

Rubicon Trail Master Plan Public Workshop Trail Management Strategies Summary and Notes

When: October 3, 2004
1:00 pm (with an additional introduction at 3:00 pm)

Where: The Marshall Building
El Dorado County Fairgrounds
100 Placerville Drive
Placerville, Ca 95667

Summary: The Trail Management Strategies Workshop introduction began at 1:00. Steve Peterson of Environmental Stewardship & Planning, Inc. (ESP) began by gathering the participants together for a brief introduction of ESP's staff followed by the Pledge of Allegiance. Participants were then led to the "Trail Map" station for an introduction on the purpose of the day's workshop. Participants were made aware that ESP had formulated a series of management strategies with elements grouped together by funding availability.

An objective of the meeting was to get participant feedback on elements included as potential options under each management strategy. Mr. Peterson then explained the format of the workshop and put the workshop in context of the entire planning process. From this workshop ESP would develop a preferred management strategy for the Rubicon Trail with alternative strategies.

Following this workshop, ESP would present the preferred alternative along with a series of additional management strategies to the Rubicon Oversight Committee (ROC). Following the ROC's review of ESP's preferred alternative and additional management strategies, the ROC will advise the County Board of Supervisors on a preferred alternative. The recommended alternative would be presented at a third workshop to be held December 4, 2004.

This will mark the beginning of the Environmental Review Process. An Environmental Impact Report (EIR) as required by the California Environmental Quality Act (CEQA) will be prepared and is expected to be certified by October of 2005. County implementation would begin in October of 2005 through May of 2006. By Spring of 2006 all other regulatory agencies will begin to implement this plan. The US Forest Service will continue the National Environmental Policy Act (NEPA) process in order to implement the management plan.

Participants were given a chance to voice their opinions and concerns on any element of the alternatives. Each participant was given 10 red "no" dots and 10 green "yes" dots to place on elements they supported/opposed. In addition, comment cards were available at each station for written comments, and a

recorder at each station was directed to take notes on concerns/ issues that arose from discussion.

Following the introduction, Mr. Peterson and Eve Kliszewski also of ESP took the participants around to each of six stations (Educational Strategies; Facilities Planning; Management Strategies; Resource Protection Strategies; Law Enforcement Strategies; and Rubicon Trail Map), explaining the basic elements of that station. Participants were then allowed to break up and venture to stations for a more directed discussion of each issue area. A summary of the results of each station's discussion is given below.

EDUCATION

Educational Strategies						
Components under Consideration		Alternative A	Alternative B	Alternative C	Alternative D	Notes
For	Against					
Volunteer Outreach and Training Programs		Volunteers continue to be a major force in educating users on trail etiquette and providing patrols during the peak season to report trail violations.				
○ Kiosk volunteers		•	•	•	•	Volunteers from the 4-wheel drive community would distribute information and Trail updates, dispense RubiKits, Oil Spill Kits, and spread Tread Lightly! trail etiquette information.
3	0					
○ Volunteer Patrol		•	•	•	•	Volunteers from the 4-wheel drive community would patrol the trail and report resource damage issues and other law enforcement violations.
18	0					
○ Volunteer Training			•	•	•	El Dorado County and California Department of Fish and Game staff would provide training on how to recognize and report resource damage and other law enforcement violations on the Trail.
6	0					
○ Law Enforcement Training				•	•	El Dorado County would provide trail driving skill training and vehicle operation and maintenance instruction to El Dorado County law enforcement officers on the Trail.
3	0					
○ Interagency Cross-Training				•	•	El Dorado County Sheriff's Department, California Department of Fish and Game wardens, and U.S. Forest Service officers would collaborate to educate each other how to enforce applicable elements of each agency's code on the Trail.
3	2					

Educational Strategies (continued)						
Components under Consideration		Alternative A	Alternative B	Alternative C	Alternative D	Notes
For	Against					
Volunteer Outreach and Training Programs (Continued)		Volunteers continue to be a major force in educating users on trail etiquette and providing patrols during the peak season to report trail violations.				
o The Rubicon Academy Public OHV Driving School					•	This for-profit County concessionaire would provide OHV driving skill training and vehicle operation and maintenance instruction to the general public, as well as teach participants how to recognize and report trail violations.
0	21					
Text Resources		Maps and atlases with natural and cultural history of the Rubicon Trail area would be produced and made available for purchase by Trail users and the general public.				
o Rubicon Trail Atlas			•	•	•	The Rubicon Atlas is a work in progress that would be available for purchase by the public.
9	0					
o Rubicon Cultural-Natural History Book					•	Rubicon Cultural-Natural History book would be written and published to be available for purchase by the public.
0	0					
Educational Signage		Educational signage on the Rubicon Trail could range from directional signs to educational signs that may include historical information, biological information, "Tread Lightly!" etiquette and other trail information.				
o Georgetown to Wentworth Springs Road				•	•	Rubicon Trail signage would originate at Georgetown and continue to the Wentworth Springs Trailhead.
3	0					
o Wentworth Springs Trailhead				•	•	Educational signs may include historical information, biological information, Tread Lightly! etiquette and other trail information.
1	0					

