

# Castle Valley Trailhead & Outreach Project Online Survey Responses Summary



## Overview

The US Forest Service (USFS) and South Yuba River Citizen’s League (SYRCL) ran an online survey June 5 - June 19 to allow interested individuals the opportunity to respond to eleven (11) questions. Their answers will help inform the early stages of the planning for a new parking lot and trailhead at Castle Valley. The online survey was available from the project website and SYRCL sent out an email notice to an extensive mailing list announcing the public meeting on June 8 and to share the survey link. Additionally, SYRCL promoted the meeting and survey on its social media channels.

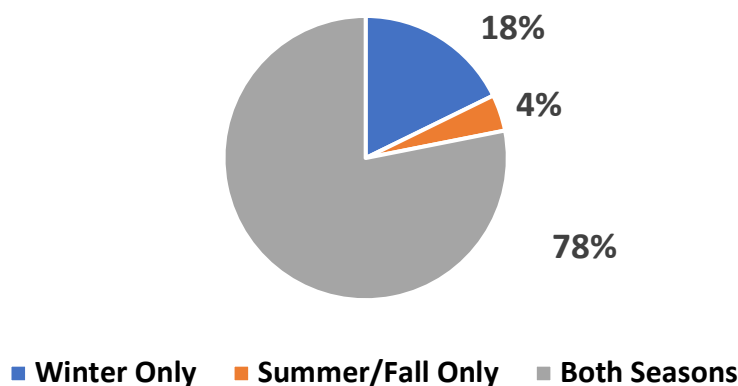
This memo summarizes the responses from one hundred sixty-nine (169) individuals who completed the survey. Responses from the forty-two (42) surveys completed at the in-person meeting held June 8 at the Soda Springs Main Lodge were added to the one hundred twenty-seven (127) online responses and the data was screened to ensure only one response per person was recorded. Not all questions were answered by every respondent and the total number of respondents to each question is reported in the title of each question as the value of “n”.

## Response Summary

**Question #1-3:** These introductory questions asked for the respondent’s name, email address and whether they wanted to be kept informed of project developments. Respondent’s contact information was used to ensure that no person completed the response more than once and all email addresses are being kept confidential. The one hundred forty-two (142) individuals who asked to be kept informed will be added to the project mailing list.

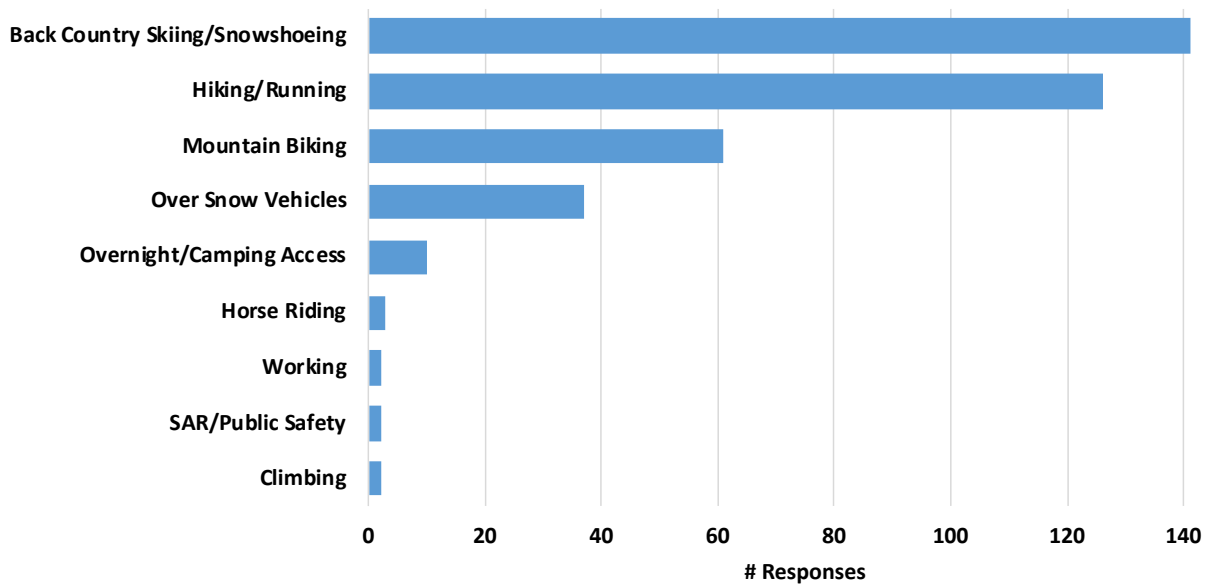
### Question #4:

**Have you visited this trailhead in the winter only, summer/fall only, or both seasons? (n=169)**



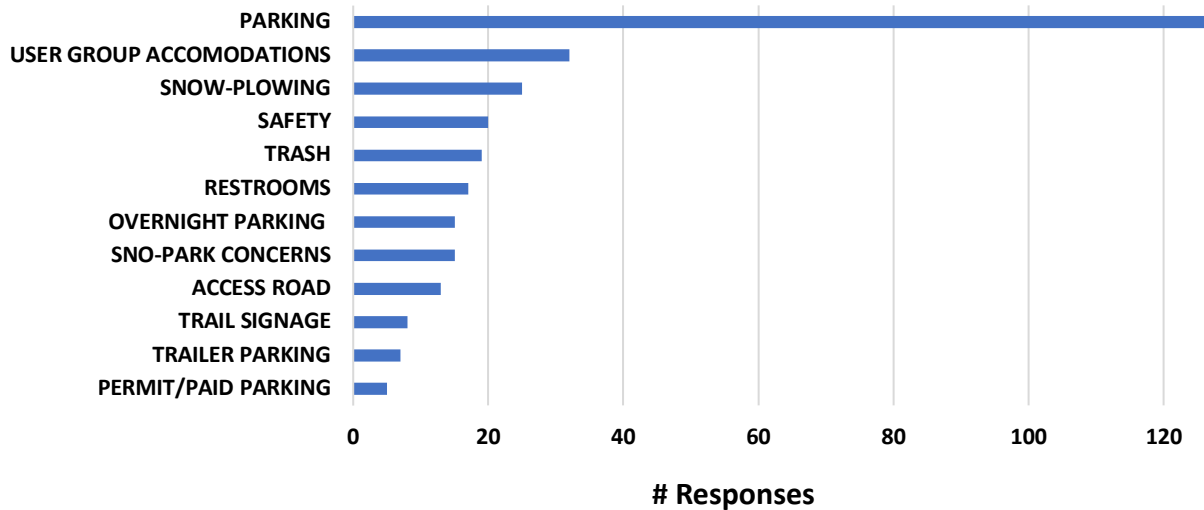
**Question #5:**

**What type of recreation activities have you done while visiting this trailhead in the past? (n=169)**

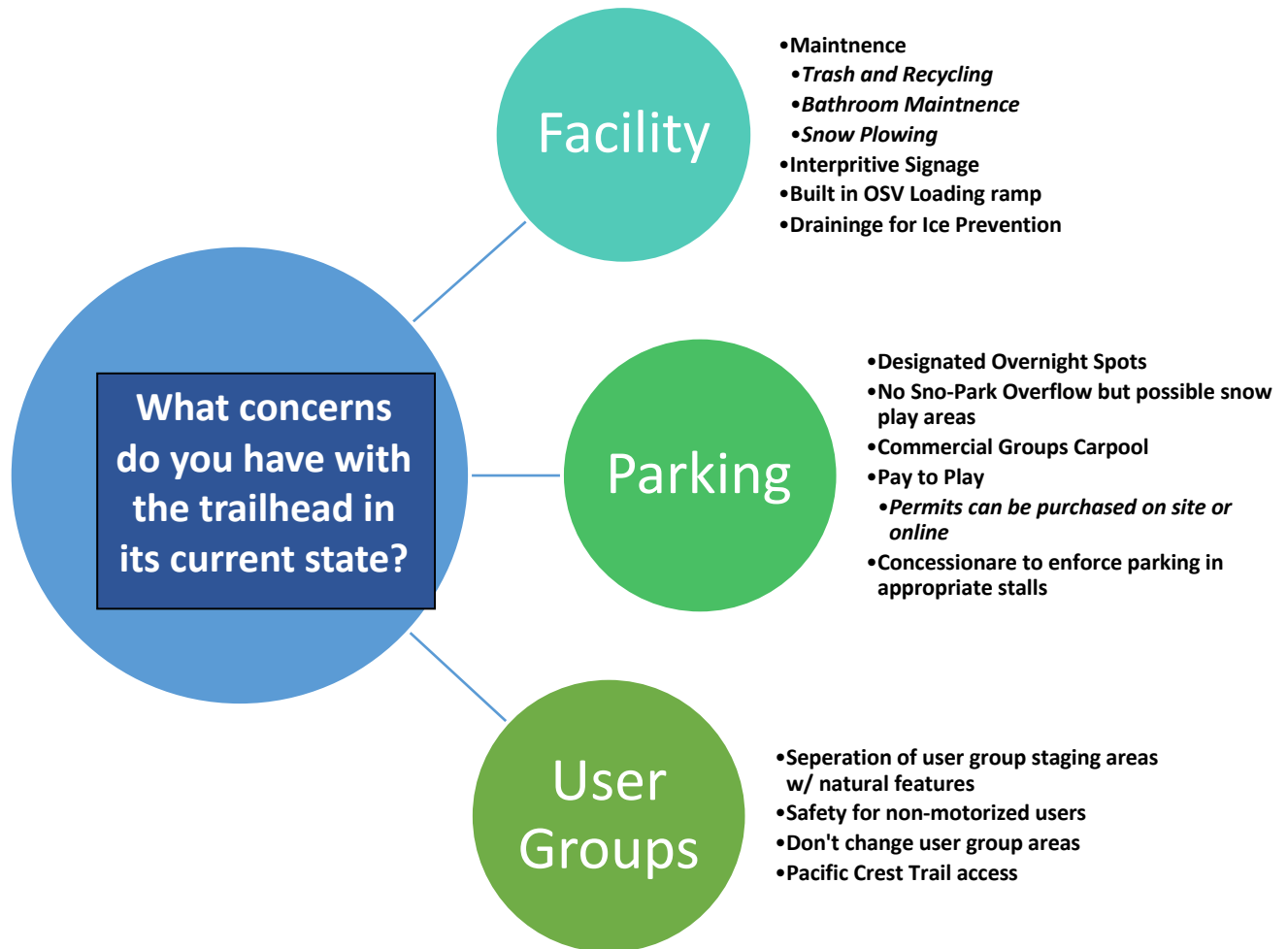


**Question #6:** This question sought narrative input on what types of concerns respondents had with the trailhead in its current state. The chart below provides a summary of the concerns that were shared by more than a single individual. All submitted comments in their entirety are presented in Attachment 1.

**What concerns do you have with the trailhead in its current state? (n=165)**

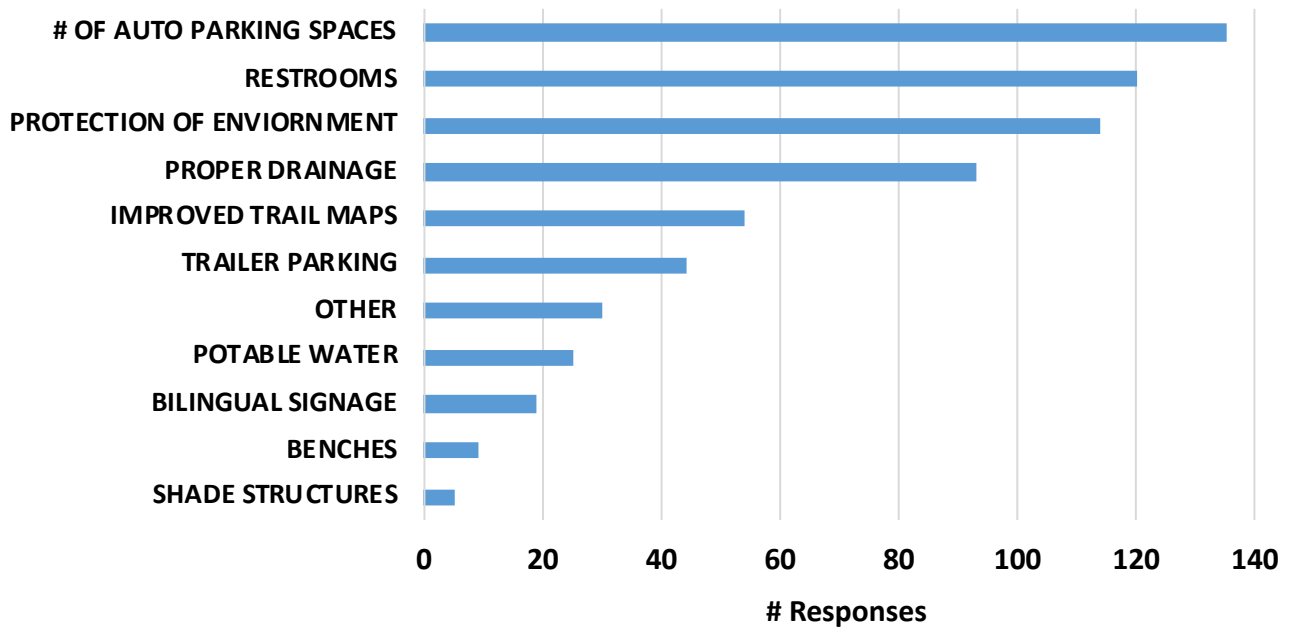


Short answers were grouped by the major theme of the comment and then further grouped using the key words that appeared in the comment and are shown in the graphic below.



