at Folsom Powerhouse SHP
- Change trail use to allow bicycles at Pioneer Express Trail from Historic Truss Bridge to Folsom Lake Crossing, Snipes-Pershing Creek, and Pioneer Express Trail from Snipes Pershing Outlet to Historic Truss Bridge
- Interpret historic features along American River Bike Path and Rainbow Rocks Area

South Fork American River
- Improve trailheads at Falconcrest/Monte Vista, Darrington, and Old Salmon Falls
- Improve Monte Vista Trail network
- Improve Sweetwater Trail Crossing of Sweetwater Creek
- Accommodate connections to the ARC Salmon Falls Ranch trail system and the adjacent Darrington Trail
- Develop trailheads at Peninsula to access Darrington trail and improve trail connections between Darrington trail . Peninsula, and the proposed North Fork Trail

Browns Ravine
- Improve Trailhead parking at Brown's Ravine, Mormon Island Cove and Folsom Point
- Develop interpretive trails at Folsom Point and Mormon Island Wetlands
- Develop paved trail connecting Dike 7 and the intersection of Green Valley Road and Sophia Parkway.
- Convert nonsystem trails into system trails to provide additional trail opportunities between Mormon Island Cove and Browns Ravine

Lower Lake Natoma
- Develop water trail loop in Lake Natoma lagoons
- Develop interpretive trail from the Parkshore Trailhead
- Improve parking facilities at Snowberry and Willow Creek Trailheads
- Change trail use to allow bicycles at Shady, Snowberry Creek trails
- Improve parking, facilities, and trail connections at Nimbus Lake Overlook Trailhead
- Develop parking facilities and loop trail opportunities to include an interpretive trail at Mississippi Bar

Change-in-Use Recommendation
Convert to System Route
Trailhead Improvements

State Park Roads
Paved Park Trails
Unpaved Park Trails

Note: This overview identifies select recommendations and are not comprehensive. Additional planning and maintenance recommendations are provided for each of the park areas in the RTMP.

City
County
Waterbodies
No Public Access
Restricted Access
CA Protected Lands
Natural Preserves

Park Segments
Folsom Lake State Recreation Area
Folsom Powerhouse State Historic Park
Auburn State Recreation Area
Administrative Areas

Scale
1:115,000

Miles
0 2.5 5

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: 5/18/2022

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SECTION 1 INTRODUCTION

South Lake Natoma Multi-use Trail Overlooking Lake Natoma

Trails are a key component of public recreation facilities at FLSRA and FPSHP and are critical to fulfilling the mission of the California Department of Parks and Recreation (DPR). DPR is committed to providing the highest-quality trails to accommodate the recreational needs of diverse user groups by planning and developing trails pursuant to the DPR Trails Policy:

> *The Department, through a public planning process, will strive to meet the recreational, educational, and interpretation needs of its diverse trail users by developing trails within state park units, consistent with unit classification, general plan directives, cultural and natural resource protection, public safety, accessibility, use compatibility, and other legal and policy mandates. Multi-use trails and trail connectivity with adjacent public trail systems will be considered in the development of trail plans or individual trails.*

1.1 PURPOSE

The purpose of a Road and Trail Management Plan (RTMP) is to provide specific guidance and direction for implementing the goals and objectives of the park's approved general plan/resource management plan (GP/RMP). It should describe the existing road and trail conditions in a park and provide a roadmap for future management, including specific actions for individual roads and trails. It must take into consideration the park's values and mission to achieve the following goals.

- Maximize visitor use and experiences
- Reduce potential safety issues
- Minimize impacts to natural and cultural resources
- Coordinate with local and regional planning efforts
- Provide access to surrounding public lands
- Reduce maintenance and management costs
- Provide an appropriate range of recreational opportunities and associated infrastructure
- Limit impacts on the natural environment to a level acceptable under CEQA/NEPA
- Assist in prioritizing roads and trails projects

Developing a comprehensive RTMP is paramount to ensuring that recreational trails can be utilized to their fullest potential while providing appropriate protection for cultural and natural resources. Although planning can be implemented for a single trail, parkwide and regional trail system planning remain the preferred and most effective methods for identifying and establishing linked recreational trail corridors. Comprehensive planning also reduces trail construction and maintenance costs.

1.2 PLANNING NEED

In most parks, roads and trails are the primary avenues for park visitors to access park features and facilities. Properly sited, designed, constructed, maintained, and managed roads and trails can provide high-quality recreational opportunities and protect sensitive natural and cultural resources by focusing recreational activity on less-sensitive park lands.

Frequently, a park's trail system evolves from trails and unpaved roads that were on the property when it was acquired. They were developed to meet the needs of the previous property owners and seldom fully serve the needs of the park unit or meet current trail standards in the DPR Trails Handbook. Old trails are often improperly sited, poorly designed and constructed, or inadequately maintained, with limited accessibility or other deficiencies. They may also fail to adequately protect the park's natural or cultural resources.

In addition to the common challenges identified above, the complexity of the FLSRA road and trail system adds to management and maintenance needs. FLSRA has an extensive trail system with varying conditions and use designations along with a high number of non-system trails. Many of the non-system trails are highly developed, heavily utilized, and serve as informal access points connecting to adjacent private properties.

Since 2012, there have also been numerous Trail Change-in-Use (CIU) requests that have the potential to affect the long-term management of the park. These requests and associated CIU processes provide an opportunity to evaluate whether use change on a trail is appropriate. See Section 2.2, Change-in-Use Evaluation, for additional information. The RTMP provides the opportunity to consider these CIU requests in the context of the entire trail system in order to better meet and balance the needs of all trail users.

Because FLSRA and FPSHP straddle three counties, are within the boundaries of one incorporated city and numerous unincorporated communities, and are surrounded by residential neighborhoods, the coordination and communication needs for these park units are notable.

This RTMP provides an opportunity for DPR managers to identify non-system trails to adopt and/or remove, make recommendations regarding CIUs, propose improvements to benefit the range of trail user types, and prioritize previous road and trail management recommendations.

1.3 PROJECT SETTING

Folsom Lake State Recreation Area and Folsom Powerhouse State Historic Park are located at the confluence of the North and South Forks of the American River in the western foothills of the Sierra Nevada range, at the eastern edge of the Sacramento metropolitan region, as shown on Figure 2. The parks consist of approximately 20,000 acres of both federal and state lands and waters. The federal land in both units is managed by DPR through a Managing Partnership Agreement with the U.S. Bureau of Reclamation. Access to the parks is available through a network of regional and local roadways, bicycle and pedestrian routes, and public transit. FLSRA extends across the boundaries of three counties (El Dorado, Placer, and Sacramento) as well as the City of Folsom and the communities of Orangevale, El Dorado Hills, and Granite Bay.

Situated within the westernmost extent of the Sierra Nevada Foothills, the Folsom Lake SRA landscape consists of two reservoirs, Folsom Lake and Lake Natoma, surrounded by rolling oak-studded foothills, upland plateaus, and river canyons carved by the North and South Forks of the American River. The dams and reservoirs, which are the unit's dominant physical features, were created as part of the Central Valley Water Project, and the primary function of the reservoirs is to provide flood control, water supply and power generation.

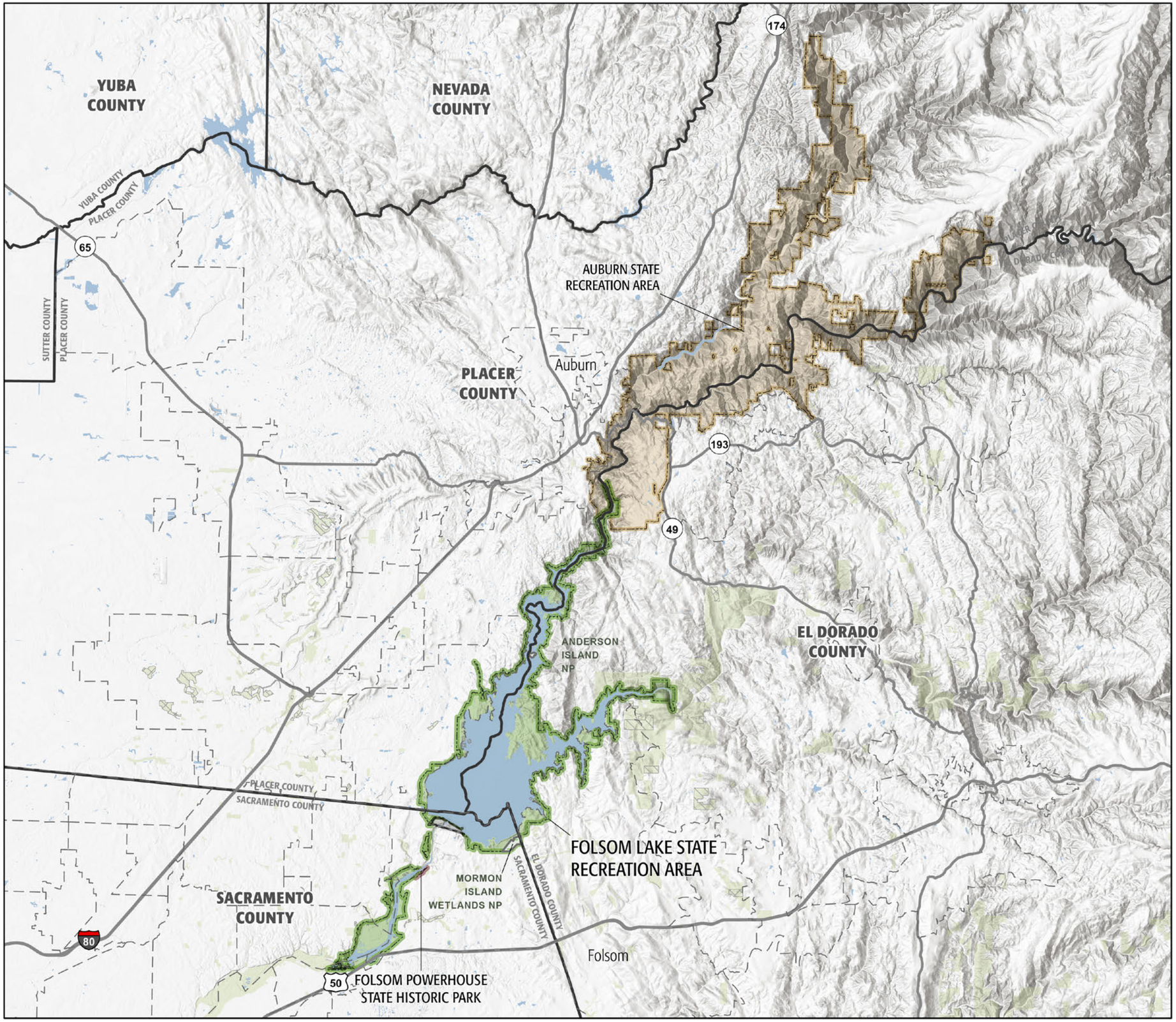
FLSRA is one of the most popular units in the California State Park System, with over 2.8 million visitors in the 2020-21 fiscal year. This popularity is due largely to the location of the SRA within a growing metropolitan area, good highway access, and opportunities for year-round recreation use, although 75 percent of all visits occur during the warmer spring and summer months. Recreational facilities and opportunities include a marina, boat launches, swimming beaches, picnic areas, campgrounds, fishing, whitewater boating, rowing, and paddle sports. Additionally, 101 miles of unpaved trails, nearly 20 miles of paved trails, and 25 miles of park roads serve hikers, trail runners, equestrians, and mountain and road cyclists. There are also approximately 70 miles of non-system trails located in FLSRA. The habitat is typical of the lower foothills of California's Central Valley and includes oak woodlands, chaparral, and grasslands.

Valley Oak at Goose Flat

Folsom Powerhouse SHP, Main Powerhouse

The 35-acre State Historic Park (SHP), which consists primarily of historic structures and a visitor center, is contiguous to FLSRA along the southern shoreline of Lake Natoma. FPSHP was designated as a separate park unit from FLSRA in 1995 in acknowledgement of its historical significance. As one of the oldest hydroelectric facilities in the world, it was one of the nation's first power systems to provide high-voltage alternating current over long-distance transmission lines. The park provides docent-led tours of the historic buildings and educational opportunities for school groups. The recreational opportunities in the park include footpaths around the historic core of the park unit and trails along the historic canal that once brought water to the Powerhouse from the original Folsom Dam.

Existing park features and destinations are identified in Figure 3.



Vicinity Map

Figure 2

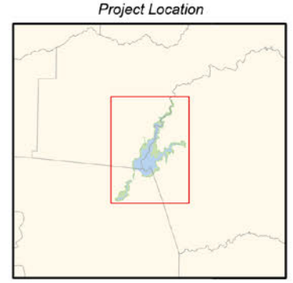
- Folsom Lake State Recreation Area
- Folsom Powerhouse State Historic Park
- Auburn State Recreation Area
- Natural Preserves
- Administrative Areas
- City
- County
- No Public Access
- Restricted Access
- CA Protected Lands

Scale
1:213,000

N

Feet
0 10,000 20,000

Project Location



Project Location

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

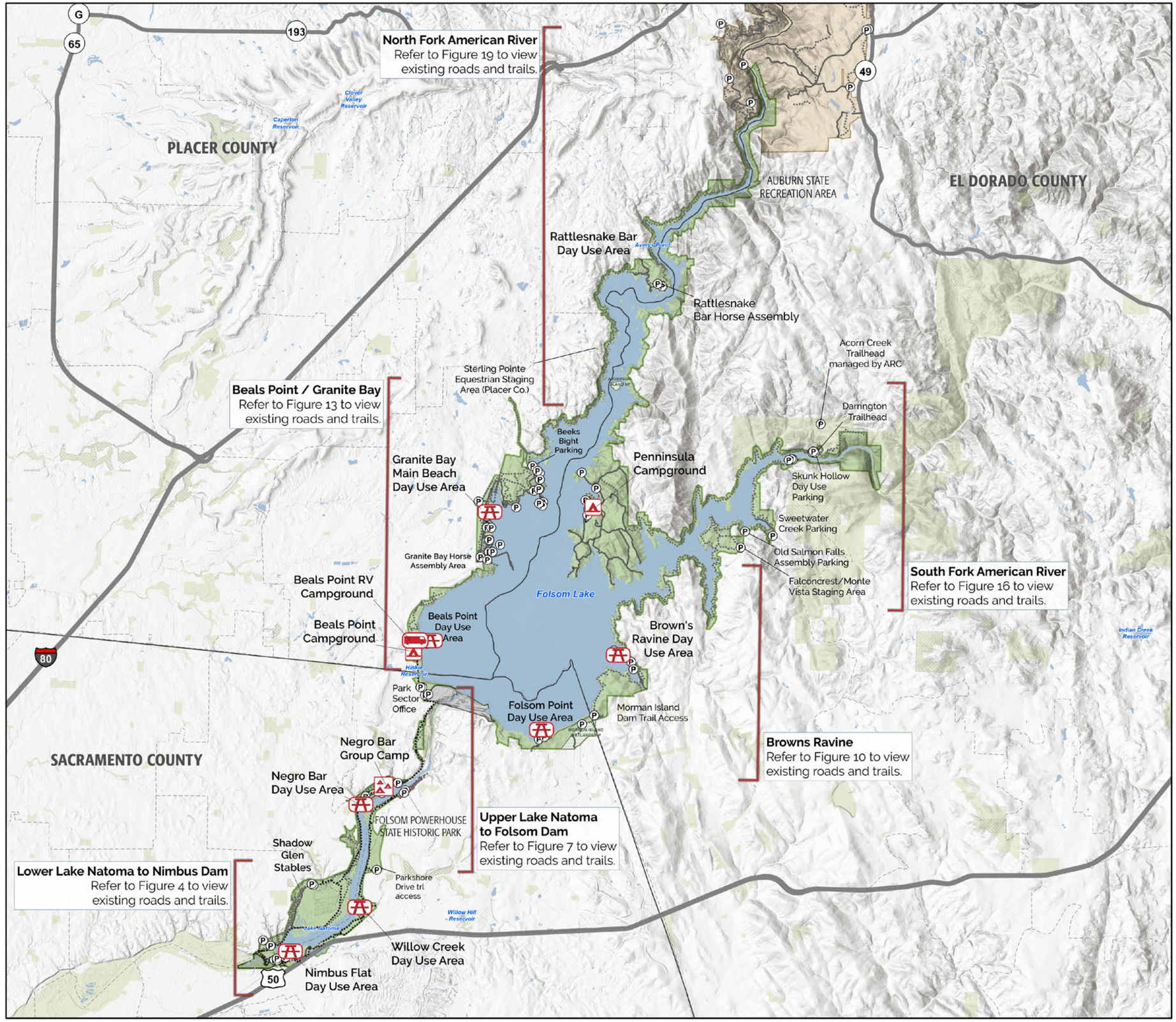
Sources: California Dept. of Parks & Recreation; GreenInfo, Inc.; USGS

Date: 5/11/2022

Folsom Area State Parks Road and Trail Management Plan

Existing Park Features and Destinations

Figure 3



- State Park Roads
- Paved Park Trails
- Unpaved Park Trails
- Parking Lot
- Picnic Area
- Camp Area
- Group Camp Area
- Camp Area with Hookups
- City
- County
- Park Segments
- Folsom Lake State Recreation Area
- Folsom Powerhouse State Historic Park
- Auburn State Recreation Area
- Administrative Areas
- Natural Preserves
- CA Protected Lands
- No Public Access
- Restricted Access
- Waterbodies

Note: See figures in Section 6 for more detailed road and trail information.

Scale 1:115,000

Miles

0 2.5 5

NOTES:
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CALIFORNIA STATE PARKS GOLD FIELDS DISTRICT & STATEWIDE PLANNING & RECREATION SERVICES

Sources: California Dept. of Parks & Recreation; GreenInfo, Inc.; USGS
Date: 5/11/2022

Folsom Area State Parks Road and Trail Management Plan

SECTION 2 THE PLANNING PROCESS

Pioneer Express Trail

Developing an RTMP is a dynamic process that can take several years to complete. According to DPR's Trails Policy, opportunities for public participation in the planning process must be provided. Specifically, an RTMP should:

- Meet guidelines provided by the unit's general plan
- Address stakeholder needs
- Incorporate and coordinate with local and regional planning documents
- Adhere to existing laws and regulations
- Include the public and all potential user groups in the planning process
- Provide user accessibility
- Protect resources
- Provide a mechanism to monitor outcomes

2.1 RTMP PLANNING PROCESS

Preparation of this RTMP followed the standard RTMP process outlined herein and is compliant with DPR Notice 2012-06 (regarding the review and approval of management plans) as well as applicable state and federal regulations for resource protection and public participation.

1. **Develop the Planning Team.** The planning team consists of multi-disciplinary staff from the park, sector, district, and headquarters.
2. **Inventory and Mapping.** A road and trail inventory is conducted and a base map with associated attributes is created. This inventory and assessment process was developed to provide an objective and consistent method for determining road and trail infrastructural problems and associated solutions as well as to officially record road and trail information such as physical characteristics and allowed uses. The data collection process relies on easily repeatable and non-controversial measurements of features and conditions. Terminology and methods are standardized and applicable throughout the state and across various environments to provide reliable comparisons between watersheds, parks, or other geographic areas of interest. The base map and route attributes conform to DPR's established guidelines for categorization, segmentation, and classification of roads and trails.
3. **Stakeholder Input.** As appropriate to the park, data is gathered from park users and other stakeholders. Typically, data includes information on issues pertinent to road and trail use and sustainability. Input can be gathered in a variety of ways including public meetings, stakeholder workshops, surveys, and online public comment opportunities to allow the public to assist in identifying needs, suggesting routes and restoration opportunities, and to provide general comments. Trails use surveys may be conducted during different seasons and times to solicit input from a diverse range of trail users.
4. **Evaluate and Synthesize Data.** Data is collated, compared, and assessed. Issues such as trail sustainability, safety, adequate infrastructure, connectivity, land use compatibility, and potential user conflicts are identified.
5. **Development of Proposal and Alternatives.** To develop alternatives, staff considers stakeholder input, accessibility needs, resource issues, National Historic or Recreation Trail certification and/or nomination, and linkages to transit and other recreational trails and facilities outside the park. Recommendations for plan alternatives may include maintenance strategies, new routes, new or alterations to trailhead facilities, or CIU designations.
6. **Administrative Draft RTMP.** A preferred plan is developed for review by both State Parks and Reclamation staff.

7. **Public Draft RTMP.** Following review and necessary revisions of the Administrative Draft, a Draft RTMP is developed. A public meeting, as determined by plan specifics, may be initiated to solicit comments related to the plan.
8. **Final Draft RTMP/Environmental Document.** The Final Draft RTMP is developed to include the appropriate draft environmental document as required by law. Public comments are solicited through the required environmental review process.
9. **Public Review.** Department staff receive and evaluate public comments and respond as appropriate per CEQA and NEPA guidelines. The draft RTMP may be modified, as necessary, to address public comments or concerns.
10. **Final RTMP/Environmental Document.** A final RTMP and associated environmental document are completed, including changes resulting from public comments as required, and the RTMP is recommended for adoption.

FLSRA/FPSHP Planning Specifics

While the planning process for this RTMP did involve all of the steps described here, the complexity of the trail network and the inclusion of multiple CIU evaluations has resulted in a particularly dynamic planning process. Key phases in the development of this RTMP are summarized herein, and survey responses are provided in Appendix 7.2.

Initiating the Inventory and Assessment and Outreach Efforts

Following the adoption in 2010 of the Folsom Lake SRA and Folsom Powerhouse SHP GP/RMP, staff began initial efforts to fulfill the plan's direction to prepare a trails management plan. The first step toward the trails management plan (or RTMP) was initiating a comprehensive inventory and assessment of the parks' extensive road and trail networks that would inform the development of the RTMP, inform management decisions, and provide a knowledge base for ongoing assessment, monitoring, and planning. The parks' roads and trails were evaluated to determine: (1) roads critical for fire, public safety, resource management, and general circulation; (2) non-system roads and trails to be decommissioned or incorporated into the system; (3) system roads and trails that require maintenance; (4) historic relevance; and (5) system roads and trails that require redesign, reconstruction, or reroute to meet DPR standards. This assessment was completed in phases between 2013 and 2021 and incorporated

all system and many non-system routes. Elements of these assessments have been periodically updated since 2015.

Other early efforts included an onsite survey of trail users and focus group meetings. The survey was conducted at FLSRA from March 2013 to February 2014 and was designed to identify trail use patterns and gain insights on how trails might be improved. The survey was collected at 18 locations in the park, twice per season at each location (one weekday and one weekend day), resulting in 776 completed surveys. Focus group meetings were conducted with mountain bike, equestrian, and road cycling and paved trail stakeholders to identify issues and opportunities to be addressed in the RTMP. Three focus group meetings were held in 2014 to gather input from equestrian, mountain bike, and paved trail user representatives.

Evaluation of Change-in-Use Requests

A notable outcome of public outreach conducted for the GP/RMP and the RTMP was the documented demand for additional biking trails, which generated formal CIU requests to add biking as an allowable use on more than a dozen existing trails or trail segments. These requests broadened the scope of the RTMP and introduced new complexities and considerations that required additional staff effort to conduct the evaluations. Field evaluations for these CIU requests were completed in 2015 and 2016 by a team of staff with expertise in public safety, natural and cultural resource management, trail construction and maintenance, recreation planning and management, and visitor services.

The recommendation to implement a CIU for Brown's Ravine Trail has been made as a separate, stand-alone decision, and the proposal was presented to the public in a January 2022 public meeting. A final decision to approve the CIU occurred June 21, 2022. All other CIU recommendations were incorporated into this RTMP for public review and comment. The CIU evaluation process is further discussed in Section 2.2.

Mountain bikers

Additional Outreach and Completion of the RTMP

In 2021, with assistance from DPR's Strategic Planning division and the planning and environmental consulting firm PlaceWorks, Inc., District staff refocused efforts on completing the RTMP. In addition to finalizing CIU recommendations and the trail inventory and assessment, this team conducted

additional public outreach to gather information about how the trail system is currently used and to gain a greater understanding of trail users' needs and priorities.

The public was encouraged to provide input by attending a public workshop in October 2021; participating in an online survey and a separate "Challenge" activity using DPR's official trails app (provided by the app developer OuterSpatial), from October 2021 through January 2022; or by sending emails or letters. These opportunities were shared with the public through the project web page, emails to the project contact list, social media posts, onsite signage, and at four "pop-up" events at or near the parks. DPR staff also reached out to park concessionaires and community leaders representing different trail user groups to encourage broad participation.

Pop-Up Event

Outreach Signage

The online survey included an interactive map-based component and asked survey participants about their use of FLSRA. The survey also asked about which additional trail features or opportunities participants would most like to see in the future. The app-based version of the survey provided an opportunity for park visitors with smartphones to share their location data and provide feedback for specific areas of the park while they recreated. Over 1,500 individuals participated in the online survey, and 30 individuals used the app to provide input. Input received from the public was a key consideration when DPR staff evaluated proposals and recommendations for inclusion in this RTMP. A summary of the survey outcomes is provided in Appendix 7.2.

2.2 CHANGE-IN-USE EVALUATION

DPR developed a process to facilitate consistency in the review of CIU proposals that would add or remove authorized uses from existing recreational roads and trails in the state park system. This process is intended to identify changes that best accommodate accessibility and recreational activities appropriate for each road or trail. Specifically, the process is intended to achieve the following objectives:

- Implement the DPR Trail Policy, including consideration of multiuse trails and trail connectivity.
- Ensure that projects can be implemented in a manner that avoids or mitigates significant impacts to the environment.
- Inform decision-making to include the diversity of resources and users at each park unit.
- Ensure that changes are considered in a transparent process.
- Establish a process for decision-making with objective criteria for evaluating proposed changes to trails.

A CIU Evaluation (see Appendix 7.8) can provide the planning team with critical information, including:

- Existing conditions
- Compatibility with the park's classification and other trail uses
- Effects to trail circulation patterns
- Effects to trail safety
- Effects to trail sustainability
- Effects or impacts to natural and cultural resources
- Effects or impacts to facility maintenance and operational costs

Recommendations based on survey results typically fall into one of the following categories:

- Conditional approval that includes design modifications or repairs
- Conditional approval that includes management options
- Approval
- Disapproval
- Put on hold

When a change in use is conditionally approved, all proposed conditions need to be implemented, project-specific environmental compliance completed, and funding secured prior to the change taking affect.

A process flow chart has been developed to assist staff in the evaluation process (see Appendix 7.7). The principal steps are outlined herein. The first five steps are completed as part of the RTMP process. The remaining steps are conducted for each individual project.

1. Request for change in use submitted to district by a user group, DPR staff, neighboring agency, or other stakeholder.
2. Evaluation and trail log prepared.
3. Change-in-use evaluation completed.
4. Recommendation made by Evaluation Team.
5. Gather public input.
6. Decision by district superintendent.
7. Site-specific environmental review of any required trail modifications in compliance with CEQA and, as required, NEPA.
8. Construction work log prepared.
9. Construction cost estimate prepared.
10. Work plan developed.
11. Project implementation.