Educational Strategies (continued)						
Components under Consideration		Alternative A	Alternative B	Alternative C	Alternative D	Notes
For	Against					
Educational Signage (continued)		Educational signage on the Rubicon Trail could range from directional signs to educational signs that may include historical information, biological information, "Tread Lightly!" etiquette and other trail information.				
o Loon Lake Kiosk			•	•	•	Educational signs may include directions to the Historic Rubicon Trail, Tread Lightly! etiquette and other trail information.
7	0					
o Ellis Creek Intertie/ Rubicon Trail Intersect				•	•	Directional sign would be placed at the intersection between the Ellis Creek Intertie and the Historic Rubicon Trail.
2	0					
o Spider Lake				•	•	Educational signs may include historical information, information on the Little Sluice juniper trees, protecting water quality in the Lake, Tread Lightly! etiquette and other trail information.
4	0					
o Buck Island				•	•	Educational signs may include historical information, biological information, Tread Lightly! etiquette and other trail information.
2	0					
o Rubicon Springs					•	Educational signs may include historical information on Rubicon Springs, the Rubicon Flyer and other cultural resources, biological information, Tread Lightly! etiquette and other trail information.
0	0					
o Road Signs				•	•	Directional signs along Ice House Road, U.S. 50, and Wentworth Springs Road.
0	0					

Educational Strategies (continued)						
Components under Consideration		Alternative A	Alternative B	Alternative C	Alternative D	Notes
For	Against					
Cultural/Natural History Information		Rubicon Trail guidebook with historic cultural and natural history information.				
○ Visitor Center/ Museum					●	Museum/Visitor's Center would include trail information and cultural and natural history information.
2	9					
The Rubi-Kit		Rubi-Kit would include a Rubi-Can (portable sanitation unit), oil spill kit, and other trail information.				
○ Available for Purchase				●	●	Rubi-Kit would be available to the public for purchase.
14	0					
○ Discounted with Permit				●	●	Rubi-Kit would be available to the public for purchase and discounted to those individuals who obtain a Rubicon Trail permit.
While not dots were placed here, many who support Rubi-kit as available for purchase also support it as discounted with permit.						
Website Information		●	●	●	●	Rubicon Trail information would be available on the El Dorado County website.
2	0					
Annual Monitoring Report				●	●	Annual monitoring reports of the Rubicon Trail would be available to the public.
0	0					

Comments:

- Rubicon Trail Foundation is a Rubicon Organization
- Educational signage should be posted at all entry points
- A visitor center/ museum is desirable, but a long-term idea that would probably not be as appreciated by the 16-30 year old users. (State of California Winter Recreation Committee)
- Educational signage is essential in the more difficult terrain areas where the trail can be difficult to follow.
- User cited a time where they saw someone with a new one-person, high-tech portable porta-potty that they were using on the trail. Individualized and hand carried systems. Does not know commercial name, but user suggests they be sold at trailhead.
- A visitor center is a good idea and essential to develop trail appreciation among users.
- Opposition to driving school: “We had to learn the hard way, so should everyone else.” Best to start new users on the easier parts of the trail for initial experience.
- Consider an OHV repair station instead of a driving school. This would be for minor to moderate repairs, like a pit-stop.
- Fear that a driving school would add too much traffic. Idea would be okay if this were an off-site location that would not impact trail with inexperienced OHV drivers.
- Those that would sign up for the driving school are not the problem. The problem is with the outlaws and rogues.
- The driving school might work as a remedial tool if and when outlaws are cited. (Maybe need to redefine this technique).
- Visitor center is no good because it is too much of a money drain.
- Interagency cross training is no good because it is too much of a money drain.
- Need inter-county management agency to administer money from fees, grants, etc. (efficiency is key). Suggest Friends of the Rubicon.
- Volunteer patrol is good in concept. Might work best if it’s an advisory/ informational role and not enforcement (“A gentle push”).
- There is already a Rubicon Museum in Georgetown, not sure if we need two. Also, there is an off-road hall of fame in Reno.

Comments (continued):

- With regard to the Rubi-Kit, most of the green dots placed on “Available for Purchase.” But most people felt they could support “Discount with Permit” just as easily.
- An active outreach component needs to be added:
 - Outreach to high school auto repair classes
 - Outreach to potential users (e.g. high school students with Toyota and jeep dealerships as sponsors of educational workshops).
- Rubi-Kit needs to be defined more specifically. Essential components are:
 - Portable toilet
 - First Aid for the environment
 - Fire extinguisher for vehicle fires
 - Shovel and metal 5 gallon bucket for smaller fires
 - First aid kit for people (wilderness oriented)

Additional Notes:

Many who support the Rubi-Kit as available for purchase, a potential funding source, also support it as discounted with permit.

