AGENDA
SAN DIEGUITO RIVER VALLEY REGIONAL OPEN SPACE PARK
CITIZENS ADVISORY COMMITTEE
Friday, June 1, 2018
10:30 a.m. to 12:15 p.m.

Location: San Rafael Parish
Pastoral Center, Rooms D & E
(The Pastoral Center building is located on the south side of the parking lot)
17252 Bernardo Center Drive, Rancho Bernardo
(north of Rancho Bernardo Drive)

The Chair cannot start the meeting until a quorum is present. PLEASE ARRIVE BY 10:25 A.M. The CAC may take action on any item listed on the Consent or Discussion/Action agenda, but only when a quorum is present. If a quorum is temporarily lost during the meeting, no further discussion will take place until the quorum is regained. If the quorum is not regained, the meeting will be adjourned. Please advise the Chair at the beginning of the meeting if you must leave before 12:15 p.m.

NOTICE: Agenda packets are distributed by e-mail only. If you do not have an e-mail address, please contact the office at 858-674-2270 to make alternative arrangements.

Roll Call and Introductions       Chair
Late arrivals should speak to staff to make sure their attendance is noted.

Approval of April 6, 2018 Minutes (Page 3)

Chair’s Report       Chair
Executive Director’s Report       Staff
Public Comment       Public

DISCUSSION/ACTION

1. Scoping Questions/Concerns for Proposed Orosco Ridge Mountain Bike Trail System (Page 6)
2. Committee Reports
   a. Project Review Committee
   b. Trails Committee
   c. Interpretation Committee

3. Park Project Status (oral)
   a. Pamo Valley Trail
   b. Founders Tribute
   c. Ranger Station

4. Communications An opportunity for any CAC member or the public to bring to the CAC’s attention a project or activity not reviewed by the Project Review Committee in their reports

Adjournment

Chair

The next meeting is scheduled for July 13, 2018 (1 week later than usual due to July 4th holiday).

If you have any questions, please call Kevin McKernan at (858) 674-2270
SAN DIEGUITO RIVER PARK
CITIZENS ADVISORY COMMITTEE
Minutes of April 6, 2018

MEMBERS PRESENT
Jeff Barnouw
Anne Harvey
Diane Coombs
Linda Oster
Maggie Brown
Jim Lyon
Herb Dackermann
Liz Gabrych
Don Wendt
Carol Carr
Charlie Jancic
Mid Hoppenrath
Dave Kretzner
Bill Michalsky
Pat Whitte
Jacqueline Winterer
Terry Badger

REPRESENTING
CAC, Chair
Carmel Valley Planning Board
Citizens Coordinate for Century 3
Del Dios Town Council
Friends of the San Dieguito River Valley
Friends of Sikes Adobe
Julian Community Planning Group
League of Women Voters
Ramona Trails Association
San Dieguito River Valley Conservancy
San Dieguito River Park JPA
San Diego County Bicycle Coalition
San Diego County Farm Bureau
Sierra Club
Torrey Pines Community Planning Group
Coastal Property Owner
Central Property Owner

VISITORS/STAFF PRESENT
Kevin McKernan
Brenda Miller
David Norgard
Chelsea Jander
Ben Stone
Susie Murphy
San Dieguito River Park JPA
San Dieguito River Park JPA
County Parks Department
County Parks Department
San Diego Mountain Biking Association
San Diego Mountain Biking Association

Roll Call and Introductions
Chair Barnouw convened the meeting at 10:30 a.m. at the San Rafael Parish. Roll call was taken by individual introductions and a quorum was met with 15 members in attendance.

Approval of Minutes- March 2, 2018
Jacqueline Winterer made the motion to approve the minutes of the March 2, 2018 meeting and Bill Michalsky seconded the motion. All in favor.

Chair’s Report
Chair Barnouw reported that the volunteer training and recruitment on March 31 was well attended.

Executive Director’s Report
Executive Director McKernan gave a Power Point presentation on: What a regional open space park is, the San Dieguito River Park focused planning area, The San Dieguito River Park mission statement, the goals of the River Park, the Coast to Crest Trail and other trails within the park, what a joint powers authority is and who the San
Dieguito River Park JPA members are. Executive Director McKernan also showed a San Dieguito River Hydrology 101 Presentation on where the San Dieguito River comes from and where it goes and a Coast to Crest Trail Status/Orientation/Virtual Tour.

David Norgard, Senior Project Manager with the County of San Diego gave a video presentation on the Santa Ysabel Nature Center. The center will be located at the north east corner of Hwy 78 and Hwy 79 in Santa Ysabel. The location is on 84 acres of land donated to the County by the Nature Conservancy for the purpose of building a nature center at this location. The building will produce as much energy as it uses. The center will have an exhibition hall, meeting room, outdoor patio, and a small trail to an outdoor classroom. The entrance will be from Hwy 79 and the center will be completed in the fall of 2019. The nature center will be open 7 days per week. There was much discussion on the plan to connect the Santa Ysabel Nature Center to the Santa Ysabel East Preserve trail.