**Question #7:**

**Which of these are important to you in the parking area and trailhead design? (n=169)**

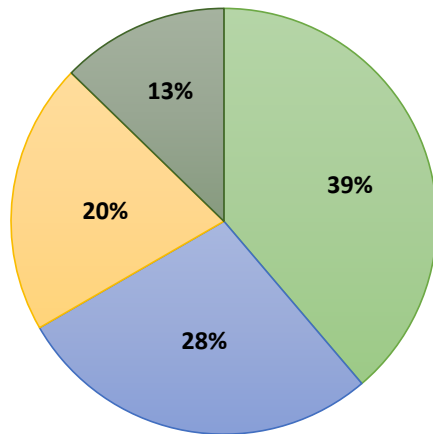


Suggestions posted under “other” varied and are reported below along with the total number of responses that were similarly worded:

- Overnight parking is desired (5)
- Adequate trash cans (5)
- Oversized vehicle OHV/OSV loading zone (3)
- Maneuverability for snowplows and larger vehicles with trailers is critical (3)
- Separation of OHV/OSV and human powered recreation and parking (2)
- Parking for physically challenged (ADA compliant) (2)
- Pedestrian access from Sno-Park (1)
- Beacon checker station (1)
- Areas to store snow that is plowed from parking (1)
- Onsite housing for site manager (1)
- Human waste receptacles (1)

**Question #8:**

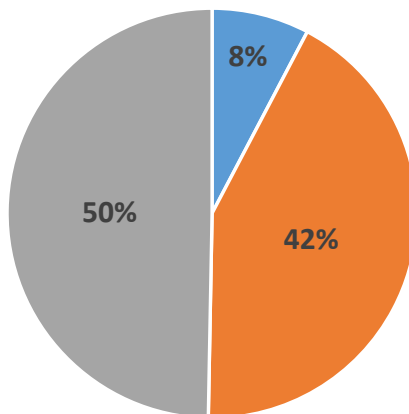
What percentage of total available parking do you believe should be reserved for larger vehicles with trailers for Over Snow Vehicles “OSV” (snowmobiles), horses, etc.? (n=165)



■ 5 PERCENT ■ 10 PERCENT ■ > 20 PERCENT ■ 15 PERCENT

**Question #9:**

What is your preference for the design of trailer parking spots within the available Project site? (n=169)

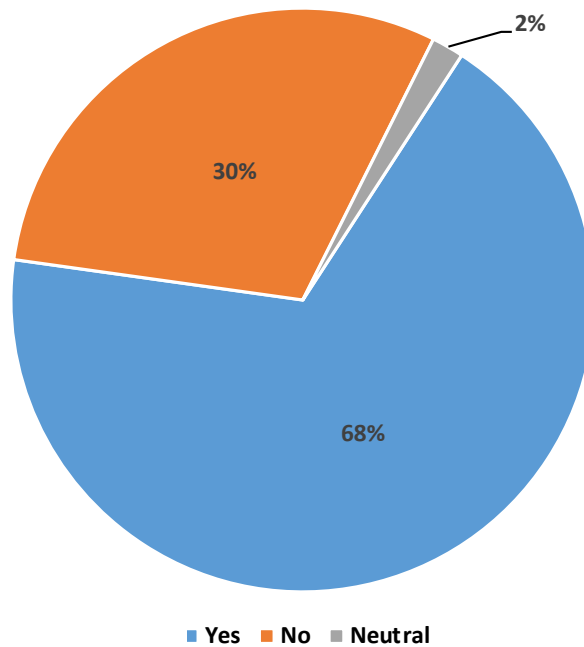


■ NO OPINION  
■ MORE TRAILER SPOTS W/O PULL-THRU CAPABILITY  
■ LESS TRAILER SPOTS W/PULL-THRU CAPABILITY

**Question #10:**

**Do you support the retention of natural features such as trees and large rocks which may reduce the total useable space in the parking area?**

**(n=169)**



**Question #11:** This final question asked if respondents had anything else they wanted the Project Team to know about this site. Responses covered a wide range of ideas and topics, some not within the purview of the project. All submitted comments in their entirety are presented in Attachment 2. The Project Team will review all responses, but to summarize, short answers were grouped by the major theme of the comment and then further grouped using the key words that appeared in the comment and are shown in the graphic below.



**Attachment 1: All Responses to Question #6, “What concerns do you have with the trailhead in its current state?”**

1. General congestion, but do we want a large parking area to promote more usage? Smaller parking area may help to control quantities of people.
2. limited parking, congestion at I-80 off & on ramps on north side.
3. Summertime parking north of 80 is limited & not patrolled. Numerous stories about break-ins & theft have been shared. The difficulties in winter are numerous. Sno-Park parking is far away, limited, and poorly marked. The walk to/from the trailhead is dangerous. Snowmobiles & snowcats are being unloaded at the bottom of the 80W ramp causing traffic and a bad experience for everyone. Safe, well-lit & well-marked overnight winter parking for Peter Grubb Hut visitors would be greatly appreciated.
4. Essentially no parking left by 8 am on a weekend day, Boreal ski area paid parking pushes even more people into the Sno-Park area, utter madhouse for parking in the Sno-Park across the highway.
5. Lack of parking; crossing under the highway on foot
6. It's a nightmare for access, especially in winter, especially as the Boreal SNO-Park usage has increased.
7. Access in the winter is not good, no garbage collection in the summer, limited parking.
8. That it stays open
9. My primary experience at Castle Peak is with parking at the Sno-Park in the winter for use as a backcountry skier. I generally buy a season pass for the Sno-Park and ski at Castle Peak 10-20 times per season. The Sno-Park is fills up most days with people parking in all sorts of crazy ways. There is often trash everywhere (which is also contributed to by the horrible trash situation at Boreal's staff housing nearby). I've seen people use the Sno-Park for lots of different activities; including sledders, skiers, guiding services, snowmobilers, snowshoers, families that just want a snowy place to play, etc. There is a surprising lack of public access to snow play spots on the summit, so this area feels especially important for families coming from out of the area that want to experience a fun snowy day. Because Castle Peak gets used by guiding services, there are often lots of people coming in individual cars and meeting at the trailhead for their class. It would be worth exploring requiring these guide companies to meet in town and carpool to the trailhead.
10. Continued OSV use. Increases parking capacity.
11. currently there is not enough parking at the Sno-Park lot on the other side of 80 to accommodate sno-play, as well as backcountry users accessing the trail north of 80 as well as south of 80. This leads to people parking on the side of the road, in the Boreal parking lot, as well as blocking the staff accommodation. The parking causes congestion on the road, and it also limits access to the trailheads. It also means that in the winter, people often congest the trailhead area on the north side of 80 to unload gear before finding a parking spot elsewhere. Also, for those parking along the road to the Sno-Park, not having easy access to a bathroom or trash can seems to lead to more trash.
12. Too many snowmobiles in winter. Concerned for safety on small trails.



13. Lack of parking at busy times. Very chaotic at times. Restrooms in winter.
14. I do not have any current concerns about the trailhead.
15. Whether it is capable of enough parking capacity to avoid crowding issues like at Donner Sno-Park.
16. I am concerned with trash, vehicles damaging dirt path, and getting run over by motorized snowmobiles. While hiking or snowshoeing with snow on the ground, it is very difficult to jump out of the way when a snowmobile comes up.
17. Snowmobiles are loud and the trailers take up so much room. Would love for this Sno-Park to focus on non-motorized winter activities.
18. Sometimes access is difficult in winter - long walk from the Sno-Park, which is sometimes full/inaccessible.
19. Parking is really difficult and sometimes dangerous (because of having to walk in the icy and busy road) in winter: it can be a zoo. People leave a lot of trash in both the winter and summer parking areas. I wish in summer it wasn't possible to drive beyond the initial parking area; it's not pleasant to encounter vehicles on the road.
20. "There isn't enough parking.
21. The Sno-Park is not plowed at times, reducing space availability further.
22. Snowmobile trailers and campers take way too space and need to be limited or have their own assigned area with a cap on the number of such vehicles."
23. Frequently full, narrow/difficult to maneuver, crossing to access trailhead can be treacherous.
24. Unreliable parking and overcrowded.
25. No particular concern. Parking is kind of chaotic, but it always works.
26. parking space always an issue, must arrive 7am to get a spot. I come from Bay Area, need to start driving 3am
27. No access during the winter months due to the trailhead not being plowed.
28. Accessibility for all during the winter, and enough space to accommodate fair use.
29. safety, too few car spaces for amount of people traveling to area, not great signage.
30. The parking lot is tiny, often full, and a long unpleasant walk to the trailhead.
31. It's too crowded due to the multitude of activities. Some years the parking lot fills up by 9 AM - crazy!!
32. There basically isn't any parking there at all. People just pull over as best they can to the side of the road.
33. The road is steep and can get very icy. I have definitely seen people slip on that road walking.
34. Is there enough room to turn a car around easily before the gate? I have never tried.
35. I lead snow camping trips for the Sierra Club and we often direct people to park at the Sno-Park next to Boreal instead of here because of these parking issues."

36. Overcrowded, not enough spaces. In the Winter, it is usually very icy, and I often see people falling or slipping on the ice. Better plowing / drainage could help.
37. Parking runs out on weekends.
38. Appropriate trash and recycling receptacles should be placed strategically at the Sno-Park, maybe even at the trailhead.
39. Snowmobile use outside the designated area is a hazard to show shelter users (and the wider as well).
40. Motorized use noise impacting non-motorized users' enjoyment.
41. Snow removal, trash like the PCT trailhead all winter.
42. No parking
43. Excessive motorized vehicles and noise.
44. Overuse. Bad design causes traffic and congestion. Requires pre-planning to obtain use permit. Not enough restrooms and trash receptacles.
45. No comment on this
46. Don't "pave paradise for a parking lot." Any additional parking should be on the south side of I=80.
47. the high impact of users and not enough parking spaces and bathrooms
48. "There is insufficient parking at the trailhead in winter (north side of the highway). Insufficient parking, combined with poor signage and no other good options for parking, lead to illegal parking, vehicles getting stuck, and parking tickets issued. The only legal parking during winter is the Sno-park (pass required, and cannot be purchased on-site, Truckee is closest location) and Boreal (private for customers only).
49. Also, many people with kids want to play in the snow on Donner Pass. Easy parking for parents with kids who want to play in the snow should be provided. These parents do not have the time, information, and sometimes money to buy a Sno-Park pass."
50. Parking can be hard on winter weekends. Noise from over snow vehicles in winter. Not been to this trailhead in summer for 10+ years.
51. The lack of parking in the winter is challenging, especially when on multi-day backcountry trips. I would love to see snow-maintained parking on the north side of 80.
52. It is one of the best (if not THE BEST) backcountry skiing option on the I-80 corridor. But all the parking is taken by families doing snow play. It seems like there are tons of other areas nearby that would work for snow play. Ideally another snow play area could be found nearby for families to save parking at Castle Peak for backcountry recreation users.
53. Limited parking availability, especially in winter
54. undeveloped--chaotic and unreliable
55. Enough parking for trailers and trucks with sled decks and ramps
56. Parking. Aggressive non-moto users that think they own the place.
57. Lack of parking

58. Inadequate parking, signage, restrooms
59. It's too crowded with overnight parking
60. Crowded, chaotic parking.
61. The lack of parking.
62. Not enough parking
63. There is no parking - parking is located under the freeway and several hundred yards down the paved public street.
64. Inadequate parking, unsafe for pedestrians, conflict between motorized and non-motorized users, inadequate signage.
65. Sufficient spaces for all the winter recreational use, including trailers for OSVs.
66. It's dangerous to access in the winter having to pass on ramps and off ramps.
67. Not enough room to park. Snowmobile users having to ride a lot of pavement to get to trailhead.
68. Lack of parking
69. People trying to fit themselves and vehicles into spaces where they don't fit, and thereby increasing damage to the environment. Also, trash: for example, in winter, at the point where one leaves the asphalt and climbs on to snow.
70. Not enough parking on busy days and not plowed fast enough. Also, people frequently park far away from one another and take two spaces; it should be clear what one space is and cars ticketed for taking more than one.
71. Ohv users that do not know how to drive their tow vehicles damage the trail head and race past back country skiers skinning up the road. They often rev engines and spin their tires sending rocks and snow towards other trail users. This issue typically occurs early winter when there is limited snow on the road. We have also witnessed people try to drive on the road when snow is deep and park off the road.
72. Nature preservation while accommodating use.
73. LONG walk from current Sno-Park to TH on north side of highway. Current Sno-Park is overcrowded.
74. Keep the gate closed to vehicles.
75. It should be a trail. Long dangerous walk from the winter Sno-Park trail head."
76. Too small, too hard to get in and out, too crowded, unclear where parking actually is.
77. Perilous parking.
78. Not enough parking, no restrooms.
79. Too small and crowded.
80. Parking is haphazard and unregulated.
81. Lack of parking at existing Sno-Park.
82. Not large enough on peak days

83. Not enough parking. No bathroom facilities. Foot traffic sharing narrow roads with motorized vehicles such as snowmobiles, cars.
84. "(1) Overlap of OSV with non-motorized users creates hazards for skiers and snowshoe users: collision potential, noise, air pollution, degradation of snow surface.
85. (2) Restroom facilities are sparse--usually only port-a-potties on south side of I-80
86. (3) Insufficient parking for non-motorized users. (Usually must use Sno-Park.)
87. (4) Lack of walking paths from Sno-Park to the trailhead that are separated from and protected from vehicles."
88. "Too small!
89. No room for overnight parking
90. Nonexistent in winter"
91. Difficulty finding safe and adequate parking, especially in winter.
92. lack of parking/access
93. Not enough parking.
94. too crowded, not sanitation facilities
95. Lack of parking is a concern.
96. The trailhead is a mess, cars both sides on the shoulder, you drive in then have to back out past users and pets.
97. Lack of parking
98. There is limited access and not enough parking spots, like much of the Tahoe Basin
99. "As you have stated. After heavy snowfall my group had to climb a sketchy boot pack up about a 12-24 foot wall of snow, dangerous and daunting. Even with snow park permits, parking was a serious problem.
100. At actual trailhead, exposure to traffic is a safety concern.
101. Thanks for tackling this- I support all your stated goals!
102. Spots Gert filled up quickly in the summer. Erosion.
103. More parking and better security.
104. crowding, damaged pavement, difficulty getting in and out.
105. Not enough parking spaces. Haphazard parking.
106. Parking is challenging and motorized vehicles put human powered folks at risk.
107. My main concerns are in the winter. I use the trailhead for skiing. I guide AIARE students from this area. The students are not always familiar with snow and the dangers of being on roads with snow. I have encountered many dangerous situations walking from the snow park parking to the trailhead, especially in big snow years. Having a parking area on the North side of 80 is critical. I am also concerned about the amount of forest that would be destroyed for the trailhead. I would like to see the trailhead created in a way that worked with the existing landscape.

108. Too many users.
109. Shortage of parking. Lack of restrooms.
110. The trailhead needs more parking and needs to be an effective tool in the backcountry.
111. Not enough parking
112. We do need parking on the north side of I80 so I applaud the decision to create a parking area here. I want the motorized parking to be clearly limited so that no motorized users' parking doesn't get poached by vehicles with trailers pulling motorized machines like snowmobiles.
113. Lack of parking, safe access, maintenance, bathrooms, and crowd control
114. It is leading to resource damage. Parking on the road should ideally be overflow parking, not the main parking lot.
115. Not enough parking, parking on sensitive areas, no restrooms
116. Overcrowded, difficult to get into & out of w/ vehicles parked along the entrance road.
117. Parking at snow park. Road isn't wide enough for 2-way traffic, 2 rows of parked car and pedestrians.
118. Toilets are disgusting, trash is everywhere, snowmobile use is not separated from skier use and it should be separated.
119. Not enough parking in winter
120. Lack of parking, lack of rest rooms, long walk from Sno-Park that is almost always full.
121. Nowhere to park, often.
122. on weekends can be very difficult to park
123. Insufficient parking. There have been several times in the past three Winters when I was turned away because the lot was "full". This situation was exasperated by the fact that there was a ridiculous regulation that did not allow us to park on the majority of the north side of the snow park and there were quite a few cars parked that did not have snow park permits.
124. Currently, resources are being damaged due to overuse and lack of capacity. There is no separation of uses, often with a mix of motorized, mechanized, pedestrian, and equestrian uses. Parking is a problem and dispersed camping has created an increase in impacts to the area. Signage and enforcement of regulations is a problem throughout the entire area.
125. No restroom and limited parking.
126. I have parked in the Sno-Park area in winter many times and walked under the freeway to get to the trailhead. At some times in winter, there has been space right at the trailhead for 2-3 cars, but it is unclear whether it is legal to park there or not, and whether a Sno-Park permit is required or not. It should be clear.
127. There is a need for space for more cars.
128. mixed use hazards on access road, parking (lack of), erosion, litter, overnight parking, maintenance

129. capacity, lack of restrooms, drainage, and erosion, allowing parking along the access road complicates flow of 2-way traffic. PCT trailhead on southside is inconvenient for northbound travelers. Need overnight trailhead parking in winter as well as summer.
130. I am concerned with snowmobiles and other motorized vehicles in this area. Their impact is out of proportion to their numbers. It is our civic duty to protect others from those that have chosen to disregard the needs of others. There is no place for trailers, the air pollution, the noise, or the climate impact of their consumption of carbon emissions in the area.
131. Needs to be cared for and improved.
132. It is usable as is. It is a strange combination of parking in the Sno-Park, and the rest area (tunnels).
133. Summer- rough road and not enough parking.
134. Winter- not accessible.
135. Parking can be iffy.
136. Fills up by 9 am on winter weekends.
137. Too small, little information, no restroom, rough terrain, access.
138. Overcrowding, trash, human waste, trail users getting lost.
139. Road is rutted and muddy; vehicles are on it in the summer when pedestrians/bikes are using route. Parking is chaotic.
140. Use ratio needs to be established to get design matches to usage needs. Maintenance "plowing" and restroom care? Make a new parking lot at Sno-Park!
141. Space for trucks with ramps needed. Trailer - drive thru allows for double parking in summer months.
142. Environmental wreck, erosion, trash, lack of organized system
143. Restrict vehicle access beyond parking site.
144. I pay my OHV dues on two snowmobiles and would like to see parking for OSV.
145. Parking in the winter and overnight parking.
146. Maintain current non-OHV routes. No new trails.
147. Too congested and dangerous!
148. Excessive use w/o facilities. Excessive erosion. Not meeting much in terms of safety aspects.
149. Safety with sleds and pedestrians on access road. Overall lack of capacity at Sno-Park.
150. Trash, erosion, illegal parking.
151. Parking spaces available for all users
152. Snowplay vs. backcountry (OHV and non-OHV) - there needs to be an option for snowplayers and overnight parking for backcountry visitors.
153. Parking - there will never be enough. Snowplay area. Toilets. Garbage. Improve traffic flow in both seasons.

154. Parking, erosion, garbage, signage
155. Difficult parking and access, overcrowded.
156. Without a concessionaire charging for parking and no enforcing proper parking in spaces, OHV users could essentially be locked out of site.
157. Trashed by OHV, oil from vehicles on trail etc.
158. Winter plowing. Available spaces for OHV. Costs. People walking up to the area while cars driving down. Ability to load and unload machines without injuring people. Please consider signage to what parking spots are for whom. If the road and lot are full can OHV drive up the road?
159. Pedestrian safety from Sno-Park. Losing motorized access when PCTA and Snowlands throw a fit! Overnight visitors to the Frog Lake and Grubb huts taking over the parking for multiple days. Snow removal to CHP/Caltrans roles.
160. Very limited space for trailers. Inefficient use of parking spaces. Expanding parking in the future?
161. Access to trailhead with snow removal. Lack of parking. Lack of signage. Overnight parking for day users
162. Possibility for an OHV loading ramp built in. Turn radius for 38-48' trailers. Road width sufficient for two-way traffic.
163. OSV access is paramount! We need better access. Trailer space is the most limited resource, we should optimize for that. Then in summer, it can be restriped to allow for two cars per trailer slot.
164. No parking or restrooms. Now wayfinding signage. Where would snow be removed to with the new lot? Who would manage the site in winter?
165. Too small. Difficult to use. No restroom facilities. The current access road needs to be widened particularly along to 12% grade.
166. Not big enough.
167. Shape of parking lot for ability to remove snow easily and effectively. Orientation of site with sun to allow for snow removal and ice buildup along with drainage in the restroom. Having an island for snow stocking/pushing is not effective; just creates a bigger hazard. Who will maintain access in winter? Will overnight parking or camping be allowed? Signage similar to Highway 108 Trail head about parking would be good.
168. Not conducive to over snow vehicles or for that matter any user.
169. Parking permit; limit sale to locals. Percentage of OSV dedicated parking needs to be greater than or equal to 80% of total spaces. Use fees to groom and monitor parking; make sure vehicles don't park in trailer and long vehicles (i.e., trucks with ramp) spot. This project needs to prioritize motorized. This will help prevent kids with plastic sleds taking over this location, especially with the snow park so close. 48-hour maximum parking. Can you mitigate for 12% grade on Access Road?
170. In his current state, sanitation, parking, and separation of users are all issues. The Pacific Crest National Scenic Trail is closed to motorized use by law and close to mechanized used

by agency order. Nonetheless, motorized user, and especially mechanized occurs illegally on the PCT. The southside trailhead does not serve horseback riders as the horses do not/will not ride through the I-80 tunnel.

171. Snow clearing, plowing, bathroom facilities, erosion.
172. The road with entering an exit for two vehicles. Who's going to maintain access road in winter?
173. Lack of parking and restroom facilities is the biggest issue. Sometimes crowding, and lack of etiquette from users unfamiliar with backcountry travel.
174. not enough parking space, annoying to have to remember to buy and print permits in advance in the winter.
175. Long walk from the snow park in the winter and dangerous to walk on the road under 80 as everyone is exiting and entering the freeway.
176. Restrooms and parking



**Attachment 2: All Responses to Question #11, "Do you have anything else that you would like the Project Team to know about this site?"**

1. The design itself can somewhat blend in. See the work of Maya Lin.
2. Although it is a parking lot, it is important to blend it in with the surroundings as much as possible, which means retaining natural features.
3. Save features if possible while maximizing the parking.
4. Access trail to PCT and dirt, bridge over castle creek
5. As a winter snow camper, I would like to see a parking lot on the north side of the freeway to make for safer travel from the parking lot to the trailhead. Additionally, it's a very popular location and simply needs more parking. Lastly security is poor not clear how that can be helped but I would like to see a safer parking lot where thefts were not so rampant.
6. If it's possible, it would be important to find a way to keep trailhead snow players from parking there as they would fill it up very quickly.
7. Ban snowmobiles.
8. Concerned about overuse of area by snow mobiles.
9. Current parking is bad - thanks for working to resolve.
10. Do you want to continue to allow vehicles to drive up the dirt road to park part way or at the end, I think you should close it off, just hiking, bikes, and horses in the summer.
11. Don't "pave paradise for a parking lot." Any additional parking should be on the south side of I-80.
12. Easy trail access from parking
13. Fewer trailer spots. The take too much space
14. For winter ohv use you should consider a drop off area at the bottom of the road. The cost and environmental impact to clear the road, the parking area, and a turnaround area will be substantial. This is Donner summit; some years this will be easy and low-cost other years this could be impossible like 22/23. Other challenge will be user conflicts. If all the car spots are filled and trailer spots are open will cars be able to park in them? What happens if the trailer spots are full and car spots are empty will trucks with trailers be able to park in them? The current snow park lot on the south side is a current zoo on weekends with cars and people. Now the zoo will be able to drive on a narrower steep road. I understand what you are trying to accomplish for summer use, but you may want to consider closing it for the winter like it currently is.
15. FWIW based on my observation there is more need for trailer parking in the winter than in the summer. I have never seen a horse in the area, e.g.
16. Good signage off the freeway. Think about access during high snow season i.e., provide vehicles space to turn.
17. How are you going to ensure parking paid for by OHV fees is reserved for OHV users?
18. How does the construction of parking on N. side of I80 affect the existing Sno-Park on the south side? Will the existing Sno-Park be retained?

19. I believe that snowmobiles should have a separate trailhead away from that for backcountry travelers like at Blue Lakes in Hope Valley. They do not mix. They are noisy, smelly and dangerous. The separation should be enforced.
20. I care about protecting riparian areas but the area being considered for this parking has had so much use and abuse, I just want you to maximize the parking and provide good drainage. We can spare the small reduction of rocks and trees to get a realistic clear sizeable parking area.
21. I don't think snowmobiles should be allowed, they ruin it for everyone else, that's not fair.
22. "I have been a member and assistant group leader with the Sierra Club Snow camping section for over a decade. We teach winter camping skills and guide snowshoe and ski trips for students (of all ages) and alumni. The main reason most of us come is the tranquil silent beauty of the snowy mountains.
23. Our training groups alone bring at least 250 people to the area each year (and growing) to spend 5 days / 3 nights in the quiet serenity of the Tahoe area in winter. We also have many organized alumni trips, as well as countless alumni coming back on their own to apply the skills we've taught. A conservative estimate is that our community spends about 50,000 hours in Sno-Park areas.
24. The mountain is easily shared with non-motorized users, who may pass within feet of a campsite without notice. Motorized use, however, can generate noise that carries a long distance.
25. Most interactions with motorized OSV users at trailheads have been cordial.
26. That said, it would be great if idling could be reduced at trailheads, to minimize exhaust fumes.
27. Reducing the use of 2-stroke vehicles would also be good, as these vehicles' noise travels a long distance and impacts enjoyment of non-motorized users across a wide area.
28. Too often, we encounter snowmobile users outside the boundaries of the OSV area. Motorized use outside the designated OSV areas not only lessens enjoyment of nature by non-motorized users, but it's also a hazard to those building / using snow shelters (snow caves, snow trenches, etc.) as well as the snowmobile rider. To help reduce this risk, it would also be helpful to provide clear maps at the trailhead and improve boundary markings if possible.
29. I have been using this cherished site for at least 50 years, so it is very important to me and my family!
30. I prefer this not be made to handle 100+ cars, as the current Sno-Park does, and replace it. It can be an auxiliary Sno-Park site and primary summer parking area, retaining the current Sno-Park adjacent to the Boreal Lodge. As such space for perhaps 30 vehicles will be adequate.
31. I so appreciate the Sno-Park! The uneven surface of the parking area for Castle Peak allows pooling and ice patches to form with changing temperatures. I've seen some scary slip and falls.
32. I strongly support a design that will allow 4-season use. I have not strong opinion on fee for use vs no fee; but I suspect any fee will discourage use, defeating the rationale behind the

- project. Who will be responsible for season maintenance? Who will handle long-term maintenance?
33. I think the utility of this project is highly impacted by whether or not the parking area will be cleared of snow in the winter and accessible for snow sports parking.
  34. I think this site should be a Sno-Park site if possible. What about ADA access?
  35. I would like to see overnight parking allowed for people accessing backcountry huts. Would it be part of the Sno-Park system? Many winter people at the existing Sno-Park lot seem to be there for sledding; could there be priority here for non-sledding activities?
  36. I would like to see the trailhead developed for all users. Ohv trails, hiking, biking (electric assisted or not) there is plenty of forest, but all users seem to think they are better than the others. As far as trailer parking goes, I suppose that should be left to the core funding/user group. I imagine ohv users have more trailers than hikers. Thank you for your effort in this project.
  37. I would like to see trailer parking adjacent to the motorized trailhead. Also, better signage & separation of trails for motorized & non-motorized users.
  38. I'm glad that this area is getting the attention that it needs.
  39. "If physical constraints limit what can be done, we should recommend pre-reservation and/or lottery to meter out access.
  40. As an overnight snowshoer, I am open to sharing spaces with snowmobiles, but the noise and exhaust they generate is uncomfortable to be around. I think it's especially wasteful when snowmobiles are just idling and rev in the parking lot; this happens all the time at Lake Alpine and I feel less excited about visiting there as a result. Can you prescribe limits on idling and revving?
  41. It would also be nice if snowmobiles could move at slower speeds and limit exhaust on the main trail which is shared with snowshoers and skiers."
  42. If there are too many parking spaces, and particularly spaces for too many trailers, the quality of skiing, snowshoeing, and hiking will really deteriorate.
  43. If this is also to be plowed in winter then the number of trees, rocks or natural features within the lot will need to be carefully designed into the plan or eliminated.
  44. If this parking area is to be paid for with green sticker money only then NO non OSV parking.
  45. If you going to do it, do it. Make parking available so people stop rutting out the castle pass road in summer or parking over wetlands. In winter this is an important access point that does not currently have sufficient parking on the south side. Discourage parking lot camping, however.
  46. increase enforcement of parking regulations to prevent large trailers (snowmobile and horses) from crowding out foot-based users.
  47. "It has been impossible to park at Castle Peak in the winters since the family snow play area parking lot was built. Honestly, I've never had a problem finding parking in the summer for summer hikes.

48. It is critical that separate areas and routes be set aside for motorized and non-motorized recreation.
49. It is not an area that has the space for over snow petrochemical recreational enthusiasts. The amount of space used per person needs to be allocated in a proportional and civil fashion. This needs to be done at the trail head with parking design and enforcement.
50. "It seems that the trail(s) for motorized vehicles are well separated from those for non-motorized users. This separation should be continued and enhanced.
51. Provide separate designated parking areas for motorized and non-motorized users. Restrooms and other common facilities might be placed to separate the motorized from the non-motorized areas / users.
52. Use natural terrain (including boulders and trees) and / or fences to separate motorized vehicle paths / routes from those for non-motorized users. Make it difficult, inconvenient, or even impossible for motorized OSV user to park or stage in the designated non-motorized user parking area.
53. It seems that with snowmobiles and other OSV's, segregation from other users is best. Since the front side of Castle Valley is restricted from OSV's anyway, another spot for a motorized trailhead would be best. Perhaps Johnson Canyon?
54. It would be an improvement if there were more signs telling the snowmobiles to keep off the ski trails and directing the snowmobiles to the trail they are permitted to be on. A lot of the snowmobilers don't care and think they should be able to go anywhere (and yell while they do), but a few might pay attention. It would be even better if this area were off-limits to snowmobiles.
55. It would be great if one were able to reserve a spot ahead of time, so that people would know and could plan accordingly. I'd rather have limited spaces to lessen environmental impact but be able to make a reservation which would reduce frustration about those limited spaces. It would also reduce the tendency to park everywhere if parking was clearly delineated.
56. It would be nice to have 5-15% of the parking spots be for vehicles and located at a location that non moto users can access a separate trail. All other spots, 85% - 95% of the parking area needs to be for motorized because this is a motorized grant paying for it.
57. It would be very sad to lose non-motorized open space.
58. Keep the new parking close the highway exit and limit disruption to natural features.
59. keep trailer parking to a minimum to allow more parking spaces.
60. Make all winter trailhead parking Sno-Park permitted. All of it, everywhere, and use the money to provide better conditions and access.
61. Make sure to have plenty of trash receptacles. I find that non regular users leave garbage just lying around.
62. Maximize the number of cars in the area under consideration.
63. Non-motorized backcountry use should always be land managers' higher priority.
64. Not a long walk from current parking area near Boreal in winter but wondering if access will be plowed/cleared in winter?

65. OSV Recreation should be given equal consideration to non-motorized users in terms of parking space and facilities.
66. Pedestrian access from Donner Summit Sno-Park when new parking lot is full needs to be retained and made safe once now-unplowed access road is plowed.
67. Plans should include minimal use of concrete and maximum retention of natural features such as trees, rocks. Limit # of multi-passenger vehicles by limiting group size which may travel in the area.
68. Please consider making this available for mass-transit (i.e., bus lane & waiting shelter). There are significant numbers of visitors passing through on PCT who want to go to Truckee for a few hours and there are many others taking one-way trips to this trailhead (ex: mountain biking from Donner summit to Truckee)
69. Please consider making this parking area bigger. Once there is an obvious parking area at this trailhead more people are going to start using it more often. Right now, I rarely stage at this spot because it's a pain to do so, if the parking lot is better myself and many others will probably start using it more. Thank you.
70. Please respect and include non-motorized users (skiers, snowshoers, hikers, backpackers), who have been enjoying this area for decades. since before mountain bikes, split boards, and some of the fancy snowmobiles came on the scene. Also forbid 2-stroke snowmobiles, The noise, and other impacts of these carry over a much larger area, affecting other human users, not to mention the resident wildlife.
71. Probably outside of the scope of this project but would love to see public transit here somehow.
72. "Separated motorized and nonmotorized ingress and egress for winter recreation. When all snowmobile parking spaces are full, it is illegal for snowmobile trailers or vehicles with snowmobiles to park in the nonmotorized parking spots. This would take enforcement so there should be adequate space or a facility for management of the area, such as a kiosk. A kiosk will also be necessary if payment to park is enforced.
73. The parking should be situated such that snowmobiles exit the parking area in a different location and direction than the skiers or snowshoers.
74. Also consider that there will be families snow-playing in the area and they should have parking close to where family will snow play."
75. Shut the road to vehicles.
76. Signage should encourage non OSV users to use existing Sno-Park on South side of I-80.
77. Sno-Park permits should be available nearby.
78. Snowcamping.org (Sierra club snow camping training series) has many wonderful experiences every year from this trailhead, teaching sustainable recreation and LNT to hundreds of students. Grateful for the experiences and hope to have many more.
79. Snowmobile trailers (and the unnecessarily big trucks used to tow them) take up too much space in such a limited size parking lot. It is not fair that someone with one snowmobile should get to occupy three parking spaces that could be occupied by three cars carrying 2-4 skiers/snowshoers/hikers each. This is not a good use of a limited public resource.

80. Summer vs winter use for trailers differs. OSV in winter vs MTB in summer. Snow clearing is the primary issue, could you contact Boreal? There should be consistency between the Sno-Park and this project - require permits for both sites. Sell Sno-Park permits at the Soda Springs General Store
81. Thank you for doing this. Since this is a heavily used area it will be important that folks coming in when full can easily get out without blocking other users, also keeping it clear of snow and available for use overnight in winter is critical. Regarding the "required" question on trailer parking; since I do not tow a trailer, I can't answer this for others who do, but I was required to answer.
82. Thank you for looking into this! Winter parking is direly needed on the north side of the highway for all types of vehicles for all types of recreation.
83. Thank you for realizing there is a problem with the current parking situation. We need a good parking lot with good bathroom and trash facilities.
84. Thank you for thinking about improving the site. It's not working the way it is now.
85. Thanks for taking this on. I'm sure it will be a challenge. It would be nice if it didn't just turn into a big, paved area - but it would be OK, too, if it did - if that's the right answer for providing access and managing it.
86. "The location of the Sno-Park is very convenient, and I hope there is no change in location. But if a change in location is decided, I would prefer it to be closer than farther from the trailhead.
87. The road leading to the parking area is pretty sketchy in the wintertime. Besides being in rough shape, it is typically covered in a thick patch of ice, which makes walking to the trailhead, especially with a pack on, a bit dicey. I have seen plenty of people lose their footing and slip and fall. I have lost traction myself, but thankfully not fallen.
88. Also, because the road becomes narrower due to snow accumulation, pedestrians are usually having to dodge between vehicles as they transit the area. If there is a reasonable way to address this that would be appreciated."
89. The new, north side trailhead should be for day-use only; more overnight use can be accommodated at the existing south side Sno-Park. What if you convert the site to a Sno-Park, so it can be plowed during the winter. And what if you made it really convenient to buy Sno-Park permits (like letting Boreal and the Soda Springs, Cisco & Truckee gas stations sell them, or letting users buy them online, print them and display them at the trailhead)? If you instituted a reservation system, you could let users reserve at the new site and still have first-come, first-served plus overnight-camper use at the existing Sno-Park on the south side. For winter, I'd prefer snow machines not be allowed; horse trailers in summer are another thing. You could also, frankly, expand the Cal Trans rest areas to provide day-use trailhead access.
90. The Pacific Crest National Scenic Trail (PCT) passes through the area and is a congressionally designated management area with special legislation and management direction as compared to other trails in the vicinity.
91. The perfect solution would be to have parking available for both motorized and non-motorized use and be able to enforce that the motorized users be limited and away from the

- non-motorized areas. So often there are those who feel no limitations apply to their own use and move into areas in which they do not belong/are not allowed.
92. There are enough trees in the forest and many burn down every year in fires, hence removing some trees to increase parking should be acceptable.
  93. There is a lot of great recreation options in this area, but it can be quite hard to find parking here, especially on winter weekends, and having a parking area on the north side of 80 for castle valley area users would be a huge help.
  94. There seems to be quite a few guided tours and Avalanche classes using the snow park. With such limited parking I think the forest service should limit these commercial activities to allow more space for the public to enjoy our land.
  95. this area is highly impacted by both snow player and backcountry users. this expanded location will allow for safe and legal parking for motorized users.
  96. This is a beautiful area; we need to preserve and protect it.
  97. This is a critical Sno-Park. Please do what you can to increase access to it. Thank you.
  98. This is a key area for overnight snow camping trips, so providing spaces for overnight parking is very important for this activity.
  99. This is an incredibly special place - super pleased this is happening! My biggest concern is maintenance of the site in both summer and winter (including plowing) months. Will transit access be possible? Will dispersed camping sites be dismantled?
  100. This is clarified from what I submitted earlier: You all have it hard. There are competing human activities/interests in addition to preserving the flora and fauna for future generations. In the parking lot, there are snowmobilers in the winter, and horse trailers in the summer plus the (much smaller) passenger vehicles. Simultaneously the snow campers (like me) and cross-country skiers would prefer less noise in the woods.
  101. I will put in a special plea for the snow campers. A great number of us are part of the Sierra Club snow camping section and we typically bring 8 to 15 people up for a winter weekend. Knowing that parking can be tight, we carpool\* with 3 or more people per parking space - which is good for all users. And because we are typically coming from the bay area, we bring in additional economic activity to the area.
  102. We also carpool for camaraderie, fuel savings, environmental concerns, etc.
  103. This location is likely to be very popular among skiers/snowshoers in winter, along with families looking for snow play areas easily accessible from 80. Having space for large groups with snowmobiles to park not only reduces how many other users can visit, it creates a dangerous environment for those on foot.
  104. This process should be given adequate exposure on the TNF website and not a private website.
  105. Trying to find the perfect balance for space, and fair use won't be easy. I think ultimately the local community which has the park close to them should have say, but voices from neighboring areas should be welcome to some input.
  106. Unsure how to answer question #8, would differ to those users.

107. We hike from this trailhead every year with friends and family. In addition, we have snow camped many times. Meeting snowmobiles on the trail is very scary because they are fast, and we are slowly hiking in snow wearing heavy backpacks. And it is very dangerous when an off-trail snowmobile drives next to our camp area when we are sleeping buried in the snow.
108. We often use this trailhead for snow camping - it would be sad if this area became dominated by loud/smelly OSVs, it would ruin the pristine/peaceful nature of the area...
109. We should have ample parking, and restrooms or outhouse would be great.
110. While I support this idea, I am concerned that you will end up reducing access and available parking options overall. The issue is biggest in winter when skiers and OSVs compete for limited parking in the snow park- you should focus your efforts on increasing winter parking availability for all user groups. If you want to make a summer parking lot as well, go ahead, bathrooms would be great to help with the TP problem, just please don't block off the dirt road for those of us with capable vehicles.
111. You need to consider snowplay people as well as motorized and non-OHV persons going to access areas beyond the parking area. Snowplay people will require restrooms, garbage cans and sledding and play areas.
112. Sno-Park pass is a good thing to help it keep clean and plowed. Okay to remove items in parking area for more parking - it's a parking lot with beautiful area around it. Summer horse trailer parking is needed.
113. How well is access to the parking lot it in the winter and will road be plowed?
114. Electric car chargers
115. Electric car chargers. Not crazy about concessionaire idea. Protect the environment and not just as a resource. Maintenance during snow season seems critical. More information to formulate and finish the plan. Equestrian user issues. Hut parking
116. I think Caltrans improvement to access road will be necessary.
117. If it's by permit, you need to be able to buy the permit on-site. Really need to have a concessionaire managing the site. This is the closest west snow access for snowplay. People who are never going to go as far Tahoe or even Truckee. People who don't plan ahead and wake up on a weekend and just want to take their kids to the snow.
118. Paint lines for parking - improve # cars that are able to park. Plan for overnight parking.
119. When do funds come to cover maintenance? Who plows the site? Paid parking? Who manages garbage?
120. Some natural features would be nice but keep to a minimum. Winter parking should pay to play such as snow park permit. Summer parking should be free.
121. In the interest of reducing user conflicts, there should be two separate trailheads: one motorized and one non-motorized. Loading/unloading zones don't work. Making sure hut visitors are not in parking spots for many days.
122. This needs to be a multi-use area. Education for all users with signage and outreach. Motorized access is very limited to this existing trailhead. Human powered interest and donation should not be prioritized for access to privately held guide permits for human



- powered. Trailer back-in is not feasible for load/unload. No week-long parking for Frog Lake hikers.
123. It would be great to have a realistic ratio of OHV and regular parking. Sizing of spots for larger vehicles need to be taken into consideration. Consider overnight parking restrictions so Frogg Lake visitors don't overtake the available parking.
  124. Inability to access terrain by OSV when lot is full. Drive up road? It's long overdue and please don't let the recreational hate groups change the motorized designation. They don't know what diversity or inclusion really means. Please establish some guidelines for overnight use of this lot will be overrun and treated as a campground.
  125. Many moto users currently have a difficult time parking. Road is narrow especially for trucks/trailers. SnoPark forces moto riders to ride illegally under I-80 to northside. CHP is understandably not happy with this.
  126. Snow removal for access. Less features in parking lot will allow for better snow removal and room to allow for trailer turn-around. Percent of slope on road needs to be less. Need wide access road for safety. Need signage for parking and trailer only parking.
  127. Natural features are everywhere; we need to maximize parking spaces in the lot. Spend the money tunneling a 20' wide underpass under I-80. Put all the cars on a parcel at Boreal. Should there be a reservation system for trailer spaces? If so, provide it online.
  128. I hope the project team keeps in mind a practical perspective given that the most pressure on any accessible piece of ground with snow removed is quickly overwhelmed by transient sledding and snow play seekers. This parking area will be no exception and will need to be managed to eliminate or control the usual chaos found everywhere on the summit on weekends and holidays. Overall, a good idea. It will be helpful to help absorb some of the crowds who show up anyway but, it will need a management plan with law enforcement.
  129. Make provisions for new alignment of hole in the ground trail and new segment of DLRT as necessary. Involve Caltrans!
  130. The amount of snow play visitors is enormous, and these visitors usually don't read signs. During the busy times (weekends and holidays) the freeway exit is backed up and the current snow park is full by 8 AM. I run the parking department at Boreal and have to turn these guys away. The number of visitors is in the hundreds trying to find a place to play in the snow. Feel free to contact me to discuss further.
  131. Decent signage to direct people how to park. We've all seen some inconsiderate and overall bad parking. Bathrooms. Snow removal as needed. I'm not sure how that is handled. Access to the parking area would be a priority. As much as necessary if possible.
  132. If green sticker funds are being used, focus should be on facilitating OSV access. Much easier for other users to use existing snow park area.
  133. Presenter isn't correct saying that percentage of OSV parking isn't related to percent of parking for OSV. I write California OHV grants and the project funding grant will require that the project money be for OHV users.
  134. As per the concerns listed in response to question #6, the PCTA would like to see a trailhead design that more effectively separates uses to protect the non-motorized and non-

mechanized trail experience. Additionally, there is need to accommodate horseback riding use and parking for horse trailers.

135. Concerned about plowing and maintenance; who will provide this and how?
136. Get more info on who will do the road maintenance. Not worth it to me if the road isn't widened at least for two trucks to pass each other. The risk of getting in a wreck is great! What about parking fees? How much would these be?