FACILITIES

Facilities Planning						
Proposed Facilities		Alternative A	Alternative B	Alternative C	Alternative D	Notes
For	Against					
Sanitation		Measures would be implemented to ensure that acceptable levels of sanitation are maintained on the trail and to minimize potential water quality impacts.				
o RubiCan/Portable Toilet Required			●	●	●	Trail users would be required to supply their own portable toilet while on the Rubicon Trail.
22	0					
o RubiCan Disposal Facilities			●	●	●	Disposal facilities would be developed at trail access points to accept for RubiCan wastes. Such facilities must be accessible by disposal service vehicles.
12	1					
o Toilets				●	●	Pit or composting toilets would be developed at locations along the trail.
32	10					
Campsites		Designated camping areas may be developed on the Rubicon Trail to reduce dispersed resource damage and provide camping opportunities in appropriate (less resource sensitive) areas.				
o Wentworth Springs					●	A designated camping area would be developed at Wentworth Springs.
2	0					
o Ellis Creek				●	●	A designated camping area would be developed at Ellis Creek.
2	0					
o Spider Lake				●	●	A designated camping area would be developed at Spider Lake.
12	0					
o Buck Island Group Camp					●	A group camping area would be developed for groups of 25-50 people at Buck Island Lake.
3	0					
o Buck Island Individual Camps				●	●	A designated camping area would be developed at Buck Island Lake.
4	0					

Facilities Planning (continued)						
Proposed Facilities		Alternative A	Alternative B	Alternative C	Alternative D	Notes
For	Against					
Developed Day Use Areas		Suitable areas would be developed for day use activities such as picnicking.				
o Rubicon Springs (private)		●	●	●	●	Fee camping would be available at Rubicon Springs.
1	7					
o Ellis Creek				●	●	A designated day use area would be developed at Ellis Creek.
0	8					
o Spider Lake				●	●	A designated day use area would be developed at Spider Lake.
0	7					
Parking		Designated parking for vehicles and trailers to ensure that emergency access roads are not blocked.				
o Loon Lake				●	●	Parking facilities would be developed at the kiosk area and interim parking at the heliport/chalet site.
8	0					
o Wentworth Springs					●	Parking facilities would be developed in the vicinity of Wentworth Springs.
1	0					
Law Enforcement Substation		Facilities may be developed on the Rubicon Trail to provide support for law enforcement activities.				
o Corporate Yard				●	●	A corporate yard would be developed for storage and maintenance of law enforcement vehicles and equipment.
2	1					
o Loon Lake-Area Bunk House					●	A bunkhouse for law enforcement officials would include sleeping, living, and working quarters at Loon Lake.
2	3					
o Spider Lake-Area Bunk House				●	●	A bunkhouse for law enforcement officials would include sleeping, living, and working quarters at Spider Lake.
5	2					

Facilities Planning (continued)						
Proposed Facilities		Alternative A	Alternative B	Alternative C	Alternative D	Notes
For	Against					
Law Enforcement Substation (continued)		Facilities may be developed on the Rubicon Trail to provide support for law enforcement activities.				
○ First Aid Station				●	●	A first Aid station equipped to handle emergency responses would be developed.
2	0					
○ Detention Facility				●	●	An on-Trail facility would be developed for detainment of trail violators apprehended by law enforcement officers.
2	21					
Designated Helicopter Landing Zones			●	●	●	Designated Helicopter Landing Zones would be developed.
0	0					
Vehicle Repair Pads				●	●	Repair areas would be developed to allow users to perform vehicle maintenance without causing spills of harmful contaminants.
1	2					
Extreme Rock Pile Park (Project Goal – Not Proposed as Part of this Project)					●	A rock quarry would be developed to allow extreme vehicles to “play” without accessing the Rubicon Trail. Such a facility would incorporate spectator seating/amphitheater to accommodate spectators.
3	0					

Comments:

- OHV pump truck staged at Georgetown (Cal 4- wheel drive, top gun)
- Detention facility by itself would be a deterrent.
- Are vehicle repair pads really feasible? Vehicles tend to remain where they break down- they are not towed. Low priority for facility funding.
- Development of permanent toilet facilities would tend to increase use of the trail.
- Volunteer weekend patrols to clean out toilets.
- Developed campsites should not preclude or make unavailable dispersed camping sites.
- There needs to be a permanent toilet facility at Spider Lake.
- Toilets and vehicle repair pads are a bad idea because they shift refuse responsibility from individuals to the need for maintained facilities. Rubi-Can and vehicle mats are a better idea.