Public Comment
Don Wendt reported that there are 5 locked gates on the lower Santa Ysabel Truck Trail. Maggie Brown gave an update on the Friends of the San Dieguito River Valley lawsuit against the City of San Diego. The lawsuit is asking that the lease with Surf Cup Sports be set aside until the CEQA is complete. The next hearing will be August 10. Mid Hoppenrath reported that Elfin Forest/Harmony Grove Town Council denied the Harmony Grove Village South project which is in the County planning process and would require amendments to the County General Plan because the project calls for more homes than current zoning allows. Diane Coombs introduced the Save Our San Diego Countryside.com website and the Safeguard Our San Diego Countryside Initiative collecting signatures until mid May. Don Wendt announced an 8-mile memorial ride for Arvie Degenfelder Sunday, April 22.

DISCUSSION/ACTION

1. Request from San Diego Mountain Biking Association to Rejoin the Citizens Advisory Committee with Ben Stone as Representative

Ben Stone and Susie Murphy stated that the SDMBA is a mountain bike advocacy organization. The organization does trail maintenance work, has conservation partners, does outreach for trail courtesy, and invited all to visit their website sdmba.com for more information.

Jacqueline Winterer made the motion to accept the request for the San Diego Mountain Biking Association to rejoin the Citizens Advisory Committee with Ben Stone as the representative and Susie Murphy as alternate. Mid Hoppenrath seconded the motion. All in favor.

2. Request from Walkabout International to Join the Citizens Advisory Committee to Fill Hiking Organization Vacancy with Carol Carr as Representative

Carol Carr mentioned that Walkabout International has been a member of the Citizens Advisory Committee in the past.

Jacqueline Winterer made the motion to accept the request for the Walkabout International Organization to join the Citizens Advisory Committee with Carol Carr as the representative. Mid Hoppenrath seconded the motion. All in favor.
INFORMATION

3. Committee Reports

a. Project Review Committee
Chair Barnouw reported on the proposed eight movie theater project that is planned for the Gelsons shopping center, close to San Andres Drive. Chair Barnouw also reported that a project is planned for the north side of Via de la Valle, across from the Birdwing, and is proposed to be 33 single family homes.

b. Trails Committee
Carol Carr reported that parking is the main concern regarding the proposed SDMBA loop trail project in Pamo Valley. Carol said that the Forest Service staff will attend the May Trails committee meeting.

c. Interpretation Committee
Liz Gabrych reported that the Interpretation Committee has been working on an interpretation panel project, that two applicants were picked for scholarship awards, and that the committee helped with the volunteer training event.

4. Park Project Status

a. Pamo Valley Trail
Executive Director McKernan spoke on this project during his presentation.

b. Founders Tribute
Executive Director McKernan reported that the first cut of the Founders Tribute video was reviewed by the Founders Tribute committee. Dianne Coombs solicited historic pictures of the founders to be used in the video.

c. Ranger Station
Executive Director McKernan stated there is no update.

4. Communications – No communications

Adjournment - Chair Barnouw adjourned the meeting at 12:16 PM with Jacqueline Winterer’s motion and Terry Badger’s second.
TO: JPA Board
FROM: Staff
SUBJECT: Scoping Questions/Concerns for Proposed Orosco Ridge Mountain Bike Trail System

RECOMMENDATION:

Send comment letter as presented by JPA staff in response to Forest Service Proposed Action for the Orosco Ridge Mountain Bike Trail project.

The Palomar Ranger District staff of the Cleveland National Forest (FS) is proposing a series of bike trails in the Pamo Valley area on Cleveland National Forest land and has recently issued a scoping letter and proposed action for the “Orosco Ridge Mountain Bike Trail System” (Attachment 1). The scoping letter solicits comments from the public to be considered by the Forest Service. Comments are due by May 25, 2018. The Forest Service is partnering with the San Diego Mountain Biking Association (SDMBA) on the project which proposes 20 miles of bike trails on Orosco Ridge (previously an outdoor shooting area on the slopes of Pamo Valley). According to the FS staff, the project will be processed as a Categorical Exclusion under the National Environmental Policy Act (NEPA) meaning the project would not cause any impacts and no public review is required, and is anticipated to be approved in September 2018.

The official project proposal was published by the FS on April 25, 2018. The CAC Trails Committee was presented with and discussed preliminary project information provided by SDMBA and FS staff at meetings held in 2017 and 2018. JPA staff met with local Forest Service staff in October 2017 and February 2018 where we discussed questions and concerns about the project, all of which remain issues (Attachment 2). In addition to JPA staff, the FS met with City of San Diego Public Utilities staff about the project. As the primary land owner in Pamo Valley, the City PUD staff share many of the same concerns raised by JPA staff and also plan to submit a comment letter.

