



Friends of the Rubicon Volunteer Organization

Rubicon Trail Foundation



Speaking on behalf of Motorized Users all across the World















Disabled Sports Rubicon Adventure 2009



Rubicon Route Recognition

**Volunteer consensus
on the
Department of Transportations
Route Recognition Project**

Rubicon Trail User and Volunteer Consensus recommendations

The Consensus of the Volunteers who attended the December 10th ROC meeting agreed almost unanimously to the following:

We respectfully request that the El Dorado County Board of Supervisors choose Option 3 as presented by the Department of Transportation

We also request that the following specific “Variants Not Recommended” be moved to the “Recommended Variants” and be included in a Modified Option 3:

Little Sluice:

This is very controversial even amongst the volunteers and users of the trail. This area has been in it's current state for over 17 years, legend has it - since 1992.

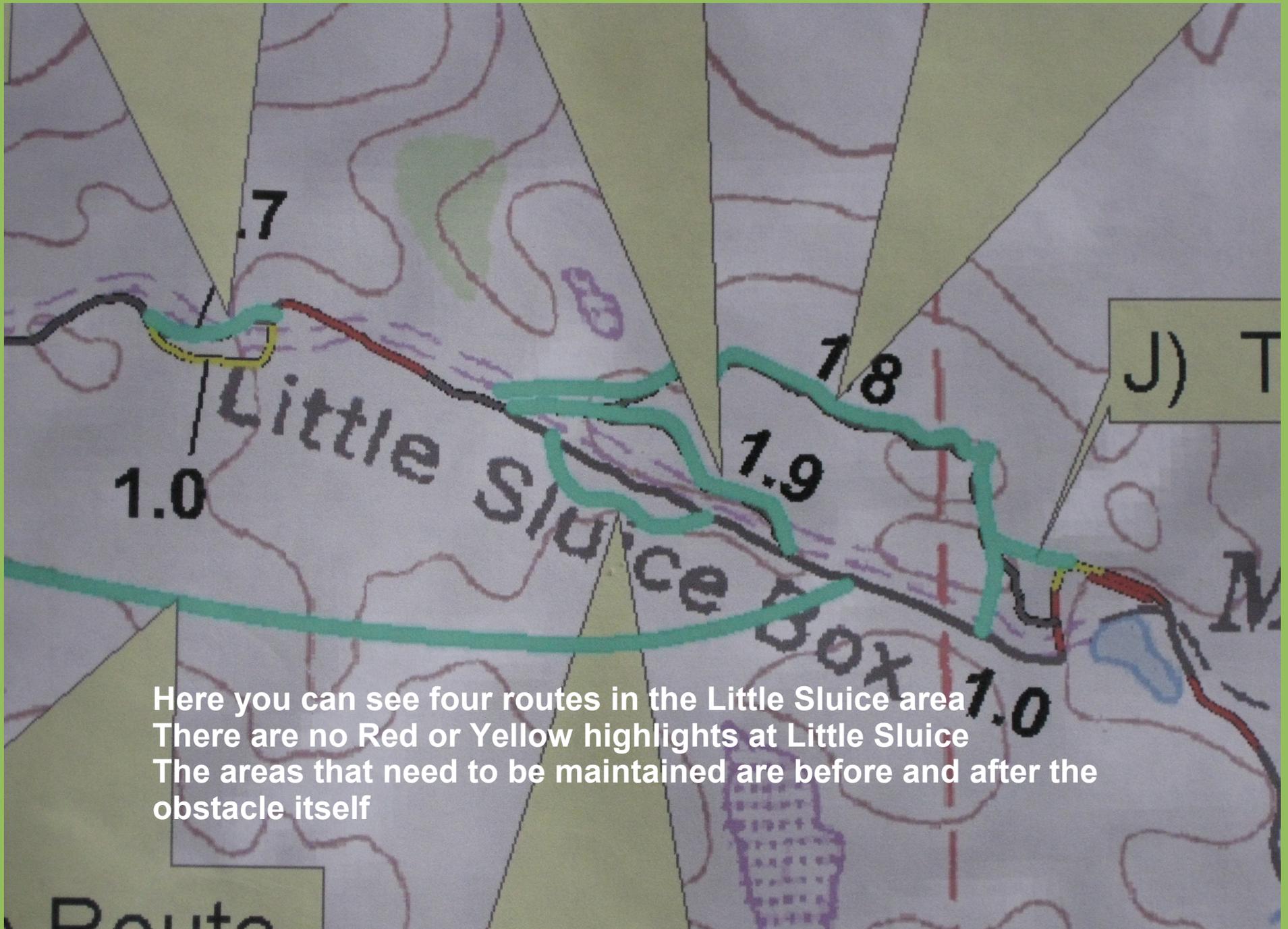
Little Sluice has increased in difficulty over the last 17 years in particular, both naturally and un-naturally. Leaving this now Icon of the trail as is, for recreation, challenge, and driver experience is critical to the legend that is the Rubicon.

Many of the bypasses – all of them in fact were in existence prior to the alteration on this section of trail.

The combined use of all these routes facilitate the flow of traffic, two-way as needed, and recovery of rigs that might be temporarily or permanently disabled.

Consensus of users recommend:

Create a trail corridor and manage the routes within the corridor by BMPs. All existing routes and existing bypasses within the corridor should remain open, with individual assessment and monitoring over time as FOTR continues to maintain the routes.



Here you can see four routes in the Little Sluice area
There are no Red or Yellow highlights at Little Sluice
The areas that need to be maintained are before and after the
obstacle itself

Map location (C) is USFS historic trail designated 14N34B*

The El Dorado County section of this road is a couple hundred yards long and extends only to the county line. As 14N34B crosses the County line it also becomes private property.

If this portion of the trail is going to be considered a part of the County's RS2477 claim of the "Rubicon Trail and it's Variants" then we respectfully request that the trail be left open for the following reasons:

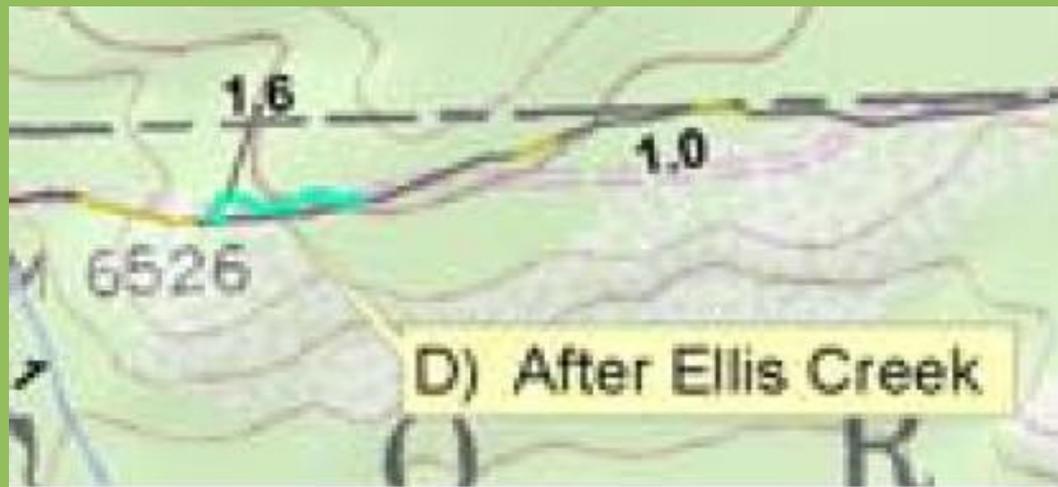
- This section of trail is essential to the Rubicon. While it may have minor sediment issues they can be easily maintained and it is not a sediment source or threat to Ellis Creek.
- It is an important egress to disabled vehicles, ingress for users bringing parts to disabled vehicles, egress for injured users who need medical attention, but may not need a helicopter, it provides access to a heli-pad near Jerret Peak, and for expedient evacuation of recreationists in the event of wildfire, there are two lakes that would be necessary for human safety.



Map location (D) is just after Ellis Creek:

The Current bypass route is a double blind corner and could create traffic issues and even danger to one or both vehicles should they meet at this location. The slab portion of the double turn is off-camber, uphill and oncoming traffic is not visible.

The Consensus of the User group strongly recommends that DOT create a trail corridor and manage the routes within the corridor as two usable routes with BMPs.



Map location (E) is Soup Bowl.

Users are not aware of any incidents or accidents at Soup Bowl, and while it can occasionally challenge the flow of traffic, it is not a safety hazard.

Consensus of users recommends to manage the obstacle with BMP's and to install natural style barriers to protect from further vegetation loss, and manage any sediment concerns.



Rehab, Restoration and Right of Way

The users appreciate that the County is not relinquishing the public RS-2477 standing nor closing routes, and that this exercise is limiting efforts to identifying maintenance priorities so that Best Management Practices, a long term Management Plan and a Saturated Soils Plan can be completed in the near future. We understand this is to comply with the CVRWQCB Clean up and Abatement Order.

The users also acknowledge that this is a multi agency, organization, and volunteer effort.

The users and volunteers would like to make one final request of the Honorable County Supervisors:

That instead of using the term restoration as it pertains to some of the bypasses, that it will consider using the term rehabilitate. We would rather rehabilitate sections of trail, so that they can in the future become viable routes again. This way we can optionally allow some routes to regenerate and rotate use so that no one route gets overuse.

Some notable items to bear in mind while making this important and controversial decision are:

- 30 + year history of users maintaining the trail.**
- Many of the bypasses are rock or only need volunteer labor to keep them maintained.**
- County recognition of "public road" since the late 1800's and reaffirmed in 1989, formalizing an RS2477 right of way.**
- The public and volunteers have a right to maintain the trail.**