Additional Notes:

MANAGEMENT

Management Strategies						
Components under Consideration		Alternative A	Alternative B	Alternative C	Alternative D	Notes
For	Against					
Permitting		Currently, no user permits are required specifically for the Rubicon Trail. A variety of types of user permit systems may be considered and implemented to manage use of the Trail.				
o Permit Fees				●	●	Each of the following permits could be issued with a user fee established.
4	10					
o Permit Required (no limits) No Fees						Would include a signed user agreement committing the user to the rules of the Trail (rules would be summarized on permit).
37	0					
A new category was added late (below) and many who are for a permit with no limitations thought this category included a fee. Many expressed that they would pay a fee without usage limits.			●			
o Permit Required with Fee (no limits)			●			Would include a signed user agreement committing the user to the rules of the Trail (rules would be summarized on permit).
16	0					
o Permit-Based on Carrying Capacity Limits				●	●	A designated number of permits available to users based on a maximum 300-vehicle capacity within the Rubicon Trail area.
2	18					
o Overnight Permit Includes Designated Campsite Assignment					●	A pre-assigned campsite(s) would be designated by permit to enable management and dispersal of overnight use.
0	6					
o Special Events Fee Permits (Vehicle Limits to be Determined by Rubicon Springs Infrastructure)				●	●	Fee permit would be required to hold special events on the Rubicon Trail. Fee would include maintenance, law enforcement, monitoring, and usage costs.
1	0					

Management Strategies (continued)						
Components under Consideration		Alternative A	Alternative B	Alternative C	Alternative D	Notes
For	Against					
Monitoring		Resource monitoring would be conducted along the Trail on a periodic and regular basis to determine the effectiveness of implemented management measures.				
○ Annual Spring and Fall Reviews of Trail Conditions				●	●	County staff would perform pre-season and post-season reviews of trail conditions and prepare a report of observed conditions and applicable recommendations
3	0					
○ Restoration Projects Review/List				●	●	A list of restoration projects proposed for trail maintenance would be compiled and updated on an annual basis.
0	0					
○ Adaptive Permit Strategies/ Performance Standards				●	●	The Management Plan would contain requirements that certain performance standards or thresholds for Trail conditions (as measured by annual monitoring) be met. If established threshold were exceeded, more stringent regulations would be implemented.
3	0					
○ Water Quality Monitoring at Spider Lake, Buck Island Lake and Ellis Creek			●	●	●	Water quality monitoring would be implemented to ensure that health and safety standards are met.
0	2					
○ Water Quality Monitoring Well(s) at Rubicon Springs				●	●	Water quality monitoring wells at Rubicon Springs would be installed and monitored to identify the potential for and to prevent contamination of the Rubicon River.
2	0					

Management Strategies (continued)						
Components under Consideration		Alternative A	Alternative B	Alternative C	Alternative D	Notes
For	Against					
Monitoring (continued)		Resource monitoring would be conducted along the Trail on a periodic and regular basis to determine the effectiveness of implemented management measures.				
○ County Health Department Monitoring of Food Service and Potable Water Supplies at Rubicon Springs				●	●	County Health Department officials would monitor food service and potable water supplies at Rubicon Springs to ensure compliance with health and safety standards.
0	6					
○ Post-Special Event Monitoring				●	●	Monitoring would be conducted following special events to assess Trail and campsite conditions and document any associated resource damage.
0	0					
○ County Geographic Information System Incident and Facility Management Tracking				●	●	GPS technology would be used to track incidents along the Trail as well as identify facility locations.
0	0					
Agency Coordination		Measures would be implemented to facilitate coordination among all responsible agencies.				
○ Interagency Cross-Training Program				●	●	Law enforcement personnel would be 'cross trained' in local, state and federal code enforcement to ensure that all applicable regulations are enforced on the Trail.
0	0					
○ Agency Reporting			●	●	●	Monitoring reports would be distributed to responsible agencies as required or according to MOAs.
0	0					
Vehicle Limits		Limitations would be placed as to vehicle type, size, or model.				
○ Minimally Enforced Limits		●				Vehicle registration restrictions generally not enforced.
3	14					

Management Strategies (continued)						
Components under Consideration		Alternative A	Alternative B	Alternative C	Alternative D	Notes
For	Against					
Vehicle Limits (continued)		Limitations would be placed as to vehicle type, size, or model.				
o Maximum Width Limits			•		•	Limits would be placed on the maximum width of a vehicle permitted on the Rubicon Trail. Vehicle width limits could prevent resource damage to areas within the Trail alignment where vehicle width exceeds trail width.
9	19					
o "Green Sticker" and/or "Street Legal" Only						Only vehicles certified as "Green Sticker" or "Street Legal" would be permitted on the Trail, as those vehicles are required to meet certain emission standards.
14	0	•*		•		
* Some expressed that this is the current regulation on the trail, so a black dot was placed under alternative A.						
o "Street Legal" Only					•	Only vehicles designated as "Street Legal" would be permitted on the Trail.
12	35					
o Reduce Number of Helicopter Trips				•	•	A phased approach would be implemented to reduce the number of helicopter trips for special events.
0	0					
County Governance		Measures would be implemented to define how the County will govern/manage the Rubicon Trail.				
o ROC Committee Becomes Advisory Committee to Board of Supervisors			•	•	•	Rubicon Oversight Committee (ROC) would serve as a formal advisory committee to the County Board of Supervisors.
8	0					