The project is not a typical biking trail in that it is unique to San Diego County as a mountain biking attraction that would offer a unique experience to users not available elsewhere in the County. Its design, as a series of parallel single-track trail loops for varying skill levels, is similar to what is available for mountain bikers in the Big Bear, Tahoe and Mammoth ski areas during the summer (non-ski season). Although no estimates of user population have been provided by the Forest Service or SDMBA, it is anticipated to be a popular destination in San Diego County located in the remote back country of Pamo Valley.
CAC RECOMMENDATION

Due to the timing of the Forest Service proposal and scoping letter, the CAC did not have the opportunity to provide a recommendation to your Board for this action. However, the CAC’s Trails Committee presented their comments and concerns to the CAC at their January 2018 meeting. No vote was taken because the project information was still preliminary. The CAC Trails Committee comments and concerns are similar in scope to those presented by JPA staff.

ALTERNATIVES

1. Revise JPA staff list of comments.
2. Take other action.

Respectfully submitted,

Shawna Anderson
Principal Planner

Attachments:
1. Forest Service Scoping Letter and Proposed Action
2. JPA staff list of comments
Dear Interested Party:

The Palomar Ranger District of the Cleveland National Forest (CNF) is initiating a National Environmental Policy Act (NEPA) analysis for the Oросco Ridge Mountain Bike Trail System. The U.S. Forest Service will partner with the San Diego Mountain Biking Association (SDMBA) to provide a high quality single-track mountain bike trail experience for the growing number of trail users within the Ramona and Southern California areas with an emphasis on mountain bike specific trail design. Trail design, layout, construction, and maintenance will be performed by the SDMBA and will incorporate International Mountain Bicycling Association (IMBA) trail building concepts that emphasize sustainable trails that maximize rider satisfaction. The project is needed because of the lack of current legal, large-scale, organized, expertly designed mountain biking specific trails in the region, much less on the CNF.

The project consists of constructing a professionally designed trail system for all skill levels of mountain bikers from beginner to expert and downhill, and will also include many miles of multi-use trails to be enjoyed by hikers, cyclists, equestrians, trail runners and other user groups.

All interested persons, state and local governments, and tribal governments are encouraged to participate at this time and throughout the public scoping period, which will close May 25, 2018.

The Forest Service would like to receive your input on issues and concerns related to this proposal. The preference for receiving comments is by email. Please send comments to: comments-cleveland@fs.fed.us by May 25, 2018, with the words “Oросco Ridge Mountain Bike Trail System” in the subject line. If you are unable to send comments electronically, you may send them to the following address:

Oросco Ridge Mountain Bike Trail System
Attn: Joey Martin, Project Lead
Palomar Ranger District
1634 Black Canyon Road
Ramona, CA 92065

Date: April 25, 2018

File Code: 1950

ATTACHMENT 1
Comments received in response to this solicitation, including names and addresses of respondents, will be considered part of the public record on this proposed action and will be available for public inspection. Comments submitted anonymously will be accepted and considered. Additionally, pursuant to 7 CFR 1.27(d), any person may request the agency to withhold a submission from the public record by showing how the Freedom Of Information Act (FOIA) permits such confidentiality. Persons requesting such confidentiality should be aware that, under the FOIA, confidentiality may be granted in only very limited circumstances, such as to protect trade secrets. The Forest Service will inform the requestor of the agency’s decision regarding the request for confidentiality, and where the request is denied, the agency will return the submission and notify the requestor that the comments may be resubmitted with or without name and address within 7 days.

If you have questions about this proposal, please write or call Joey Martin, at (760) 788-0250 ext. 3314 or at 1634 Black Canyon Road, Ramona, CA 92065.

Sincerely,

R. Lee Hamm
Acting Palomar District Ranger

Enclosure:
Proposed Action including Project & Location Maps
Purpose and Need

Existing Conditions

The purpose of the project is to partner with the San Diego Mountain Biking Association (SDMBA), to provide a high quality single-track mountain bike trail experience for the growing number of trail users within the Ramona and Southern California areas with an emphasis on mountain bike specific trail design. Trail design, layout, construction, and maintenance will be performed by the SDMBA and will incorporate International Mountain Bicycling Association (IMBA) trail building concepts that emphasize sustainable trails that maximize rider satisfaction. Additionally, this project will comply with the Service-wide Memorandum of Understanding (MOU) 06-SU-11132424-076 between the US Forest Service (USFS) and the IMBA.

The project is needed because of the lack of current legal, large-scale, organized, expertly designed mountain bike specific trails in the region, much less on the Cleveland National Forest (CNF). With a population of almost 20 million people within 50 miles of the CNF, this new trail system could expose new members of the public to the benefits of the National Forest System as well as support local and regional economies and improve resident’s quality of life.

Figure 1. Project Location
Proposed Action
Orosco Ridge Mountain Bike Trail System
Cleveland National Forest

**Desired Conditions**

*Cleveland National Forest Land Management Plan*

The purpose of the project is to implement the CNF Land Management Plan (Forest Plan) (2005). This proposed project will address recreation participation by offering a wide range of high quality, environmentally sustainable developed and dispersed recreation opportunities that do not currently exist in the region, to a rapidly growing and culturally diverse visitor population, with minimal visitor conflicts and effects to other resources. (REC 3 – Recreation Participation, Forest Plan, p. 103)

- Develop new, environmentally sustainable recreation opportunities and infrastructure to relieve concentrated demand within existing high-use areas and to accommodate future growth and new uses elsewhere.

This proposal will also address goals listed directly in the USDA Forest Service Strategic Plan: (FY 2015-2020) by:

*Forest Service Strategic Plan, Strategic Objective E.: “Strengthen Communities”*

- Develop sustainable recreation settings and opportunities along with programs that complement national, State, and community tourism strategies.

*Forest Service Strategic Plan, Strategic Objective F.: “Connect People to the Outdoors”*
• Maintain recreational settings, hiking trails, and other sustainable recreational opportunities on the national forests and grasslands for public use; Help meet public needs and expectations for outdoor recreation on the national forests and grasslands through public and private partnerships; and to improve our capacity to engage volunteers through enhanced partnerships and service organizations.

The proposed site is located in the Forest Plan’s San Dieguito/Black Mountain Place and in the Back Country (BC), and Back Country, Non-Motorized (BCNM) land use zones. The land use zone descriptions in this section help to paint a picture of the anticipated level or intensity of public use or administrative activities. The existing character of each zone is included, along with the characteristic Recreation Opportunity Spectrum (ROS) objective.

The BC land use zone includes areas of the national forest that are generally undeveloped with few roads. The characteristic ROS objectives are Semi-Primitive Motorized with limited areas of Roaded Natural. The level of human use and infrastructure is generally low to moderate. A network of low standard Back Country roads provide access for a wide variety of dispersed recreation opportunities in remote areas such as camping and access to trailhead facilities for hiking or biking. Some new trails may be constructed to improve opportunities between trails on the existing system. Although this zone generally allows a broad range of uses, the management intent is to retain the natural character inherent in this zone and limit the level and type of development. National Forest staff expect to manage the zone for no increase or a very low level of increase in the national forest road system. Managers expect to limit development to a slow increase of carefully designed facilities to help direct use into the most suitable areas and remove temporary facilities when they are no longer needed.

The BCNM land use zone generally includes areas of the national forest that are undeveloped with few, if any roads. The characteristic ROS objective is Semi-Primitive Non-Motorized. Developed facilities supporting dispersed recreation activities are minimal and generally limited to trails and signage. The level of human use and infrastructure is low. The zone is managed for a range of non-motorized uses that include mechanized, equestrian and pedestrian public access. A network of low standard Back Country trails provide public access for a wide variety of non-motorized dispersed recreation opportunities including remote area camping, hiking, mountain biking, hunting and fishing. While a range of non-motorized public uses are generally allowed, the management intent is to typically retain the undeveloped character and natural appearance (fuelbreaks that contrast with the natural character may be present) of this zone and to limit the level of development to a low level of increase. Facility construction (except trails) is generally not allowed, but may occur in remote locations where roaded access is not needed for maintenance. Managers are expected to remove temporary facilities when they are no longer needed.

There is a need to meet the current, growing desire for mountain bike specific trails in the Southern California geographic area, to increase public access to the national forest system for the American public, and to support the surrounding community. The desired future condition would be to provide a trail network system that is professionally designed, meets trail building guidelines, best management practices (BMPs), trail management objectives (TMOs), and has minimal infrastructure.
**Issues**

In order to comply with the National Environmental Policy Act (NEPA) requirements, the Forest Service will be mailing out a public scoping letter in April, 2018 to a targeted mailing list of area stakeholders, including local, state, federal, and private entities. The forest will review the public comments received and will organize the material into a series of questions, statements and issues. Issues are defined as a point of disagreement, debate or dispute about the environmental effects caused by the specific proposed action. Issues serve to highlight effects or unintended consequences that may occur from the proposed action and alternatives, giving opportunities during the analysis to reduce adverse effects and compare trade-offs for the decision maker and public to understand. These comments will be responded to by forest staff. Additionally, a forest interdisciplinary team (IDT) will review the natural resource issues brought up in these comments as well.

**Proposed Action**

The U.S. Forest Service proposes to partner with the San Diego Mountain Biking Association (SDMBA) to provide a high quality single-track mountain bike trail experience for the growing number of trail users within the Ramona and Southern California areas with an emphasis on mountain bike specific trail design. Trail design, layout, construction, and maintenance will be performed by the SDMBA and will incorporate International Mountain Bicycling Association (IMBA) trail building concepts that emphasize sustainable trails that maximize rider satisfaction.

The project is needed because of the lack of current legal, large-scale, organized, expertly designed mountain bike specific trails in the region, much less on the CNF.

The project consists of constructing a professionally designed trail system for all skill levels of mountain bikers from beginner to expert and downhill, and will also include many miles of multi-use trails to be enjoyed by hikers, cyclists, equestrians, trail runners and other user groups.
Figure 3. Proposed Action Overview

Orosco Ridge Final Proposal
Figure 4. Proposed Action Overview

Oroscó Ridge Final Proposal
**Design Criteria**

Field visits will be conducted later in fiscal year 2018 and design criteria will be incorporated to respond to resource protection so that potential conflicts are avoided or minimized. Resources such as cultural sites, wildlife, plants, landscape aesthetics and character, soil, and hydrology will be protected as directed in the Forest Plan, according to Best Management Practices (BMPs) and recommended in applicable specialist reports that will be found in the project record.

**Forest-Specific Design Criteria**

- CNF S1 - Consider and mitigate the impacts of proposed management activities and uses of National Forest System lands on dark night skies.

**Forest Program Strategies and Tactics**

**Tribal 2 - Government to Government Relations**

Establish effective relationships with federally recognized tribes:

- Develop and maintain government-to-government protocols, according to the National Tribal Relations Strategy, with all recognized tribes and organized groups of local Native Americans.

- Develop protocols to promote collaborative partnerships for managing heritage resources, ecosystem restoration, comprehensive fire planning and recognizing historic Native American access rights to land areas and resources.

**AM 1 - Land Management Plan Monitoring and Evaluation**

Report the results of forest plan monitoring and evaluation questions including the actions taken to respond to new information learned through the adaptive management cycle:

- Manage recreation opportunities to respond to the changing visitor demographic profiles.

**WL 1 - Threatened, Endangered, Proposed, Candidate, and Sensitive Species Management**

Manage habitat to move listed species toward recovery and de-listing. Prevent listing of proposed and sensitive species.

- Establish and maintain a working relationship with county and city planning agencies to ensure coordination on planning development projects adjacent to the national forest, as well as implementation of multi-species habitat conservation plans.

- Conduct threatened, endangered, proposed, candidate, and sensitive species occupancy surveys within potential threatened, endangered, proposed, candidate, and sensitive species recreation conflict areas.

**IS 1 - Invasive Species Prevention and Control**

Prevent the introduction of new invaders, conduct early treatment of new infestations, and contain and control established infestations:

- Limit ground disturbance to the minimum area necessary during project activities. Promote conditions to enhance the recovery of vegetation recovery in project planning, design, and implementation. Use native plant materials as needed to restore disturbed
sites to prevent the introduction or reintroduction of invasive nonnative species. Conduct follow-up inspections of ground disturbing activities to monitor the effectiveness of restoration efforts in reducing or preventing the introduction or re-introduction of invasive non-native plants.

Air 1 - Minimize Smoke and Dust

Control and reduce smoke and fugitive dust to protect human health, improve safety and/or reduce or eliminate environmental impacts.

- Incorporate visibility requirements into project plans.

WAT 1 - Watershed Function

Protect, maintain and restore the natural watershed functions including slope processes, surface water and groundwater flow and retention, and riparian area sustainability:

- Restore, maintain and improve watershed conditions. Assure that approved and funded rehabilitation and emergency watershed treatments are implemented in an effective and timely manner.
- Maintain or restore soil properties and productivity to ensure ecosystem health (soil microbiota and vegetation growth), soil hydrologic function, and biological buffering capacity.
- Maintain natural stream channel conductivity, connectivity and function.
- Assess and manage geologic resources and hazards to integrate earth science principals and relationships into ecosystem management, reduce risks to people and resources, and interpret and protect unique values.
- Maintain watershed integrity by replacing or disposing of displaced soil and rock debris in approved placement sites.

Her 1 - Heritage Resource Protection

Protect heritage resources for cultural and scientific value and public benefit:

- Document known significant cultural properties to identify any activity that does or has the potential to adversely affect the site, or that does not complement the site. Develop measures to mitigate the adverse effects or impacts.
- Use partnerships to implement site management plans for heritage resource sites, focusing on those sites with recognized significance or that are at risk from public or land use effects.
- Evaluate historic sites for appropriate management. Develop site management plans for noteworthy heritage resources.

REC 2 - Sustainable Use and Environmental Design

Analyze, stabilize and restore areas where visitor use is negatively affecting recreation experiences, public safety and environmental resources. Manage visitor use within the limits of identified capacities:
• Implement Adaptive Mitigation for Recreation Uses (Appendix D) in existing and new recreation sites and uses whenever a conflict between uses or sensitive resources is detected.

REC 3 – Recreation participation

Offer a wide range of high quality, environmentally sustainable developed and dispersed recreation opportunities to a rapidly growing and culturally diverse visitor population, with minimal visitor conflicts and effects to other resources:

• Develop new, environmentally sustainable recreation opportunities and infrastructure to relieve concentrated demand within existing high-use areas and to accommodate future growth and new uses elsewhere.

• Implement adaptive management processes at recreation facilities to proactively respond to persons with disabilities, contemporary urban visitors, aging populations, diverse ethnic groups, and day-use emphasis (see Appendix C, Monitoring Requirements).

REC 4 - Conservation Education

Visitors have a greater understanding about the significance and importance of forest ecosystems, heritage resources, and the interrelationship between people and the natural environment:

• Develop strong, well-supported conservation education partnerships with non-profit organizations, volunteer groups, communities, governments, organization camps and private entities, while emphasizing and enhancing the capability of field program and project delivery, especially to underserved populations and Baja, California. Coordinate between national forests.

LM 1 - Landscape Aesthetics

Manage landscapes and built elements in order to achieve scenic integrity objectives:

• Use the best environmental design practices to harmonize changes in the landscape and to advance environmentally sustainable design solutions.

Trans 1 – Transportation System

Plan, design, construct, and maintain the road and trail system to meet those objectives established to implement the forest plan, to promote sustainable resource conditions, and to safely accommodate anticipated levels and types of use:

• Implement landscape scale transportation system analysis on a priority basis. Coordinate with state, county, local and regional government entities, municipalities, tribal governments, other agencies, and the public.

• Add unclassified roads and trails to the Forest Service transportation system when site-specific analysis determines there is a public need.

• Enhance user safety and offer adequate parking at popular destinations on high traffic passenger car roads, while also minimizing adverse resource effects.

• Using the priorities identified in the Roads Analysis Process (prepared October 10, 2003 and posted to the Reading Room May 2004) reduce the road maintenance backlog to
Proposed Action

Oroso Ridge Mountain Bike Trail System

Cleveland National Forest

provide safe, efficient routes for recreation traffic and the through-traveling public, and to safely accommodate fire protection equipment or other high clearance vehicles.

Trans 3 - Improve Trails

Develop an interconnected, shared-use trail network where compatible and support facilities complement local, regional and national trails and open space, and also enhance day-use opportunities and access for the general public.

- Construct and maintain the trail network to levels commensurate with area objectives, sustainable resource conditions, user safety, and the type and level of use. Convert ecologically sustainable unclassified roads and trails, and other roads that meet the need for trail-based recreation.
- New trail construction projects will emphasize development of partnerships and cooperative agreements (such as the Adopt-a-Trail program) for construction, future maintenance, and reconstruction.

**Project-Specific Design Criteria**

Design features that will be incorporated in order to avoid and minimize impacts for the proposed action include:

**Wildlife Design Criteria**
- Wildlife design considerations will be included upon Forest Biologist input once field-based surveys have been conducted.

**Botanical Design Criteria**
- Botanical design considerations will be included upon Forest Botanist input once field-based surveys have been conducted.

**Hydrological/Soil Design Criteria**

Applicable BMPs are taken from the Water Quality Management for Forest System Lands in California: BMPs (USDA Forest Service, September 2000).

- Other applicable design criteria for hydrology/soils will be incorporated after Forest Hydrologist review.

**Archeological/Cultural Design Criteria**

- Cultural sites will be identified, flagged, and avoided by project actions.
- Other applicable design criteria for archeology/cultural concerns will be incorporated after Heritage Specialist review and input from local tribal communities.

**Scenery Management Design Criteria**

- Project features will be blended with natural landscape features to create shapes and colors that mimic natural patterns.
- No manmade infrastructure components will be used in this proposed action.
- Other applicable design criteria for scenery will be taken into account after public comments have been received.
DRAFT JPA COMMENTS REGARDING FOREST SERVICE PROPOSED OROSCO RIDGE MOUNTAIN BIKE TRAIL SYSTEM, May 10, 2018

The proposed project in the surrounding western slopes of Pamo Valley is within the Focused Planning Area of the San Dieguito River Park (SDRP) and adjacent to the 3-mile long Pamo Valley trail segment of the Coast to Crest Trail currently under construction. The project described in the Forest Service’ “Orosco Ridge Mountain Bike Trail System Proposed Action” (April 25, 2018) is very general and lacks specific information to understand the scope of the proposal. Thus, we have several questions and concerns about the proposal as presented.

The map included in the Proposed Action is labeled “Orosco Ridge Final Proposal” yet does not describe basic project information such as which sections of the proposed trail would be for mountain bikers and which would be the “many miles of multi-use trail”, the proposed trail widths, trail surface, mileage of each segment, or other details.

Pamo Valley and the surrounding slopes is a scenic and environmentally-sensitive area that provides habitat for threatened and endangered species. No information has been provided by the FS about the natural resources present in the project area. It is anticipated that the proposed bike system will have an impact on the habitat and scenic quality of the area unless measures are proposed that mitigate the impacts. This information is absent from the proposal and should be available for public review and comment before the FS makes the NEPA determination of a CE and approves the project.

The proposal does not address how users will access the trails and where they will park. Orosco Ridge Road is a narrow steep Forest Service road that requires a high-clearance vehicle to navigate and is not passible by regular passenger cars. The proposal does not describe where users will park their vehicles. Your staff has indicated to us that no parking is proposed for the trail system and that vehicles would be expected to park in existing “pull-out areas” along Orosco Ridge Road. The road is rugged, narrow and steep and only accommodates vehicles in a one-way direction. Parking along the road would be potentially dangerous and may further impact the surrounding area. How will emergencies be handled by the Forest Service? We are concerned that designated parking is not proposed.

The JPA is building a trail staging area off of Pamo Road (at the intersection of Orosco Ridge Road) as part of the Pamo Trail project that will accommodate up to 9 vehicles and 10 equestrian trailers. The JPA is concerned that the proposed Orosco Ridge Mountain Bike Trail System does not consider how user vehicles will be accommodated and that users may overwhelm the limited parking being built for the Coast to Crest Trail, which is not adequately sized to accommodate a major bike facility in the vicinity. Unless the Orosco bike project is designed with designated/delineated parking areas and adequate signage to direct users to available parking, vehicles will be parked all over Pamo Valley and the CTC Trail staging area.
The Proposed Action does not indicate the anticipated user population that would utilize the bike trail system. The proposal has been described by the SDBMA as a unique facility that does not exist anywhere in San Diego County and that there is a huge demand for it. The proposal is not a typical through trail (or loop) and is designed as a series of parallel loops (a circuit) used by many riders at the same time. An estimated range of visitor use would help determine the potential impacts on the surrounding area and whether or not the project is sustainable per Forest Plan REC 2.

What are the operating hours of the trails? We have been told by your staff that no operating hour restrictions would be applied and thus the trail system would be accessible after dark. We know that night-riding is gaining in popularity. However, a bike trail system that is unmanaged and uncontrolled, particularly at night, in a remote and sensitive area such as Pamo Valley is a concern for several reasons including public safety, vandalism (potentially to JPA facilities), and habitat and species impacts. How will these potential impacts be mitigated?

By whom and how often will the trail system be patrolled? Your staff has indicated that Forest Service rangers will not be available to regularly patrol or maintain the proposed mountain bike system and that you would rely on SDMBA to do that. We also know from our presence in Pamo Valley that FS rangers are rarely on site in the Orosco Ridge area. The JPA has many years of experience with volunteer organizations including SDMBA that regularly supplement our trail patrol capabilities. However, the JPA has a paid full-time ranger staff that actively manages SDRP trails. Will there be a written agreement in place to commit SDMBA to regular patrols, maintenance, management, etc in perpetuity and how will that be funded?

How will trash collection and sanitary services be provided? Will portable bathrooms be provided and where? Trash cans?

The JPA is concerned that without adequate and proper management of the proposed use, the proposed bike trail system could be a burden on the JPA. JPA rangers, who will be actively patrolling and managing the CTC Trail in Pamo Valley as required and obligated, could become the only point-of-contact for users of the Orosco Ridge bike trails unless there is an active presence by the FS that has authority to manage the Orosco bike trail system. The JPA is not equipped nor can it be expected to supervise and manage large groups of trail users that will be using this proposed Forest Service facility.
May 22, 2018

Attn: Joey Martin, Project Lead
Palomar Ranger District
1634 Black Canyon Road
Ramona, CA 92065

Via email: comments-cleveland@fs.fed.us

Subject: Comments on Orosco Ridge Mountain Bike Trail System

Dear Mr. Martin:

Thank you for the opportunity to comment on the Forest Services’ Orosco Ridge Mountain Bike Trail System project. On May 18, 2018, the San Dieguito River Park JPA Board took action to support this project as an advocate for additional recreational opportunities on public lands. While the proposed project should ultimately add to the abundant outdoor amenities in the region, we have some issues that must be addressed.

Proposed on the western slopes of Pamo Valley, the project is within the San Dieguito River Park’s Focused Planning Area (FPA) in the Pamo Valley Landscape Unit and adjacent to the 3-mile long Pamo Valley trail segment of the Coast to Crest Trail currently under construction. The JPA reviewed the Forest Services’ Proposed Action at the JPA meeting of May 18, 2018. Providing resource-compatible recreational opportunities is a vision of the San Dieguito River Park and we greatly appreciate the positive relationship we have with all our open space partners including the Cleveland National Forest Palomar Ranger District in realizing the long term protection of the San Dieguito river valley. The JPA’s recent success in building the Pamo Valley Trail linking two existing Forest Service trails to represent 12 miles of Coast to Crest Trail will further this goal.

We appreciate the Forest Service staff and their partner the San Diego Mountain Biking Association (SDMBA) sharing preliminary project information with JPA staff in planning the Orosco Ridge Mountain Bike Trail System. We look forward to working cooperatively with your team to solve the project issues in response to the JPA’s following comments and questions. The efforts made to consult early on this project will hopefully enable the Forest Service to provide a quality recreational facility that respects the scenic and sensitive setting of Pamo Valley and surrounding slopes.
Our comments on the Proposed Action are:

1. The Proposed Action does not include basic project information such as trail sections proposed for mountain bikers and the stated “many miles of multi-use trail”, proposed trail widths, trail surface, mileage of each segment, or other details. We understand that these details will be partly determined by the results of ongoing natural and cultural resource investigations under review by the Forest Service as well as consultation with resources agencies under NEPA. We look forward to the Forest Service sharing that information in the near future before a NEPA determination of Categorical Exclusion is made. Our experience with projects of this magnitude in such a scenic and environmentally sensitive area is that a higher level of environmental review such as an Environmental Assessment is usually done.

2. The Proposed Action does not address how users will access the trails and where they will park. Orosco Ridge Road is a typically narrow steep Forest Service road that requires a high-clearance vehicle to navigate and is not passible by regular passenger cars. The proposal does not describe where users will park their vehicles. Your staff has indicated to us that no parking is proposed for the trail system and that trail users would be expected to park their vehicles in existing “pull-out areas” along Orosco Ridge Road. The road is rugged, narrow and steep and only accommodates vehicles in a one-way direction. Parking along the road would be potentially dangerous and may further impact the surrounding area. How will emergencies be handled by the Forest Service? We are concerned that designated parking is not proposed.

3. As you know, the JPA is currently building a trail staging area off of Pamo Road (near the intersection of Orosco Ridge Road) to accommodate users of the Coast to Crest Trail in Pamo Valley. The limited staging area will accommodate 9 vehicles and 10 equestrian trailers. The JPA is concerned that the proposed Orosco Ridge Mountain Bike Trail System does not consider how its user vehicles will be accommodated and that users may overwhelm the limited parking being built for the Coast to Crest Trail, which is not adequately sized to accommodate a major bike facility. Unless the Orosco bike project is designed with designated/delineated parking areas and adequate signage to direct users to available parking, vehicles will likely park all over Pamo Valley and the Coast to Crest Trail staging area.

4. The proposal has been described by the SDBMA as a unique facility that does not exist anywhere in San Diego County and that there is a huge demand for it. The proposal is not a typical through trail (or loop) and is designed as a series of parallel loops (a circuit) used by many riders at the same time as a mountain biking destination. The Proposed Action does not indicate the anticipated user population that would utilize the bike trail system. An estimated range of visitor use would help determine the potential impacts on the surrounding area and whether or not the project as currently designed is sustainable per Forest Plan REC 2.
5. Will restrictions be placed on the operating hours of the trails? The San Dieguito River Park trails and parking areas are closed from sunset to sunrise. We have been told by your staff that no operating hour restrictions would be applied and thus the trail system would be accessible after dark. We know that night-riding is gaining in popularity. However, a bike trail system that is unmanaged and uncontrolled, particularly at night, in a remote and sensitive area such as Pamo Valley is a concern for several reasons including public safety, vandalism (potentially to the adjacent JPA facilities), and habitat and species impacts. How will these potential impacts be mitigated?

6. By whom and how often will the trail system be patrolled? Your staff has indicated that Forest Service rangers will not be available to regularly patrol or maintain the proposed mountain bike system and that you would rely on SDMBA to do that. We also know from our presence in Pamo Valley that Forest Service rangers are rarely on site in the Orosco Ridge area. The JPA has a long positive relationship with SDMBA members that regularly participate in JPA ranger-led volunteer trail maintenance and patrol on San Dieguito River Park trails. We value that relationship as a supplement to the JPA’s employed full-time ranger staff to responsibly manage our trails. Will there be a written agreement in place between the Forest Service and SDMBA committing to regular patrols, maintenance, management, etc in perpetuity and how will that be funded?

7. How will sanitary services be provided by the project? The project area is in a sensitive scenic location and the local wildlife relies on the habitat for food and shelter. We anticipate that the Forest Service will ensure the project provide adequate sanitary facilities including portable toilets and refuse collection facilities that will be regularly emptied and maintained.

8. The JPA is concerned that without adequate and proper management of the proposed use, the proposed bike trail system could become a burden on the JPA. JPA rangers, who will be actively patrolling and managing the Coast to Crest Trail in Pamo Valley as required and obligated, could become the only point-of-contact for users of the Orosco Ridge bike trails unless there is an active presence by the Forest Service with appropriate authority to enforce rules and manage the Orosco bike trail system. The JPA is not equipped nor can it be expected to supervise and manage large groups of trail users that will be using this proposed Forest Service facility.

We welcome meeting with your project team again soon to discuss our comments in greater detail and continue to resolve project issues.

Sincerely,

[Signature]

Dave Grosch
JPA Board Chair
Passed May 18, 2018 JPA Board Meeting:

AYES: 8 (GROSCHE, GASPAR, WORDEN, DIAZ, KERSEY, JACOB, HEGENAUER, WINTERER)
NOES: 0
ABSTAIN: 0
ABSENT: 1 (BRY)

Cc: R. Lee Hamm, Acting Palomar District Ranger
    William Metz, Forest Supervisor, Cleveland National Forest