

As a resident of El Dorado County and a history lover, I am upset at the direction that the El Dorado County Board of Supervisors is going concerning the rail corridor in El Dorado County.

Why is so important to the Trails group to segment the corridor? Why not share it? Why are they so greedy?

The trails group is talking about where they would like the trail, but do not have realistic funding and have not presented a business plan. The Friends of the Trail have talked about the Iron Horse company taking up the rails and using the money to create a trail that is not the best for bikes and horses. All conversations with Iron Horse have been via the phone and no official presentation has been made to anyone in the county. Where will the money come from to create a Class 1 trail and how will it be maintained once it is built? The Friends of the Trails group was just formed in the past year with a small membership (based on attendance at the all the related rail corridor meetings).

The rail road groups have been using and maintaining the corridor for the last 20 years. They have repaired washouts, replaced track that was damaged by firefighting equipment, and mother nature's storms. The track has been used for recreational speeder runs and events to the public to promote and share their love of the corridor. The corridor is historic and should be maintained.

The railroaders want the corridor used by all groups. They are not asking for money. For use of the track the rail groups are asking for El Dorado County to OK the repairs to upgrade the corridor. Sharing the corridor is the goal. The railroaders are willing to help with volunteers and equipment to build the trail along side and in special areas joint use of the tracks. It is said that the section that will cost the most to create a trail along side of the track is from El Dorado to Shingle Springs. Then why do they need the entire track to the Sacramento/El Dorado county line?

If you segment the corridor, rail groups only has access to Shingle Springs on, you have segmented out an important piece of history that may never be put back. Do you really believe that an "Excursion Train" is going to operate profitably with 5 road crossings, and only 5 miles of track?

One major problem for many people using the trail is parking. Have you considered where to establish adequate parking for users of the new Trail? The railroaders have an established parking area at Old Placerville Road & the Hwy 50 overcrossing. All areas of potential parking at Latrobe Rd. and a farmers crossing at Deer Creek near Latrobe Road have to be developed. How will it be funded and maintained? At the Shingle Springs depot, there is limited and land for parking, as the majority is leased by the county to a private individual. That leaves a little space to the east for parking. The current parking area for the trail east of Missouri Flat is overflowing and the parking at the proposed site at El Dorado is lacking funds. The American River Bike trail has a large use because of the large parking areas. Unless land is obtained the use to meet expectations, expected use will not happen.

The last part of this is where does the JPA fit into the picture? They have been working with 2 groups for use of the track for excursions. What is their power in how the track is maintained and used?

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