Management Strategies (continued)						
Components under Consideration		Alternative A	Alternative B	Alternative C	Alternative D	Notes
For	Against					
County Governance (continued)		Measures would be implemented to define how the County will govern/manage the Rubicon Trail.				
o El Dorado/Placer County Boundary Adjustment				•	•	The County would seek a boundary adjustment agreement between Placer County and El Dorado County, whereby Placer County would cede a 650-foot segment of the Rubicon Trail to El Dorado County.
0	0					
o County Trail Coordinator				•	•	A Trail Coordinator position would be created within the County. The Trail Coordinator would be responsible for overseeing management of the Rubicon Trail.
0	0					
o County DOT Trail Monitor				•	•	A Trail Monitor position would be created within the County Department of Transportation. The Trail Monitor would be responsible for monitoring and reporting trail conditions twice a year.
5	0					
o County Environmental Management Monitor				•	•	An Environmental Monitor position would be created within the County Environmental Management Department. The Environmental Monitor would be responsible for monitoring and reporting health, safety and water quality conditions on the Trail.
0	0					
o County Sheriff Designated Seasonal Trail Officer				•	•	A Designated Seasonal Officer would be assigned to oversee law enforcement on the Rubicon Trail during peak season.
2	0					
o County GIS Support				•	•	The County would use GIS technology for tracking events/incidents/ management of the Trail.
0	0					

Management Strategies (continued)						
Components under Consideration		Alternative A	Alternative B	Alternative C	Alternative D	Notes
For	Against					
Funding		Several revenue sources may be available for the management of the Rubicon Trail.				
○ State OHV Grant Funding (limited)		•	•	•	•	State OHV Commission has indicated that future grant funds available for management of the Rubicon Trail may be limited.
2	4					
○ The Rubicon Foundation (Education and Facilities)		•	•	•	•	The newly formed Rubicon Trail Foundation would fundraise and solicit donors to provide for education and facilities on the Trail. Potential revenue that may be available via this source is unknown.
6	0					
○ Rubicon Atlas			•	•	•	The Rubicon Atlas is a work in progress that would be available for purchase by the public.
1	0					
○ Rubicon Cultural-Natural History Book					•	Rubicon Cultural-Natural History book would be written and published to be available for purchase by the public.
0	0					
○ Permit Fees				•	•	Permit fees would be the main source of revenue for Rubicon Trail management and facilities development.
1	0					
○ The Rubicon Academy					•	The for-profit Rubicon Academy would be formed to provide a public 4WD school and training for law enforcement officers. Profits from the Rubicon Academy would supplement revenue needed for management and facilities for the Rubicon Trail.
0	8					

Management Strategies (continued)						
Components under Consideration		Alternative A	Alternative B	Alternative C	Alternative D	Notes
For	Against					
Management- general concepts		Management through least restrictive means. Closure as a last resort				
25	0	•				Management through least restrictive means, closure as last resort. This category was added during management discussions on trail/area closures.

Comments:

- People would gladly pay for an annual permit, so long as usage levels remained unrestricted. Example: Oregon.
- Make sure the plan specifically addresses increased enforcement, rules, etc., during major weekends and events. Do not just assume that it is covered under adaptive management.
- Permit fees: fines issued on Rubicon should go to management/ law enforcement. CSA should be formed to make sure funding goes to Rubicon.
- Permit fees okay, but where will it go? Supportive if it goes to support the trail.
- Width limitations: A Hummer is too wide. How wide is too wide? Difference between an H1 and H2?
- Street legal vehicles still causing damage. Don't penalize extreme vehicles only. Any type of vehicle can cause damage with the wrong mentality.
- Restoration doesn't mean closure.
- No extreme machines- street legal only.
- Possible law enforcement inspections for legality of vehicles on trailers (done for tractors and logging).
- How might running the trail starting at the Tahoe side effect management?
- 4X4 use at Loon Lake should conform to the Forest Service winter closure to motorized vehicles.

Comments (continued):

- ROC should be the official advisors to the Board of Supervisors.
- Vehicle width limitations should be least restrictive.

Additional Notes:

There was confusion over the category for permits with no limits. Many expressed that they would pay a fee for a permit so long as no limits were placed on user numbers and the fee went to support the trail. Many of the green “yes” dots for the permit required-no fee, should be considered as “yes” dots for the permit required with fee.

An additional category was added for general management. Participants wished to express management through the least restrictive means, where closures would occur only as a last resort.

A participant suggested that if a vehicle width goal would be implemented that it be the least restrictive vehicle width limitations.