2.3 PLAN CONSISTENCY

Recommendations in this RTMP are consistent with California Public Resources Code Section 5019.53, which provides the overarching directive on the purpose of improvements in a state park. Specifically, the section stipulates that:

> *Improvements undertaken within state parks shall be for the purpose of making the areas available for public enjoyment and education in a manner consistent with the preservation of natural, scenic, cultural, and ecological values for present and future generations.*

In addition, this RTMP is consistent with the park units' classification and GP/RMP and follows guidelines and policies established in other approved departmental documents. The following documents were also consulted in the development of the plan:

- Folsom Lake SRA and Folsom Powerhouse SHP General Plan/Resource Management Plan (2010)
- Bureau of Reclamation/California State Parks Managing Partner Agreement (2012)
- El Dorado County General Plan (2004)
- Sacramento County 2030 General Plan (2011)
- Placer County Parks and Trails Master Plan

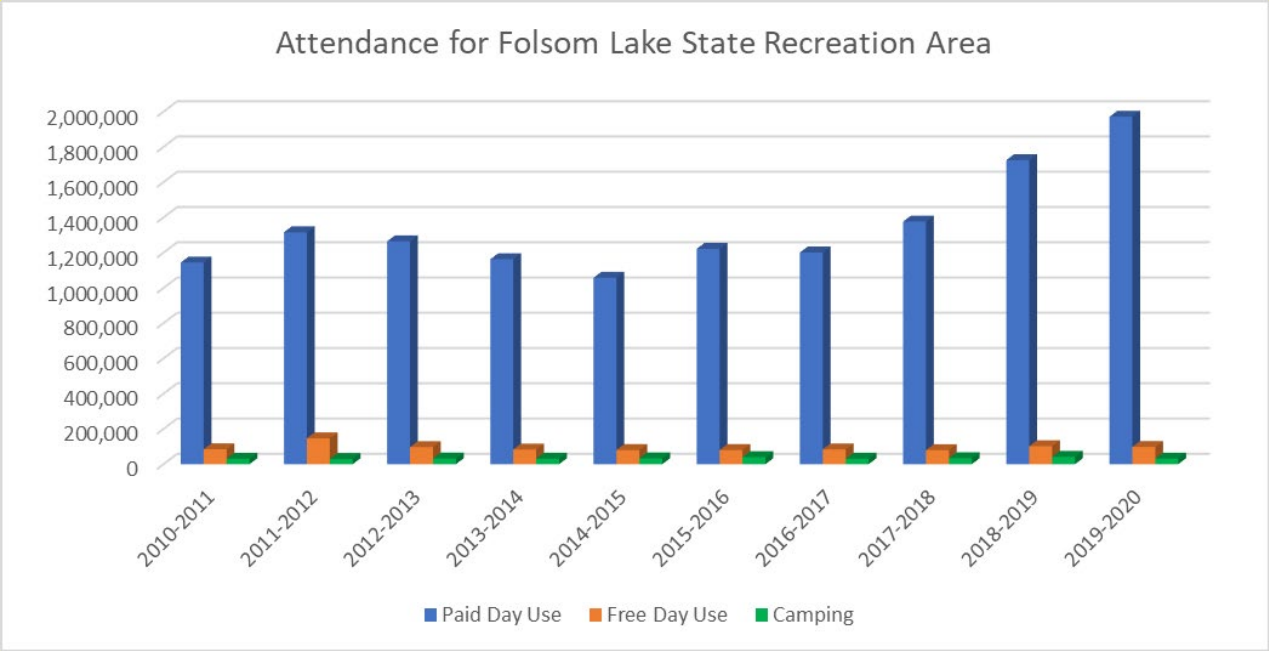
- El Dorado County's Bikeway Master Plan and Hiking and Equestrian Trails Master Plan (1979)
- American River Parkway Plan (1985)
- River Corridor Management Plan for the Lower American River (2001)
- City of Folsom Bikeway Master Plan (2007)
- Sacramento Area Council of Governments' Regional Bicycle, Pedestrian, and Trails Master Plan (2003)
- US Bureau of Land Management's Sierra Resource Management Plan (2007)
- Reclamation Manual: Directives and Standards

SECTION 3 PARK CONDITIONS

Shoreline Non-system Trail

3.1 PARKS VISITATION

Approximately 2,099,956 visitors attended FLSRA from July 1, 2019, to June 30, 2020, and from July 1, 2020, to June 30, 2021, visitor attendance was reported at 2,856,011. Visitation at FPSHP ranged between 849 and 16,393 between the years of 2013 and 2020 (*DPR System Statistical Reports*). Since there are many ways to enter the parks, annual visitation numbers are likely underestimated. Additionally, surrounding Placer, Sacramento, and El Dorado Counties combined are predicted to grow by 272,428 people by 2035 (California Department of Finance, 2020 projections), suggesting that park use will continue to increase.



3.2 EXISTING RECREATIONAL RESOURCES

FLSRA offers a variety of recreational opportunities due to its large size and diverse resources. Public facilities include more than 150 campsites, 120 miles of system trails, 5 miles of unpaved pedestrian trails, nearly 2 miles of Americans with Disabilities Act (ADA) accessible trails, 46 miles of unpaved pedestrian/equestrian trails, nearly 11 miles of unpaved pedestrian/bike trails, 38 miles of unpaved multi-use trails, 19 miles of paved trails, 25 miles of park roads, 70 miles of non-system trails, and 1 mile of other agency trails. Traditionally, the most popular recreational activities in the park have been water oriented, such as boating, swimming, fishing, water skiing, rowing, paddle sports, and windsurfing. However, the recent, historic droughts have greatly reduced aquatic-based recreational opportunities. FPSHP has limited recreational opportunities, and its amenities focus on visitor comfort and picnic facilities. Both parks support numerous events throughout the year, such as the Electricity Fair and Folsom Blues Breakout Half Marathon.

Popular FLSRA Park Destinations

Some of the more popular destinations and trails in the parks are described herein.

Beals Point

Located just north of Folsom Dam, Beals Point offers a variety of outdoor recreational opportunities to visitors. Barbecue pits and shaded areas accommodate family picnics, and 49

family campsites and 20 recreational vehicle (RV) hookup sites allow for overnight camping on the lake. Wheelchair-accessible campsites and beach wheelchairs are also available. The Beals Point Snack Bar rents beach equipment, including kayaks, standup paddleboards, shade canopies, and rafts. For cyclists, Beals Point provides access to the American River Bike Path (aka Jedediah Smith Memorial Trail), a 32-mile paved trail from Beals Point to Old Sacramento.

Brown's Ravine

At the southern end of Folsom Lake, Brown's Ravine features Folsom Lake Marina, one of the largest inland marinas in the state. Operated by a concessionaire, the marina offers 860 boat slips, two boat ramps, and the only fuel facility on the lake. A snack bar, bait shop, and marine supply store are also located near the marina. The surrounding day use area provides parking, picnic sites, and trailheads for both the Brown's Ravine Trail and the connecting Mormon Island Cove Trail to Brown's Ravine Trail.

Brown's Ravine

Granite Bay

This popular beachside destination supports a range of outdoor recreational activities along the bay and provides access to numerous trail experiences. The Main Beach Day Use Area offers parking, trails access, and group picnic sites with a barbecue station, flush toilets, and water faucets. Summer lifeguard services and a buoyed swim area provide a safe location for swimming. Equipment for other water and beach activities can be rented at the snack bar, including kayaks, paddle boards, volleyball sets, shade canopies, and rafts of all sizes. For equestrians, the Granite Bay Horse Assembly Area provides horse trailer parking and access to the pedestrian/equestrian Pioneer Express Trail. It is also equipped with hitching rails, a water trough, and vault toilets.

Granite Bay

Folsom Point

Folsom Point extends along the southeastern shoreline of Folsom Lake between Folsom Dam and Mormon Island Auxiliary Dam. Folsom Point Day Use Area includes a shaded picnic area with picnic tables, barbeques, vault toilets, and parking. Boat launch facilities at the site include four launch lanes, flush toilets, and paved parking. Special aquatic events like bass fishing tournaments are popular at Folsom Point.

Black Miners Bar/Lake Natoma

Situated along the western shore of Lake Natoma, Black Miners Bar includes a day use area and three group campsites near the water. The day use area, which provides picnic sites, ramadas, restrooms, a small boat dock, and parking, is a popular access point for the northern end of Lake Natoma and the Lake Natoma bluffs above the shoreline. Paddling, rowing, fishing, and trail use are popular recreational activities in the area. Black Miners Bar is also a popular location to access the American River Bike Path.

Willow Creek/Lake Natoma

On the southeastern edge of Lake Natoma, across from Mississippi Bar, Willow Creek has a day use area that provides paved parking, a family picnic area, and a small boat ramp and dock used for paddling, rowing, and fishing. The South Lake Natoma Multi-Use Trail and South Lake Natoma Bike Path are accessible from Willow Creek. Additionally, the Dos Coyote Trail provides a connection to the City of Folsom's Humbug Willow Creek Trail.

Willow Creek Bridge

Nimbus Flat/Lake Natoma

Nimbus Flat is at the southern end of Lake Natoma near Nimbus Dam. It includes the California State University–Sacramento (CSUS) Aquatic Center, a staging area for regional and national rowing competitions and other related special events. The day use area provides parking, a picnic area, a small boat dock, beach use, and trail access. Trail use, fishing, rowing, paddling, and swimming are popular activities near Nimbus Flat. Nimbus Flat is another popular location to access both the South Lake Natoma Multi-Use Trail and the South Lake Natoma Bike Path.

South Lake Natoma Bike Path

Peninsula Campground

Peninsula Campground is located on the peninsula between the North and South Forks of the American River. The secluded campground hosts 85 family campsites—including some ADA accessible sites that offer ADA accessible flush toilets, hot showers, and piped drinking water. Nearby, the Oaks Nature Trail offers an ADA accessible path along the water, and a system of multiuse service roads throughout the peninsula offer hiking, biking, and equestrian opportunities.

Peninsula Campground Entrance

Rattlesnake Bar

This nearly 300-acre day use area on the North Fork arm of Folsom Lake is the northernmost water and trail access point in FLSRA. The day use area includes a boat ramp, access to the Pioneer Express Trail, access to Avery's Pond environmental camp sites, and a horse assembly area for equestrians.

Salmon Falls Area

Pioneer Express Trail near Rattlesnake Bar

The Salmon Falls Area includes stretches of FLSRA lands along the north and south shores of the South Fork arm of Folsom Lake. Along the southern shoreline, the Falcon Crest/Monte Vista staging area and Old Salmon Falls Assembly Parking area provide equestrian facilities, parking, and trail access to both the Brown's Ravine and Sweetwater Creek Trails. Salmon Falls lies at the northeastern end of this trail, with parking and a whitewater raft take-out area. On the northern shoreline, the Skunk Hollow Day Use and Darrington Trailhead parking areas provide access to the river, the South Fork American River Trail, and the Darrington Trail.

Popular FLSRA Trail Routes

Darrington Trail

Darrington Trail

The Darrington Trail is an 8.7-mile hiking and biking trail traversing the northern shoreline of the South Fork arm of Folsom Lake. At the eastern end of the trail, the Darrington Trailhead provides parking and access to both the Darrington Trail and the South Fork American River Trail. At the western end, the Darrington Trail connects to the Peninsula area. A popular route with mountain bikers, this trail also connects to hiking and biking trails managed by the American River Conservancy.

Granite Bay Multi-Use Trail/Center Trail

These two trails provide multiuse loop trail opportunities at Folsom Lake's western shore and wind through Granite Bay; they are the most popular mountain bike destinations in FLSRA. The six miles of trails pass through oak woodland, grassland and oak savanna, and riparian woodland habitats and feature views of Folsom Lake and wildflowers in the spring.

Center Trail

Pioneer Express Trail

Within FLSRA, the Pioneer Express Trail runs from near Nimbus Dam and stretches along the shores of Lake Natoma and Folsom Lake before reaching Auburn State Recreation Area. A California Historic Landmark, the Pioneer Express Trail commemorates the travel routes of Gold Rush-era miners along the American River and is acknowledged with a historic landmark plaque along the current trail just north of Beals Point. The portion of the Pioneer Express Trail from Beals Point to ASRA is part of the 50-mile Western States/Pioneer Express National Recreation Trail, a designation that covers just a portion of 100-mile Western State Trails.

Pioneer Express Trail

American River Bike Path

The American River Bike Path and the South Lake Natoma Bike Path create an 11-mile paved loop trail around Lake Natoma and provide paved trail access from Lake Natoma to Beals Point on Folsom Lake. Hikers, cyclists, and equestrians can use the trail to connect to the American River Parkway or other trails in FLSRA, like the Pioneer Express Trail.

Popular FPSHP Park Destinations

Located on the southern bank of the American River, the park and visitor center offer interpretive exhibits, historical photos, and guided tours of the historic powerhouse. The park's trail network connects picnic sites to the shoreline of Lake Natoma. FPSHP is supported in part by the Friends of the Folsom Powerhouse Association, a nonprofit organization dedicated to the preservation and interpretation of the Folsom Powerhouse.

3.3 ADJACENT RECREATIONAL OPPORTUNITIES AND CONNECTIONS

FLSRA and FPSHP provide numerous connections to recreational opportunities on adjacent and contiguous lands managed by other public agencies and organizations.

American River Parkway

The American River Parkway is an open space greenbelt that extends from the confluence of the American and Sacramento Rivers to Folsom Dam. The portion of the parkway below Nimbus Dam, the Lower American River, is managed by Sacramento County Regional Parks, and the portion along Lake Natoma is managed by State Parks as part of Folsom Lake SRA. The American River Bike Path (also known as the Jedediah Smith Memorial Trail) runs the length of the parkway from Discovery Park to Beals Point. Along the American River, the parkway provides picnic sites, campsites, a boat launch, and an equestrian staging area. Other popular activities in the park include swimming and fishing.

Salmon Falls Ranch and Acorn Creek Trailhead

The American River Conservancy (ARC) is a nonprofit community organization that manages land adjacent to FLSRA along the South Fork of the American River, including the Salmon Falls Ranch and the Acorn Creek Trailhead. The Acorn Creek Trail and South Fork American River Trail can be accessed from the Acorn Creek Trailhead. A network of ARC hike/bike trails in the Salmon Falls Ranch area west of Salmon Falls Road can also be accessed from the Acorn Creek Trailhead, and this trail system connects to the Darrington Trail within FLSRA.

Auburn State Recreation Area

Auburn State Recreation Area (ASRA) is contiguous to FLSRA along the North Fork Arm of Folsom Lake. The 30,000 acres of ASRA includes 40 miles of river canyon along the North and Middle Forks of the American River. The Pioneer Express Trail connects ASRA and FLSRA. ASRA is popular for its whitewater recreation opportunities and also offers hiking, boating, fishing, camping, climbing, mountain biking, gold panning, limited hunting, and horseback riding opportunities.

Bureau of Land Management

The Bureau of Land Management owns land along the South Fork of the American River, adjacent to FLSRA. The South Fork American River Trail extends from FLSRA to the Bureau of Land Management's Cronan Ranch Regional Trails Park. Whitewater rafting, kayaking, hiking, and bicycling are popular recreational activities on these public lands.

City of Folsom Parks and Trails

The City of Folsom manages several parks and over 50 miles of trails around FLSRA and FPSHP. In the Lower Lake Natoma area, the Dos Coyote Trail offers access to the City's Humbug Willow Creek Trail, which follows Willow Creek and connects to multiple City parks. Hikers and cyclists can also access the City's Johnny Cash Trail and Humbug Willow Creek Trail from the Folsom Point area. These trails are further described as follows:

- **Johnny Cash Trail.** The Johnny Cash Trail is a 2.5-mile paved bike and pedestrian trail from the Folsom Historic District near the American River to Folsom Prison and Folsom Lake. Completed in 2017, this City trail winds through rolling hills and along the edge of the prison grounds. Hikers and cyclists can access the southwestern end of the trail from FPSHP or the northwestern end from the Folsom Point area in FLSRA.
- **Humbug Willow Creek Trail.** The Humbug Willow Creek Trail is a paved Class I path owned by the City of Folsom and is part of the City's network of paved trails. Branches of the trail follow both Humbug and Willow Creeks through the city, connecting at the confluence of Willow and Humbug Creek before reaching FLSRA at Willow Creek Day Use Area.

Nimbus Fish Hatchery

Nimbus Fish Hatchery is located at the southeastern edge of FLSRA near Nimbus Dam. The hatchery raises Chinook salmon and steelhead for release into the American River, and its visitor center offers fun and educational activities for the public. An onsite nature trail along the American River provides views of wildlife, and access to FLSRA and the American River Parkway are available through the adjacent American River Bike Path.

Sterling Pointe Equestrian Staging Area and Connector Trail

This Placer County facility is a popular access point and connector to the Pioneer Express Trail. For equestrians, the trailhead includes bridle paths, an equestrian staging area, a water trough, and a rinsing hose. Multiuse trails, portable restrooms, and parking are also available to the public.

3.4 NATURAL AND CULTURAL RESOURCES

Pedestrians at Mormon Island Auxiliary Dam

FLSRA and FPSHP are in the Sierra Nevada foothills at the confluence of the North and South Forks of the American River. The area has a Mediterranean climate, with hot summers and cold, foggy winters. Warm, rainy days with cooler nights are typical during spring and fall. The parks surround two reservoirs, Folsom Lake and Lake Natoma, which were created by the construction of Folsom Dam and Nimbus Dam in the mid-1950s. Natural communities of chaparral, open woodland, freshwater marsh, and vernal pool are found throughout the parks. The woodlands in the park are a mix of blue oaks, interior live oaks, foothill pines, and annual grasses. A range of wildflowers bloom in the spring, including Indian paintbrush, larkspur, lupine, brodiaea, fiddleneck, dutchman's pipe, and monkey flower. Common wildlife sightings include black-tailed deer, raccoons, skunks, opossums, gray foxes, and coyotes. Egrets, herons, and cormorants can be found nesting near wetlands, and other birds, like Canada geese, blackbirds, and towhees, reside in the area year-round. Large trees and snags in the oak woodlands and along lake shorelines provide nesting and wintering sites for bald eagles (*Haliaeetus leucocephalus*).

Shoreline Non-system Trail and Historic Ditch Remnant

The parks contain a diversity of cultural resources that reflect the area's rich human history. The land near Folsom Lake traditionally was used by the Southern Maidu, or Nisenan, who built villages on the American River and traded with coastal people. Prehistoric archaeological sites, like ancient Nisenan grinding rocks, remain in the park. The historical archaeological sites in the park are primarily related to mining and settlement during the Gold Rush or water development starting in the 1860s. The Pioneer Express Trail was named to commemorate the historic routes miners used along the American River during

the Gold Rush, and this history is recognized by California Historic Landmark #585 between Dikes 5 and 6 just north of Beals Point.

The Folsom Powerhouse is an important historic facility representing one of the world's oldest hydroelectric facilities and one of the nation's first power systems to provide high voltage alternating current over long-distance transmission lines. FPSHP includes the main powerhouse and turbine room, the lower powerhouse, an associated forebay with wooden flumes and gates, a blacksmith shop, and a historic canal that fed the powerhouse. Folsom Powerhouse is listed on the National Historic Register of Historic Places (1981) for its significance in the areas of engineering and industry on the national level. Folsom Dam and Nimbus Dam have also been determined eligible for the National Register of Historic Places. A complete discussion of the natural and cultural history of the parks, including climate, geology, topography, soils, ecology, and Native American and Euro-American sites, is included in the parks' GP/RMP.

3.5 GENERAL PLAN/RESOURCE MANAGEMENT PLAN

The preparation of an RTMP (also called a "Trail Master Plan" in the GP/RMP) was identified in the FLSRA/FPSHP GP/RMP, and the RTMP tiers from the GP/RMP, addressing the specific transportation management issues of the park unit within the context of the GP/RMP goals and objectives. The Parks GP/RMP envisions a trail system that:

> *... provides for the broadest possible public benefit; balances the demands of a diverse and constantly growing user population; is flexible enough to respond to changes in recreational demand over time; is part of a larger, integrated regional system with connections to and access from other trail systems; and balances the need to expand with enhancement of existing facilities.* (Parks GP/RMP, page ES-7)

The Parks GP/RMP includes goals and guidelines for FLSRA trail system that provide an overall vision for the trail system and give broad direction for the development of a unit-wide trail management plan. The overall goals for FLSRA/FPSHP trail system include:

- A trail system that provides a broad public benefit by accommodating diverse trail uses and abilities.
- A trail system that gives consideration to the demands of a diverse and growing user population while responding to changes in recreation demand over time.
- A trail system that gives equal consideration to the need to expand with the enhancement of existing trail facilities and protection of the SRA's natural and cultural resource values.
- A trail system that promotes and enhances public enjoyment and appreciation of the SRA's natural, cultural, and scenic resources.

- A trail system and program that promotes awareness of safety and etiquette as a means of reducing conflicts and minimizing the need for monitoring and enforcement.
- A trail system that provides a loop around Folsom Lake and Lake Natoma.
- A trail system that ensures linkages with the trail systems of adjacent jurisdictions and neighborhoods and is an integral part of a regional trail system.
- A trail system that encourages cooperation and collaboration among trail users, trail advocates, adjacent communities, and neighbors.

Specifically, regarding the development of a trail management plan, the GP/RMP provided the following guidance on elements that the trail plan should address (Guideline Visit-36):

- Identification of new facilities, including trail extensions, trail connections, trailheads, and access points.
- Identification of specific enhancements to existing facilities, including minor facility expansion, maintenance projects and programming, and signage.
- Sustainable design of trails and support facilities to protect the natural, cultural, and scenic resources of the SRA while minimizing maintenance needs.
- Designation of allowable uses on each trail segment in the system, including shared use, limited use, and a Class I bike path.
- Establishment of a consistent wayfinding and sign program with most information provided at trailheads.
- Establishment of a trail patrol and enforcement program.
- Establishment of education and awareness programs related to trail safety and etiquette.
- Identification or provision of a schedule to identify undesignated, user-created trails that need to be obliterated and restored.

Other key guidelines in the GP/RMP include:

- Assess the existing allowed uses on FLSRA trails and analyze any proposed changes. Decisions regarding changes to allowed uses on specific trails consider many factors, including trail condition, trail use, terrain, safety, access and connectivity, location, trail sustainability, recreation demand, impacts to natural and cultural resources, and other factors. (Guideline VISIT-48)
- Develop a multi-disciplinary volunteer trail patrol (including equestrians, bicycles, and pedestrians) that models shared-use trail ethics and etiquette. (Guideline Visit-64)

SECTION 4 DESIGNATIONS AND CLASSIFICATIONS

Oaks Nature Trail

The following is a summary of guidelines pertaining to the planning, design, layout, and maintenance of roads and trails in the state park system.

4.1 ROAD AND TRAIL DESIGNATIONS

As part of this planning effort, existing park roads and trails and their uses were documented in a geographic information system (GIS) database. Roads and trails were identified using the best available information from topographic and road and trail maps, existing GIS data, global positioning system data, aerial photography, light detection and ranging technology, ground surveys, staff institutional knowledge, and records searches. This information was used to develop a base map that included all system and non-system roads and trails.

All roads and trails were identified as either a “system” or “non-system” route. If the alignment was a system route, it was further designated as either a “road” or a “trail.” System roads and trails are in the parks’ facilities inventory and are maintained by State Parks. “Non-system” routes (e.g., user-created or volunteer trails) or system routes maintained by other agencies are not included in the parks’ facilities inventories.

“Non-system roads” are on state park property and are either user-created or operated and/or maintained by other agencies or private entities, such as county roads and private access roads. Management and maintenance of other agency and private roads are often determined by an easement or legal agreement. “Non-system trails” occur in most parks and are often user-created or a remnant of historical uses. Non-system trails are not maintained by the park and are not recognized as part of the park’s trails system. Non-system routes at FLSRA and FPSHP were mapped and evaluated; most routes were recommended for removal or adoption as system routes, but further study was recommended for some areas.

If the route currently accommodates street-legal vehicles or was initially constructed to allow street-legal vehicle access, it is designated a “road.” Roads include routes that were initially constructed as roads and topographically display a road prism profile, but may no longer accommodate vehicles due to erosion, vegetation growth, physical barriers, or use designation. Roads may have trail uses such as hiking, biking, or horseback riding in addition to vehicle use. Old roads may be difficult to detect due to vegetation or geological movement. At first observation, a route may look like a trail (e.g., single-track, three feet wide), but this trail may actually be in the middle of a 12-foot-wide road prism profile.

Trails on roadbeds that are no longer passable by vehicles are still considered roads in the subcategory of “Trail on Roadbed.” This subcategorization is useful to track the location and condition of old or abandoned roads being used as trail routes. The information can be used to determine if the route should be maintained as a road, converted to a trail, or removed. Work to remove or maintain this type of road requires heavy equipment, not the hand labor typically associated with the removal or maintenance of trails.

The route is a “trail” if it was not initially constructed to allow street-legal vehicle access and currently does not accommodate street-legal vehicles. Unconstructed, informal routes of travel that accommodate recreational and/or vehicle uses may be designated “routes.” Routes include desert washes used as roads, paths across beaches or through sand dunes, or peak-ascent paths in authorized climbing areas. They are often inherited from past land use practices. In some situations, they are designated by staff as the most appropriate place to put roads and trails in dynamic and/or sensitive environments.

4.2 DESIGNATED USES

Once the route is designated a road or trail, the type of use is assigned. All trails in California's state parks are open to pedestrian use and are closed to all other uses unless otherwise designated by order of the Superintendent. All roads and trails are assigned one of the following uses:

- Hike Only
- Bike*
- Horse
- Bike and Horse ("multiuse") *
- None/Controlled Access (e.g., residence areas, administrative facilities)
- Road with Bike Lane

Trail signage

Trail Signage at Shady Trail

* Bike use may include e-bike use, as designated through the Department's e-bike policy.

A "multiuse" trail is one that allows two or more uses in addition to pedestrian. Thus, a bike trail, which by default allows for pedestrian use, is not considered multiuse, but a bike and horse trail is considered multiuse.

FLSRA and FPSHP recognize the increasing use of electric bicycles (e-bikes) as a form of recreation and commuting. In accordance with the Department's e-bike policy, the limited use of e-bikes is currently permitted on certain trails within FLSRA and FPSHP. Existing policies on e-bike use at FLSRA and FPSHP can be found by visiting parks.ca.gov.

In addition to e-bikes, FLSRA and FPSHP recognize that other current and emerging recreational technologies and devices including but not limited to electric-powered, electric-assisted, and motorized scooters, hoverboards and unicycles may adversely impact traditional trail use experiences within these parks. Other than e-bike use permitted through existing park policies,

the use of all other electric-assisted, electric-powered, and motorized recreational devices is prohibited on all trails throughout FLSRA and FPSHP, unless specifically used as a mobility device associated with a disability.

4.3 CLASSIFICATION OF TRAILS

American River Bike Path

Once identified, trails are further classified based on intensity of use and location within the park. Classifying trails allows a manager to objectively assign design standards and work priorities that are consistent with the primary function of the trail, environmental sensitivity of the habitat, relationship to developed facilities, and visitor use. Class I trails require the highest standards of trail construction and maintenance. The standards for Classes II, III, and IV diminish consecutively. The selection of trails to receive maintenance and rehabilitation is also influenced by their classification. Assuming that visitor safety, resource protection, and trail investment concerns are equal, the trails with the highest classifications ("Class I" being the highest) will receive the highest priority for maintenance and rehabilitation.

- **Class I**. ADA accessible, bicycle, equestrian, interpretive, and hiking trails close to developed facilities. Gravel, turnpikes, puncheons, or other drainage structures are required for resource protection and visitor safety in areas of trail trenching, trampling, multiple trails, or saturated trail beds.
- **Class II.** Hiking, bicycle, and equestrian trails that lead away from developed facilities. Primarily native materials are used for trail tread.
- **Class III.** Lightly used hiking trails. Native materials are used for trail tread.
- **Class IV.** Special use and access trails. The minimal trail tread necessary to provide safe footing is used.

SECTION 5 BEST MANAGEMENT PRACTICES

Drainage along Brown's Ravine Trail

This section provides a summary of the best management practices used by DPR to plan, design, construct, and maintain sustainable roads and trails within the state park system. Additional and more detailed information can be found in DPR's "Project Implementation and Best Management Practices" (2009) and "Trails Handbook" (2019). This section is meant to supplement but not replace avoidance, minimization, and mitigation measures in the environmental document for this plan.

General road and trail design and layout practices:

- Establish trail user type(s) and identify appropriate design standards.
- Maintain trail system connectivity and circulation patterns.
- Provide for long-lasting, low-maintenance, and low-erosion (i.e., "sustainable") roads and trails.
- Avoid disruption or alteration to the natural hydraulic flow of the landform.

- Avoid, minimize, or mitigate significant impacts to natural and cultural resources.
- Use inherent aesthetic resources to enhance new trail alignments.
- Design roads and trails so that they meet the needs of the intended user group(s).

5.1 SUSTAINABILITY

A “sustainable” road or trail is designed, constructed, or reconstructed so that it:

- Does not adversely impact natural and cultural resources.
- Can withstand the impacts of the intended user groups.
- Meets the needs of the intended user to a degree that the user does not deviate from the established road or trail alignment.
- Survives the natural elements while receiving only routine cyclical maintenance.

To design, construct, and maintain sustainable roads and trails requires a thorough understanding of the landform they traverse. It also requires an understanding of the expected user groups and the needs and design standards that are specific to each user group. Combining this information with high-quality construction materials results in a sustainable road or trail. Roads or trails that do not meet the “sustainable” definition but are considered integral to park operations may be constructed with specific trail structures added to help address the problems that lead to the lack of sustainability.

5.2 RESOURCE CONSIDERATIONS

Roads and trails are considered park facilities similar to restrooms, campsites, and parking lots. They are developed to provide access to the natural and cultural resources of a park and to enhance the visitor’s enjoyment of those resources. Thus, the facilities of a park unit should be designed and constructed to be compatible with the park resources. Decisions regarding design, layout, and construction of roads and trails should be balanced with what is best for the park's resources. Ideally, no road or trail shall compromise the integrity of park resources.

If a road or trail cannot be constructed without significantly impacting resources, or if it becomes too costly to construct or maintain a road or trail to avoid impacts to resources, an alternative corridor should be considered or the need for the trail should be reassessed.

5.3 MAINTENANCE ACTIVITIES

A thorough maintenance program will prevent deferred maintenance problems and reconstruction projects. Maintenance activities can be divided into three types:

1. **Annual/Cyclical**. Drainage maintenance, vegetation clearing, tread maintenance, and brushing performed on a recurring basis. Typically, annual trail maintenance tasks require minimal supervision and can be conducted by maintenance staff, a conservation corps, or volunteer crews. Cyclical maintenance is planned for the average life span of a facility. However, weather, vandalism, and other unpredictable events can greatly affect the life span, and periodic trail inspections are necessary to keep staff abreast of current conditions.
2. **Prorated/Deferred**. Construction, reconstruction, reengineering, and restoration activities performed periodically as necessary to address road and trail infrastructure deterioration due to age and/or improper initial design.
3. **Incident-Related/One-time Repair**. Construction, reconstruction, reengineering, and restoration activities performed project-by-project to address road and trail infrastructure damaged by natural or human-made events such as a major storm, wildfire, or vandalism.

5.4 MONITORING

A comprehensive monitoring program is required for all road and trail projects to evaluate the effectiveness of the project and to adapt management approaches to the project to improve its success over time. Monitoring also provides valuable data that can be used to improve the success of future road and trail projects and to further assess problem areas. Monitoring protocols are described in DPR's "Field Guide for Road and Trail Assessment" and the "Official Guide for Road and Trail Assessment."

5.5 PRIORITIZATION MATRIX

Usually there are more trail project proposals than funds and time to complete them, and the project selection process can be contentious. Setting maintenance priorities facilitates allocation of limited resources and provides a focus for fundraising efforts. To make prioritization less subjective, trail projects should be categorized based on the trail's deficiencies. These deficiencies are also compared to a trail classification, with lower number classifications receiving priority over higher number classifications. The five categories of projects are shown in Table 1.

TABLE 1. PRIORITIZATION MATRIX

Priority	Type of Project	Example
Essential	Visitor Safety	Trail conditions that represent a threat to the safety of park visitors, usually severe enough to warrant barricades, warning signs, or temporary to permanent trail closures.
Essential	Resource Protection	Trail conditions that represent a threat to the park's natural or cultural resources, usually severe enough that critical resources are being damaged.
Essential	Preservation of Investment	Trail structure conditions that, if not repaired, will result in total loss of the structure.
Nonessential	Visitor Convenience	Trail conditions that make it uncomfortable to use the trail.
Nonessential	New Trail Construction	The development of an entirely new trail.

Projects that ensure visitor safety, resource protection, or protection of the facility itself take priority over projects that provide a visitor convenience. For example, failing to maintain trail drainage can result in unsafe trail conditions and eventually the loss of the entire facility; a visitor request to add a bench along a trail is a convenience and does not represent a loss of the investment or a direct threat to visitor safety.

Tables 2 and 3 list the priority and frequency of essential trail project types.

TABLE 2. PRIORITY AND FREQUENCY FOR ANNUAL TRAIL MAINTENANCE PROJECTS

Annual Trail Maintenance	Priority	Example Maintenance Occurrence
Emergency drainage	1	Major Water Runoff
Structure repair	2	Annually or as needed
Drainage repair	3	Annually or as needed
Clearing	4	Annually or as needed
Tread repair	5	Annually or as needed
Brushing	6	Annually or as needed

TABLE 3. PRIORITY AND FREQUENCY OF PRORATED OR INCIDENT-RELATED TRAIL MAINTENANCE PROJECTS

Prorated or Incident-Related Trail Maintenance	Priority	Example Occurrence
Structure construction/reconstruction	1	As needed
- Bridges	1	15–20 years
- Puncheon	1	10–15 years
- Steps	1	10–15 years
- Retaining walls	1	As needed
Drainage facility construction/reconstruction	2	As needed
Trio maintenance	3	Every 5 years
Turnpike construction/reconstruction	4	Every 10 years
Trail reroute	5	As needed

5.6 RECONSTRUCTION

"Reconstruction" is construction work on an existing road or trail to bring it back to its original design. Reconstruction can be used to reestablish trail sustainability if the original design was sustainable, or to reestablish an "unsustainable but maintainable" trail. Trail reconstruction also may reshape the backslope of the trail, remove the berm, scarify the tread, and rehabilitate tread elevations and drainage structures. Typically, work of this scope also involves repair or reconstruction of other trail structures, such as switchbacks, climbing turns, retaining walls, steps, bridges, and puncheons.

5.7 REENGINEERING/REDESIGN

The term "redesign" can be used interchangeably with the term "reengineer." Reengineering/redesign can be used to create a sustainable trail when the existing trail alignment could be sustainable, but improperly designed structures and elements along the trail have created an unsustainable situation. Reengineering/redesign can also be implemented to create an "unsustainable but maintainable" trail when political, cultural, or environmental issues require retaining a substandard alignment. Minor reroutes may occur in the original trail corridor. Curvilinear techniques can reduce the linear grade and improve drainage by lengthening the trail and decoupling it from natural drainage features. Linear grades can also be reduced by cut-and-fill techniques, where appropriate.

5.8 ROAD-TO-TRAIL CONVERSION

Road-to-trail conversion is a reengineering technique used for transforming an existing road, which was originally constructed for vehicles or is currently used by vehicles, into a recreational trail. Similar to road removal, road-to-trail conversion involves excavating road fill from the embankment and placing it against the cutbank to match the slope above. A four- to six-foot-wide portion of the original road bench must be retained to serve as the new trail tread.

5.9 REMOVAL

Road and trail removal and site restoration should correct damage or disturbance to natural and cultural resources created by road and trail construction, maintenance, and/or visitor use. When a trail or section of trail is abandoned, steps should immediately be taken to restore the habitat. Typically, the reroute or replacement trail is constructed before the old trail is removed and the site restored.

During site restoration, the cutbank and bench are decompacted and the soil aerated to promote revegetation of the trail bench and bonding of imported soil. Soil from the fill slope is excavated and placed against the cutbank to restore the natural slope or contour and facilitate natural sheet flow drainage. Once the trail bench is recontoured and gullies are stabilized, vegetation is reestablished through encouragement, management of existing native seed banks, or active transplanting of native species.

5.10 REROUTE

A trail can be “rerouted” outside of its original corridor when the current corridor is determined to be unsustainable. A reroute can be used to bypass environmentally or culturally sensitive areas, provide a sustainable grade, expand trail width, or improve system connections.

SECTION 6 THE PLAN

Middle Ridge Trail Overlooking Lake Natoma

This RTMP includes parkwide and area-specific recommendations. These recommendations shall be implemented in accordance with the DPR's best management practices, as outlined in Section 5, to minimize and avoid impacts to resources as well as ensure road and trail sustainability. Standard project requirements outlined in the RTMP's environmental document will also be required if best management practices are insufficient to minimize and avoid impacts to resources and ensure road and trail sustainability. Most of the area-specific recommendations in the RTMP will require additional project-specific planning and environmental review.

6.1 PARKWIDE RECOMMENDATIONS

Parkwide recommendations are organized into five categories—Coordination and Collaboration; Ongoing Planning and Management; Planning for New Facilities and Connections; Design and Maintenance; and Outreach, Education, and Interpretation. Where a recommendation is applicable to more than one category, it is presented under the category to which it most closely relates.

Coordination and Collaboration

- Develop strategies and initiate programs that encourage cooperation and collaboration among trail providers, trail advocates, trail users, adjacent communities, and neighbors.
- Coordinate trail system planning and development with Sacramento, Placer, and El Dorado Counties; City of Folsom; Bureau of Land Management; and Bureau of Reclamation.
- Engage with property owners and associated homeowner associations adjacent to FLSRA to address unauthorized road and trail access issues.
- Coordinate with trail users and stakeholders to develop a cooperative trails group to assist in trail education, patrol, construction, and maintenance. The cooperative trails group should represent all FLSRA-authorized trail user groups.
- Initiate programs and partnerships with trail user groups to assist in trail patrols that are designed to assist and educate trail users on proper trail etiquette and trail safety as well as natural and cultural resources.
- Develop a multi-disciplinary volunteer trail patrol (including equestrians, cyclists, and pedestrians) that models shared-use trail ethics and etiquette.
- Coordinate with trail users and stakeholders to expand, improve and better manage a bike bell program to provide for and encourage bike bell use on native surface trails to warn trails users of oncoming bicycles.

Ongoing Planning and Management

- Provide a trail system that provides a broad public benefit by accommodating the trail use and abilities of a diverse and growing population in accordance with applicable codes, regulations, policies, and overriding plans.
- Provide a trail system that acknowledges FLSRA and FPSHP exist for the benefit of all California residents and that provides equitable access and does not exclude users who do not live in immediate or close proximity to the parks. This includes providing adequate public access to all areas of the parks and not favoring access of adjacent property owners. Where possible, provide trail access and connections to public transit.
- Provide a road and trail system that promotes and enhances public enjoyment and appreciation of the parks' natural, cultural, and scenic resources.

- Provide a road and trail system that considers appropriate linkages with the trail systems of adjacent jurisdictions and neighborhoods and is an integral part of a regional trail system.
- Provide a road and trail system which encourages and supports alternative modes of transportation to and within the parks.
- Provide adequate staffing to properly maintain, plan, budget for, design, and construct the Folsom parks road and trail systems.
- Expand opportunities for ADA-compliant trails and facilities.
- Evaluate the need for seasonal, wet-weather closures on trails and unpaved roads to protect against damage by vehicles and trail use.
- Research, locate, and record a web of linear features in the Folsom parks, including historic ditches and roads and trails. Cultural resources like ditches and tailings, which are not eligible for National Register of Historic Places, could be used for trail routes or other compatible uses.
- If invasive plant species or other concerns warrant, park managers should consider management actions to restrict the introduction of (contaminated) horse feces, such as the required use of weed-free feed for stock or feces collection devices such as “bun bags” on short trails.
- Conduct periodic user surveys and trail counts to assess levels of trail use, types and patterns of trail use, and user preferences and satisfaction.
- Take an adaptive approach to formulating trail use policies in response to rapidly evolving e-bike technologies and other emerging electric-powered and electric-assisted recreational devices. Such policies shall balance high-quality trail recreation experiences with visitor safety and the protection of the parks’ natural and cultural resources.

Planning for New Facilities and Connections

- Acquire land, easement, or access rights from willing sellers as needed for Folsom area state parks and regional trail connections.
- Where determined feasible, create a continuous loop trail around Folsom Lake and Lake Natoma and develop loop trail options elsewhere.
- Explore development of a concession or partnership proposal for a bicycle skills area or technical riding area to be managed by others through a concession contract or other partnership agreement. Specific features and uses would be determined through site-specific planning and in consultation with user groups, operators of other similar facilities, and others. The facility would be sited to minimize the impact on surrounding resources and other trail and recreation uses and may not be connected to the trail system. There are several potential locations to site such a future facility, including the Mississippi Bar and Granite Bay areas.

Design and Maintenance

- Consider and evaluate impacts to natural and cultural resources when planning, designing, constructing, and maintaining roads and trails.
- Guidance provided in DPR's Trails Handbook should be used for trail layout, design, and maintenance.
- Remove all non-system trails and restore them to a natural condition unless otherwise specified in the RTMP, including future planning for non-system trail networks identified in the RTMP. Address future new, non-system trails on a case-by-case basis in consultation with resources, maintenance, and visitor services staff.
- All new trails and alterations to existing trails shall follow DPR's Accessibilities Guidelines and the federal accessibility guidelines for outdoor developed areas.
- Where infrastructure allows, provide potable water at trailheads for people and stock animals.
- Where necessary, improve multiuse trails to provide adequate line of sight, passing opportunities, and speed control design modifications. Implement additional management measures and maintenance on multiuse trails to provide for safety and sustainability.
- On a project basis, reengineer all drainage crossings in the Drainage Structure Condition Index Assessment and associated maps in Appendix 7.3 of this document. Implementation shall address the most significantly affected drainage structures first.
- Design sustainable roads, trails, and support facilities to protect the natural, cultural, and scenic resources while minimizing maintenance needs. When sustainability cannot be fully achieved, develop programs and processes to provide maintainability.

Outreach, Education, and Interpretation

- Develop a road-and-trail sign plan to better facilitate wayfinding and interpretive opportunities. Wayfinding and direction signage should be located at trailheads, junctions, and directional decision-making locations. Trail signs should clearly display trail name and allowed trail use; they may also contain trail mileage, elevation gain, and other accessibility considerations where beneficial. Use innovative technologies to guide and educate users through the parks road and trail system, such as QR scan codes, and promote the use of official park mobile applications. Coordinate with adjacent land managing agencies and organizations to provide consistent and integrated trail sign messaging.
- Develop road and trail maps that can be displayed along and throughout the road and trail system and accessed through electronic content and as a hard-copy map.
- Provide trail signs, informational brochures, and electronic media promoting trail etiquette.

- Develop programs, methodologies, and processes to effectively receive and communicate trail-related information such as trail issues, special events, and trail closures. Develop new technologies, such as crowd-sourcing trail information, and provide trail applications for smart phones to improve public access and information.
- Develop programs and partnerships that promote awareness of safety and etiquette as a means of reducing trail use conflicts and minimizing the need for monitoring and enforcement.
- Develop education programs to encourage trail users to utilize system trails and to discourage off-trail use and the creation of user-created trails, routes, or features.
- Promote and support volunteer participation in trail stewardship programs, events, and activities.

6.2 AREA-SPECIFIC RECOMMENDATIONS AND MAPS

Six areas of the park were identified for area-specific recommendations. Each area has unique recommendations and accompanying maps. Additional maps are also available in Appendix 7.3.

- Lower Lake Natoma Nimbus Dam
- Upper Lake Natoma to Folsom Dam
- Brown's Ravine
- Beals Point/Granite Bay (including the Hoffman Property)
- South Fork American River
- North Fork American River

An overview of resources in each area offers context for recommendations. Resources discussed include natural and cultural resources and trail mileage. Where relevant, significant educational or recreational facilities are also identified. However, the overviews are not intended to provide an exhaustive list of park facilities.

Cultural resources include historic, prehistoric, and paleontological resources. Various archaeological sites throughout the parks, including prehistoric and historical sites, exist along the original American River channels. Site status varies—from inundated and damaged from normal seasonal fluctuation in water levels, to destroyed. Inundated sites are the most protected from exposure and erosion, and there is a higher density of sites below an elevation of 400 feet above sea level.

Existing Roads and Trails Maps

These maps show existing road and trail conditions at the time of planning and include:

- System paved and unpaved roads and their designated uses. Unpaved roads are divided into segments and identified with unique segment identification numbers.

- Non-system roads owned and operated by other agencies.
- System trails and their designated uses. These trails are divided into segments and identified with unique segment identification numbers.
- Non-system trails.

Maintenance Recommendations Maps

These maps show the recommended maintenance for existing roads and trails, including:

Entrenched trail

- **Convert to System Route.** Adopt existing non-system segment as part of the official trail system. Converting to a system route will include maintenance, reconstruction/reengineering, and reroutes as applicable to ensure that the trail meets DPR trail design and layout standards.
- **Maintain.** Segment is sustainable with routine periodic maintenance, including brushing, logging out, slough and berm removal, and drainage maintenance.
- **Monitor.** Segment is most likely sustainable with routine periodic maintenance, but should be closely monitored because conditions, features, or use patterns indicate potential need for further improvements.
- **Improve in Place where Necessary.** Reconstruction and/or reengineering is required in at least some areas to ensure sustainability. Reconstruction involves rebuilding existing roads and trails to return them to the original design, and reengineering involves new or additional structures, design techniques, or modifications to an existing road or trail corridor to improve sustainability. However, the segment layout is sustainable, and reroutes are not required.
- **Improve/Reroute where Necessary.** In addition to requiring some reconstruction and/or reengineering, reroutes are needed in one or more locations to ensure sustainability. A reroute includes the construction of new sustainable road or trail sections that originate from and return to an existing route as well as removal and restoration of the abandoned, unsustainable section of the route.
- **Remove.** Segment is not sustainable and needs to be removed.

Recommendations are made per road or trail segment. A road or trail is generally segmented where it intersects another road or trail or comes to a terminus. Recommendations for a segment indicate the most extensive recommendation required for any portion of that segment (e.g., a segment with an “Improve in Place where Necessary” recommendation may include some locations requiring maintenance and other locations requiring reconstruction and/or re-engineering, but would not require any reroutes). A segment with an “Improve/ Reroute where Necessary” recommendation may include some locations requiring maintenance, other locations requiring reconstruction and/or re-engineering, and other locations requiring reroutes. However, recommendations for removing trail segments are shown on specific portions of a trail where removal is required. Where removal would create a gap in an existing segment, a reroute is implied. These recommendations are meant to provide a general indication of the segment's condition and the foreseeable steps necessary to improve sustainability and maintainability.

Planning Recommendations Maps

Maps show recommendations for roads, trails, and associated infrastructure and include:

- New trails or routes that extend or reroute existing trails to a new destination.
- Access for administration or easements along existing roads and trails.
- Facility improvements to existing trailheads or new trailhead locations.
- Resource protection related to road and trail use.
- Removal of existing roads or trails.
- Road and trail safety improvements.
- Public or administrative road and trail access improvements.
- Interpretative improvements along roads and trails.
- CIU designations.

LOWER LAKE NATOMA NIMBUS DAM

South Lake Natoma Bike Path

Following an overview of the resources and key features of the Lower Lake Natoma Nimbus Dam (LLN) area, Table 4 presents planning recommendations, Figure 4 shows existing roads and trails, and Figures 5 and 6 identify maintenance and planning recommendations.

Significant Natural Resources

This area along Lower Lake Natoma consists of riparian woodland, oak woodland, marsh, creek and stream, and grassland and oak savanna habitats as well as patches of ruderal, barren, or landscaped land. Other special-status wildlife habitats in the area include seasonal wetlands, vernal pools, heron rookery areas, bat roosts, elderberry stands, and a salmonid hatchery near Nimbus Dam.

Special-status species found in the area include Valley elderberry longhorn beetle (*Desmocerus californicus dimorphus*), which is found in elderberry stands throughout park. California red-legged frog (*Rana aurora dratonii*) may be found in freshwater marshes, ponds, perennial creeks, and intermittent streams. Cooper's hawk (*Accipiter cooperii*) has been recorded nesting in trees in dense woodlands in Mississippi Bar. Tricolored blackbird (*Agelaius tricolor*) nesting colonies may be found around freshwater marshes and dense riparian brush, such as along Humbug Creek. Endemic species of flora and solitary bees are found in the unique conditions of vernal pools, along with amphibians and crustaceans that have adapted to the extreme conditions of the habitat. This includes pincushion navarretia (*Navarretia myersii* ssp. *myersii*), which occurs at Phoenix Vernal Pool Preserve, west of Mississippi Bar.

Significant Cultural Resources

Historic: Historic archaeological sites in the area include dredge tailings and evidence of past hydraulic mining during the Gold Rush era. Nimbus Dam has also been determined eligible for the National Register of Historic Places. The Nimbus Fish Hatchery, though not in FLSRA, has a visitor center and interpretive displays related to anadromous fish life cycle, management, and habitat.

Prehistoric: Prehistoric sites recorded in the park include ethnographic base camp sites associated with the Nisenan Maidu.

Key Facilities

Key facilities in this area include Nimbus Flat Day Use Area, CSUS Aquatic Center, Nimbus Fish Hatchery (operated by the California Department of Fish and Wildlife [CDFW]), Shadow Glen Stables, Willow Creek Day Use Area, Parkshore Drive Trail Access, and the Snowberry Creek Trailhead and Assembly Area.

Area Trail Mileage

There are about 24 miles of system trails in this area—8.3 miles of unpaved pedestrian/equestrian trails, nearly 0.2 miles of pedestrian/bike trails, 4.9 miles of unpaved multi-use trails, and 10.9 miles of paved multi-use trails—and 16.1 miles of non-system trails.

TABLE 4. PLANNING RECOMMENDATIONS: LOWER LAKE NATOMA NIMBUS DAM

Issue	Recommendation
LLN #1. Nimbus Shoals Vehicle Access	
Issue: There has been public vehicle access to the Nimbus Shoals in the past, but this access had been closed for many years. As part of the new fish passage channel project across the Nimbus Shoals area (the shoals), a new concrete access road was created down to the shoals. The new fish passage channel to the hatchery will replace the existing weir structure fish ladder, both of which may eventually be removed. Public vehicle access is not allowed on the current road but may be viable in the future.	**Recommendation: Work with Reclamation and CDFW to restore public vehicle access and delineate a parking area.** When appropriate, work with the Bureau of Reclamation (Reclamation) and California Department of Fish and Wildlife (CDFW) to establish public vehicle access to the shoals and delineate a parking area with vehicle barriers. If the weir for the old fish ladder is removed or breached, consider allowing car-top boat launching at Nimbus Shoals. Avoid impacts to riparian areas through site-specific planning.
LLN #2. Nimbus Flat Park and Ride Lot	
Issue: A Caltrans Park and Ride lot immediately adjacent to the Nimbus Flat entrance is regularly filled by park users, including many trail users, to avoid paying entrance fees at the Nimbus Flat entrance. Caltrans and Sacramento County plan to reconfigure the Hazel Avenue Highway 50 Interchange, which will provide new connections to the State Park paved trail and may include changes to the Park and Ride lot. This issue may include coordination with and consideration of the existing light rail station and planned transit center at Hazel Avenue and Folsom Boulevard.	**Recommendation: Work with Reclamation, Caltrans, and Sacramento County to relocate Park and Ride lot.** Work with Reclamation, Caltrans, Sacramento County, and the City of Rancho Cordova, as appropriate, to shift the location of the Park and Ride lot to open public lands on the west side of Hazel Avenue and Gold Country Boulevard or elsewhere.

Issue	Recommendation
LLN #3. Lake (Nimbus) Overlook Trailhead	
Issue: The Nimbus Overlook parking area is an old and worn facility, unworthy of the views the site affords of Nimbus Dam and Lower Lake Natoma, the Sierra to the east, and Mount Diablo to the southwest. The area can also provide additional trail access.	**Recommendation: Formalize parking and improve trail connections and facilities to include vista overlook facility, restrooms, and picnic facilities.** Complete a site plan for the Nimbus Overlook to improve and formalize parking; provide features that take advantage of the views, including a small amphitheater or seating area, restrooms, shade ramadas, picnic facilities, interpretive elements, and other improvements; and improve trail connections. Avoid impacts to seasonal wetlands through site-specific planning.
LLN #4. Non-system Fall Line Trails on Bluffs	
Issue: There are numerous user-created, non-system fall line trails along the bluffs just east of Hazel Avenue, most of which are highly eroded.	**Recommendation: Close and restore non-system trails. Implement measures to prevent user-created trails development.** Close and restore non-system trails along the bluffs on the north side of Lake Natoma. Implement management measures to prevent unsustainable and highly erosive user-created trails from being developed or recreated. Measures may include trail user education, barriers, volunteer projects to remove and restore trails, provision of sustainable system trails where possible, and other measures.
LLN #5. Mississippi Bar Interpretive Trail	
Issue: There is a desire for additional interpretive facilities at trailheads, access points, and along trails as well as hike-only trail opportunities.	**Recommendation: Access development of interpretive trail and consider a pedestrian only designation.** Assess development of an interpretive trail in the Mississippi Bar area that might include a loop through some of the tailings, ponds, and other points of interest. Consider designating this trail for pedestrian use only.
LLN #6. Shadow Glen Stables Concessions Facility	
Issue: Improvements are needed to upgrade existing concession facilities to be more visually and functionally consistent with other park facilities. Improvements to the concession premises are primarily the responsibility of the concessionaire with DPR review and approval.	**Recommendation: Work with Shadow Glen Concessions to ensure equestrian facilities are compatible with adjacent park facilities.** Work with the Shadow Glen concessionaire to ensure concession facilities are visually and functionally compatible with adjacent park facilities and uses and are consistent with the park setting, as feasible within the scope of the concession contract.

Issue	Recommendation
LLN #7. Snowberry Trailhead and Assembly Area	
Issue: The existing trailhead has very limited paved parking and a large, somewhat hidden dirt parking lot (the assembly area) with few improvements. The paved area is well used, but the dirt parking is not. Improvements to this trailhead and parking area could provide better trail access for all user types.	**Recommendation: Improve parking and facilities to provide better trail access, restrooms, signage, and shaded areas.** Improve Snowberry Trailhead and Assembly Area to provide better trail access for all user types. Improvements may include repaving and expanding paved parking area, improving parking lot layout and design, and additional facilities such as restrooms, trailhead signboards, interpretive signs, and shade ramadas.
LLN #8. Mississippi Bar Non-system Trails and New Additional Trails	
Issue: The Mississippi Bar area is open and primarily flat or covered with extensive dredge tailings. A network of existing non-system trails across the area, some of which are old dirt roads, are well used by the public and the stables concessionaire at Mississippi Bar. The Mississippi Bar are composed of both state and federal lands. The federal lands have, and will continue to be, utilized as a borrow area for downstream spawning gravel augmentation and other projects.	**Recommendation: Determine non-system routes to adopt or eliminate and develop new trails to create trail loop opportunities.** Determine which non-system trails to retain, improve, and adopt as system trails, and which to remove. Determine allowed uses on each retained trail. Develop new trails where needed to complete desirable loop trail experiences in the area. Coordinate with Reclamation to ensure non-system route plans do not conflict with Reclamation operations.
LLN #9. Mississippi Bar Trailhead Access Facility	
Issue: Opportunity to develop parking and trailhead facility improvements in the Mississippi Bar area. Currently, many people park informally at the corner of Sunset and Main, on the shoulders of these county roads. The FLSRA GP/RMP identified the opportunity to develop parking and trailhead facility improvements in the Mississippi Bar area.	**Recommendation: Develop new parking, trailhead facilities, and an access road north of the lagoons.** Develop new parking and trailhead facilities in Mississippi Bar to the north of the lagoons. Improvements may include a short access road, paved or gravel parking, signs, shade ramadas, picnic facilities, and restrooms. Access would likely be from the former Teichert access gate and road or the Mississippi Bar service road.

Issue	Recommendation
LLN #10. Lake Natoma Water Trail	
Issue: Stand-up paddle boards have increased in popularity. The FLSRA General Plan identified expansion of the channels and lagoons in the Mississippi Bar area to provide additional paddling opportunities. The Goldfields District has developed a detailed plan to create a water trail loop from Lake Natoma through the lagoons and channels and back into the lake, which can provide an enhanced opportunity for all paddle craft.	**Recommendation: Develop a water trail loop from Lake Natoma into the lagoons and channels, including a second channel to allow for a paddle crafts loop.** Develop a water trail loop from Lake Natoma into the lagoons and channels in the Mississippi Bar area, including the creation of a second channel opening into the lagoons, sufficient to allow paddle crafts to make a loop through the lagoons.
LLN #11. Willow Creek Trailhead Access	
Issue: Cycling and other trail and paddling activities have increased in popularity over the past decade. The parking at Willow Creek is fully occupied during peak periods.	**Recommendation: Improve parking and amenities to support trail use and paddling opportunities.** Improve and formalize additional paved parking and other access amenities in previously disturbed areas at Willow Creek to support trail use and paddling opportunities at the site. Improvements may include additional shade ramadas and interpretive and informational signs.
LLN #12. Coordination with Sacramento County Regional Parks	
Issue: The American River Bike Path (Jedediah Smith Memorial Trail) connects the Lower American River Parkway (Sacramento County) and Lake Natoma. Visitors unknowingly use the trail across these jurisdictions and have some expectation of similar conditions and rules along the length of the trail.	**Recommendation: Coordinate with Sacramento County Regional Parks on trail connections, facilities, and management.** Coordinate with Sacramento County Regional Parks on trail connections, trail facilities, and trail management as needed and appropriate, particularly with regard to the Jedediah Smith Memorial Trail.
LLN #13. Shady Trail Change in Use	
Issue: Mountain biking and other unpaved-surface cycling has increased in popularity over the past several decades, driving a need and desire for additional non paved surface and single-track biking opportunities. Currently, there is no single-track access and connection for bikes along the	**Recommendation: Change trail use to allow bicycles.** Implement a change in use to allow bicycles on the Shady Trail to provide a single-track experience and single-track connection for bikes across the Mississippi Bar area. Other trails in the area, such as the Middle Ridge Trail, will remain pedestrian/equestrian, providing opportunities for a different trail experience. Final modifications prior to CIU will

Issue	Recommendation
northwest side of Lake Natoma. A CIU evaluation was requested for the Shady Trail as part of the RTMP process.	be determined by project-specific design and management recommendations to ensure trail safety and sustainability. These modifications could include reroute/ reconstruction of the southern end of the trail to eliminate a deep gully with a blind turn, reconstruction of rutted sections of trail, and installation causeway/drain lens to address drainage and erosion problems. Proposed management modifications should include occasional patrols of the trail by parks staff and/or volunteers, signage installation, and implementation of educational programs promoting trail etiquette and safety. Coordinate with the Shadow Glen Stables concessionaire to avoid future conflicts between its operation and the CIU. See Appendix 7.9 for a comprehensive summary of this CIU.
LLN #14. Snowberry Creek Trail Change in Use	
Issue: Mountain biking and other unpaved-surface cycling has increased in popularity over the past several decades, driving a need and desire for additional non paved surface and single-track biking opportunities. A CIU evaluation was requested for the Snowberry Creek Trail as part of the RTMP process.	**Recommendation: Change trail use to allow bicycles.** Implement a change in use to allow bicycles on the Snowberry Creek Trail to provide a single-track experience and single-track connection for bikes across the Mississippi Bar area. This recommendation excludes Snowberry Trail Segment #1, which is an access spur to the Shadow Glen Stables facility and will remain pedestrian/equestrian. Other trails in the area, such as the Middle Ridge Trail, will remain pedestrian/equestrian, providing a different trail experience for equestrians and pedestrians. Final trail modifications prior to implementation of the CIU will be determined by project-specific design and management recommendations to ensure trail safety and sustainability and could include installation of pinch points to slow bikes, additional brush clearing to improve sight lines, and trail reconstruction. Proposed management measures should include occasional patrols of the trail with parks staff and/or volunteers, signage installation, and implementation of educational programs promoting trail etiquette and safety. Coordinate with the Shadow Glen Stables concessionaire to avoid future conflicts between its operation and the CIU. See Appendix 7.9 for a comprehensive summary of this CIU.

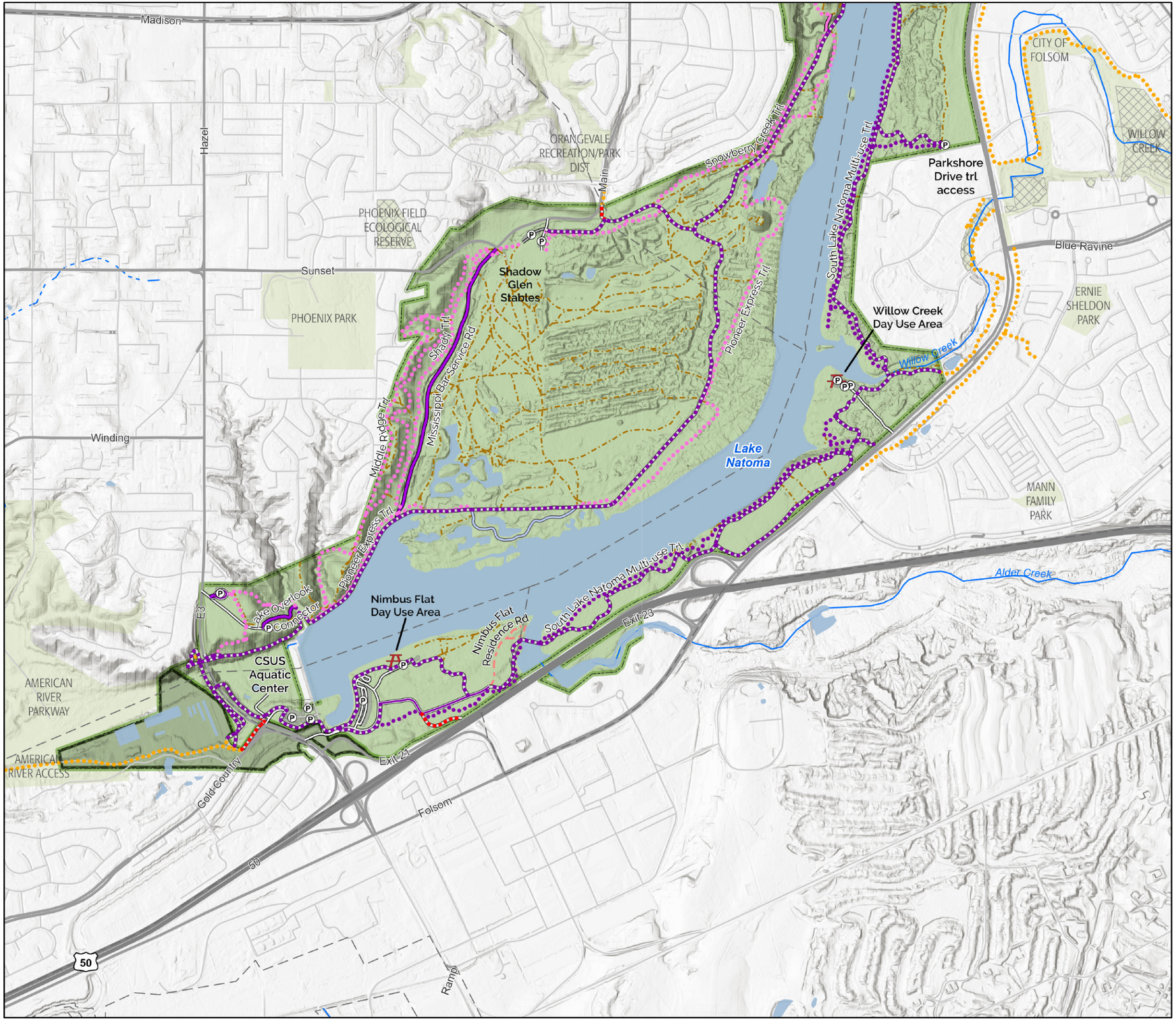
Issue	Recommendation
LLN #15. Middle Ridge Trail Reroute and Reconstruction	
Issue: The Middle Ridge Trail has two sections that run parallel—an upper trail at the top of the bluff and a midslope trail. Much of the trail is not on a sustainable alignment, and the trail was not constructed to current State Park standards. The west end of the trail (approximately 1,500 feet) is on a fall line alignment and needs to be eliminated and restored before developing a new connection. The trail is in blue oak woodlands, a vanishing and threatened habitat.	**Recommendation: Reroute and reconstruct for safety and sustainability. Eliminate one of the parallel sections of the Middle Ridge Trails.** Reroute and reconstruct the Middle Ridge Trail to provide a safe and sustainable trail. Eliminate one of the parallel sections of the Middle Ridge Trails (upper or lower). Realign and reconstruct the remaining section as needed to provide a viable equestrian/pedestrian alternative to Shady Trail, which will become multiuse. Site-specific planning is needed to determine which trail to keep and reroute. Eliminate and restore the west end (approximately 1,500 feet) of the Middle Ridge Trail. Develop a new connection to tie into Pioneer Express Trail and/or a paved bike path near the south end of the Mississippi Bar service road. Eliminate non-system connections between Shady and Middle Ridge Trails.
LLN #16. Parkshore Access Interpretive Trail	
Issue: The eucalyptus grove adjacent to the Parkshore Trailhead has been identified by the City of Folsom as a historic resource. The grove is an example of a reclamation project for the dredge tailings. It has presented fire and traffic safety concerns for Folsom Boulevard. DPR staff has researched the history and significance of the grove and is completing some fuel reduction in the grove. There is also a desire for more hike-only experiences.	**Recommendation: Develop a hike-only interpretive trail from the Parkshore Trailhead. Develop a hike-only interpretive trail that incorporates the historic eucalyptus grove, olive grove, and the dredger tailings.** Develop a hike-only interpretive trail from the Parkshore Trailhead access that incorporates the historic eucalyptus grove, the adjacent olive grove, and the dredger tailings. This will include telling the story of the tailings and the reclamation effort of the eucalyptus grove. The trail will pass through or by the two groves and may possibly wind through the tailings.
LLN #17. Coordination Regarding Adjacent Light Rail Stations	
Issue: There are three light rail stations along Folsom Boulevard that are very close to the State Park paved trail along Lake Natoma and associated access points to this trail. The light rail and its stations provide opportunities for transit to access the popular paved bike path, greater park access for people who do not have a car, and reduced	**Recommendation: Coordinate with Sacramento Regional Transit District and City of Folsom to enhance access to the park from light rail stations.** Coordinate with Sacramento RT and City of Folsom on changes to Folsom Boulevard light rail stations to enhance access to the park unit and the paved bike path and other trails. Consider education programs to encourage and facilitate use of light rail to access the park and trails. (Refer to ULN #12.)

Issue	Recommendation
reliance on vehicles to access the park. This issue may include coordination with and consideration of the existing light rail station and planned transit center at Hazel Avenue and Folsom Boulevard south of Highway 50.	
LLN #18. City of Folsom Bike Trail Connections	
Issue: The City of Folsom has an extensive paved trail network that connects to State Park trails at several locations. The City of Folsom proposed to install a bike overpass bridge on Folsom Boulevard in the vicinity of the Parkshore Drive intersection. Such a bridge and other City trail facilities or connections have the potential to affect State Park trail facilities.	**Recommendation: Coordinate with the City of Folsom on bike trail connections.** Coordinate with the City of Folsom on bike trail connections, including on the potential bike bridge in the vicinity of the Parkshore Drive intersection. Consider changes or improvements at the Parkshore access and paved trail spur to the South Lake Natoma Bike Path as needed and appropriate.

Existing Roads and Trails

Figure 4

LOWER LAKE NATOMA TO NIMBUS DAM



State Park Trails

Unpaved State Park Trails
- Hike and Horse
- Hike, Bike and Horse

Paved State Park Trails
- Hike and Bike
- Hike, Bike and Horse

Other Trails
- Accessible Trail
- Other Agency Trail
- Non-System Route

State Park Roads

Unpaved State Park Roads
- Hike and Horse
- Hike, Bike and Horse

Paved Park Service Roads
- Hike, Bike and Horse
- No Public Access

Public Vehicular Roads
- Paved
- Unpaved

Other Agency Service Roads
- Not Designated

- Parking Lot
- Picnic Area
- River
- Intermittent Stream
- Waterbodies
- City
- County
- Folsom Lake State Recreation Area
- Administrative Areas
- No Public Access
- CA Protected Lands

Map Page Location

Scale
1:18,080

N

Feet
0 900 1,800

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

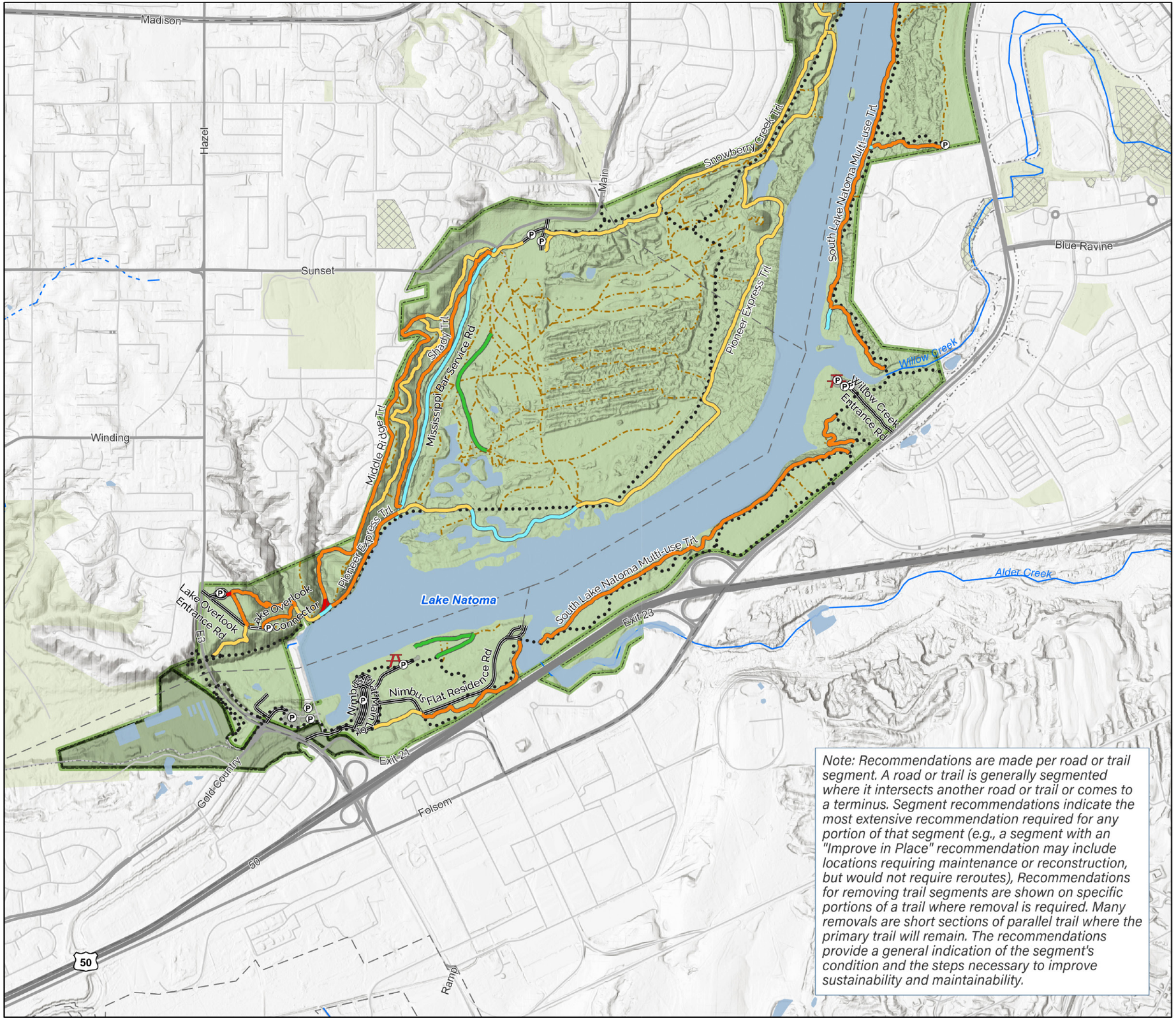
Sources: California Dept. of Parks & Recreation; GreenInfo, Inc.; USGS
Date: 5/16/2022

Folsom Area State Parks
Road and Trail Management Plan

Maintenance Recommendations

Figure 5

LOWER LAKE NATOMA TO NIMBUS DAM



Note: Recommendations are made per road or trail segment. A road or trail is generally segmented where it intersects another road or trail or comes to a terminus. Segment recommendations indicate the most extensive recommendation required for any portion of that segment (e.g., a segment with an "Improve in Place" recommendation may include locations requiring maintenance or reconstruction, but would not require reroutes), Recommendations for removing trail segments are shown on specific portions of a trail where removal is required. Many removals are short sections of parallel trail where the primary trail will remain. The recommendations provide a general indication of the segment's condition and the steps necessary to improve sustainability and maintainability.

- Convert to System Route
- Maintain
- Improve in Place where Necessary
- Improve/Reroute where Necessary
- Remove
- State Park Roads
- Paved State Park Trails
- Unpaved State Park Trails
- Parking Lot
- Picnic Area
- River
- Intermittent Stream
- Waterbodies
- City
- County
- Folsom Lake State Recreation Area
- Administrative Areas
- No Public Access
- CA Protected Lands

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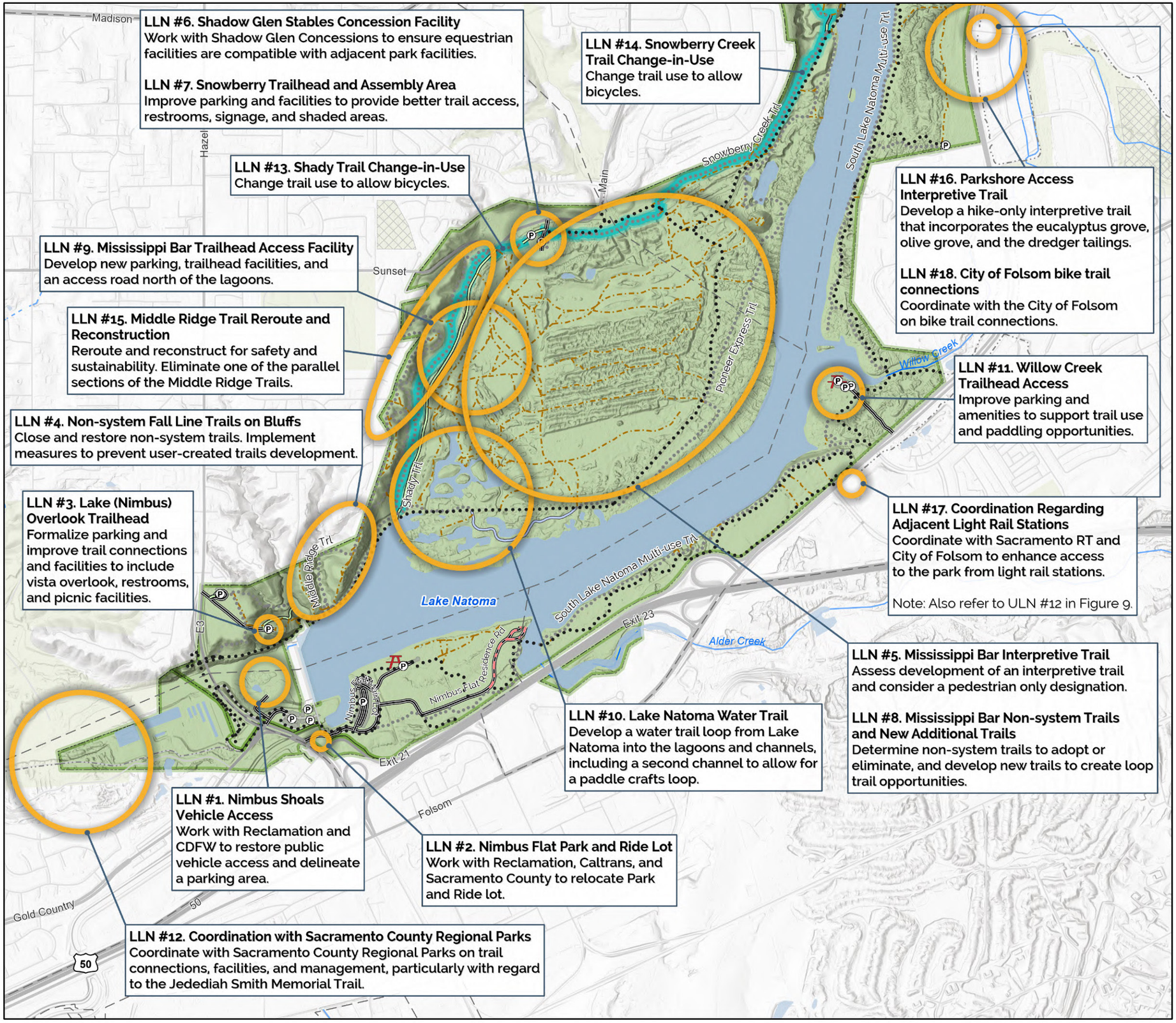
Sources: California Dept. of Parks & Recreation; GreenInfo, Inc.; USGS
Date: 5/12/2022

Folsom Area State Parks Road and Trail Management Plan



Planning Recommendations

Figure 6

LOWER LAKE NATOMA TO NIMBUS DAM

Plan Recommendations

Change-in-Use Recommendation to Add Bicycle Use

State Park Trails
- Unpaved Park Trails
- Paved Park Trails
- Trail on Roadbed
- No Public Access

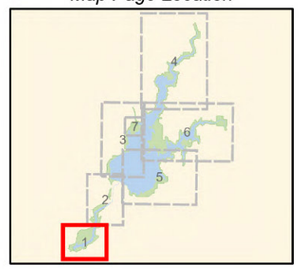
Other Trails
- Non System Route
- Other Agency Trail

State Park Roads
- Unpaved Park Roads
- Paved Park Service Roads
- Unpaved Public Vehicular Roads
- Paved Public Vehicular Roads

Other Agency Service Roads
- Not Designated

- Parking Lot
- Picnic Area
- River
- Intermittent Stream
- Waterbodies
- City
- County
- Folsom Lake State Recreation Area
- No Public Access
- CA Protected Lands

Map Page Location



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Feet
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CALIFORNIA STATE PARKS GOLD FIELDS DISTRICT & STATEWIDE PLANNING & RECREATION SERVICES

Sources: California Dept. of Parks & Recreation; GreenInfo, Inc.; USGS
Date: 9/12/2022

Folsom Area State Parks
Road and Trail Management Plan

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UPPER LAKE NATOMA TO FOLSOM

Cyclists on the American River Bike Path along Lake Natoma

Following an overview of the resources and key features of the Upper Lake Natoma to Folsom (ULN) area, Table 5 presents planning recommendations, Figure 7 shows existing roads and trails, and Figures 8 and 9 identify maintenance and planning recommendations.

Significant Natural Resources

This area along Upper Lake Natoma consists of riparian woodland, oak woodland, grassland and oak savanna, and creek and stream habitats as well as patches of ruderal, barren, or landscaped land. Other special-status wildlife habitats in the area include seasonal wetlands, vernal pools, bat roosts, and elderberry stands.

Special-status species found in the area include Valley elderberry longhorn beetle (*Desmocerus californicus dimorphus*), which is found in elderberry stands throughout the parks. Endemic species of flora and solitary bees are found in the unique conditions of vernal pools, along with amphibians and crustaceans that have adapted to the extreme conditions of the habitat. Large

trees and snags in the oak woodlands and along lake shorelines provide nesting and wintering sites for bald eagles (*Haliaeetus leucocephalus*).

Significant Cultural Resources

Historic: Historical site types have themes of mining, settlement, and water development. The City of Folsom is an area of documented historical activity, with hydraulic mining remnants and dredge tailing fields. A great number of historical sites are in areas like this.

Black Miners Bar was an early mining settlement in the 1849 Gold Rush. The first Folsom Dam was built in the river canyon upstream of Black Miners Bar adjacent to Folsom Prison in the 1880s using inmate labor. The two new dams, Folsom and Nimbus, were completed in 1955 to generate hydroelectric power, prevent flooding, and provide water for agriculture and domestic use. The current Folsom Dam has been determined eligible for the National Register of Historic Places.

The Folsom Hydroelectric Plant, now called the Folsom Powerhouse, was the first in the nation to provide highvoltage alternating current over long-distance transmission lines, bringing electric power over 22 miles to Sacramento. It operated from 1895 to 1952, making it one of the oldest hydroelectric facilities in the world. Now in the Folsom Powerhouse State Historic Park, it is the most important historic and interpretive facility in the park. Folsom Powerhouse is listed on the National Register of Historic Places (1981) for being significant in the areas of engineering and industry on a national level, and is also a National Historic Landmark, a National Historic Civil Engineering Landmark (1975), and a National Historic Mechanical Engineering Landmark (1976) and is designated as California Registered Historical Landmark No. 633 (1958). It presently offers tours, exhibits, and interactive activities on the history of hydroelectric generation and transmission of electricity.

Prehistoric: Prehistoric sites recorded in the park include ethnographic base camp sites associated with the Nisenan Maidu.

Key Facilities

Key facilities in this area include Folsom Powerhouse State Historic Park, Black Miners Bar Boat Ramp and Day Use Area, Black Miners Bar Group Camp, and the Folsom Sector Office.

Area Trail Mileage

There are about 22 miles of system trails in this area—2.63 miles of unpaved pedestrian trails, 0.46 miles of ADA accessible trails, 7.3 miles of unpaved pedestrian/equestrian trails, 0.23 miles of unpaved pedestrian/equestrian trails, 2.4 miles of unpaved multi-use trails, and 9.6 miles of paved multi-use trails—and 4.5 miles of non-system trails.

TABLE 5. PLANNING RECOMMENDATIONS: UPPER LAKE NATOMA TO FOLSOM

Issue	Recommendation
ULN #1. Rainbow Rocks Parking Lot Redesign	
Issue: The Rainbow Rocks parking lot formerly provided public vehicle access to the Lake Natoma shoreline at the north end of the Black Miners Bar area. The parking lot has been closed to public vehicle access for at least 20 years and is an unused paved area. The parking lot is immediately adjacent to the paved bike path. The Rainbow Rocks parking lot could be removed and the area restored to natural habitat, or the area could be redesigned with amenities that serve trail users or visitors accessing the Lake Natoma shoreline. The Rainbow Rocks are part of a somewhat iconic Folsom scene, the Rainbow Bridge over the river dotted with granite rock outcroppings.	**Recommendation: Develop a plan for redesign or removal.** Develop a plan to redesign for reuse and/or remove and restore the Rainbow Rocks parking lot. Portions of the lot could be used for an improved shoreline trail, developed for trailside amenities and facilities for the adjacent paved trail and trail users and/or facilities and amenities for Lakeshore use, or that take advantage of the scenic views and the natural and cultural resources of the area.
ULN #2. Black Miners Bar Main Parking Lot Redesign	
Issue: The main parking lot at Black Miners Bar was underutilized for many years. Recently, the parking lot fills to near capacity on some peak use weekends. The parking lot serves paddlers and other watercraft users launching at the Black Miners Bar boat ramp and dock and is also utilized by visitors accessing the paved bike path and other trails. The paved bike path runs across the northwest side of this parking lot, and traffic entering and exiting the parking lot, the boat dock, and the beach area from the main entrance road must all cross the bike path. The circulation for both trail users and vehicle traffic could be improved by redesigning the parking lot and where the paved trail traverses the area.	**Recommendation: Redesign and reconfigure to meet parking demand and minimize crossings along the paved bike path.** Redesign and reconfigure Black Miners Bar Main Parking Lot to provide an appropriate amount of parking for demand and to minimize the number of crossings and impacts to use along the paved bike path. Ensure parking lot meets demand for trail user parking. Consider other uses identified in GP/RMP if parking lot size is reduced or reconfigured, including a small amphitheater, picnic facilities, and interpretive facilities.

Issue	Recommendation
ULN #3. Trail connections, facilities, and access to Lake Natoma	
Issue: Ensuring trail connections and access to Lake Natoma requires coordination with the City of Folsom, Native American tribes, and other groups and organizations, including park visitors.	**Recommendation: Coordinate with City of Folsom and other stakeholder groups on trail connections, facilities, and access.** Coordinate with the City of Folsom, Native American tribes, and other groups and organizations, including park visitors, regarding trail connections and access to Lake Natoma. This would include the city's River District Overlay Zone and Master Plan, redevelopment of the city corporation yard and other trail projects and plans.
ULN #4. Folsom Powerhouse SHP ADA Accessible Trail	
Issue: Currently there is no fully ADA accessible trail at Folsom Powerhouse SHP. DPR has developed a plan for an ADA accessible trail at the Folsom Powerhouse from the main powerhouse area down to the Lake Natoma shoreline. The plan will require boardwalk sections, bridge, causeway sections, and retaining walls.	**Recommendation: Construct ADA accessible trail.** Construct an ADA accessible trail at FPSHP from the picnic area and flat adjacent to the main powerhouse down to the lower powerhouse and the Lake Natoma shoreline.
ULN #5. American Canyon Drive Access Trail	
Issue: This is a well-established but unsustainable non-system trail that provides access to Black Miners Bar from the intersection Greenback Lane and American Canyon Drive. It would be hard to prevent people from using this access route. The District has developed an initial plan to reroute this trail and adopt it as a system trail.	**Recommendation: Reroute, reconstruct, and adopt non-system trail.** Reroute and reconstruct the well-established, user-created, non-system trail from the intersection of American Canyon Drive and Greenback Lane and adopt as a system trail.
ULN #6. Black Miners Bar Shoreline Trail	
Issue: There is an existing but incomplete non-system shoreline trail between the Rainbow Rocks area and the Black Miners Bar beach. Some parts of the trail appear constructed and others appear user created. Fishermen use portions of the trail to access shoreline areas for fishing. Portions of the trail are narrow and on steep	**Recommendation: Improve and adopt portions of the Black Miners Bar shoreline trail.** Develop and improve the portions of the Black Miners Bar shoreline trail that are feasible to reconstruct or realign and adopt as a system trail. Conduct site-specific trail planning and review to determine which portions of the trail can be improved and adopted.

Issue	Recommendation
eroding side slopes and may not be suitable for conversion into a system trail.	
ULN #7. Pioneer Express Trail from Snipes Pershing Outlet to Historic Truss Bridge	
Issue: Mountain biking and other unpaved-surface cycling has increased in popularity over the past several decades, driving a need and desire for additional unpaved-surface and single-track biking opportunities. Currently there is no single-track access and connection for bikes along the northwest side of Lake Natoma. A CIU evaluation was requested for the Shady and Snowberry Creek Trails as part of the RTMP process. Implementing this CIU would provide a single-track connection for cyclists across the northwest side of Lake Natoma.	**Recommendation: Change trail use to allow bicycles**. Implement a change in use, with trail modifications, to allow bicycles on the Pioneer Express Trail from the Snipes-Pershing outlet to the Historic Truss Bridge just upstream from the Rainbow Bridge, to provide a single-track experience and single-track connection for bikes across the northwest side of Lake Natoma. Substantial trail modifications would be required prior to CIU, and final modifications will be determined by project-specific design and management recommendations to ensure trail safety and sustainability. Modifications could include installation of pinch points to slow bikes, brush clearing to improve sight lines, and trail reconstruction. Proposed management modifications include occasional patrols of the trail by parks staff and/or volunteers, installation of signage, and implementation of educational programs promoting trail etiquette and safety. Further studies and evaluation of cultural resources will be required, and standard project conditions would be incorporated. See Appendix 7.9 for a comprehensive summary of this CIU.

Issue	Recommendation
ULN #8. Snipes-Pershing Creek Trail	
Issue: The Snipes-Pershing Ravine Trail provides access to FLSRA trails from the adjacent Orangevale neighborhood. The trail connects to the Pioneer Express Trail at the outlet of the Snipes-Pershing Ravine to Lake Natoma. The trail is currently designated for pedestrian use but was developed to multiuse standards. Mountain biking and other unpaved-surface cycling has increased in popularity over the past several decades, driving a need and desire for additional unpaved surface and single-track biking opportunities.	**Recommendation: Change trail use to allow bicycles and equestrians.** When the change in use is implemented for the Pioneer Express Trail from the Snipes-Pershing Outlet to Historic Truss Bridge, implement a change in use for the Snipes-Pershing Ravine Trail that adds bikes and equestrians as allowed uses. No trail modifications have been identified as necessary to implement this change in use. This should be verified at the time the change in use is implemented. Proposed management modifications include occasional patrols of the trail by parks staff and/or volunteers, installation of signage, and implementation of educational programs promoting trail etiquette and safety. See Appendix 7.9 for a comprehensive summary of this CIU.
ULN #9. Pioneer Express Trail from Historic Truss Bridge to Folsom Lake Crossing	
Issue: Mountain biking and other unpaved-surface cycling has increased in popularity over the past several decades, driving a need and desire for additional unpaved-surface and single-track biking opportunities. Currently there is no single-track access and connection for bikes between Lake Natoma and Folsom Lake. Implementing a CIU in this location as well would provide a single-track connection for cyclists from the Historic Truss Bridge to the Folsom Lake Crossing.	**Recommendation: Change trail use to allow bicycles.** Implement a change in use, with trail modifications, to allow bicycles on the Pioneer Express Trail from the Historic Truss Bridge to the Folsom Lake Crossing to provide a single-track experience and single-track connection for bikes between Lake Natoma and Folsom Lake. Substantial trail modifications would be required before the CIU, and final modifications will be determined by project-specific design and management recommendations to ensure trail safety and sustainability. These could include installation of pinch points to slow bikes, brush clearing to improve sight lines, and trail reconstruction. Proposed management modifications include occasional patrols of the trail by parks staff and/or volunteers, installation of signage, and implementation of educational programs promoting trail etiquette and safety. Standard project conditions and BMPs would be incorporated. See Appendix 7.9 for a comprehensive summary of this CIU.

Issue	Recommendation
ULN #10. Interpretation Along American River Bike Path	
Issue: There is a historic olive grove along the paved bike path between Lake Natoma and Folsom Lake Crossing. There is also a large stone foundation associated with olive production as well as other historic features along this section of trail. There used to be an interpretive sign along the trail at the foundation. User-created trails and bike jumps are being constructed in the olive grove which are damaging to the resources.	**Recommendation: Interpret historic features, including the historic olive grove and the stone foundation, and educate on the need to protect resources.** Interpret historic features along American River Bike Path and educate trail users about the need to protect these resources. Provide interpretation of the historic olive grove, the stone foundation, and other historic features in the area. This may include interpretive panels, programs, and other methods. Additionally, provide education on the need to protect the olive grove and other historic resources in the area. Remove non-system trails and restore to natural or previous condition.
ULN #11. Interpret the Rainbow Rocks Area	
Issue: The Rainbow Rocks area of Black Miners Bar see significant numbers of visitors in the summer—both trail users and those seeking water recreation at Lake Natoma. There are several prominent and hidden cultural resources in this area that should be protected and properly interpreted.	**Recommendation: Protect and interpret the significant cultural features of the Rainbow Rocks area to Black Miners Bar.** Work with local Native American tribes to protect and interpret the cultural significance of the Rainbow Rocks area of Black Miners Bar to trail users.
ULN #12. Coordination Regarding Adjacent Light Rail Stations	
Issue: There are three light rail stations along Folsom Boulevard that are very close to the State Park paved trail along Lake Natoma and associated access points to this trail. The light rail and its stations provide opportunities for transit users to access the popular paved bike path, greater park access for people who do not have a car, and reduced reliance on vehicles to access the park.	**Recommendation: Coordinate with Sacramento Regional Transit District and City of Folsom to enhance access to the parks from light rail stations.** Coordinate with Sacramento RT and City of Folsom on changes to Folsom Boulevard light rail stations to enhance access to the parks and the paved bike path and other trails. Consider education programs to encourage and facilitate use of light rail to access the parks and trails. (Refer to LLN #17.)

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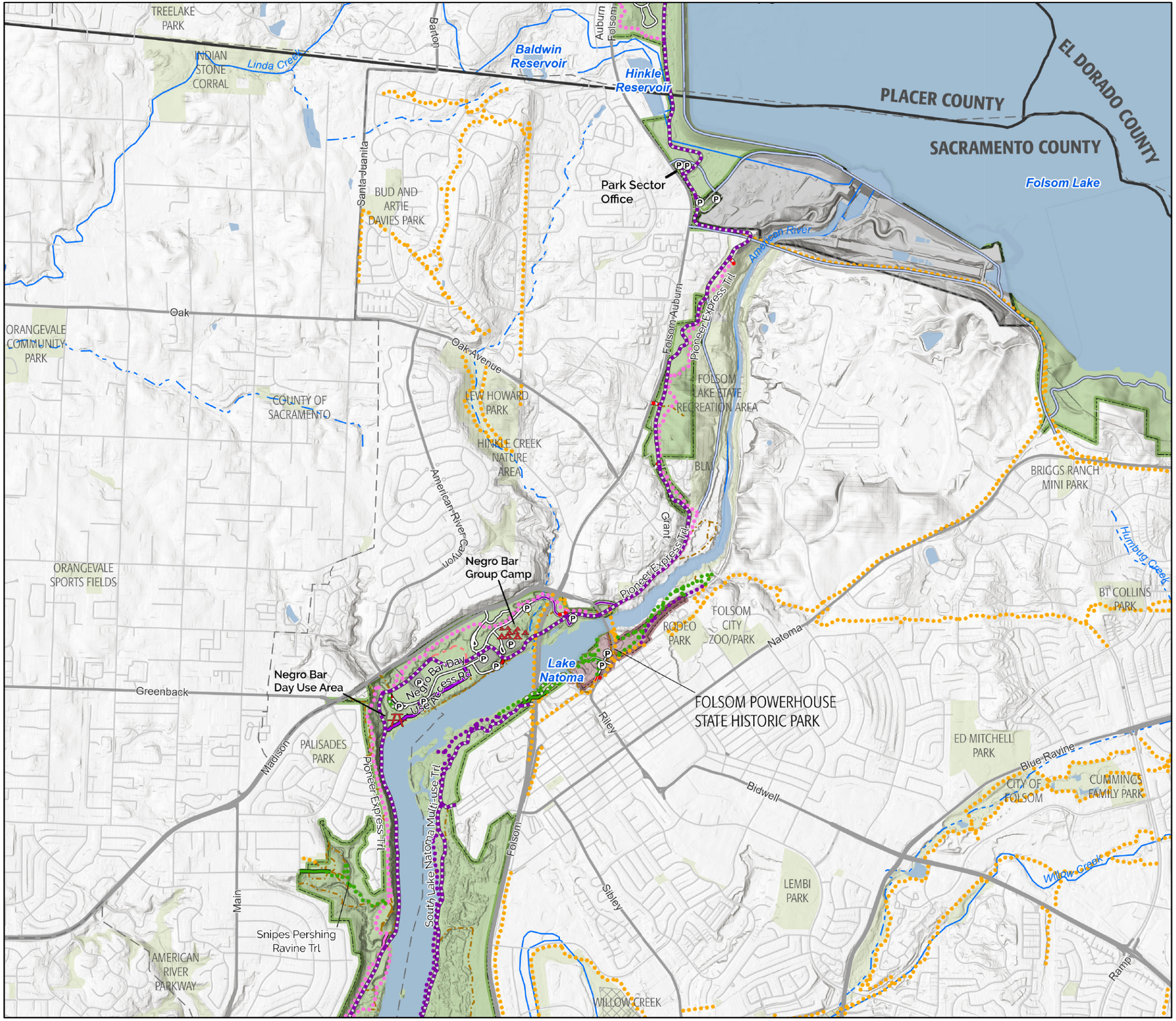


Existing Roads and Trails

Figure 7

UPPER LAKE NATOMA TO FOLSOM DAM

State Park Trails

Unpaved State Park Trails
- Hike
- Hike and Bike
- Hike and Horse
- Hike, Bike and Horse

Paved State Park Trails
- Hike
- Hike and Bike
- Hike and Horse
- Hike, Bike and Horse

Other Trails
- Accessible Trail
- Other Agency Trail
- Non-System Route

State Park Roads

Unpaved State Park Roads
- Hike
- Hike and Bike
- Hike and Horse
- Hike, Bike and Horse

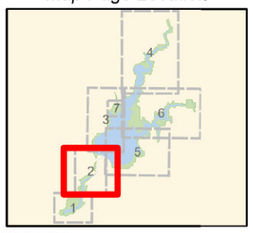
Paved Park Service Roads
- Hike
- Hike and Bike
- Hike, Bike and Horse
- No Public Access

Public Vehicular Roads
- Paved
- Unpaved

Other Agency Service Roads
- Hike, Bike and Horse
- Not Designated

- Parking Lot
- Picnic Area
- Camp Area, Tent Only
- Group Camp Area
- River
- Intermittent Stream
- Waterbodies
- City
- County
- Folsom Lake State Recreation Area
- Folsom Powerhouse State Historic Park
- Administrative Areas
- No Public Access
- CA Protected Lands

Map Page Location



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CALIFORNIA STATE PARKS GOLD FIELDS DISTRICT & STATEWIDE PLANNING & RECREATION SERVICES

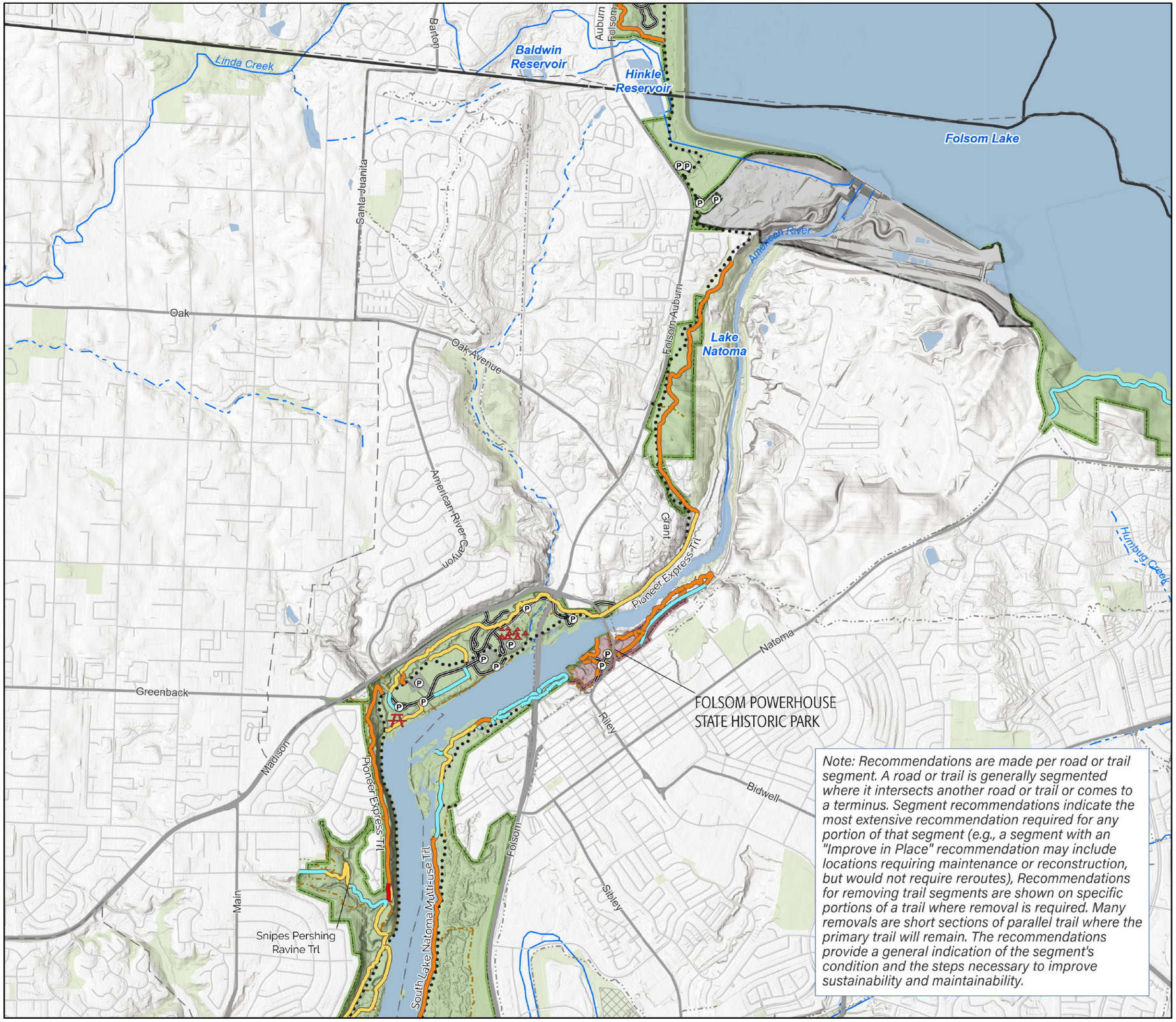
Sources: California Dept. of Parks & Recreation; GreenInfo, Inc.; USGS
Date: 5/16/2022

Folsom Area State Parks Road and Trail Management Plan

Maintenance Recommendations

Figure 8

UPPER LAKE NATOMA TO FOLSOM DAM



Note: Recommendations are made per road or trail segment. A road or trail is generally segmented where it intersects another road or trail or comes to a terminus. Segment recommendations indicate the most extensive recommendation required for any portion of that segment (e.g., a segment with an "Improve in Place" recommendation may include locations requiring maintenance or reconstruction, but would not require reroutes), Recommendations for removing trail segments are shown on specific portions of a trail where removal is required. Many removals are short sections of parallel trail where the primary trail will remain. The recommendations provide a general indication of the segment's condition and the steps necessary to improve sustainability and maintainability.

- Maintain
- Improve in Place where Necessary
- Improve/Reroute where Necessary
- Remove
- State Park Roads
- Paved State Park Trails
- Unpaved State Park Trails
- Parking Lot
- Picnic Area
- River
- Intermittent Stream
- Waterbodies
- City
- County
- Folsom Lake State Recreation Area
- Folsom Powerhouse State Historic Park
- Administrative Areas
- No Public Access
- CA Protected Lands

Map Page Location

Scale
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N

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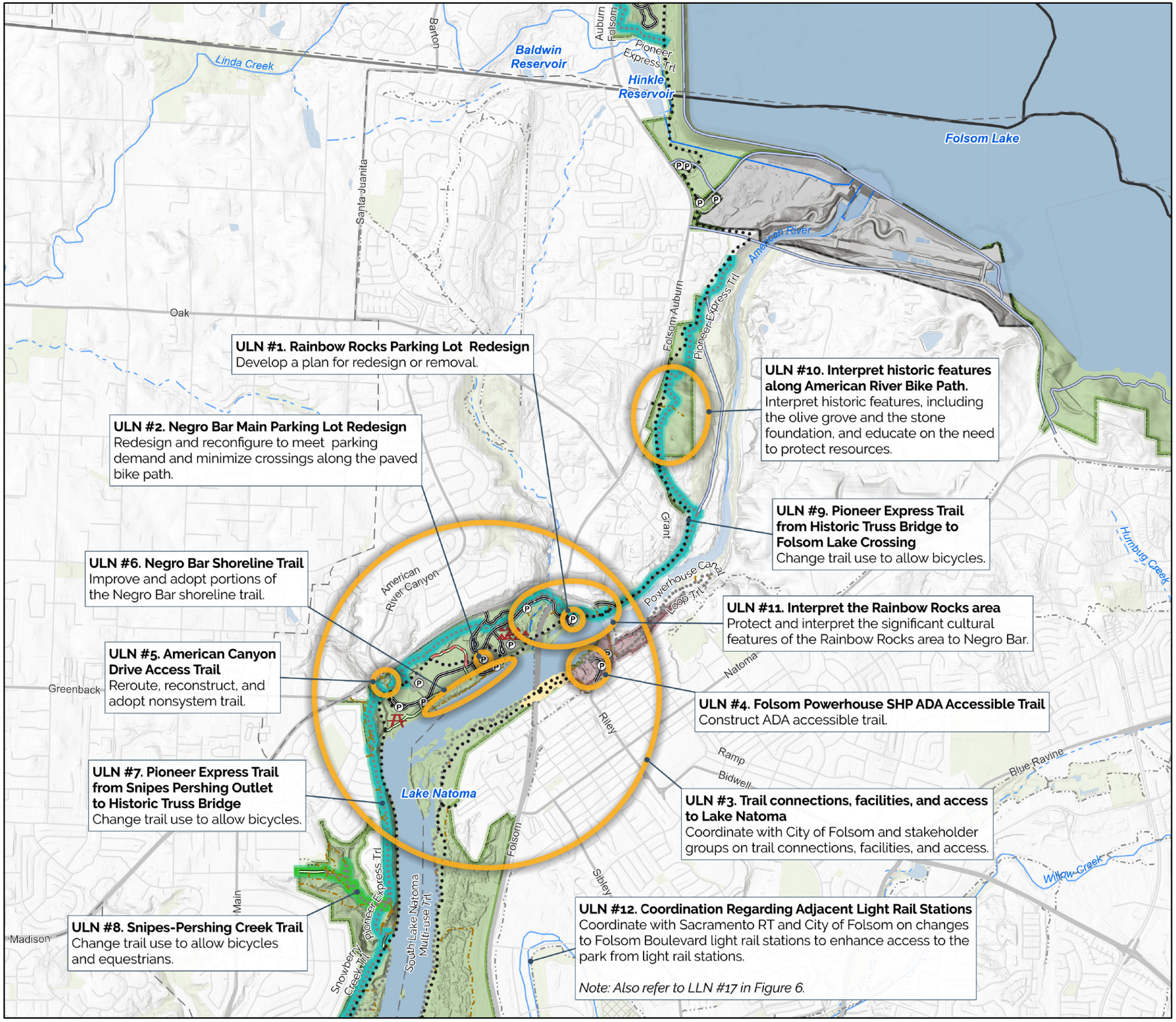
Sources: California Dept. of Parks & Recreation; GreenInfo, Inc.; USGS
Date: 5/12/2022

Folsom Area State Parks Road and Trail Management Plan

Planning Recommendations

Figure 9

UPPER LAKE NATOMA TO FOLSOM DAM



Plan Recommendations

Change-in-Use Recommendation to Add Bicycle Use

Change-in-Use Recommendation to Add Bicycle and Equestrian Use

State Park Trails

- Unpaved Park Trails
- Paved Park Trails
- Trail on Roadbed
- No Public Access

Other Trails

- Non System Route
- Other Agency Trail
- Accessible Trail

State Park Roads

- Unpaved Park Roads
- Paved Park Service Roads
- Unpaved Public Vehicular Roads
- Paved Public Vehicular Roads

Other Agency Service Roads

- Hike, Bike and Horse
- Not Designated

- Parking Lot
- Picnic Area
- River
- Intermittent Stream
- Waterbodies
- City
- County
- Folsom Lake State Recreation Area
- Folsom Powerhouse State Historic Park
- Administrative Areas
- No Public Access
- CA Protected Lands

Map Page Location

Scale 1:24,250

N

Feet 0 1,000 2,000

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

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BEALS POINT/GRANITE BAY

Shoreline Trail near Beeks Bight

Following an overview of the resources and key features of the Beals Point/Granite Bay (BPGB) area, Table 6 presents planning recommendations, Figure 10 shows existing roads and trails, and Figures 11 and 12 identify maintenance and planning recommendations. The Hoffman Property acquisition, which includes many non-system routes, is included in discussion and maps for the BPGB area.

Significant Natural Resources

This area along the western shore of Folsom Lake consists of oak woodland, grassland and oak savanna, two small patches of chamise chaparral, and riparian woodland habitats as well as patches of ruderal, barren, or landscaped land. Other special-status wildlife habitats in the area include seasonal wetlands at Dotons Point and the heavy presence of elderberry stands throughout most of the area.

Valley elderberry longhorn beetle (*Desmocerus californicus dimorphus*) is found in elderberry stands throughout parks. Large trees and snags in the oak woodlands and along lake shorelines provide nesting and wintering sites for bald eagles (*Haliaeetus leucocephalus*). Greater sandhill cranes (*Grus canadensis*) are commonly observed in the vicinity of Folsom Lake during spring and fall migrations.

Significant Cultural Resources

Historic: California Historic Landmark #585 is located along the Pioneer Express Trail between Dikes 5 and 6 and commemorates the historic travel routes of Gold Rush-era miners along the North Fork American River.

Key Facilities

Key facilities in this area include Beals Point RV Campground, Beals Point Campground, Beals Point Day Use Area, Granite Bay Boat Ramps, Granite Bay Main Beach Day Use Area, Granite Bay Horse Assembly Area, Granite Bay Activity Center, Dotons Point Parking Lot, and Beeks Bight Parking Lot.

Area Trail Mileage

There are about 27 miles of system trails in this area—0.79 miles of unpaved pedestrian trails, 0.64 miles of ADA accessible trails, 9 miles of unpaved pedestrian/equestrian trails, 0.31 miles of unpaved pedestrian/bike trails, 14.6 miles of unpaved multi-use trails, and 1.73 miles of paved multi-use trails—and 24.6 miles of non-system trails.

Pioneer Express Trail

Center Trail

Shoreline Trail

TABLE 6. PLANNING RECOMMENDATIONS: BEALS POINT / GRANITE BAY

Issue	Recommendation
BPGB #1. Non-system Trails in Dike 1 Area	
Issue: The Granite Bay Multi-use Trail is one of the most popular biking trails in FLSRA. The trail extends from near the Granite Bay entrance to the North Granite area and along the east side of the entrance road up to where the trail crosses Old County Road. In the area around Dike 1 north of the Main Beach Parking Lot, the trail crosses to the east of Dike 1 and is below the full pool level of the reservoir; hence the trail gets inundated in some years. The equestrian/pedestrian Pioneer Express Trail runs parallel to the entrance road, but to the west. The separation of these two trails is generally a good thing. However, to provide single-track trail access for bikes around Dike 1, segments of non-system trail could be converted to system multiuse trail with minor modifications. Some effort would be required to ensure physical separation of these converted multiuse trails and the Pioneer Express Trail.	**Recommendation: Adopt non-system trails to provide multiuse trail access to North Granite Bay area at full pool.** Convert segments of non-system trail along the west side of Dike 1 into system multiuse trail and provide connections with the Granite Bay Multi-use Trail in order to provide single-track multiuse access around Dike 1 when Folsom Reservoir is in full pool condition. Make modifications to non-system trails as needed to provide sustainable multiuse trail and ensure physical separation from the parallel Pioneer Express Trail to retain the equestrian/pedestrian trail experience along that trail.
BPGB #2. Trail Access Parking Along Dotons Point Road and at Dotons Point	
Issue: Trail use has increased in popularity at FLSRA over the past several decades, particularly when low water conditions at Folsom Lake reduced water recreation in some years. The North Granite Bay area is the most popular trail destination in FLSRA. There is very limited parking at Beeks Bight and other parking areas in the North Granite Bay area.	**Recommendation: Improve and develop formalized parking to provide additional trail and shoreline access.** Improve and develop formalized parking at turnouts along Dotons Point Road and at Dotons Point to provide additional parking for trail access and for shoreline access. This may include expanding and paving the existing parking area and providing additional recreation facilities such as shade ramadas, interpretive signing, and additional restrooms.

Issue	Recommendation
BPGB #3. Trail Access Parking Along Old County Road	
Issue: The North Granite Bay area is the most popular destination for mountain bikes in FLSRA. Many cyclists ride to the area from the Granite Bay Main Beach parking lot or other parking areas within and outside the park unit. Some trail users park along the abandoned paved section of Old County Road, and the area serves as an informal trailhead for the popular Granite Bay Multi-use and Center Trails. The gate to Old County Road at the corner of Twin Rocks and Boulder provides emergency access to the park. No matter the changes or facility improvements, this emergency access should be maintained.	**Recommendation: Improve and develop trailhead parking, restrooms, and other amenities.** Improve and develop trailhead parking along Old County Road. Improvements could include enlarging area available for parking, striping the parking, and providing restrooms and other amenities. Maintain emergency access along Old County Road from the gate at Twin Rocks and Boulder Roads to the Granite Bay Entrance Road.
BPGB #4. North Granite Bay Trail Plan	
Issue: The North Granite Bay area is the area in FLSRA most intensively used by mountain bikes. The Hoffman Property is an 86-acre property in this area that was acquired by State Parks in 2001. Over the past two decades a dense network of user-created trails has been formed and is primarily used by mountain bikes. Many of these well-used trails utilize the granite rock outcroppings in the area as technical riding features. There are also non-system trails in this area that connect the adjacent Los Lagos Equestrian Center with FLSRA trails.	**Recommendation: Develop a site-specific plan for North Granite Bay Area.** This plan would focus on improving the area to better accommodate trail riding experiences, as well as well as improved separation of bike and non-bike trails in the area. Existing trail use designation would remain the same in this location. This plan would include which non-system trails to retain and reconstruct or reroute as needed to adopt as system trails, and which non-system trails to eliminate, as well as any new trails necessary to meet plan objectives. This will include determining the uses on new trails and non-system trails to be retained, separation of user groups as needed, and connections to existing system trails. Partner with trail user groups regarding this trail planning effort to get their input on the trail system and buy-in and acceptance of the decisions on which trails to keep and which to eliminate. This area could accommodate different bicycle skill levels to include a variety of technical riding trail options that may use existing rock outcroppings and other natural or constructed features. The vision for this area is a network of trails that provide a variety of experiences, including trails that have technical bike riding features that are part of a trail riding experience. At this location the concept is intended to include a range of technical

Issue	Recommendation
	bike riding trails, not a set of constructed jumps or pump track that are a separate feature from the trail system. In addition to multiuse and technical biking trails, provide a trail connection to the adjacent equestrian center.
BPGB #5. Granite Bay Horse Assembly Area	
Issue: The Granite Bay Horse Assembly Area is one the most heavily used access points to the FLSRA trail system by equestrians. Various improvements have been made to the staging area over the years, but additional improvements may be desirable.	**Recommendation: Improve to address demand and user input.** Provide improvements to the Granite Bay Horse Assembly Area as needed and as indicated by demand and trail user input.
BPGB #6. Beeks Bight Area Trail Reroutes	
Issue: The equestrian/pedestrian Pioneer Express Trail and the Granite Bay Multi-use Trail come in very close proximity just west of the Beeks Bight Parking Lot. This close proximity enables cyclists to ride on the Pioneer Express Trail. Additionally, the spur trail from Beeks Bight to the Pioneer Express Trail runs up a drainage and is an unsustainable alignment. This project would reroute a section of the Pioneer Express trail to create separation from the Granite Bay Multi-use Trail and would create a new spur connection trail from Beeks Bight to the Pioneer Express Trail and eliminate the existing connector trail.	**Recommendation: Reroute segment of Pioneer Express Trail to create separation from the Granite Bay Multi-use Trail.** Reroute the Pioneer Express Trail just west of Beeks Bight to create separation from the Granite Bay Multi-use Trail. Eliminate and restore the existing Beeks Bight Pioneer Express Trail connector and develop a new connector trail from Beeks Bight to the Pioneer Express Trail. These reroutes and new trail connectors have been mapped, and CEQA and NEPA have been completed for this project.
BPGB #7. Los Lagos Trail Corridor	
Issue: The Los Lagos Trail is along a corridor of land that is owned by Placer County through the Los Lagos subdivision. State Parks has an easement for the recreation trail along this corridor. Most of the Los Lagos Trail is little used and there is no parking at the north end of the trail at Auburn-Folsom Road. State Parks is considering an easement exchange with Placer County and the Los Lagos HOA to exchange a portion of this trail easement for an easement over an HOA inholding within the Hoffman property. There are many non-system trails on the inholding that are well used. Gaining control over the inholding would greatly enhance State Parks' ability to manage trails on the Hoffman	**Recommendation: Work with Placer County and the Los Lagos Homeowners Association to provide trail connections and adopt and manage non-system trails.** Work with Placer County and the Los Lagos Homeowners Association to provide appropriate trail connections and to adopt and manage non-system trails in the area to provide the best trail experience for all park visitors. This may include changes in easement rights along the Los Lagos Trail corridor and for an HOA inholding in the area.

Issue	Recommendation
Property. It is important to retain the lower portion of the Los Lagos Trail easement for connectivity to Hoffman Property Trails and to make other trail connections.	
BPGB #8. Class 1 Paved Trail from Beals Point to Granite Bay	
Issue: The existing paved trail in FLSRA terminates at Beals Point. A service road continues north across Dikes 4, 5, and 6 and then along the Mooney Ridge Service Road from Dike 4 to Granite Bay. The service road across Dike 6 is paved, but the remainder of the service road is unpaved. These service roads are designated for multiuse and are well used by all user types. Roughly two decades ago the District developed plans and secured funding to pave these service roads from Beals Point to Granite Bay for use as a paved trail with unpaved shoulders, but the project was never implemented. This segment of trail is identified in the SACOG Draft Regional Trails Network and therefore could provide an important link with other regional bicycle commuting routes. As with many of the other recommendations, this project would require further site-specific planning and environmental review.	**Recommendation: Develop a plan to extend the paved trail on top of Dikes 4, 5, and 6 and along service road between Beals Point and Granite Bay.** Develop a plan to extend the paved trail from Beals Point to Granite Bay connecting to one of the paved park roads in the south Granite Bay day use area. Implementation of this plan would be contingent on the need for this section as an integral link between other regional planned bicycle commuting routes and any needed improvements to the biking infrastructure along the park roads within the Granite Bay area of FLSRA. Ensure the plan includes adequate unpaved shoulders for all trail user types. Consult with Reclamation, Placer County Sewer Services, and other involved agencies. Conduct public outreach and input regarding the plan to pave this segment of trail. The proposal is for public trail use only, not public vehicle access. Coordinate with Reclamation to ensure Dam safety/security concerns are addressed.
BPGB #9. Prohibit and Prevent Low Water Public Vehicle Access Between Oak Point and Dotons Point	
Issue: Generally public off-road vehicle operation is prohibited at FLSRA. There are exceptions for vehicle access to the low-water boat-launching facilities at Granite Bay and for portions of Granite Bay between Oak Beach and Dotons Point. There are problems with this low-water off-road access when vehicles range beyond these areas and impact natural and cultural resources, including when they drive into upland areas. In order to prevent resource damage, this low-water off-road vehicle access will be further prohibited and prevented in the Dotons Point area to prevent this access from extending east beyond Dotons Point up the North Fork.	**Recommendation: Implement off-road and low-water vehicle-access restrictions.** Prohibit off-road and low-water vehicle access east of Oak Point and at Dotons Point. This use will only be allowed between Oak Beach and Oak Point. In order to implement this closure, as appropriate and effective, install guard rails or other vehicle barriers along the Dotons Point Road and the Granite Bay Entrance Road between Oak Point and Beeks Bight. Also consider closing vehicle access to the Dotons Point Road at Beeks Bight at certain lake levels in order to prevent this unauthorized off-road access.

Issue	Recommendation
BPGB #10. North Fork Shoreline/Low-Water Multiuse Access Route	
Issue: There is a non-system trail along the shoreline of Folsom Lake between Beeks Bight and the Horseshoe Bar access to the Pioneer Express Trail. Near Beeks Bight there are multiple connecting routes, but they soon converge into one primary route. Most of this non-system trail is just below the high pool elevation of Folsom Lake and hence this route gets periodically inundated. The non-system route, which follows a historic ditch for much of the way, gets used by all user types. This route becomes problematic where it encounters an extensive, steep rock outcrop segment near the Horseshoe Bar Road access. Some trail users have requested DPR to consider opening this non-system trail as a multiuse alternative to the Pioneer Express Trail. Because the route gets inundated at full pool conditions, it is not suitable for development into a sustainable system trail. However, this route can be used as a multiuse route at appropriate lake levels to provide multiuse access as an alternate to the adjacent segments of the Pioneer Express Trail, which are recommended to remain equestrian/pedestrian.	**Recommendation: Authorize multiuse of the low-water route.** Authorize multiuse of the low-water route along the North Fork Arm between Beeks Bight and the Horseshoe Bar Road Access to the Pioneer Express Trail. This route will not be maintained as a system trail but is recognized as a low-water route for all trail users. Authorizing this route will require some work to make a connection to the Horseshoe Bar Road Access or to provide a logical turnaround point. The route may be marked with Carsonite markers or similar. Users of this route will be made aware, through signage and other education messaging, that it is an "as is" route and will not be maintained to DPR system trail standards, though clearing of the route after periods of inundation could be completed in partnership with user groups. The route will be closed when it is inundated during high-water conditions. Extend the low-water route to Rattlesnake Bar if conditions permit.
BPGB #11. Pioneer Express Trail Change-in-Use: Dike 5 to Dike 6 segment	
Issue: Mountain biking and other unpaved-surface cycling has increased in popularity over the past several decades, driving a need and desire for additional unpaved-surface and single-track biking opportunities. This is a short segment of the Pioneer Express Trail located just north of the Beals Point RV campground. The isolated segment has multiuse trails on either end, the gravel road across Dike 5 to the north, and the paved road across the top of Dike 6 to the south. Implementing this CIU will provide logical trail connectivity for bikes.	**Recommendation: Change trail use to allow bicycles.** Change trail use to allow bicycles on the Pioneer Express Trail from the paved bike path just north of the San Juan Water facility to the Beals Point Entrance Road to provide a single-track experience and single-track connection for bikes. Minor trail modifications are needed to implement this CIU. Proposed management modifications include occasional patrols of the trail by parks staff and/or volunteers, installation of signage, and implementation of educational programs promoting trail etiquette and safety. Standard project conditions and BMPs to be incorporated. See Appendix 7.9 for a comprehensive summary of this CIU.

Issue	Recommendation
BPGB #12. Pioneer Express Trail Change-in-Use: San Juan Water to Beals Point Entrance Road	
Issue: Mountain biking and other unpaved-surface cycling has increased in popularity over the past several decades, driving a need and desire for additional unpaved surface and single-track biking opportunities. This is a short segment of the Pioneer Express Trail that runs just west of the Beals Point campground from the paved bike path to the Beals Point Entrance Road. This isolated segment has multiuse trails on either end, the shoulder of the paved bike path to the south, and the Beals to Granite Bay Multi-use Trail to the north. Implementing this CIU will provide logical trail connectivity for bikes. This segment of trail has been improved to provide access for all trail users when the top of Dikes 4, 5, and 6 are closed due to the upcoming Folsom Dam Raise.	**Recommendation: Change trail use to allow bicycles.** Change trail use to allow bicycles on the Pioneer Express Trail from the paved bike path just north of the San Juan Water facility to the Beals Point Entrance Road to provide a single-track experience and single-track connection for bikes. No trail modifications are needed to implement this CIU. Proposed management modifications to include occasional patrols of the trail by parks staff and/or volunteers, installation of signage, and implementation of educational programs promoting trail etiquette and safety. Standard project conditions and BMPs to be incorporated. See Appendix 7.9 for a comprehensive summary of this CIU.
BPGB #13. Los Lagos Trail Change-in-Use: Segment 2 and Partial Segment 1	
Issue: Mountain biking and other unpaved-surface cycling has increased in popularity over the past several decades, driving a need and desire for additional unpaved-surface and single-track biking opportunities. The Los Lagos Trail is currently designated for equestrian/pedestrian use and provides trail access from Auburn Folsom Road along an undeveloped corridor through the Los Lagos subdivision to Folsom Lake. Because there is no real parking or signage for the trail along Auburn Folsom Road, most of the trail gets very little use and is frequently overgrown. However, the southern portion of this trail gets a lot of use and provides a connection to non-system trails on the Hoffman Property and the Beeks Bight Reroutes Project. Therefore, to retain this connection option for future trail planning and connectivity, the CIU will be implemented for this southern portion of the Los Lagos Trail.	**Recommendation: Change trail use to allow bicycles.** Change trail use to allow bicycles on the Los Lagos Trail from connections to the non-system Hoffman Property trails to the Pioneer Express Trail. Trail modifications are needed to implement this CIU. This CIU should only be implemented as part of the trail planning and construction work on the non-system Hoffman Property trails and after the Beeks Bight Trail Reroutes Project has been implemented. Proposed management modifications include occasional patrols of the trail by parks staff and/or volunteers, installation of signage, and implementation of educational programs promoting trail etiquette and safety. Standard project conditions and BMPs to be incorporated. See Appendix 7.9 for a comprehensive summary of this CIU.

Existing Roads and Trails

Figure 10

BEALS POINT / GRANITE BAY

State Park Trails

Unpaved State Park Trails
- Hike
- Hike and Bike
- Hike and Horse
- Hike, Bike and Horse

Paved State Park Trails
- Hike
- Hike, Bike and Horse

Other Trails
- Accessible Trail
- Other Agency Trail
- Non-System Route

State Park Roads

Unpaved State Park Roads
- Hike
- Hike and Bike
- Hike, Bike and Horse
- Use Not Determined

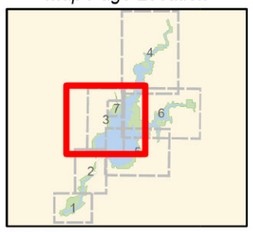
Paved Park Service Roads
- Hike and Bike
- Hike, Bike and Horse
- No Public Access

Public Vehicular Roads
- Paved
- Unpaved

Other Agency Service Roads
- Hike, Bike and Horse
- Not Designated

- Parking Lot
- Picnic Area
- Camp Area, Tent Only
- Camp Area with Hookups
- Developed Camp Area
- River
- Intermittent Stream
- Waterbodies
- City
- County
- Folsom Lake State Recreation Area
- Natural Preserves
- Restricted Access
- CA Protected Lands

Map Page Location



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NOTES:
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CALIFORNIA STATE PARKS GOLD FIELDS DISTRICT & STATEWIDE PLANNING & RECREATION SERVICES

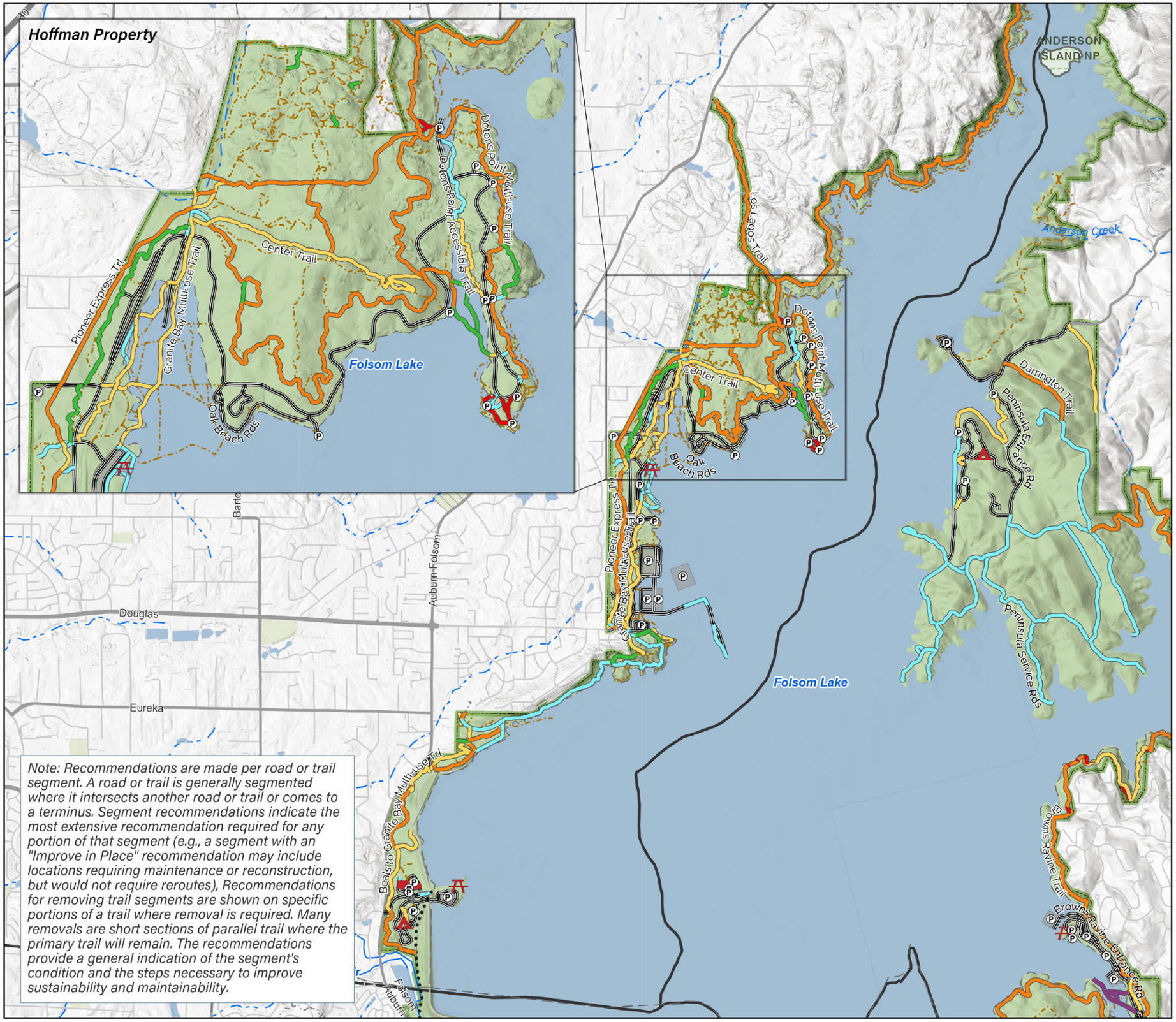
Sources: California Dept. of Parks & Recreation; GreenInfo, Inc.; USGS
Date: 5/16/2022

Folsom Area State Parks
Road and Trail Management Plan

Maintenance Recommendations

Figure 11

BEALS POINT / GRANITE BAY



Note: Recommendations are made per road or trail segment. A road or trail is generally segmented where it intersects another road or trail or comes to a terminus. Segment recommendations indicate the most extensive recommendation required for any portion of that segment (e.g., a segment with an "Improve in Place" recommendation may include locations requiring maintenance or reconstruction, but would not require reroutes), Recommendations for removing trail segments are shown on specific portions of a trail where removal is required. Many removals are short sections of parallel trail where the primary trail will remain. The recommendations provide a general indication of the segment's condition and the steps necessary to improve sustainability and maintainability.

- Convert to System Route
- Maintain
- Monitor
- Improve in Place where Necessary
- Improve/Reroute where Necessary
- Remove

- State Park Roads
- Paved State Park Trails
- Unpaved State Park Trails

- Parking Lot
- Picnic Area
- River
- Intermittent Stream
- Waterbodies

- City
- County
- Folsom Lake State Recreation Area
- Natural Preserves
- Restricted Access
- CA Protected Lands

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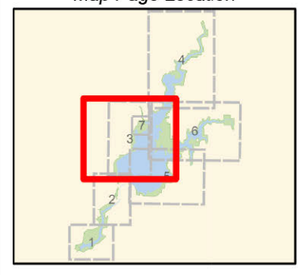

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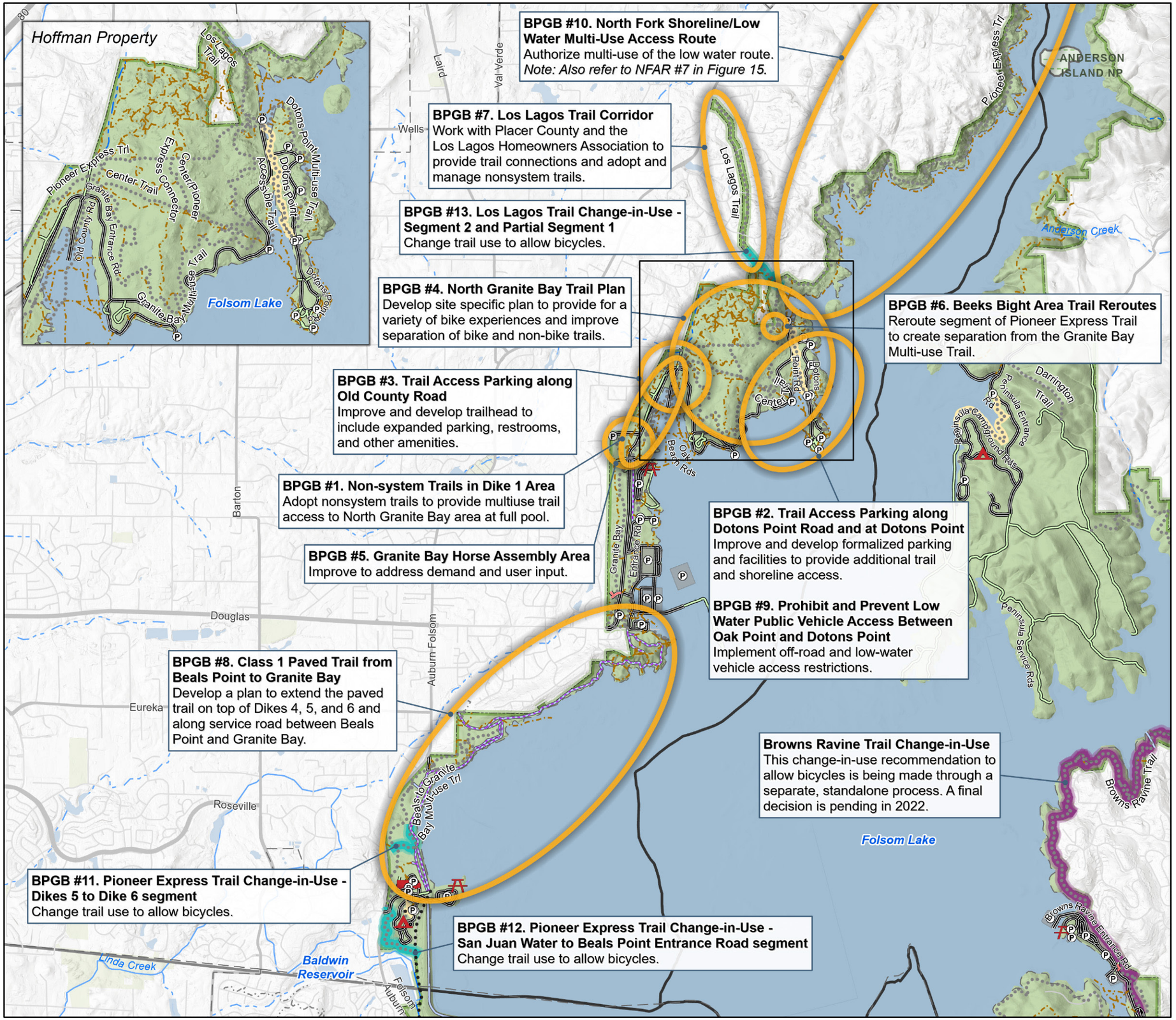
CALIFORNIA STATE PARKS GOLD FIELDS DISTRICT & STATEWIDE PLANNING & RECREATION SERVICES

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

Folsom Area State Parks
Road and Trail Management Plan



Planning Recommendations

Figure 12

BEALS POINT / GRANITE BAY

- Plan Recommendations
- Change-in-Use Recommendation to Add Bicycle Use
- Change-in-Use Pending

State Park Trails
- Unpaved Park Trails
- Paved Park Trails
- No Public Access

Other Trails
- Non System Route
- Other Agency Trail
- Accessible Trail

State Park Roads
- Unpaved Park Roads
- Paved Park Service Roads
- Unpaved Public Vehicular Roads
- Paved Public Vehicular Roads

Other Agency Service Roads
- Hike, Bike and Horse
- Not Designated

- Parking Lot
- Picnic Area
- River
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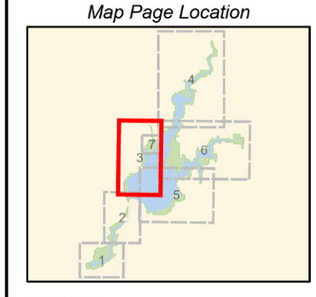

Scale
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Feet
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CALIFORNIA STATE PARKS GOLD FIELDS DISTRICT & STATEWIDE PLANNING & RECREATION SERVICES

Sources: California Dept. of Parks & Recreation; GreenInfo, Inc.; USGS
Date: 9/20/2022

Folsom Area State Parks
Road and Trail Management Plan

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NORTH FORK AMERICAN RIVER

Pioneer Express Trail on the way to Avery's Pond

Following an overview of the resources and key features of the North Fork American River (NFAR) area, Table 7 presents planning recommendations, Figure 13 shows existing roads and trails, and Figures 14 and 15 identify maintenance and planning recommendations.

Significant Natural Resources

The area transitioning from Folsom Lake to the North Fork of the American River consists chiefly of oak woodland, grassland and oak savanna, and creek and stream habitats, with a small pocket of chamise chaparral and a pond (Avery's Pond) as well as patches of ruderal, barren, or landscaped land. Other special-status wildlife habitats in the area include a heron rookery on Anderson Island Natural Preserve, western pond turtle (*Clemmys marmorata*) occurrences at Avery's Pond, elderberry stands, and a seasonal wetland.

Valley elderberry longhorn beetle (*Desmocerus californicus dimorphus*) is found in elderberry stands throughout the parks. California red-legged frog (*Rana aurora dratonii*) may be found in freshwater marshes, ponds, perennial creeks, and intermittent streams. Foothill yellow-legged frogs (*Rana boylii*) are found in creek and stream habitats with cobble substrates. Western pond turtle (*Clemmys marmorata*) may be found in freshwater marshes, ponds, creeks, and lakes. Large trees and snags in the oak woodlands and along lake shorelines provide nesting and wintering sites for bald eagles (*Haliaeetus leucocephalus*).

Significant Cultural Resources

Historic: Historical site types have themes of mining, settlement, and water development. Rattlesnake Bar is an area of documented historical activity, with hydraulic mining remnants and dredge tailing fields.

Prehistoric: Prehistoric sites recorded in the park include ethnographic base camp sites associated with the Nisenan Maidu.

Key Facilities

Key facilities in this area include Sterling Pointe Equestrian Staging Area (Placer Co.), Rattlesnake Bar Horse Assembly Area, and Rattlesnake Bar Boat Ramp and Day Use Area.

Area Trail Mileage

There are 13 miles of unpaved pedestrian/equestrian trails in this area and 10.4 miles of non-system trails.

TABLE 7. PLANNING RECOMMENDATIONS: NORTH FORK AMERICAN RIVER

Issue	Recommendation
NFAR #1. Horseshoe Bar Road Trailhead Access	
Issue: DPR acquired 4 acres at the eastern end of Horseshoe Bar Road in 2008. The intent of the acquisition was to control the access at the end of Horseshoe Bar Road due to the number of vehicle trespasses into FLSRA at this point and for potential future development as a small parking area and trailhead access point. The end of Horseshoe Bar Road is currently gated and there is no public parking at the location. There is walk-/ride-through access for trail users to the Pioneer Express Trail.	**Recommendation: Develop new trailhead facility.** Develop a small trailhead parking and trail access facility on DPR property at the end of Horseshoe Bar Road when demand and need dictate. The development of this access point could be connected to the development of the North Fork Shoreline / Low Water Multi-use Access Route.
NFAR #2. Rattlesnake Bar Equestrian Staging Area	
Issue: The existing equestrian staging area at Rattlesnake Bar has minimal facilities.	**Recommendation: Improve and expand staging area, parking, facilities, and trail connections.** Based on demand and need, make improvements to the equestrian staging area, including expansion of the parking area, vault restroom, shade ramada with picnic table, watering trough, hitching posts, ADA mounting ramp, and improved signage. Improve and reduce the number of connection spurs to the Pioneer Express Trail from the staging area.
NFAR #3. West Rattlesnake Bar Area: Trail Access Facilities	
Issue: The Rattlesnake Bar Entrance Road forks about 1/4 mile south of the entrance kiosk. The west fork is a gated dirt road that leads to former horse assembly area and a network of user-created roads and trails. Vehicle access to this area has been eliminated. The FLSRA GP/RMP identified that this west area of Rattlesnake Bar may be developed for additional picnic and day use facilities in the future. As part of this future facility development, trail access and trail user facilities and amenities should be considered.	**Recommendation: Improve trail access and add new facilities, including parking, signage, restrooms, and other potential facilities.** As the west Rattlesnake Bar area is developed for recreation use, make improvements for trail access and provide facilities that serve trail users. Facilities may include trailhead or trail access parking, interpretive and informational trailhead signage, shade ramadas and picnic tables, restrooms, and other potential facilities.

Issue	Recommendation
NFAR #4. Interpretive Trail at Avery's Pond	
Issue: Avery's Pond is a 2.25-acre pond about a mile north of Rattlesnake Bar Day Use Area along the Pioneer Express Trail. The pond is also adjacent to Folsom Lake and sits about 60 feet above the high pool elevation of Folsom reservoir. The pond was constructed in the late 19th century to provide irrigation for orchards and other agriculture in the area. The pond was formerly fed by the historic North Fork Diversion Ditch. There is a trail around the pond, a portion of which is the Pioneer Express Trail. There are picnic tables at locations around the pond, which is a popular hiking/riding destination and also used for fishing. Environmental camping (primitive camping) is allowed at the pond through special permit.	**Recommendation: Develop interpretive trail and improve existing trail.** Develop an interpretive trail around Avery's Pond. The existing trail may need improvements, including repair or replacement of small trail bridges. Develop interpretive signs or other means to provide interpretation of the natural and cultural resources and values of Avery's Pond, including its history, and the immediate surrounding area along the North Fork. The project may include additional trailhead signage at Rattlesnake Bar and additional facilities or amenities at Avery's Pond, including improved picnic facilities for trail users and improvements to the environmental campsites.
NFAR #5. Auburn to Cool Trail Bridge	
Issue: The idea of an Auburn to Cool Trail (ACT) bridge came out of the development of the PCWA Pump Station, the closure of the diversion tunnel, and the restoration of the river to its historic channel. The restoration of the river divided this trail, which used the dewatered section of river as a crossing. In 2007 DPR completed a feasibility study for an ACT bridge and other crossing options. The concept of the ACT bridge was one of the proposals and recommendations in the Auburn State Recreation Area General Plan, which was approved in September 2021. The Folsom Lake SRA GP/RMP also identified a trail bridge across the North Fork and the potential need to accommodate the ACT bridge. Some of the potential locations for the ACT crossing bridge could actually be in FLSRA where it borders the ASRA. The trail bridge would connect the Olmstead Loop trail system to the Pioneer Express Trail and other trails on the west side of the North Fork canyon and could also	**Recommendation: Accommodate future bridge over the American River.** If and when the plans for an Auburn to Cool Trail bridge are further developed, and if the preferred location for the bridge is within FLSRA, accommodate the trail bridge.

Issue	Recommendation
provide connectivity for current and future trails on either side of the North Fork in FLSRA.	
NFAR #6. North Fork Trail: New Trail	
Issue: The FLSRA GP/RMP Plan identified the development of a trail between the Peninsula and the Olmstead Loop within ASRA along the east side of the North Fork of FLSRA. Public comments have provided support for this new trail concept. There was formerly a trail between the Peninsula and Goose Flat (aka Wild Goose Flat) in FLSRA. Portions of this trail are still evident (including trail signs), though the trail has long been abandoned as a system trail. This non-system trail begins off the road to the North Boat Ramp parking area. The old trail can be followed from the North Ramp area to a point just beyond Anderson Creek. After that there is not a clear previous trail route. At one time there was primitive (environmental) camping at Goose Flat, and some of the old infrastructure is still evident. Though the public land base is sufficient to develop this trail from Peninsula to Goose Flat, a trail alignment from Goose Flat to ASRA needs further exploration and may require acquisition of additional property. The American River Conservancy holds a conservation easement and recreation trail easement on one property within this stretch, the Garland Ranch, which is adjacent to both FLSRA and ASRA. Though the trail could be developed in phases, the State currently does not have legal access to the trail at Goose Flat Road. The Goose Flat Road ROW was abandoned by El Dorado County some years ago.	**Recommendation: Develop new multiuse trail and reestablish a connection with the Darrington Trail.** Develop a new multiuse trail between Peninsula and the Olmstead Loop at ASRA along the east side of the North Fork arm of Folsom Lake. This new trail may be developed in phases, such as developing the segment from the Peninsula to Goose Flat first because there is sufficient public land base to do so. This initial segment would need to be an out-and-back trail, or an easement or access right would need to be obtained for access to Rattlesnake Bar Road in the vicinity of Goose Flat Road. As part of developing this initial segment, consider what amenities might be desirable at Goose Flat for an out-and-back trail experience. Complete required planning and reconnaissance for the remainder of the trail from Goose Flat to ASRA to determine if the existing public land base is sufficient for a suitable trail alignment or if additional acquisition of easement or access rights is needed.

Issue	Recommendation
NFAR #7. North Fork Shoreline/Low-Water Multiuse Access Route	
Issue: This proposed multiuse route would extend into the North Fork American River area. See the issue description in the Beals Point/Granite Bay area recommendations (BPGB #10).	**Recommendation: Authorize multiuse of the low water route.** Authorize multiuse of the low-water route along the North Fork arm between Beeks Bight and the Horseshoe Bar Road Access to the Pioneer Express Trail. See the full recommendation in the Beals Point/Granite Bay area recommendations (BPGB #10).
NFAR #8. Pioneer Express Trail from Rattlesnake Bar to Oregon Bar	
Issue: There is a desire from the public for a multiuse trail circumnavigating the perimeter of Folsom Lake. The Folsom Lake SRA and Folsom Powerhouse SHP General Plan/Resource Management Plan identifies creating a loop trail that would circumnavigate Folsom Lake and Lake Natoma. The recommendation in the CIU evaluation form prepared by staff for this trail segment was to not approve a change-in-use adding bikes to this section of trail. The evaluation form recommendation identified that alternating days could be an option to provide bike access but indicated enforcing an alternating day plan for this section of trail would be very challenging. Based on public input received on the public draft of the RTMP, State Parks has decided that a pilot project to test whether an alternating day plan could be successful for this section of trail would be a useful project. The pilot would allow the District to see the amount of use, enforcement needs and other challenges with implementing the alternating day scheme. The pilot project would only be implemented if a low water multiuse connection was developed/identified between the Horseshoe Bar Road area and Rattlesnake Bar in order to provide complete connectivity along the west side of the North Fork Arm of Folsom Lake. Following the one-year pilot an evaluation would be conducted to see if the alternating day pilot was successful in meeting all of the CIU criteria.	**Recommendation: Implement a pilot project for alternating trail use days.** Develop a temporary pilot project to alternate trail use days between hikers/equestrians and bikers/equestrians to determine if this section of the Pioneer Express Trail can be safely and sustainably managed to accommodate these uses. The pilot program would only be implemented if a low water multiuse route between Horseshoe Bar and Rattlesnake Bar was developed.

Existing Roads and Trails

Figure 13

NORTH FORK AMERICAN RIVER

State Park Trails

Unpaved State Park Trails
- Hike
- Hike and Horse
- Hike, Bike and Horse
- Use Not Determined

Other Trails
- Accessible Trail
- Other Agency Trail
- Non-System Route

State Park Roads

Unpaved State Park Roads
- Hike and Horse
- Hike, Bike and Horse
- Use Not Determined

Paved Park Service Roads
- Hike, Bike and Horse

Public Vehicular Roads
- Paved
- Unpaved

Other Agency Service Roads
- Hike, Bike and Horse
- Not Designated

- Ⓟ Parking Lot
- River
- Intermittent Stream
- Waterbodies
- City
- County
- Folsom Lake State Recreation Area
- Auburn State Recreation Area
- Natural Preserves
- CA Protected Lands

Map Page Location

Scale
1:45,760

N

Feet
0 2,000 4,000

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: 5/16/2022

Folsom Area State Parks Road and Trail Management Plan

Maintenance Recommendations

Figure 14

NORTH FORK AMERICAN RIVER

- Maintain
- Improve in Place where Necessary
- Improve/Reroute where Necessary
- Remove
- State Park Roads
- Unpaved State Park Trails

- Parking Lot
- River
- Intermittent Stream
- Waterbodies
- City
- County
- Folsom Lake State Recreation Area
- Auburn State Recreation Area
- Natural Preserves
- CA Protected Lands

Note: Recommendations are made per road or trail segment. A road or trail is generally segmented where it intersects another road or trail or comes to a terminus. Segment recommendations indicate the most extensive recommendation required for any portion of that segment (e.g., a segment with an "Improve in Place" recommendation may include locations requiring maintenance or reconstruction, but would not require reroutes), Recommendations for removing trail segments are shown on specific portions of a trail where removal is required. Many removals are short sections of parallel trail where the primary trail will remain. The recommendations provide a general indication of the segment's condition and the steps necessary to improve sustainability and maintainability.

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Date: 5/12/2022

Folsom Area State Parks Road and Trail Management Plan

Planning Recommendations

Figure 15

NORTH FORK AMERICAN RIVER

Plan Recommendations

NFAR #5. Auburn to Cool Trail Bridge
Accommodate future bridge over American River.

NFAR #4. Interpretive Trail at Avery's Pond
Develop interpretive trail and improve existing trail.

NFAR #2. Rattlesnake Bar Equestrian Staging Area
Improve and expand staging area, parking, facilities, and trail connections.

NFAR #3. West Rattlesnake Bar Area - Trail Access Facilities
Improve trail access and add new facilities, including parking, signage, restrooms, and other potential facilities.

NFAR #1. Horseshoe Bar Road Trailhead Access
Develop new trailhead facility.

NFAR #7. North Fork Shoreline/Low Water Multi-Use Access Route
Authorize multi-use of the low water route.

Note: Also refer to BPGB #10 in Figure 12.

NFAR #8. Pioneer Express Trail from Rattlesnake Bar to Oregon Bar
Implement a pilot project for alternating trail use days.

NFAR #6. North Fork Trail - New Trail
Develop new multiuse trail and reestablish a connection with the Darrington Trail.

Note: Also refer to SFAR #3 in Figure 21.

AUBURN STATE RECREATION AREA

ANDERSON ISLAND NATURAL PRESERVE

Folsom Lake

Taylor

Maidu

Indian Hill

Auburn Folsom

Ophir

Wise

Lozanos

Horseshoe Bar

King

Val Verde

Pioneer Express Trl

Pilot Creek

Hancock Creek

Indian Springs Creek

Acorn Creek

Salmon Falls

Blue Tent Creek

Salt Creek

Rocky Island Bar Rd

Knickerbocker Rd

Knickerbocker Trl

Olmstead Loop Trl

Cave Valley Cave Rd

Catedral Cave Rd

Cardiac Trl

Western States Trl-Tevis Route

Pacific Crest Trl

Firebreak Trl

Riverview Trail

Pleasant Trl

Cotter Dam Trl

Valley Rd

Los Lagos Trail

Old State Exit 115

193

80

49

State Park Trails
- Unpaved Park Trails

Other Trails
- Non System Route
- Other Agency Trail

State Park Roads
- Unpaved Park Roads
- Paved Park Service Roads
- Unpaved Public Vehicular Roads
- Paved Public Vehicular Roads

Other Agency Service Roads
- Hike, Bike and Horse
- Not Designated

- Parking Lot
- River
- Intermittent Stream
- Waterbodies
- City
- County
- Folsom Lake State Recreation Area
- Auburn State Recreation Area
- Natural Preserves
- CA Protected Lands

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CALIFORNIA STATE PARKS GOLD FIELDS DISTRICT & STATEWIDE PLANNING & RECREATION SERVICES

Sources: California Dept. of Parks & Recreation; GreenInfo, Inc.; USGS
Date: 9/12/2022

Folsom Area State Parks
Road and Trail Management Plan

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BROWN'S RAVINE

Brown's Ravine Trail

Following an overview of the resources and key features of the Brown's Ravine (BR) area, Table 8 presents planning recommendations, Figure 16 shows existing roads and trails, and Figures 17 and 18 identify maintenance and planning recommendations.

Significant Natural Resources

This area along southern Folsom Lake includes Folsom Point and Brown's Ravine and consists of grassland and oak savanna, oak woodland, and creek and stream habitats; a patch of riparian woodland habitat near the Mormon Island Wetlands Natural Preserve; and patches of ruderal, barren, or landscaped land. Other special-status wildlife habitats in the area include a seasonal wetland and numerous vernal pools near the Mormon Island Wetlands Natural Preserve, and elderberry stands throughout. Fluctuating lake levels create a shoreline zone used by large mammals as movement corridors between oak woodland, grassland, and riparian woodland habitats.

Vernal pool fairy shrimp (*Branchinecta lynchi*) are found in vernal pools and other seasonally ponded features in the Empire Ranch development immediately south of Mormon Island. Valley elderberry longhorn beetle (*Desmocerus californicus dimorphus*) is found in elderberry stands throughout park. California red-legged frog (*Rana aurora dratonii*) may be found in freshwater marshes, ponds, perennial creeks, and intermittent streams. Foothill yellow-legged frogs (*Rana boylii*) are found in creek and stream habitats with cobble substrates. Cooper's hawk (*Accipiter cooperii*) has been recorded nesting in trees in riparian vegetation just south of Mormon Island Wetland Preserve. Endemic species of flora and solitary bees are found in the unique conditions of vernal pools, along with amphibians and crustaceans that have adapted to the extreme conditions of the habitat. Large trees and snags in the oak woodlands and along lake shorelines provide nesting and wintering sites for bald eagles (*Haliaeetus leucocephalus*).

Significant Cultural Resources

Historic: Mormon Island was an early mining settlement in the 1849 Gold Rush.

Brown's Ravine

Key Facilities

Key facilities in the area include Folsom Point Boat Ramp and Day Use Area, Mormon Island Wetlands Natural Preserve, Mormon Island Cove Trailhead, Brown's Ravine Marina and Boat Ramp, Hobie Cove Boat Ramp, and Brown's Ravine Day Use Area.

Area Trail Mileage

There are about 19 miles of system trails in this area—1.08 miles of unpaved pedestrian trails, 9.4 miles of pedestrian/equestrian trails, 7.6 miles of unpaved multi-use trails, and 0.16 miles of paved multi-use trails—and 12.1 miles of non-system trails.

TABLE 8. PLANNING RECOMMENDATIONS: BROWN'S RAVINE

Issue	Recommendation
BR #1. Brown's Ravine Trailhead Parking	
Issue: The current trailhead facilities at Brown's Ravine are minimal, consisting of a narrow loop in the spur road to the trailhead, signs, and a few picnic tables. The Brown's Ravine Change-in-Use Project, which will add bikes as a permitted use on the Brown's Ravine Trail, may increase the demand for parking at either end of the trail. There is plenty of level ground at Brown's Ravine to increase parking and provide additional trailhead amenities. It may be desirable to create separate parking and trailhead access/staging facilities at Brown's Ravine for bicyclists and equestrians to minimize conflicts near the trailhead before users spread out along the trail.	**Recommendation: Expand and improve parking and access facilities.** Expand and improve the trailhead parking and access facilities at Brown's Ravine. This may include developing a separate paved parking and trail access area for bikes and pedestrians and improving the existing parking area for equestrian staging. Additional facilities may include restrooms, potable water, interpretive and informational signage, shade ramadas, and picnic tables.
BR #2. Mormon Island Cove Trailhead	
Issue: This gravel parking lot and trail access point was created when El Dorado County widened a nearby section of Green Valley Road. The area was utilized as a staging area and then available for use by DPR as a public parking lot. The parking area provides access to the trail across the top of Mormon Island Auxiliary Dam (MIAD) and the Mormon Island Cove to Brown's Ravine Trail. The use of this lot has been disrupted by various Reclamation and US Army Corps of Engineers projects on MIAD over the years. The pending raising of Folsom Dam will again disrupt the use of this lot. After that work is completed, it may be possible to consider improvements to this trailhead access point.	**Recommendation: Improve trailhead to accommodate demand.** When the Folsom Dam Raise Project is completed, make improvements to the Mormon Island Cove Trailhead parking area as demand warrants. Improvements to consider include expanding and paving the parking area, providing interpretive and information signing, restrooms, shade ramadas, and a few picnic tables and other potential improvements to serve trail users.

Issue	Recommendation
BR #3. Mormon Island Wetlands Natural Preserve Trail Connection to City of Folsom Trail System	
Issue: The city of Folsom's paved trail system includes an extension of the Humbug-Willow Creek Trail that extends to the southern boundary of the Mormon Island Wetlands Natural Preserve. This paved trail connects to a gated dirt road (used as a trail) that crosses the Natural Preserve area. With the 2020 widening of Green Valley Road, there is now a buffered bike lane along the stretch of Green Valley Road from E. Natoma Street to Shadowfax Lane.	**Recommendation: Develop plan for new trail connection to the City of Folsom's paved trail system.** Develop a plan to connect to City of Folsom's paved trail system across or around the Mormon Island Wetlands area, from the southeast corner of the Natural Preserve to Shadowfax Lane or an appropriate location along Green Valley Road.
BR #4. Mormon Island Wetlands Natural Preserve Interpretive Trail	
Issue: The Mormon Island Wetlands were designated a Natural Preserve in 1992. This internal designation to FLSRA highlights the value of the resource and gives additional protection to the 110-acre area on the south side of Green Valley Road. In 1995 Reclamation developed and partially implemented an interpretive trail in the area. Portions of the boardwalk and elevated boardwalk remain in the preserve. Reclamation has used portions of the preserve area for detention ponds during dam safety work on MIAD but restored the areas. Most recently, as part of the City of Folsom widening of Green Valley Road in 2020, a small, paved parking area was constructed adjacent to the preserve.	**Recommendation: Develop interpretive trail to educate on the Natural Preserve's resource value, plants, and wildlife.** Develop an interpretive trail within the Mormon Island Wetlands Natural Preserve to highlight, interpret, and provide education regarding the natural preserve's resource value, plants, and wildlife. Interpretation along the trail could be provided via a number of methods, including interpretive panels and signs, self-guided programs, digital programs, and other formats and methods. Use the existing paved parking area and trailhead access as the start and end of the trail and develop interpretive and informational panel/signage for the trailhead facility. Consider boardwalk options in trail development. Protection of resource values will help determine the trail route. Designate this trail as pedestrian only.
BR #5. Trailhead Parking at Folsom Point	
Issue: Folsom Point provides access and facilities for boat launching and picnicking. The area also provides access to the trail across the top of MIAD. When the Dike 7 to MIAD Class 1 trail is developed, there could be demand for additional trail access parking at Folsom Point. One potential place for this parking is where the entrance road to the picnic area crosses the	**Recommendation: Improve or expand parking and facilities to accommodate demand.** Based on demand, improve or develop additional trailhead parking at Folsom Point. This could include formalizing existing informal parking, including paving and striping parking area(s) and providing

Issue	Recommendation
top of the hill at Folsom Point. There is currently informal parking on either side of the road, and a short loop off the main road also has informal parking.	restrooms, trail head signage, shade ramadas, and other potential trail-related facilities.
BR #6: Folsom Point Interpretive Trail	
Issue. The Folsom Point Picnic Area includes various picnic sites stretching along the shoreline between small points and coves. The public has suggested an interpretive trail at Folsom Point. It may be possible to provide an interpretive trail at Folsom Point just above the shoreline that connects the various clusters of picnic sites and provides views across the lake.	**Recommendation: Develop ADA accessible, pedestrian only interpretive trail**. Develop an ADA accessible interpretive trail above the shoreline at Folsom Point that provides access and connection between the clusters of picnic sites, and views across the lake in various directions. Designate this trail as pedestrian only.
BR #7. New Trailhead Access and Parking at Dike 7	
Issue: Two small, paved parking lots on Reclamation property are adjacent to the intersection of East Natoma Street and Folsom Lake Crossing, just below Dike 7. The entrance to these paved parking areas is just north of the intersection. These parking lots have been used by the US Army Corps of Engineers during the construction of the Folsom Dam Auxiliary Spillway. Reclamation has been amenable to DPR using these areas for future parking and trailhead access when no longer being used for the dam raise or other federal projects. These parking areas would link to the western end of the proposed new paved trail between Dike 7 and the eastern end of MIAD and Sophia Parkway. Developing this area as a trailhead access point would make sense when this new proposed trail is developed.	**Recommendation: Develop new trailhead and parking areas, including restrooms, signage, shade ramadas, and other facilities.** Develop a trailhead access and parking lot at the paved parking areas below Dike 7 just off of the Folsom Lake Crossing road. Develop this trailhead facility concurrently with or following the development of the Class 1 paved trail between Dike 7 and MIAD and connect this trail to the city of Folsom's Johnny Cash Trail. In addition to paved parking, the trailhead facilities could include restrooms, interpretation and information signage, shade ramadas, and other facilities. Coordinate with the City of Folsom and Reclamation in site-specific planning.

Issue	Recommendation
BR #8. New Class 1 Paved Trail Between Dike 7 and MIAD	
Issue: The idea of providing a Class 1 paved trail between Dike 7 and Mormon Island Auxiliary Dam has been around for many years and was included in the 2009 FLSRA General Plan. In the past there have been user-created trails between Dike 7 and Folsom Point. As part of the construction of the Folsom Dam Auxiliary Spillway a haul road was constructed along the shoreline between the new spillway and borrow/deposit areas at Folsom Point. This haul road was restored at the conclusion of the spillway project, and a 20-foot-wide safety bench/access road was left as part of the restoration. Reclamation is amenable to using this safety bench as a Class 1 paved trail in the future. The City of Folsom's Johnny Cash Trail Overcrossing at the Folsom Lake Crossing road comes within 100 feet of the road up to and across Dike 7. In creating this new paved Class 1 trail, it would be important to connect to the Johnny Cash Trail. Ideally the trail would cross through the Folsom Point area and continue across MIAD to the intersection of Green Valley Road and Sophia Parkway.	**Recommendation: Develop paved Class 1 trail and work with the City of Folsom to connect the trail to the Johnny Cash Trail.** Develop a paved Class 1 trail between Dike 7 and the eastern end of the Mormon Island Auxiliary Dam and the intersection of Green Valley Road and Sophia Parkway. Use the 20-foot-wide safety bench that was part of the restoration of the Auxiliary Spillway haul road for this paved trail alignment. Work with the City of Folsom to connect the trail to the Johnny Cash Trail at the east end of the Johnny Cash Trail Overcrossing. Include sufficient decomposed granite or gravel shoulders for unpaved trail uses. The proposal is for public trail use only, not public vehicle access. Coordinate with Reclamation to ensure dam safety/security concerns are addressed.
BR #9. Lakeridge Oaks Non-system Trails	
Issue: There is a small network of non-system trails in the area between Mormon Island Cove and Brown's Ravine. Some of these trails are long established and appear to provide access from the adjacent Lakeridge Oaks subdivision. There is a desire to retain some if not most of these non-system trails, with appropriate reroutes and reconstruction to provide additional multiuse system trail opportunities.	**Recommendation: Determine non-system routes to adopt or eliminate and develop new trails.** Determine which non-system trails to retain, improve, and adopt as system trails, and which to remove between Mormon Island Cove and Brown's Ravine. Develop new trails where needed to complete desirable loop trail experiences in the area.

Existing Roads and Trails

Figure 16

BROWNS RAVINE

State Park Trails

Unpaved State Park Trails
- Hike
- Hike and Bike
- Hike and Horse
- Hike, Bike and Horse
- Use Not Determined

Other Trails
- Accessible Trail
- Other Agency Trail
- Non-System Route

State Park Roads

Unpaved State Park Roads
- Hike
- Hike and Horse
- Hike, Bike and Horse

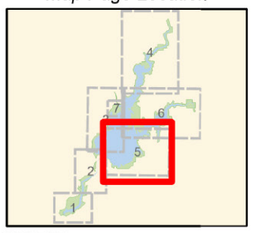
Paved Park Service Roads
- Hike, Bike and Horse
- No Public Access

Public Vehicular Roads
- Paved
- Unpaved

Other Agency Service Roads
- Hike, Bike and Horse
- Not Designated

- Parking Lot
- Picnic Area
- River
- Intermittent Stream
- Waterbodies
- City
- County
- Folsom Lake State Recreation Area
- Administrative Areas
- Natural Preserves
- CA Protected Lands

Map Page Location



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Feet
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CALIFORNIA STATE PARKS GOLD FIELDS DISTRICT & STATEWIDE PLANNING & RECREATION SERVICES

Sources: California Dept. of Parks & Recreation; GreenInfo, Inc.; USGS
Date: 5/16/2022

Folsom Area State Parks
Road and Trail Management Plan

Maintenance Recommendations

Figure 17

BROWNS RAVINE

- Convert to System Route
- Maintain
- Monitor
- Improve in Place where Necessary
- Improve/Reroute where Necessary
- Remove
- State Park Roads
- Unpaved State Park Trails
- Parking Lot
- Picnic Area
- River
- Intermittent Stream
- Waterbodies
- City
- County
- Folsom Lake State Recreation Area
- Administrative Areas
- Natural Preserves
- CA Protected Lands

Map Page Location

Scale

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Feet

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Note: Recommendations are made per road or trail segment. A road or trail is generally segmented where it intersects another road or trail or comes to a terminus. Segment recommendations indicate the most extensive recommendation required for any portion of that segment (e.g., a segment with an "Improve in Place" recommendation may include locations requiring maintenance or reconstruction, but would not require reroutes), Recommendations for removing trail segments are shown on specific portions of a trail where removal is required. Many removals are short sections of parallel trail where the primary trail will remain. The recommendations provide a general indication of the segment's condition and the steps necessary to improve sustainability and maintainability.

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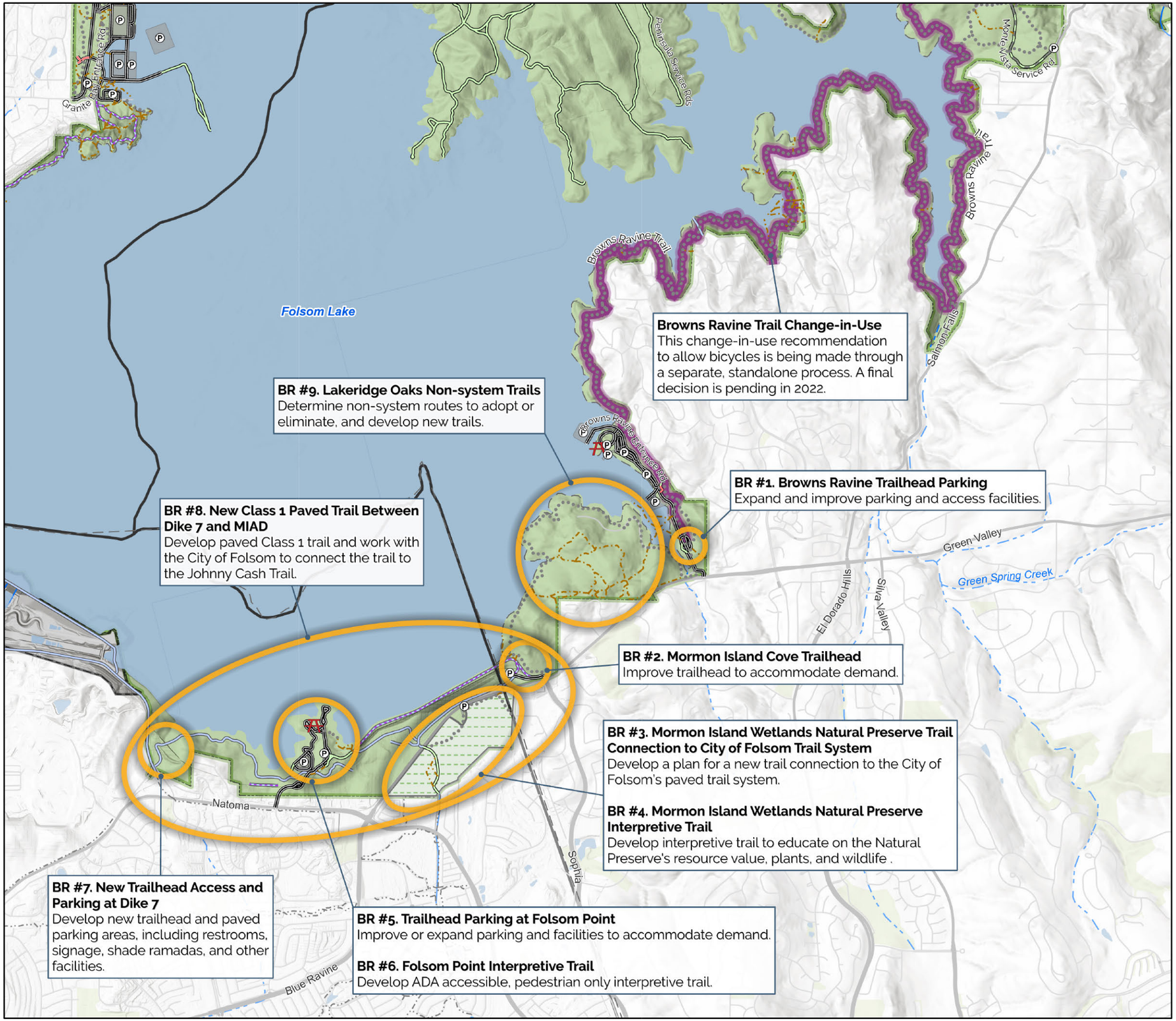
Folsom Area State Parks Road and Trail Management Plan



Planning Recommendations

Figure 18

BROWNS RAVINE

Plan Recommendations

Change-in-Use Pending

State Park Trails
- Unpaved Park Trails
- Trail on Roadbed
- No Public Access

Other Trails
- Non System Route
- Other Agency Trail

State Park Roads
- Unpaved Park Roads
- Paved Park Service Roads
- Unpaved Public Vehicular Roads
- Paved Public Vehicular Roads

Other Agency Service Roads
- Hike, Bike and Horse
- Not Designated

- Parking Lot
- Picnic Area
- River
- Intermittent Stream
- Waterbodies
- City
- County
- Folsom Lake State Recreation Area
- Administrative Areas
- Natural Preserves
- CA Protected Lands

Map Page Location

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Feet 0 1,000 2,000

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

Folsom Area State Parks Road and Trail Management Plan

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SOUTH FORK AMERICAN RIVER

Darrington Trail

Following an overview of the resources and key features of the South Fork American River (SFAR) area, Table 9 presents planning recommendations, Figure 19 shows existing roads and trails, and Figures 20 and 21 identify maintenance and planning recommendations.

Significant Natural Resources

This area along the South Fork of the American River consists of chamise chapparal, grassland and oak savanna, oak woodland, riparian woodland, and creek and stream habitats as well as patches of ruderal, barren, or landscaped land. Other special-status wildlife habitats in the area include undisturbed riparian habitat and elderberry stands.

Chamise chaparral provides dense vegetative cover for California horned lizards (*Phrynosoma coronatum frontale*). Valley elderberry longhorn beetle (*Desmocerus californicus dimorphus*) is found in elderberry stands throughout park. California red-legged frog (*Rana aurora dratonii*) may be found in freshwater marshes, ponds, perennial creeks, and intermittent streams.

Foothill yellow-legged frogs (*Rana boylii*) are found in creek and stream habitats with cobble substrates. Peregrine falcon (*Falco peregrinus)* have been sighted in the area. Large trees and snags in the oak woodlands and along lake shorelines provide nesting and wintering sites for bald eagles (Haliaeetus leucocephalus).

El Dorado bedstraw (*Galium californicum* ssp. *sierrae*), a plant endemic to El Dorado County, occurs in chaparral such as in the vicinity of the Salmon Falls Road crossing of Sweetwater Creek, as does Brandegee's clarkia (*Clarkia biloba* ssp. *brandegeae*), often on roadcuts.

Significant Cultural Resources

Historic: Historical site types have themes of mining, settlement, and water development.

Prehistoric: Prehistoric sites recorded in the park include ethnographic base camp sites associated with the Nisenan Maidu.

Key Facilities

Key facilities in this area include Peninsula Campground, Peninsula North Boat Ramp and Parking, Old Salmon Falls Assembly Area, Falcon Crest/Monte Vista Staging Area, Darrington Trailhead, Salmon Falls Parking area, Skunk Hollow Day Use Parking, and Acorn Creek Trailhead managed by ARC.

Area Trail Mileage

There are about 37 miles of system trails in this area—0.94 miles of unpaved pedestrian trails, 0.78 miles of ADA accessible trails, 12.1 miles of unpaved pedestrian/equestrian trails, 10.1 miles of unpaved pedestrian/bike trails, 13.2 miles of unpaved multi-use trails, and 0.07 miles of paved multi-use trails—and nearly 14 miles of non-system trails.

Darrington Trail

Darrington Trail

TABLE 9. PLANNING RECOMMENDATIONS: SOUTH FORK AMERICAN RIVER

Issue	Recommendation
SFAR #1. Trailhead Facility/Hike/Bike Campsites in the Peninsula Area	
Issue: The Oaks Nature Trail, a fully ADA accessible trail near the Peninsula Campground, has a parking area and trailhead facility. However other trails in the Peninsula area, such as the Darrington Trail, do not have dedicated trailheads or staging areas that serve as starting or ending points for trail users. If the North Fork Trail (SFAR #3) is developed there may be an increased demand for hike/bike camping opportunities on the Peninsula.	**Recommendation: Develop trailhead facility and Hike/Bike campsites with connections to new and existing trails.** Develop a trailhead facility for the Darrington Trail and other trails within the Peninsula area. These trailheads could provide connections to new trails to be developed in the area. These facilities could include completely new parking areas and trailhead facilities or could involve improvement and trail connections to existing parking areas and facilities. In addition to parking, trailhead facilities could include restrooms, potable water, shade ramadas and picnic tables, and interpretive and informational signing. Develop hike/bike campsites once North Fork Trail (SFAR #3) is developed and a need for this recreation opportunity is determined.
SFAR #2. Peninsula Nonpublic Vehicle Access Road Network	
Issue: There is a network of roads in the southern portion of the Peninsula Campground that provide trail access and are used for patrol and emergency access by DPR but are not open to public vehicle access.	**Recommendation: Improve unpaved road network for trail use, connections, interpretation, and picnicking.** Make improvements to the unpaved road network in the south peninsula area to improve trail experience and sustainability. This may include road-to-trail conversion of some segments to improve trail user experience, lessen the footprint on landscape, provide loop trail opportunities, and provide additional trail connections. Other improvements could include interpretive and informational signage and shade ramada/picnic tables at destination vista points or turnaround spots.
SFAR #3. North Fork Trail	
Issue: The FLSRA GP/RMP identified the development of a trail between the Peninsula and the Olmstead Loop within the Auburn State Recreation Area (ASRA) along the east side of the North Fork of FLSRA. Public comments have provided support for this new	**Recommendation: Develop new multiuse trail and reestablish a connection with the Darrington Trail.** Develop a new multiuse trail between Peninsula and the Olmstead Loop at ASRA along the east side of the North Fork Arm of Folsom Lake. Reestablish a connection between this

Issue	Recommendation
trail concept. See complete issue in North Fork Area / Rattlesnake Bar proposals.	new trail and the Darrington Trail. See complete recommendation in North Fork Area / Rattlesnake Bar proposals.
SFAR #4. Darrington Trail Connection at Peninsula	
Issue: The Darrington Trail runs from Salmon Falls to the Peninsula and is a popular mountain bike route. Most of the trail is single track, but as the Darrington Trail enters the Peninsula area, the route uses dirt roads to complete the route to the Peninsula Entrance Road. This portion of the trail route is not well signed and can be confusing. There is a desire to provide a signed track trail for the portion of the Darrington Trail within the Peninsula Campground and to connect the trail to a trailhead facility.	**Recommendation: Improve trail and end point.** Improve the Darrington Trail within the Peninsula subunit to provide a well-marked and logical end point for the trail. Consider developing a single-track route for the last mile of the trail. Coordinate this trail improvement with the development of a trailhead facility for the Peninsula Campground and provide desirable trail connections.
SFAR #5. American River Conservancy Salmon Falls Ranch Trail System	
Issue: The American River Conservancy owns property adjacent to FLSRA in the Salmon Falls area, called the Salmon Falls Ranch. ARC has developed the Acorn Creek Trailhead parking area off Salmon Falls Road just north of the Skunk Hollow parking area and trail system adjacent to west of Salmon Falls Bridge. DPR permitted one connection to the FLSRA trail system, and ARC has requested additional connections.	**Recommendation: Accommodate connections to the ARC Salmon Falls Ranch trail system and Darrington Trail.** Accommodate connections to the ARC Salmon Falls Ranch trail system and the adjacent Darrington Trail as requested, appropriate, and suitable following natural and cultural resource reviews and site-specific environmental compliance.
SFAR #6. Darrington Trail	
Issue: The first quarter to third of a mile of the Darrington Trail crosses very steep, exposed hill slopes. There are two routes across this steep section, and they come together about one-third of a mile west of the trailhead. Portions of the lower segment cross exposed rock outcrops. There is a desire to improve this segment of trail to provide a safe and sustainable trail experience.	**Recommendation: Reroute, reengineer, and reconstruct the first half- to one-mile segment of trail.** Reroute, reengineer, and reconstruct the first half- to one-mile segment of the Darrington Trail, which runs across very steep and exposed side slopes, as needed to improve trail sustainability and safety. Consider the design, sustainability, and safety advantages and disadvantages of both the upper and lower segments in this determination.

Issue	Recommendation
SFAR #7. Darrington Trailhead	
Issue: The Darrington Trailhead has limited parking due to topography and few other improvements or facilities. There is not adequate room for extensive trailhead facilities or amenities.	**Recommendation: Improve trailhead parking, signage, trash containers, and single vault toilet.** Provide modest improvements to the Darrington Trailhead commensurate with the available space, including paving and striping entire parking area, signage, animal-proof trash containers, and single vault toilet. Interpretive and informational signing would provide information about the natural and cultural resources along the trail route.
SFAR #8. Sweetwater Trail Crossing of Sweetwater Creek	
Issue: The Sweetwater Trail crosses Sweetwater Creek near the informal parking and access at a turnout along Salmon Falls Road. This crossing is below the full pool elevation of Folsom Lake, and the trail is inundated for brief periods during some years. There are space constraints between Salmon Falls Road and the full pool elevation of the lake that may make completing the trail connection above high water problematic.	**Recommendation: Improve trail crossing over Sweetwater Creek and high pool levels of Folsom Lake.** Improve the Sweetwater Creek Trail crossing of Sweetwater Creek to provide a crossing over the full pool elevation of Folsom Lake. This may involve a reroute of the trail and/or bridges, boardwalk, or puncheons.
SFAR #9. Sweetwater Creek Trail Access	
Issue: There is an informal turnout along Salmon Falls Road that is used as parking and access to the Sweetwater Creek Trail. This turnout is on a curve at the bottom of a hill and is not suitable as a developed parking area. However, use of this site is likely to continue.	**Recommendation: Provide animal-proof trash containers and other minor improvements for trailhead and trail sustainability.** Provide animal-proof trash containers at the Sweetwater Creek Trail access and other minor improvements for trail safety and area sustainability.
SFAR #10. Falconcrest/Monte Vista Parking and Staging Area	
Issue: Modest improvements have been made to the Falconcrest/Monte Vista staging area over the years, including grading, installation of aggregate base, and installation of external and internal rock vehicle barriers to control vehicle access and use. Additional improvements are desirable. A portion of this	**Recommendation: Improve and expand trailhead parking, facilities, and staging.** Provide improvements to the Falconcrest/Monte Vista Trailhead parking and staging area. Improvements may include expanding the parking area as feasible, and adding a vault restroom, a shade ramada and picnic tables, improving trailhead information, and adding interpretive signing. Consider implementing user fees at this parking area in order to

Issue	Recommendation
trailhead and staging facility should be designed to serve equestrian users.	control overcrowding and to support facility improvements and maintenance. Provide adequate space for equestrian staging. As demand warrants, consider development of separate staging or parking area along the Monte Vista service road between the entrance gate to the service road and the intersection of the service road and the Monte Vista Trail South.
SFAR #11. Old Salmon Falls Trailhead and Parking Area	
Issue: The existing Old Salmon Falls parking lot has limited parking and facilities. The Brown's Ravine Trail change in use may increase demand for parking in this area. It may be possible to develop additional parking below the low-water access gate. Other improvements to the trailhead facility may be desirable. This trailhead primarily serves pedestrian and bike users.	**Recommendation: Improve trailhead and parking area.** Implement improvements to the Old Salmon Falls Trailhead as demand warrants and as feasible. Improvements may include additional parking below the low-water access gate; paving and striping the parking area to maximize parking efficiency; and providing a concrete vault restroom, small shade ramada, and improved interpretive and informational signing.
SFAR #12. Monte Vista Trail Network	
Issue: A change in use has been approved for the Brown's Ravine Trail to add bikes to this trail. The Monte Vista Trails will remain equestrian/pedestrian to provide a different trail experience for these users. Improvements to the Monte Vista Trail network include additional trails and trail connections to maximize trail loop and overlook options.	**Recommendation: Improve trail network and develop trailside facilities to provide for a high-quality equestrian/pedestrian trail experience.** Provide improvements to the Monte Vista Trail network to maximize loop and overlook trail options and provide for a high-quality equestrian/pedestrian trail experience. This may include additional trail connections between the Monte Vista Trail South segment 3 and the Monte Vista Trail North segment 5 to facilitate an additional non-bicycle trail loop once Browns Ravine Trail is officially open to bicycles. Other improvements may include trailside facilities for trail users, including small shade ramada/picnic sites, interpretive signing along the trail, and trail vista points that take advantage of scenic views. Consider using the area previously disturbed by a campground in the Monte Vista area for some of these improvements.

Issue	Recommendation
SFAR #13. Salmon Falls Raft Take-Out Parking	
Issue: The Salmon Falls Raft Take-Out parking lot is heavily used during the rafting season but is underused during the off season. There is a need for additional trailhead parking in this area of FLSRA.	**Recommendation: Promote trailhead parking during the non-rafting season.** Advertise and market the Salmon Falls Raft Take-Out parking for trailhead access during the non-rafting season.

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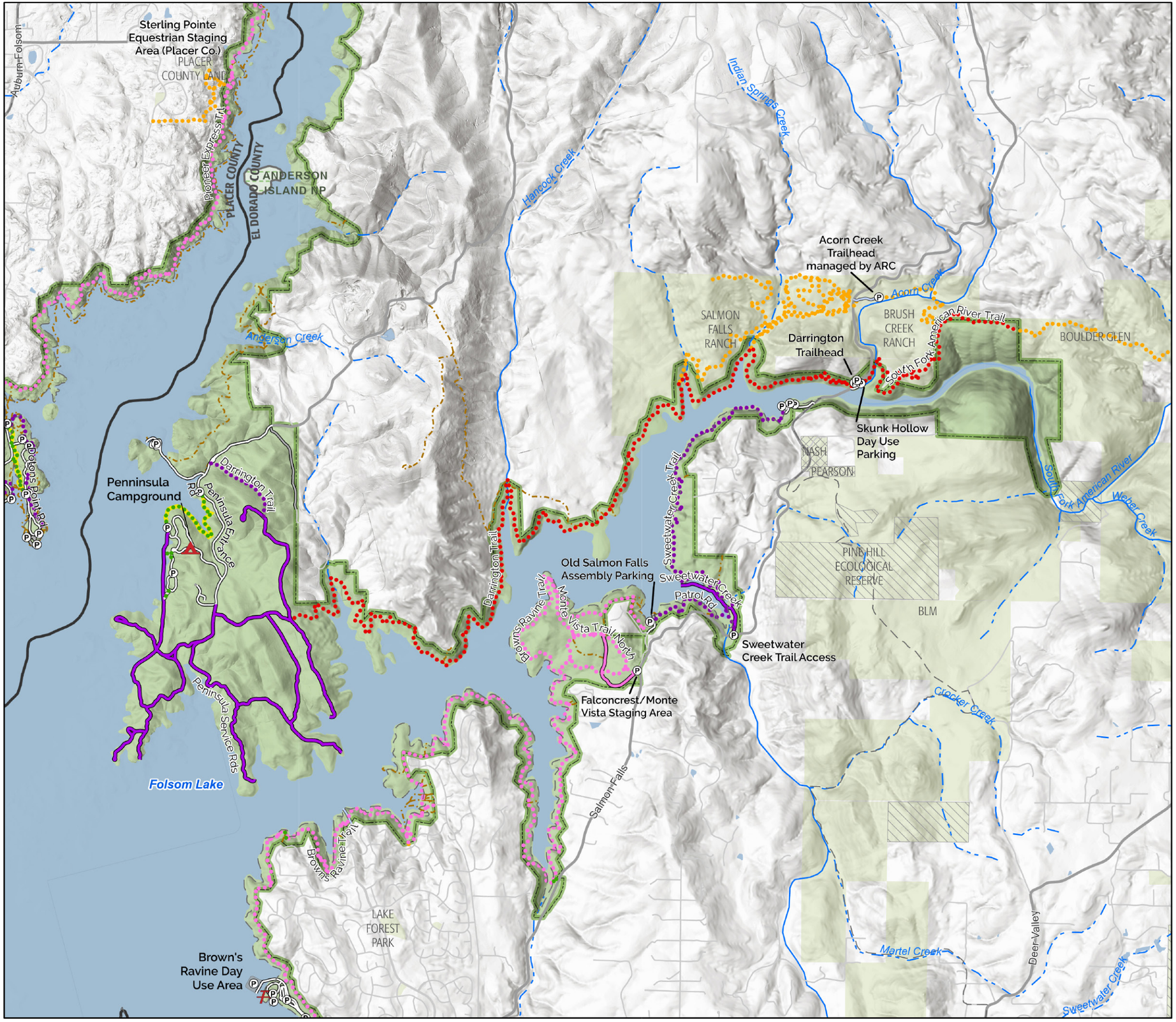


Existing Roads and Trails

Figure 19

SOUTH FORK AMERICAN RIVER

State Park Trails

Unpaved State Park Trails
- Hike
- Hike and Bike
- Hike and Horse
- Hike, Bike and Horse
- Use Not Determined

Paved State Park Trails
- Hike

Other Trails
- Accessible Trail
- Other Agency Trail
- Non-System Route

State Park Roads

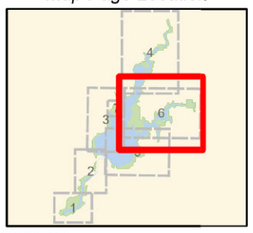
Unpaved State Park Roads
- Hike and Horse
- Hike, Bike and Horse
- Use Not Determined

Public Vehicular Roads
- Paved
- Unpaved

Other Agency Service Roads
- Not Designated

- Parking Lot
- Picnic Area
- Developed Camp Area
- River
- Intermittent Stream
- Waterbodies
- City
- County
- Folsom Lake State Recreation Area
- Natural Preserves
- No Public Access
- Restricted Access
- CA Protected Lands

Map Page Location



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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: 5/16/2022

Folsom Area State Parks Road and Trail Management Plan

Maintenance Recommendations

Figure 20

SOUTH FORK AMERICAN RIVER

- Convert to System Route
- Maintain
- Improve in Place where Necessary
- Improve/Reroute where Necessary
- Remove

- State Park Roads
- Paved State Park Trails
- Unpaved State Park Trails

- Parking Lot
- Picnic Area
- River
- Intermittent Stream
- Waterbodies

- City
- County
- Folsom Lake State Recreation Area
- Natural Preserves
- No Public Access
- Restricted Access
- CA Protected Lands

Map Page Location

Scale

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Note: Recommendations are made per road or trail segment. A road or trail is generally segmented where it intersects another road or trail or comes to a terminus. Segment recommendations indicate the most extensive recommendation required for any portion of that segment (e.g., a segment with an "Improve in Place" recommendation may include locations requiring maintenance or reconstruction, but would not require reroutes), Recommendations for removing trail segments are shown on specific portions of a trail where removal is required. Many removals are short sections of parallel trail where the primary trail will remain. The recommendations provide a general indication of the segment's condition and the steps necessary to improve sustainability and maintainability.

NOTES:

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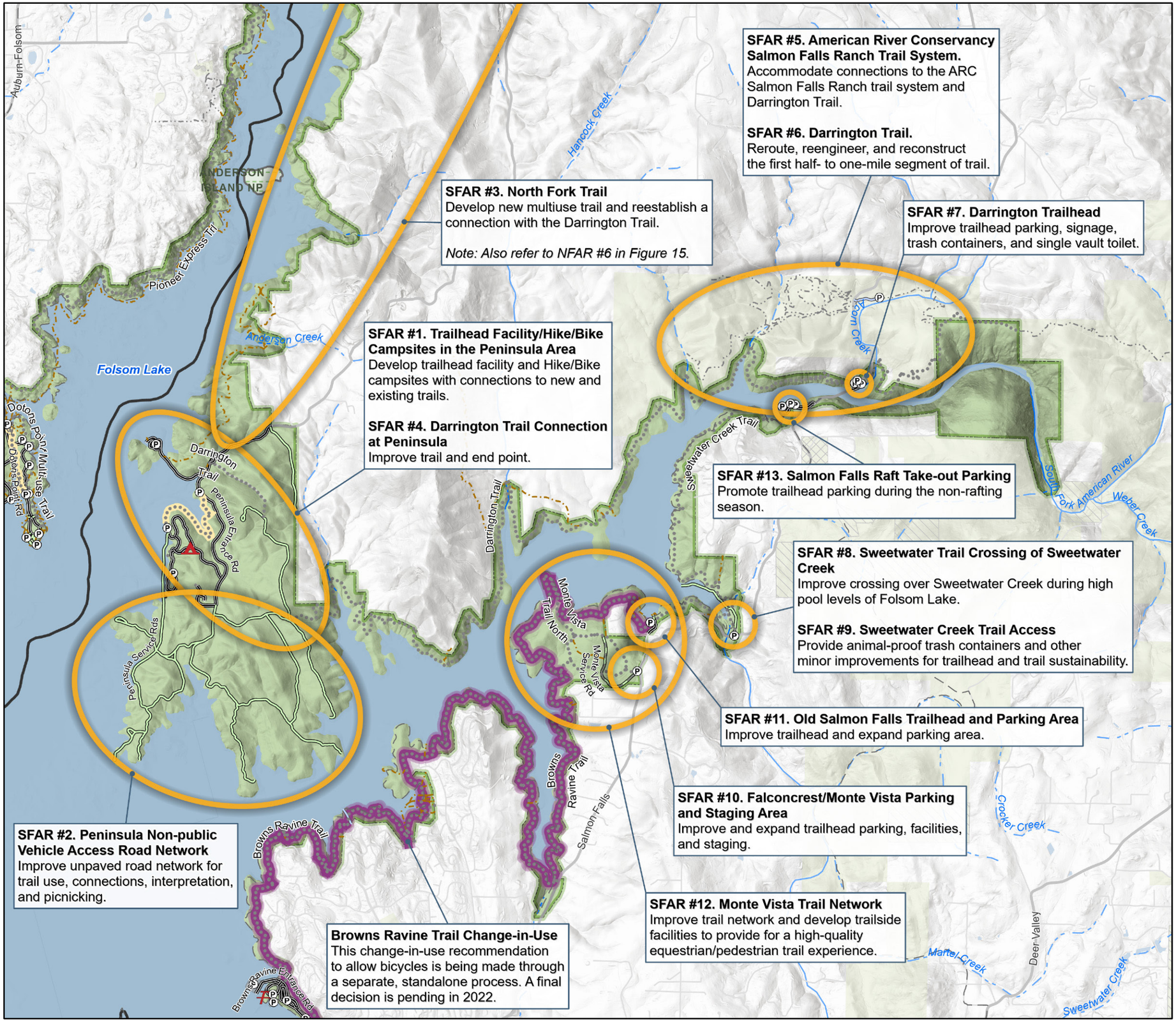
CALIFORNIA STATE PARKS GOLD FIELDS DISTRICT & STATEWIDE PLANNING & RECREATION SERVICES

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

Folsom Area State Parks
Road and Trail Management Plan



Planning Recommendations

Figure 21

SOUTH FORK AMERICAN RIVER

Plan Recommendations

Change-in-Use Pending

State Park Trails
- Unpaved Park Trails
- Paved Park Trails
- Trail on Roadbed

Other Trails
- Non System Route
- Other Agency Trail
- Accessible Trail

State Park Roads
- Unpaved Park Roads
- Paved Park Service Roads
- Unpaved Public Vehicular Roads
- Paved Public Vehicular Roads

Other Agency Service Roads
- Not Designated

- Parking Lot
- Picnic Area
- River
- Intermittent Stream
- Waterbodies
- City
- County
- Folsom Lake State Recreation Area
- Natural Preserves
- No Public Access
- Restricted Access
- CA Protected Lands

Map Page Location

Scale 1:38,000

Feet 0 1,000 2,000

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CALIFORNIA STATE PARKS GOLD FIELDS DISTRICT & STATEWIDE PLANNING & RECREATION SERVICES

Sources: California Dept. of Parks & Recreation; GreenInfo, Inc.; USGS
Date: 9/20/2022

Folsom Area State Parks
Road and Trail Management Plan

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