



Donna Mullens <donna.mullens@edcgov.us>

Fwd: Natural Trail Behind WalMart

1 message

Vickie Sanders <vickie.sanders@edcgov.us>
 To: Donna Mullens <donna.mullens@edcgov.us>

Mon, Nov 5, 2018 at 7:45 AM

Can we post for tonight.

Vickie Sanders
 Parks Manager
 County of El Dorado
 Chief Administrative Office
 530-621-7538
 FAX: 530-642-0301

----- Forwarded message -----

From: **Don Rose** <donofthedirt@yahoo.com>
 Date: Sun, Nov 4, 2018 at 9:39 AM
 Subject: Re: Natural Trail Behind WalMart
 To: Vickie Sanders <vickie.sanders@edcgov.us>
 Cc: Justin Williams <justin.williams@edcgov.us>, Jackie Neau <jackieno@gmail.com>, Michael Kenison <mikejken@yahoo.com>, Sarah Henjum <cleosquared@msn.com>, Rick Kife <placerville.rick@gmail.com>, Bob and Jackie Kneeland <pvbandj@gmail.com>, Mike Bean <mike@riversville.com>, Eileen Crim <eileenpcrim@gmail.com>

Vickie, my first question is: Why?

Why can't the natural trail extend all the way to Missouri Flat Road? There appears to be plenty of room for it.

Looking at the map in the EDW presentation, the natural trail just seems to stop in an arbitrary spot, with no rhyme or reason.

Ending it there will create the need for another trail crossing of the track, in an area where there is apparently going to be a lot of railroad activity, given the plans of EDW. This will require signage, and safety procedures on the part of the railroad. It would be much easier to just run the natural trail on out to Missouri Flat Road - it's flat terrain so it really wouldn't take any work.

Also, I feel like the dirt trail users have been betrayed. When Eileen Crim and I first met Justin out at Walmart to survey the route for the natural trail, he did say that the trail would end behind Walmart and not go out to Missouri Flat Road. I protested strongly, so we walked on out to Missouri Flat Road, (that's when he reported the homeless person sleeping under the bridge). It was obvious that it would be easy to extend the trail clear to the road, and he said he would discuss that with you. Several weeks later, I again met with Justin out on the corridor to revisit wetland areas, and my recollection is he told me that he talked with you and we were all in agreement that the natural trail would extend all the way out to Missouri Flat Road without any need to cross the railroad track.

I feel that this is another instance where it is obvious that the El Dorado County Department of Transportation does not value dirt trails. In the CEQA analysis of the paved trail extension, virtually no mention was made of the natural trail, which had been in use and signed with El Dorado County signs for approximately 10 years, if not more. The CEQA study should have listed the natural trail as an existing recreational and cultural resource, the loss of which would have to be mitigated. The Department of Transportation should be providing funding for culverts, bridges, or other expenses involved in relocating the natural trail to the opposite side of the track. However, the trail community did not pursue that issue because we wanted to be cooperative, and not seen as being obstructive, and the terrain on the opposite side of the track is relatively benign, although there are a couple of wetlands that will need to be dealt with.

I think the decision to end the natural trail in an arbitrary location should be reconsidered. Again, I see no reason why it can't extend out to Missouri Flat Road.

Happy trails.

Don Rose

Live to Ride. Ride to Live.

On Saturday, November 3, 2018 09:26:06 AM PDT, Vickie Sanders <vickie.sanders@edcgov.us> wrote:

Here is answer from DOT.

Sent from my iPhone

Begin forwarded message:

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From: Dustin Harrington <dustin.harrington@edcgov.us>
Date: November 2, 2018 at 6:19:44 PM PDT
To: Vickie Sanders <vickie.sanders@edcgov.us>
Subject: Re: Natural Trail Behind WalMart

The Class I bike path will have a connection to the sidewalk. Natural trail users can hop on the Class I behind Walmart and either connect to the sidewalk or use the POC. The connection between natural trail and Class I will be near the existing path to the Walmart parking lot, since trail users will have this parking option after POC construction and before the new parking area constructed with the Parkway.

Dustin Harrington
 Senior Civil Engineer
 County of El Dorado
 (530) 621-5950

On Fri, Nov 2, 2018 at 5:04 PM, Vickie Sanders <vickie.sanders@edcgov.us> wrote:

Can you remind me, after the bridge at Mo Flat does the trail cross so the natural trail is opposite of the Class I? I figure both use the bridge then at some point they must separate? I believe this is what Don is asking.

Thanks
 Vickie Sanders
 Parks Manager
 County of El Dorado
 Chief Administrative Office
 530-621-7538
 FAX: 530-642-0301

----- Forwarded message -----

From: Don Rose <donofthedirt@yahoo.com>
Date: Fri, Nov 2, 2018 at 4:55 PM
Subject: Natural Trail Behind WalMart
To: Vickie Sanders <vickie.sanders@edcgov.us>, Justin Williams <justin.williams@edcgov.us>, Jackie Neau <jackieno@gmail.com>, Michael Kenison <mikejken@yahoo.com>, Sarah Henjum <cleosquared@msn.com>, Rick Kile <placerville.rick@gmail.com>, Bob and Jackie Kneeland <pybandj@gmail.com>, Eileen Crim <eileenpcrim@gmail.com>

Vickie:

I just saw the EDW presentation for Monday and it shows the natural trail ending behind WalMart before it reaches Missouri Flat Road.

I thought that we had all agreed that the natural trail would extend clear to the sidewalk on the south side of Mo Flat Rd. Relying on access from private property (WalMart) for a public trail is unacceptable. WalMart might decide to fence the property. Also, in order to cross the bridge over Mo Flat Rd., natural trail users would have to go out into the WalMart parking lot, ride through the parking lot to the sidewalk, then go under the bridge and around the far side of the bridge and up onto the bridge. Continuing the trail out to the sidewalk creates a much shorter and more convenient route for dirt trail users to loop under the bridge and around, and avoids the problem of having to ride through the parking lot and dodge cars.

Don Rose

Live to Ride. Ride to Live.

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