RESOURCE PROTECTION

Resource Protection Strategies						
Components under Consideration		Alternative A	Alternative B	Alternative C	Alternative D	Notes
For	Against					
Define Trail Boundaries		Trail currently lacks definition of boundaries along various segments.				
○ Trail Markers		•	•	•	•	Markers (e.g., logo markers, carbonite or PVC posts) would be posted to define trail boundaries.
14	0					
○ Trail Surface Signage			•	•	•	Trail route and boundaries would be identified using stenciling, blazing and/or reflective signs.
0	6					
○ Physical Barriers (snagging/boulders)			•	•	•	Physical barriers such as snags and/or boulders would be placed to mark trail boundaries.
2	0					
Trail/Drainage Improvements		Currently, unimproved drainage on the Trail, multiple bypasses and human induced trail alterations are significant sources of erosion and resource damage.				
○ Volunteer Work Projects		•	•	•	•	Volunteers would continue to participate in work projects to improve conditions on the Trail.
19	0					
○ Water Bars/Rolling Dips			•	•	•	These features would be implemented to divert water away from the Trail, thus minimizing ponding on the Trail, erosion, gully formation, and water quality problems.
1	0					
○ Cobble Fill			•	•	•	Rock would be placed in trouble spots to help stabilize currently eroding areas and minimize ponding.
1	0					
○ Remove Boulders Moved into Trail (e.g., at Little Sluice)				•	•	Obstacles moved into the Trail to create driving challenges would be removed.
31	15					

Resource Protection Strategies (continued)						
Components under Consideration		Alternative A	Alternative B	Alternative C	Alternative D	Notes
For	Against					
Trail/Drainage Improvements (continued)		Currently, unimproved drainage on the Trail, multiple bypasses and human induced trail alterations are significant sources of erosion and resource damage.				
o Trail Realignments/ New Bypass Development				•	•	Trail realignments would be established and bypass routes would be designated to reduce future resource damage and restore sensitive areas.
0	0					
Creek Crossing Improvements		Creek crossings present challenges for maintenance of water quality and habitat. Creek crossing improvement options will be dependent upon the amount of funding available.				
o Bridge Crossings				•	•	Properly designed bridge crossings provide maximum protection for stream resources. Provided funding could be acquired, bridge crossings would be constructed at Ellis and certain other creek crossings.
1	4					
Creek Crossing Improvements		Creek crossings present challenges for maintenance of water quality and habitat. Creek crossing improvement options will be dependent upon the amount of funding available.				
o Bank Stabilization			•	•	•	Stream banks adjacent to the Trail would be stabilized to prevent erosion and restore habitat values.
4	0					
o Ford Crossings				•	•	Ford crossings provide a 'hardening' of stream bed and banks to reduce erosion and water quality impacts associated with vehicle use. Ford crossing is a less expensive alternative to bridge construction.
3	1					
o Relocation of Crossing Sites				•	•	Portions of the Trail would be relocated to areas more suitable for vehicle crossings in order to minimize resource damage.
0	0					

Resource Protection Strategies (continued)						
Components under Consideration		Alternative A	Alternative B	Alternative C	Alternative D	Notes
For	Against					
Closures/ Legal Protection		Multiple bypasses, off-Trail vehicle use and camping near sensitive resources are sources of resource damage and health and safety concerns, and threaten the continued use of the Trail by OHVs. Measures listed below would be implemented to protect and restore sensitive resources and to reduce the likelihood of future agency actions to close all or portions of the Trail to vehicle use.				
o Closure of Unauthorized Bypasses				•	•	Unauthorized, user-created bypasses would be closed and restored.
6	0					
o "No Vehicle" Boundaries around Lakes/Watercourses				•	•	Boundary areas within which vehicle access would be restricted would be established around sensitive resource areas.
4	0					
o Designate Little Sluice Area and Juniper Tree as County Historic Site				•	•	The Little Sluice area, characterized by two ancient juniper trees, has been a landmark for years and a symbol of the Rubicon Trail. This area would be protected by a County ordinance that outlaws modification of the Little Sluice and its northern rock face.
2	14					
o Support camping zones around Spider without prohibiting dispersed camping						This category was added to the post-it notes and two people expressed their opinion "for" and "against" this.
1	1					
o Prohibition of Dispersed Camping				•	•	Camping would only be allowed in designated zones.
1	39					

Resource Protection Strategies (continued)						
Components under Consideration		Alternative A	Alternative B	Alternative C	Alternative D	Notes
For	Against					
Monitoring		Conditions on the Rubicon Trail would be monitored in order to gauge the effectiveness of Management Plan components and to prescribe on-going Trail maintenance and restoration efforts.				
o Annual Spring and Fall Reviews of Trail Conditions				•	•	County staff would perform pre-season and post-season reviews of trail conditions and prepare a report of observed conditions and applicable recommendations.
7	1					
o Restoration Project Review/List				•	•	A list of restoration projects proposed for trail maintenance would be compiled and updated on an annual basis.
0	0					
o Adaptive Permit Strategies/ Performance Standards				•	•	The Management Plan would contain requirements that certain performance standards or thresholds for Trail conditions (as measured by annual monitoring) be met. If established threshold were exceeded, more stringent regulations would be implemented.
0	0					
o Water Quality/Health and Safety Monitoring				•	•	Water quality monitoring would be implemented to ensure that health and safety standards are met.
1	4					
o Manage water resources by boundary setback (X # ft) instead of by watershed						This category was added to the Post-it notes and individuals expressed their support.
1	0					
o County GIS Tracking of Trail Improvements and Restoration				•	•	GPS technology would be used to track Trail improvements and restoration sites.
1	1					

