

## Background

Website: [https://www.parks.ca.gov/?page\\_id=24325](https://www.parks.ca.gov/?page_id=24325)

Comment period Ends 23 July 2018

### **ASRA: Highlights of the proposed action would allow or facilitate:**

- Parking capacity to be increased by up to 25 percent.
- Camping capacity to be increased by up to 245 individual campsites and five group sites.
- River access improvements to trails, roads and boat landings.
- Trail bridges over the North Fork American River between Auburn and Cool and over the Middle Fork American River at the former Greenwood Bridge site.
- Increased natural and cultural resources management, including fire prevention strategies.
- Increased opportunities for visitors to engage in stewardship and education opportunities.

**Proposed Comments from ECC, to be submitted before 23 July 2018**



To: Mike Howard, Auburn State Recreation Area Superintendent  
Subject: ECC Recommendations on the ASRA June 2018 Draft General Plan  
Date: 15 July Draft (ps)  
Reply to: Cynci, ECC Secretary; [endurancecapital@ncbb.net](mailto:endurancecapital@ncbb.net); 530-823-2661

Dear Mr. Howard,

The City of Auburn's Endurance Capital Committee (ECC) met to discuss the 2018 draft General Plan on 18 June 2018. Please consider the recommendations from that meeting: they reflect both the earlier 2015 ECC suggestions made to ASRA which were compiled after more than 2 years of ASRA User Group meetings and submitted in February of 2015 and again in the Fall of 2017. We have been following the developments of the current General Plan draft and have now have new suggestions based on the most recent version. If at all possible we would be interested in discussing the Plan further, at your convenience.

Sincerely,

City of Auburn Endurance Capital Committee members

Robert A. Miller, Chair; Larry Grilli, Treasurer; Cynci Calvin, Secretary; Gloria Takagishi, Volunteer Coordinator and Western States Endurance Run Representative; Lori Stewart, Western States Trail Foundation and Tevis Cup Representative; Phil Sayre, Cycling and Water Sports Representative; Bill Kirby, Auburn City Council Representative

**Recommendations**

Items still supported by the ECC today, which are the same as those advocated for in the ECC 15 January 2015 Letter sent to the Superintendent of ASRA (Attachment 1), are as follows (these items are cross-walked with the 2018 “Detailed Actions Alternatives Table” Item #s (at <https://www.parks.ca.gov/pages/21299/files/ASRA%20GP%20RMP%20Alternatives%20Table%206.22.2018.pdf>):

Acronym definitions for the above pdf:

- No Action Alternative (NAA);
- Resource Management Emphasis Alternative (RME);
- Increased Recreation and Resource Management Alternative (IRRM); and
- Recreation Emphasis Alternative (RE).

- 1.A. (related to #16): There should be an emphasis on trail education for all user groups, to include: signage and website rules, outreach to local trail clubs, and trail patrols for enforcement.
- 1.B. (#18, #24, #91, #163): There is a need to create more trail options to accommodate the growth of mountain bike users, in particular between the Confluence and Cool. Either new trail construction, or multi-use of existing trails was suggested (odd-even day usage, one way trails, etc).
- 1.C. (#90): Construction of a multi-use bridge across the North Fork of the American River, near the old diversion tunnel, that would allow equestrian/hiker/biker/runner access between Auburn and Cool, is considered highly desirable.
- 1.D. (Not in General Plan Summary) North Fork Trail: explanation from Cynci - This was on the table prior to the most recent General Plan meetings, but was in a “mapping stage” only. It would go from the lower Stagecoach Trailhead via the Clark’s Hole Trail to connect to a new trail. The new trail would follow the north side of Lake Clementine and the Upper North Fork of the American River all the way to Ponderosa Way Crossing (bridge by the Codfish Falls Tailhead outside of Forest Hill). Use designation would be decided by the condition of the trail once it was built, but the hope would be for multi-purpose. **I see no mention of this in the most recent General Plan material and the ECC needs to push for this to be included.**

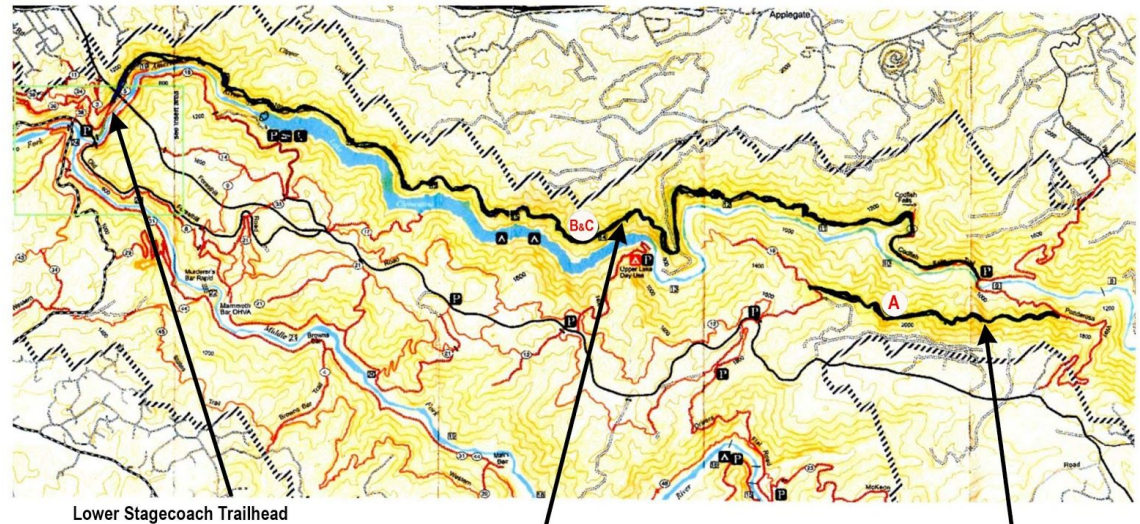
New items supported by the ECC, which flow from the June 2018 draft Plan Recommendations, Include the following:




2.A. (#18 on page 1 of [Summary pdf](#)): Construct, improve, extend or sign the following major trail routes. Actions may include, but are not limited to, re-aligning existing routes, clearing, widening, grading, and the installation of signage, drainage features, and trash receptacles.

- Auburn to Cool Trail
- Confluence to Ponderosa Road (should be “Way”) Crossing - *Note from Cynci: Ponderosa Way Crossing is a bridge on Ponderosa Way at the Codfish Trail Trailhead. It spans the North Fork of the American River outside of Foresthill. The “North Fork Trail” would follow the north side of Lake Clementine and the Upper North Fork of the American*

River from the confluence near the Lower Stagecoach Trailhead to this bridge. Map below.  
I clarified the map from the prior version.

Clementine, North Fork Trails



- Lower Stagecoach Trailhead
- (A) Connection from Foresthill Loop to Ponderosa Way using a portion of #19 Long Point Fuel Break Trail 
  - (B) Connection from Confluence at Lower Stagecoach Trailhead/Clarks Hole Trail to the (to be built) North Fork Trail. 
  - (C) Revive the North Fork Trail Plan. 

- Olmstead Loop to Peninsula Campground in Folsom Lake SRA: *Note from Cynci - this is a campground just south of the farthest southern point of the Olmstead Loop Trail in ASRA. A connecting trail should be a good thing.*
- Multi-use route between Cool and the China Bar area using Mountain Quarries Railroad bridge or Highway 49 bridge. *Note from Cynci: this is a very controversial item. Mtn. bike riders need access to Cool without having to get on a traffic-laden road like Hwy 49 which is where they would end up with this route, The trail going from a new China Bar Bridge up to Cool must be either a multi-user group trail or a pedestrian/mtn. bike trail. This was recommendation 1.C (#90) as described above, although Cina Bar location was not specified. It is doubtful that two bridges would be built so whichever one is built must be multi-purpose. See this multi-use trail proposal from ASRA: [https://www.parks.ca.gov/pages/502/files/fig\\_17\\_newmulti-usetrailmap.pdf](https://www.parks.ca.gov/pages/502/files/fig_17_newmulti-usetrailmap.pdf)*

2.B. (#30, #31, #81, #82, #94, #95 on pages 2-5 of [Summary pdf](#)): Improve access to whitewater facilities, in particular on the North Fork of the American River adjacent to the PCWA pump station, by broadening access to this area from both the Cool and Auburn sides. The additional expansions in facilities and access on both sides of the North Fork at this location will benefit ASRA patrons by relieving some of the pressure at the Confluence area (where the Middle and North Forks merge). We also support PARC Recommendation #5 under its Auburn Interface category.

(<http://www.parc-auburn.org/general-plan-recommendations.html>): “Request permission from PCWA for use of Pump Station Road for day use boating access to replace lost access at Birdsall. Improve road as needed, designate parking area and a 15-minute boat loading zone at trail access to the beach upstream of pump inlet.”

3. (#85 on page 4 of [Summary pdf](#)) to be considered and added by Cynici: that the Endurance Capital Committee supports item #85 “Retain limited vehicle access through China Bar entrance station”. Increased vehicle access to China Bar will make the China Bar route much less hiker/runner/equestrian friendly. It is currently a hugely popular route for all these user groups. *Note that PARC supports increased vehicle access to China Bar as a part of the China Bar area development plan*

4. (#90 on page 5 of [Summary pdf](#)) to be considered and added by Cynici “Construct a year-round multi-use trail bridge across the lower North Fork in the China Bar Area. The Upper Outlet Rapid location is identified as a preliminary preferred ACT bridge site.” Note that this defines the China Bar Bridge as being “multi-use”.