Resource Protection Strategies (continued)						
Components under Consideration		Alternative A	Alternative B	Alternative C	Alternative D	Notes
For	Against					
OHV Training		OHV operation training would provide opportunities for Trail users to be educated on operation as well as rules/regulations of the Trail.				
o Support Establishment of "The Rubicon Academy"					•	A concessionaire would operate this for-profit entity to provide training on OHV operation.
0	13					

Comments:

- Support camping zones around Spider Lake without prohibiting dispersed camping.
- With regard to Little Sluice: if you remove the boulders, you haven't removed the problem. If you close one area, those people will find some place else to go. Do we close that too?
- Manage water resources by boundary setback (X # ft.) instead of by watershed.
- Many think of "restoration" in this sense as restoring back to natural features.
- Users dislike the usage of the word "restoration" when in the context of trail improvements.
- User against prohibiting dispersed camping because they would like to be able to pull off the road if they arrive late, etc. In addition, vehicle problems may force you to camp where you are.
- Camping "zones" concentrate impacts.
- Existing law enforcement is ineffective, and the user demographics are rapidly changing to the point where long-time users actually feel threatened for their safety.
- If the trail is a County Road, then it follows that only street-legal vehicles, i.e., vehicles that can be licensed for use on public roads, can legally be on the Trail.
- There is already some current Rubicon agreement which states that use of the trail is limited to vehicles which are licensed for street and highway operation, therefore, no "extreme" vehicles should be allowed to use the trail.

Comments (continued):

- Extreme vehicles already have dedicated areas to operate, one near Truckee and the other near Squaw Valley.
- A couple of participants explained that some bypasses and resource damage occurs because owners of broken vehicles sometimes refuse to pull them off the trail. These participants felt that the behavior was extremely rude and self-centered and that sometimes the party refusing to pull off the trail was almost challenging a confrontation.
- Most participants felt that by-passes were extremely important, especially now that the traffic had increased.
- Nearly all users expressed the opinion that there had been a change in demographics in terms of the types of users and those using extreme vehicles. They also felt that the change was not a positive one, and that the extreme-vehicle element was often associated with loud music, firearms, and other illegal activity. Another participant indicated that it is extremely important to cap and reverse that type of activity as it was becoming a new baseline of normalcy for the new users, to the detriment of those seeking a more family-oriented experience.
- Nearly all of the participants attributed most of the extreme vehicle use to the Loon Lake tie in and the ability for those users to bring in trailer-hauled vehicles into the Spider Lake area, often for day use only.
- Virtually all participants had a negative view of any prohibition on dispersed camping. Toby Haynes elicited the opinion of two individuals on why they had that opinion and they indicated that, from their perspective, they needed the freedom of dispersed camping to accommodate the reality of breakdowns or slow travel that prevented them from reaching their planned destination.
- The Resources Poster had only a few responses with regard to water quality monitoring, when questioned why one gave it a red dot, he stated that he thought the monitoring would be performed in a biased way to make the situation appear worse than it is.
- There was universal objection to the “Rubicon Academy.” When questioned regarding this, one participant said that the organized club already performs the intended function of the academy.

Additional Notes:

Two elements were added to the matrix, one for management of camping areas and one for watershed management. A participant felt that camping zones should not be restricted, but camping in certain areas encouraged. Another participant felt that managing of the water resources should be done by a boundary setback rather than closing the entire water resource.

LAW ENFORCEMENT

Law Enforcement Strategies						
Components under Consideration		Alternative A	Alternative B	Alternative C	Alternative D	Notes
For	Against					
Law Enforcement Presence on Trail		Law enforcement officials would be available to patrol the Rubicon Trail during the peak season (May through October).				
○ As Available (existing)		•	•			Law enforcement officials would continue to patrol the Rubicon Trail during the peak season, as available.
1	15					
○ Designated Seasonal Officer				•	•	A seasonal officer would be assigned to the Rubicon Trail during the peak season. This officer would be knowledgeable in OHV operation and maintenance as well as code enforcement. Patrols would be supplemented with other enforcement agencies, as available.
1	0					
○ Designated Seasonal Deputies					•	A group of designated seasonal deputies knowledgeable in Off-Highway vehicle operation and maintenance as well as code enforcement to be placed under the direction of a designated Seasonal Officer.
51	0					
Law Enforcement Substation (Specific locations to be determined)		Facilities would be developed on the Rubicon Trail for law enforcement purposes.				
○ Corporate Yard				•	•	A corporate yard would be developed for storage and maintenance of law enforcement vehicles and equipment.
4	5					
○ Loon Lake-Area Bunk House					•	A bunkhouse for law enforcement officials would include sleeping, living, and working quarters at Loon Lake.
3	7					

Law Enforcement Strategies (continued)						
Components under Consideration		Alternative A	Alternative B	Alternative C	Alternative D	Notes
For	Against					
Law Enforcement Substation (Specific locations to be determined) (continued)		Facilities would be developed on the Rubicon Trail for law enforcement purposes.				
o Spider Lake-Area Bunk House				•	•	A bunkhouse for law enforcement officials would include sleeping, living, and working quarters at Spider Lake.
7	8					
o Detention Facility				•	•	An on-Trail facility would be developed for detainment of trail violators apprehended by law enforcement officers.
3	22					
Law Enforcement Training		Training may include a combination OHV operation and maintenance training as well as code enforcement and/or violation reporting for both law enforcement officials and volunteers.				
o Volunteer Trail Patrol		•	•	•	•	Ongoing volunteer trail patrols would be trained on how to recognize and report resource damage and other law enforcement violations on the trail.
18	0					
o Rubicon Training Program				•	•	A program based on collaboration of El Dorado County Sheriff's Department, California Department of Fish and Game, and U.S. Forest Service would be implemented to cross-educate agency personnel about enforcement and particular elements of applicable local, state and federal codes.
2	0					
o The Rubicon Academy Public OHV Driving School					•	A County concessionaire would provide training on how to operate OHVs and would provide volunteer training on how to recognize and report law enforcement violations on the Trail.
0	18					

Law Enforcement Strategies (continued)						
Components under Consideration		Alternative A	Alternative B	Alternative C	Alternative D	Notes
For	Against					
Law Enforcement Training (continued)		Training may include a combination OHV operation and maintenance training as well as code enforcement and/or violation reporting for both law enforcement officials and volunteers.				
○ Permanent Training Facility					●	A permanent training facility would be developed for El Dorado County and other law enforcement agencies.
0	1					
○ Federal Marshal Deputization of County Sheriff's Deputies				●	●	County Sheriff's deputies would be authorized to enforce federal laws on the Rubicon Trail.
4	0					
Legislation to Create Special Management Zone		County would support/pursue state and/or federal legislation that would identify a special Management Zone encompassing the Rubicon Trail and surrounding areas to allow for unified management on the Rubicon Trail and its associated recreation areas.				
○ State Legislation				●	●	County would support/pursue state legislation to create a Special Management Zone.
2	37					
○ Federal Legislation				●	●	County would support/pursue federal legislation to create a Special Management Zone.
0	41					
Monitoring and Data Collection Tracking		Annual law enforcement reporting would be undertaken to document activities and incident locations and to inform Trail management considerations.				
○ Annual Monitoring Report				●	●	A report of law enforcement activities and the locations of infractions on the Rubicon Trail would be prepared annually.
0	0					
○ Geographic Information System Tracking of Infractions				●	●	GPS technology would be used to track and record infractions on the Trail.
0	0					

Comments:

- Designate trail as State Park, placing it under State Parks control, including annual pass, and stationary restroom facilities.
- Increase funding and personnel or eventually funding for this program will die.
- Strong opposition to state/federal legislation due to too many entities involved. Feeling of “Big Brother” control.
 - Those who know nothing of the trail would be creating new laws.
- Need a direct communication channel between voluntary patrols and Sheriffs Deputies.
- Ensuring “Designated Seasonal Deputies” are dedicated solely to the Rubicon Trail.
- Rubicon Public OHV Trail Academy is a “waste of money”
- A “No” on the State Parks idea identified in the first bullet.
- Available staffing is not enough.
- Volunteers need close coordination with Deputies- training.

Additional Notes:

THE RUBICON TRAIL MAP

Participants were encouraged to express any additional concerns not associated with the five issue areas above at the Rubicon Trail Map wall.

Three comments were received:

- A letter from Emily Rose Ladner was received prior to the workshop with wishes that her comments be placed on the record:

I would like to go on record with a suggestion that instead of sending jeeps through Wentworth Springs, jeeps be rerouted to the road that leads to Lake McKinstry and then along the logging road that leads to Ellis Creek.

Should all of those jeeps be allowed to drive through Wentworth Springs, those who presently go to Wentworth to escape from the noise and pollution of urban areas would suffer an extreme degradation of that experience of solitude, solace and refuge. The degradation of the environment would also of course extend to all of the creatures presently living there, as well as to the plant and mineral life. In spring and early summer many creeks cross that road, and the water in Gerle Creek would also suffer. Thank you for including my ideas in your report.

Emily Rose Ladner

- Make maps available electronically.
- When the draft Master Plan gets published, list persons/ clubs and agencies involved in the process on the FRONT of the document.

Additional Notes: