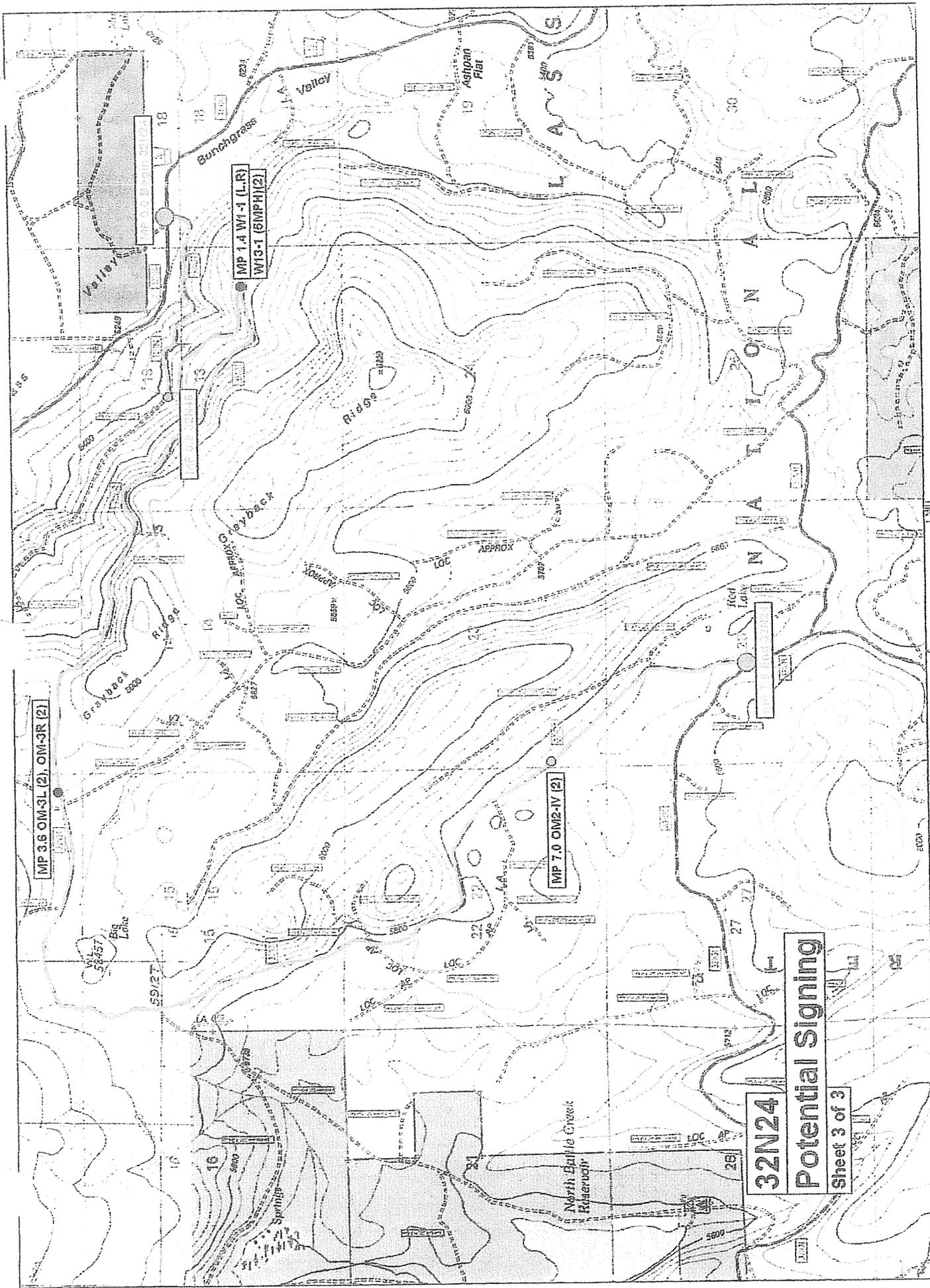


32N24
Vegetation Maintenance
 Sheet 2 of 3

Map created with TOPO® ©2003 National Geographic (www.nationalgeographic.com/topo)

10°
 100 METERS



Potential Signing

Sheet 3 of 3

Map created with TOPOI © 2003 Nation
 aptic (www.nationalgeographic.com/topo)

TIN / MON
 16°

Probability of an Accident	Benchmark Rankings		Summary 2005 Observations	Assessed Rankings		
	High	Low		H	M	L
Crash History	Several Crashes	None Known	None Known			L
Average Daily Traffic (ADT)	>150	30 or less	Count Sta (11) 13.95			L
User Knowledge	Not Acquainted	Well Acquainted	Unknown		M	
Average Speed (MPH)	>40	25 or less	25			L
Cross Section Changes	Changes	None Abrupt	None Abrupt			L
Surface Type Changes	Changes	No changes	None			L
Curvature	Abrupt	Smooth	Smooth			L
Road Widths (Feet)	Variable	Uniform	Uniform @ 18'			L

Overall Probability Assessed Ranking Low

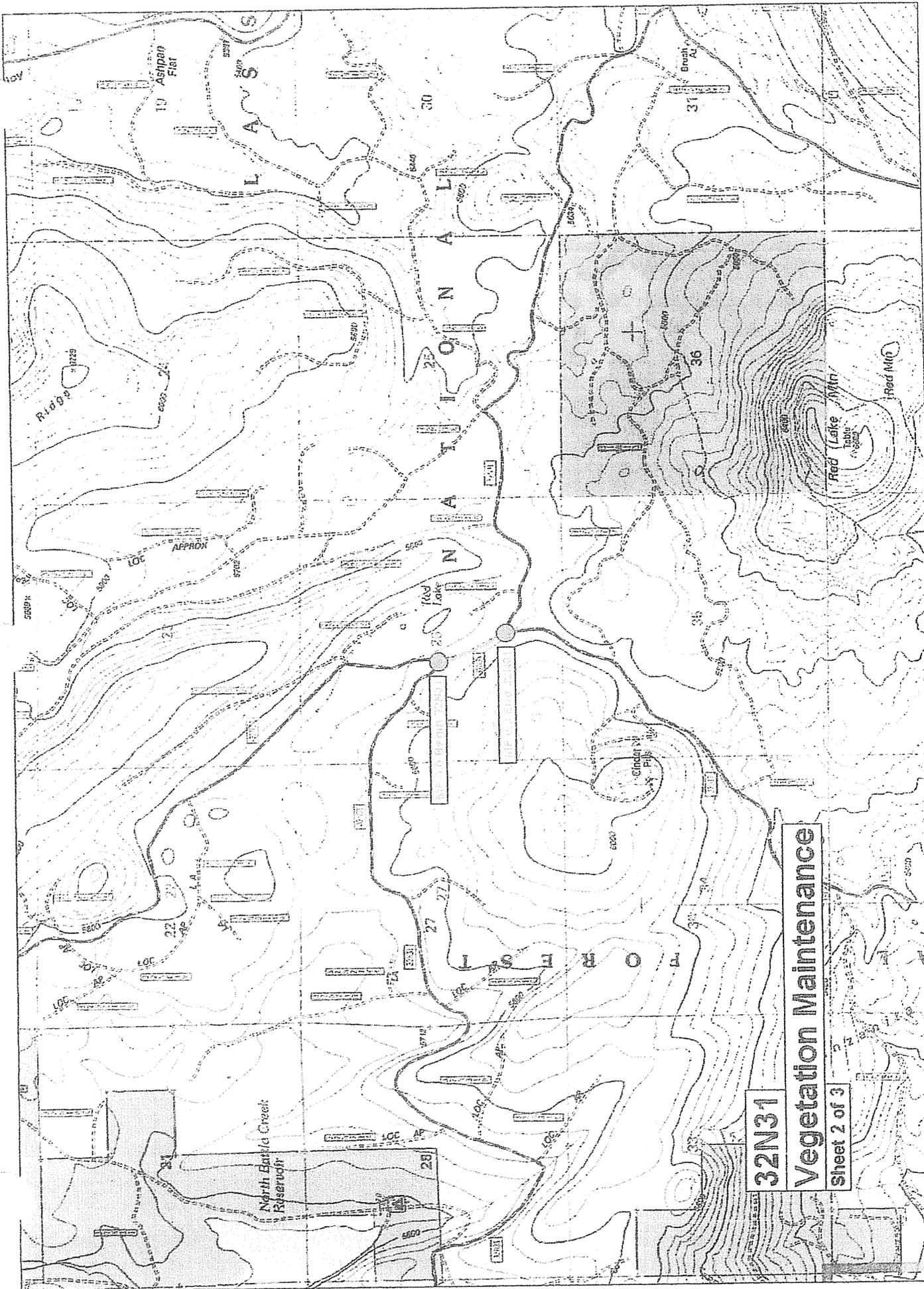
Severity of an Accident	Benchmark Rankings		Summary 2005 Observations	Assessed Rankings		
	High	Low		H	M	L
Average Speed (MPH)	>40	25 or Less	25			L
Clearance from Hazards	Little or none	Adequate	Adequate			L
Alignment & Sight Distance	Poor	Adequate	Adequate			L
Roadway Gradient	>12%	<12%	<12%			L
Downhill Side Slopes	>60%	<40%	<40%			L
Radical Speed Changes	Many	Few	Few (None)			L
Multi-passenger Vehicles	Buses	Cars, SUVs	Cars, SUVs			L

Overall Severity Assessed Ranking Low

Season of Use May - November Surface Aggregate % Street Legal 95 % Non-Street Legal 5

SHARED USE RECOMMENDATION YES
 Yes or No

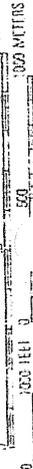
*Mitigation opportunities by milepost, or other pertinent information on following page(s).



32N31

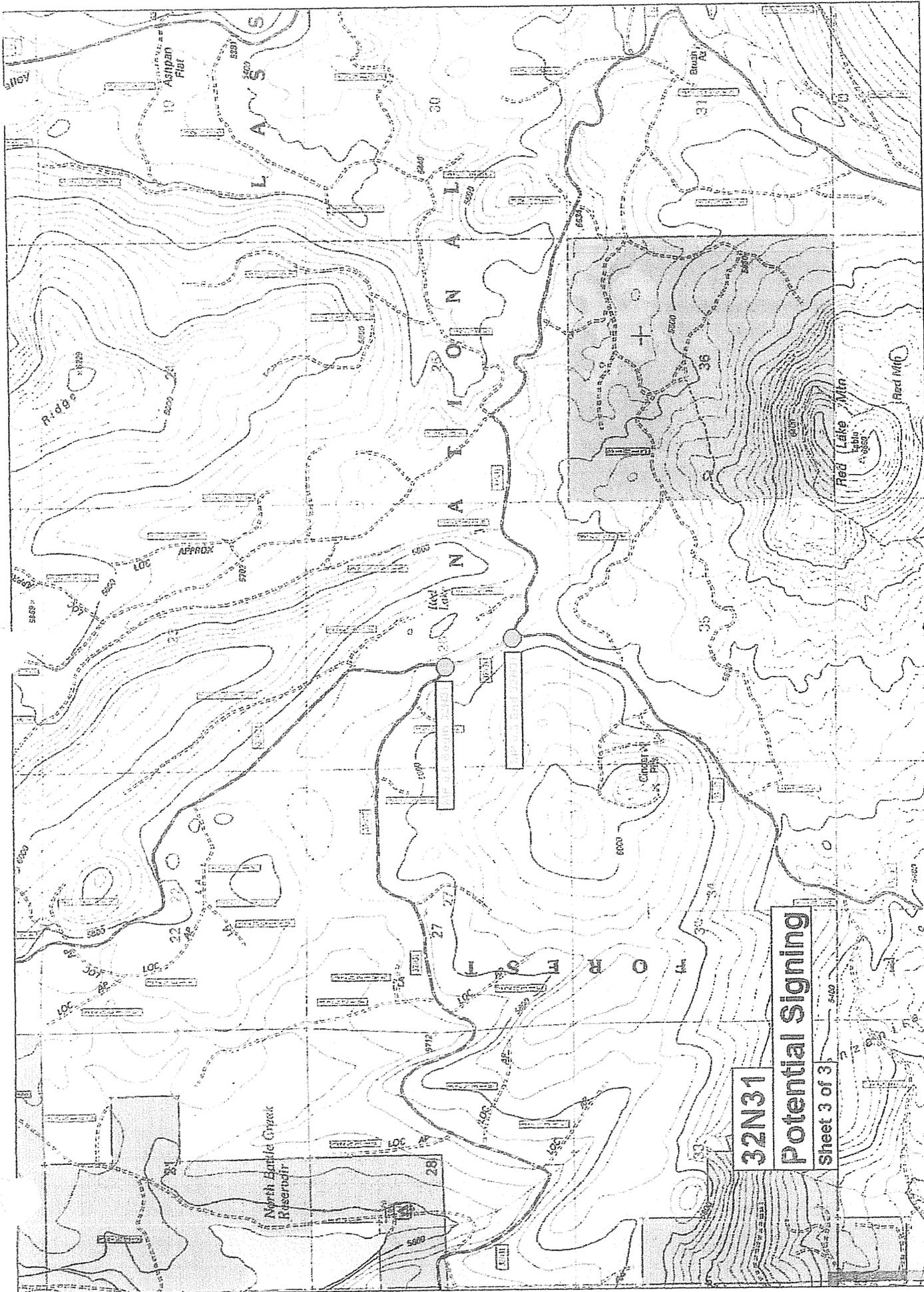
Vegetation Maintenance

Sheet 2 of 3

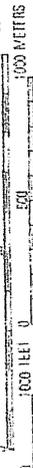


Map created with TOPOI® ©2003 Naikoina
replus (www.naikoingraphic.com/topo)

TNT 1/16"



32N31
Potential Signing
Sheet 3 of 3



Map created with TOPO® ©2003 National Geographic (www.nationalgeographic.com/topo)

TN 16°

Probability of an Accident	Benchmark Rankings		Summary 2005 Observations	Assessed Rankings		
	High	Low		H	M	L
Crash History	Several Crashes	None Known	None Known			
Average Daily Traffic (ADT)	>150	30 or less	Count Sta (11) 13,95			
User Knowledge	Not Acquainted	Well Acquainted	Unknown		M	
Average Speed (MPH)	>40	25 or less	20			L
Cross Section Changes	Changes	None Abrupt	None Abrupt			L
Surface Type Changes	Changes	No changes	0.8 miles aggregate south end			L
Curvature	Abrupt	Smooth	Smooth			L
Road Widths (Feet)	Variable	Uniform	Uniform @ 16'			L

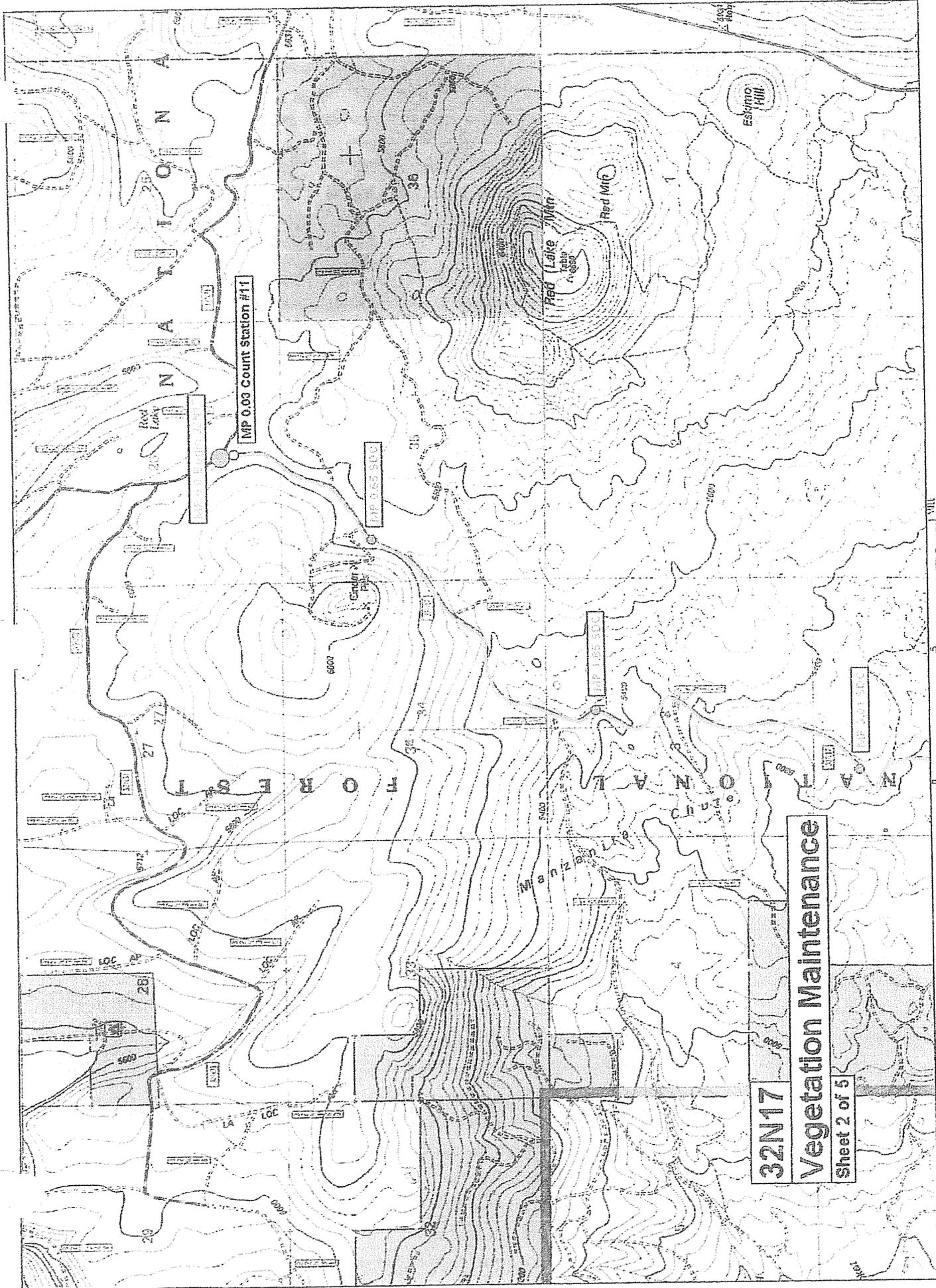
Overall Probability Assessed Ranking Low

Severity of an Accident	Benchmark Rankings		Summary 2005 Observations	Assessed Rankings		
	High	Low		H	M	L
Average Speed (MPH)	>40	25 or Less	20			L
Clearance from Hazards	Little or none	Adequate	Adequate *			L
Alignment & Sight Distance	Poor	Adequate	Adequate *			L
Roadway Gradient	>12%	<12%	<12%			L
Downhill Side Slopes	>60%	<40%	<40%			L
Radical Speed Changes	Many	Few	Few			L
Multi-passenger Vehicles	Buses	Cars, SUVs	Cars, SUVs			L

Overall Severity Assessed Ranking Low

Season of Use May - November Surface Grinders % Street Legal 95 % Non-Street Legal 5
 SHARED USE RECOMMENDATION YES Yes or No

*Mitigation opportunities by milepost, or other pertinent information or drawing page(s).



MP 0.03 Count Station #11

MP 0.65 S.D.C.

MP 0.65 S.D.C.

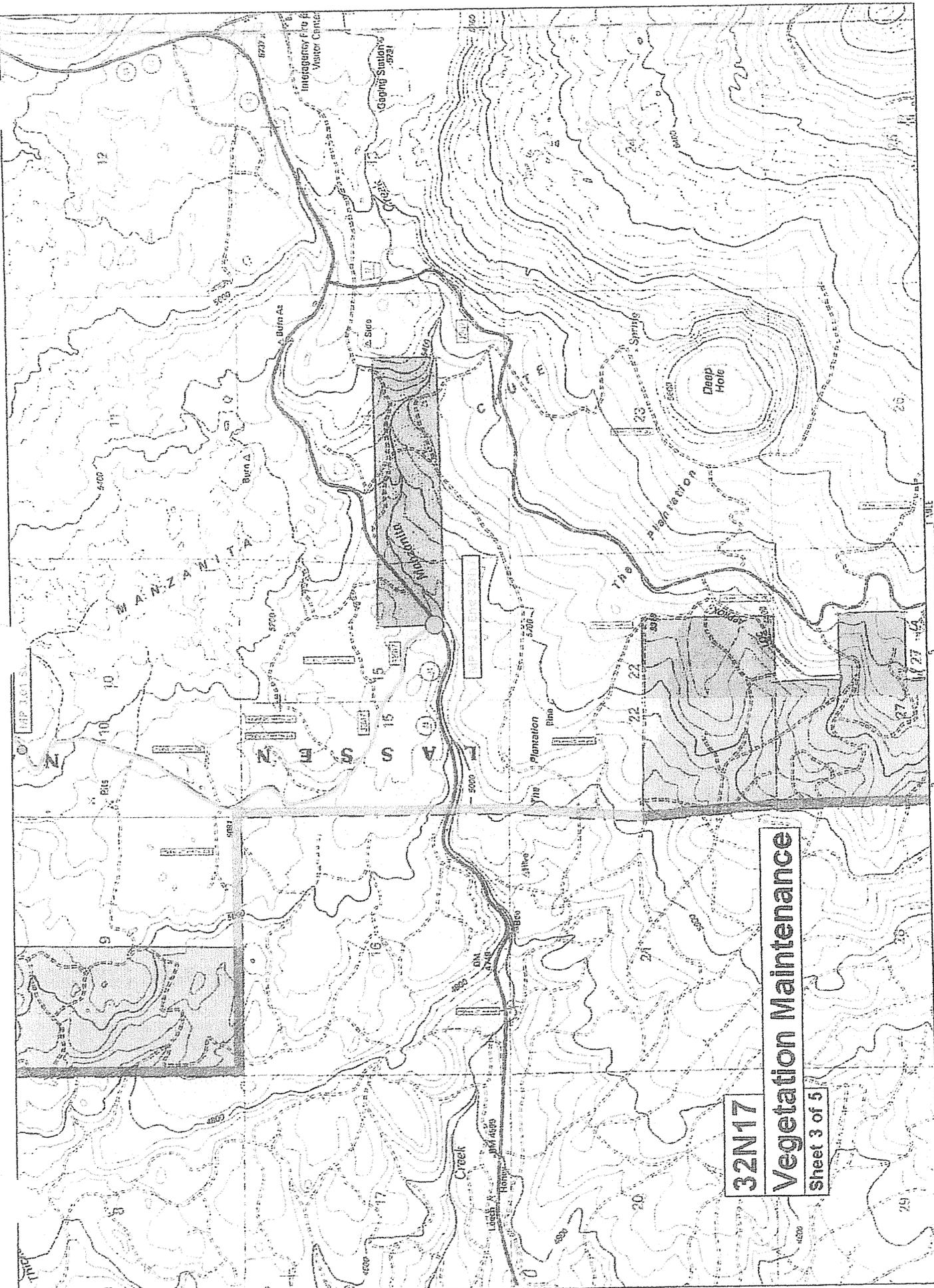
MP 0.65 S.D.C.

32N17
Vegetation Maintenance
Sheet 2 of 5

0 500 1000 0 500 1000
003 111 0 500 1000
003 111 0 500 1000
003 111 0 500 1000

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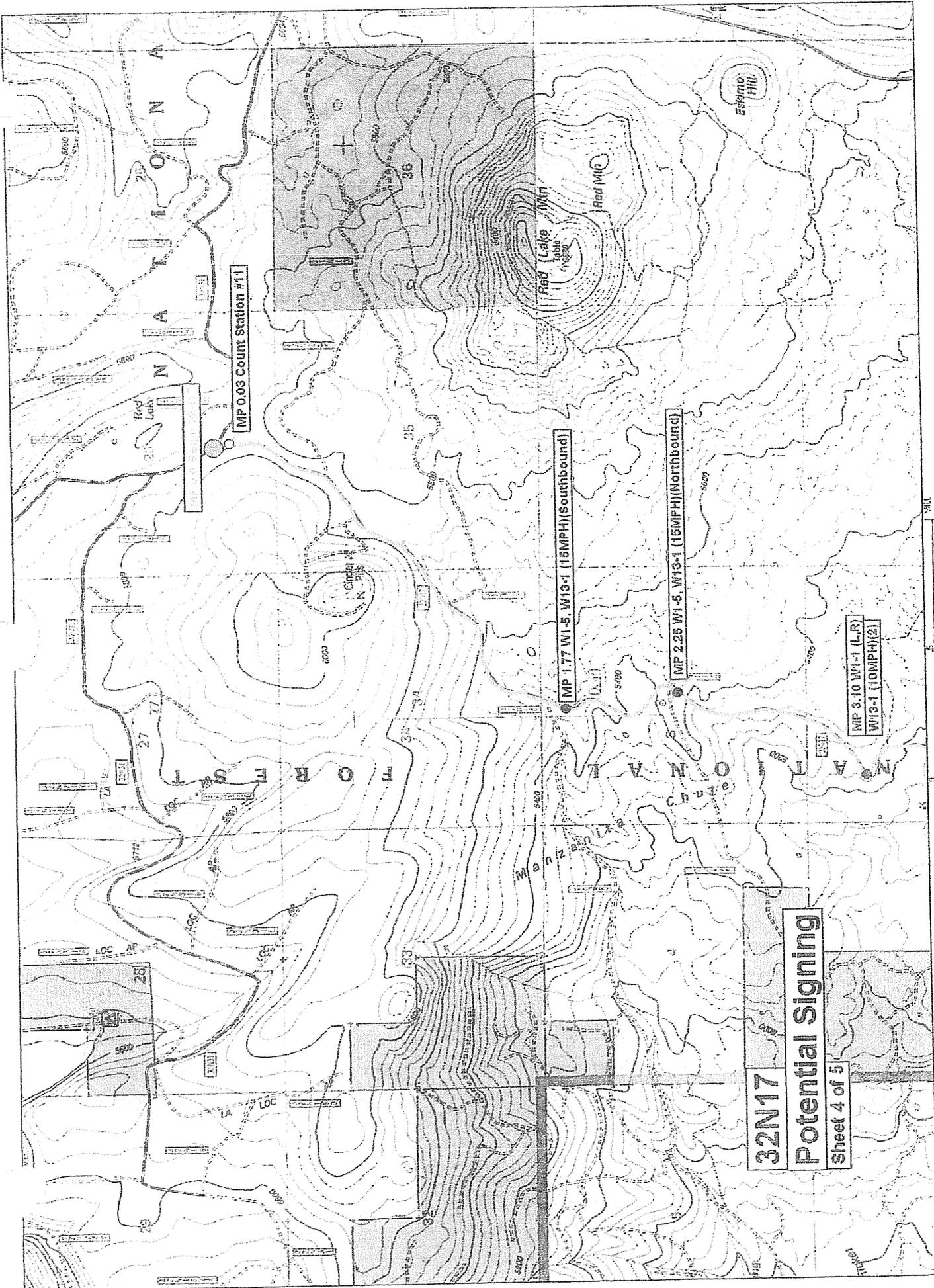
TN 16°



32N17
Vegetation Maintenance
Sheet 3 of 5

Map created with TOPO!® ©2003 Naitec
Graphic (www.national Geographic.com/topo)
1000 FEET
300 METERS

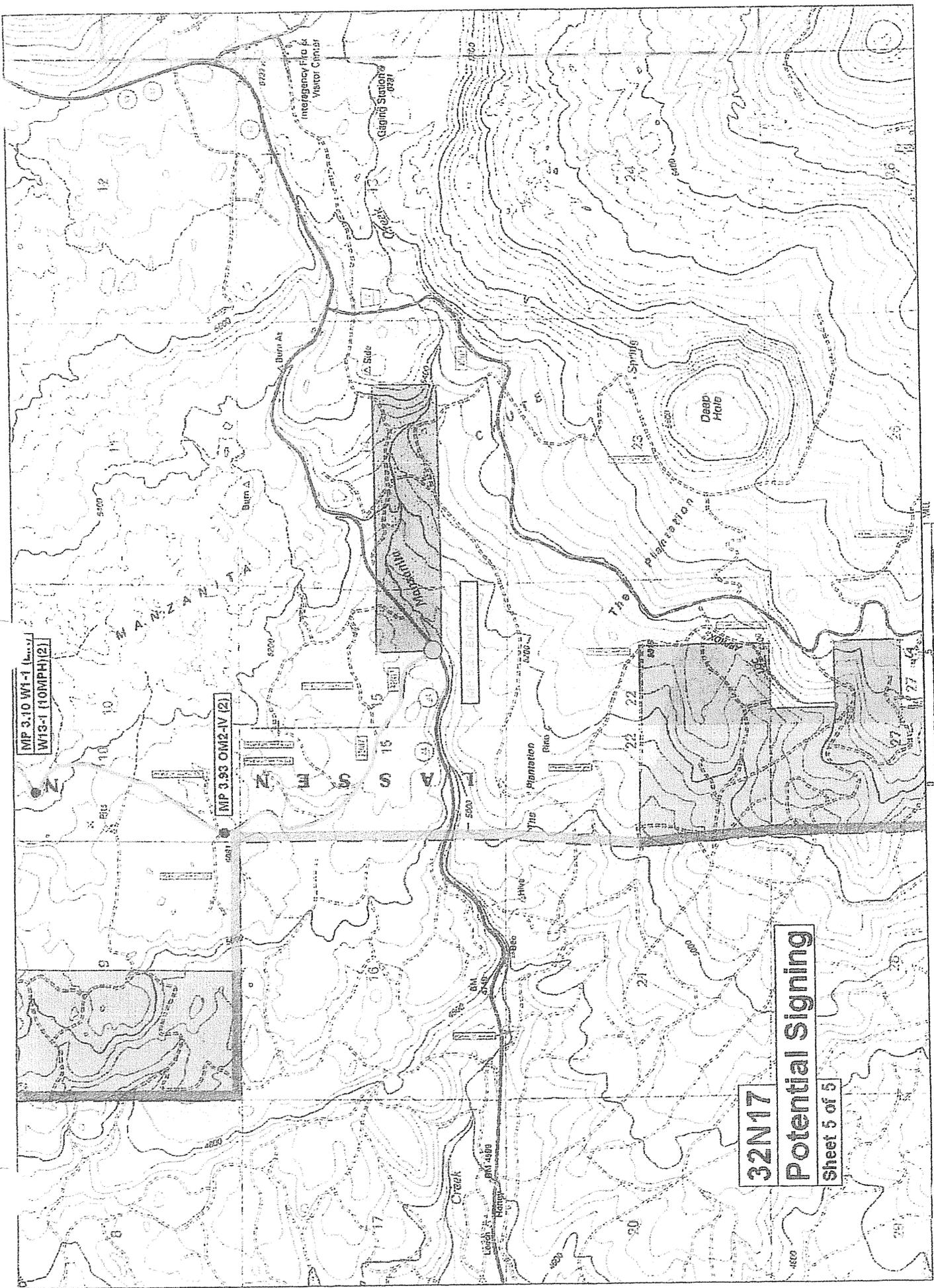
TN 7MIN
16°



32N17
Potential Signing
 Sheet 4 of 5

Map created with TOPOI® ©2003 National Geographic (www.nationalgeographic.com/topo)

TN 7 / MN 16°



MP 3.10 WT-1 (10MPH)(2)

MP 3.93 CM2-IV (2)

32N17

Potential Signing

Sheet 5 of 5

100 FT 1:50,000 100 METERS

Map created with TOPO © 2003 National Geographic (www.nationalgeographic.com/topo)

TN 16N 16E

Road Number 17(21/17) BCDT Segment Number 12 Length 15.3

Maint. Level: Objective 4 Operational 3 Observed June-August 2005 2 Functional Class C

Probability of an Accident	Benchmark Rankings		Summary 2005 Observations	Assessed Rankings		
	High	Low		H	M	L
Crash History	Several Crashes	None Known	None Known			L
Average Daily Traffic (ADT)	>150	30 or less	Count Sta (12) 7.86			L
User Knowledge	Not Acquainted	Well Acquainted	Unknown		M	
Average Speed (MPH)	>40	25 or less	27			L
Cross Section Changes	Changes	None Abrupt	None Abrupt			L
Surface Type Changes	Changes	No changes	None			L
Curvature	Abrupt	Smooth	Smooth			L
Road Widths (Feet)	Variable	Uniform	Fairly Uniform @ 16'			L

Low

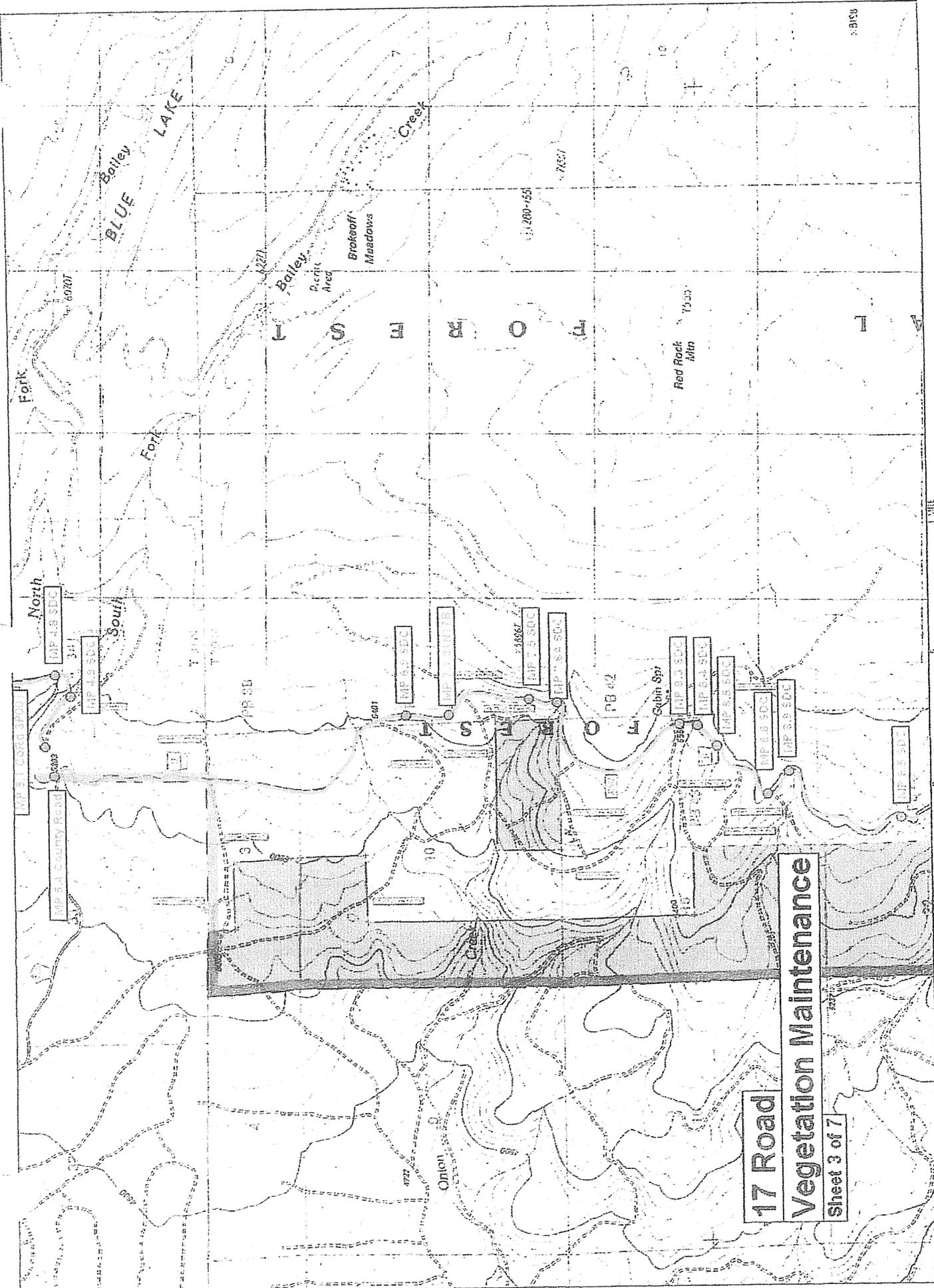
Severity of an Accident	Benchmark Rankings		Overall Probability Assessed Ranking	Summary 2005 Observations	Assessed Rankings		
	High	Low			H	M	L
Average Speed (MPH)	>40	25 or Less		27			L
Clearance from Hazards	Little or none	Adequate		Adequate *			L
Alignment & Sight Distance	Poor	Adequate		Adequate *			L
Roadway Gradient	>12%	<12%		<12%			L
Downhill Side Slopes	>60%	<40%		<40%			L
Radical Speed Changes	Many	Few		Few			L
Multi-passenger Vehicles	Buses	Cars, SUVs		Cars, SUVs			L

Overall Severity Assessed Ranking Low

Season of Use June - November Surface Aggregate % Street Legal 85 % Non-Street Legal 15

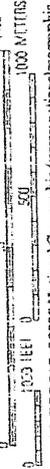
SHARED USE RECOMMENDATION YES
Yes or No

*Mitigation opportunities by milepost, or other pertinent information on following page(s).



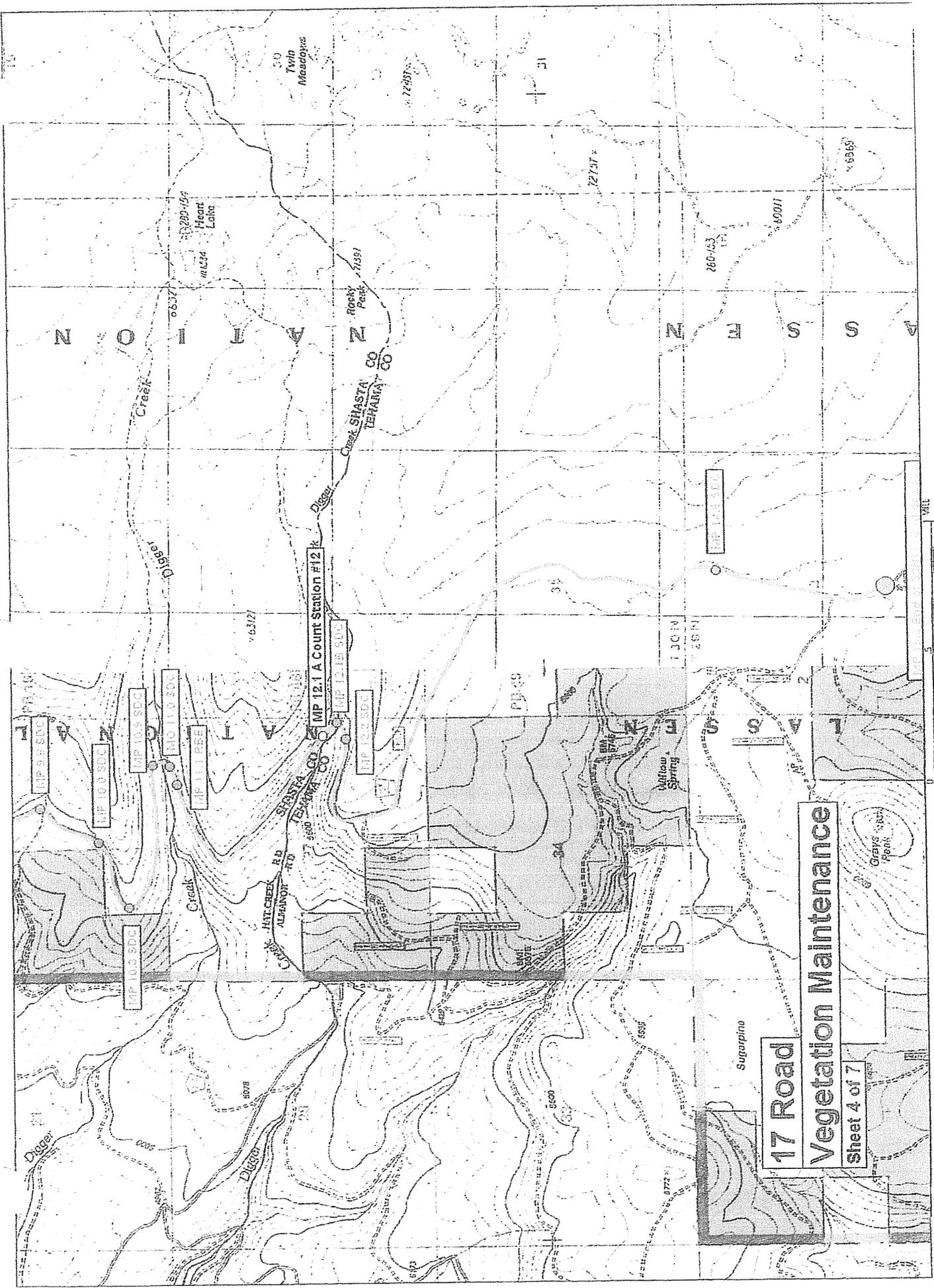
17 Road
Vegetation Maintenance
 Sheet 3 of 7

Map created with TOPOI © 2003 National Geographic (www.nationalgeographic.com/topo)



TN 1MIN
 15 1/2"

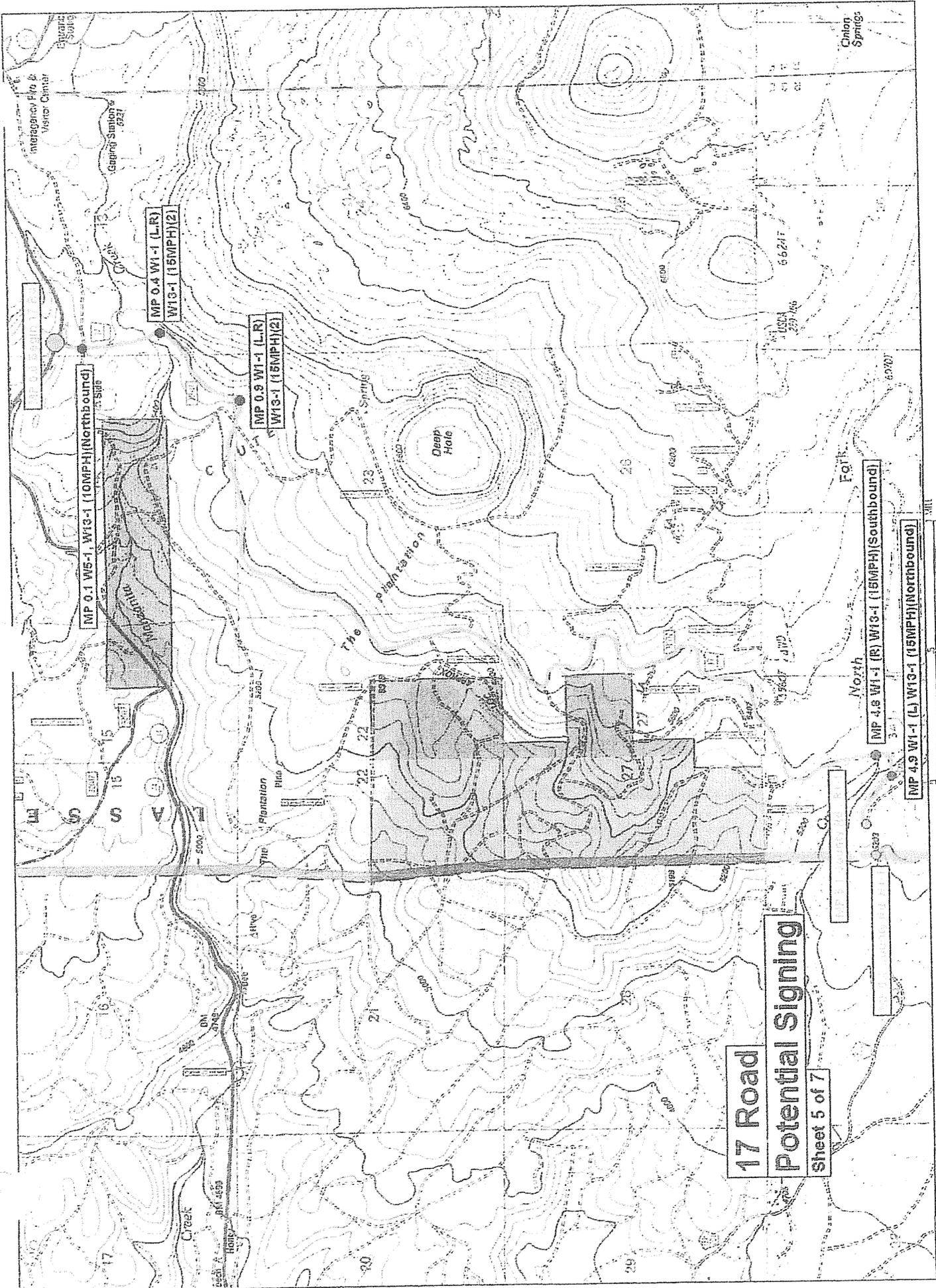
8-8158



17 Road
Vegetation Maintenance
Sheet 4 of 7

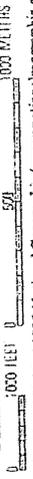
Map created with TOPO® ©2003 Natl. Geographic (www.nationalgeographic.com/topo)

TN 7 MIN
 15"



17 Road
Potential Signing
 Sheet 5 of 7

Map created with TOPO! © 2003 National Geographic (www.nationalgeographic.com/topo)

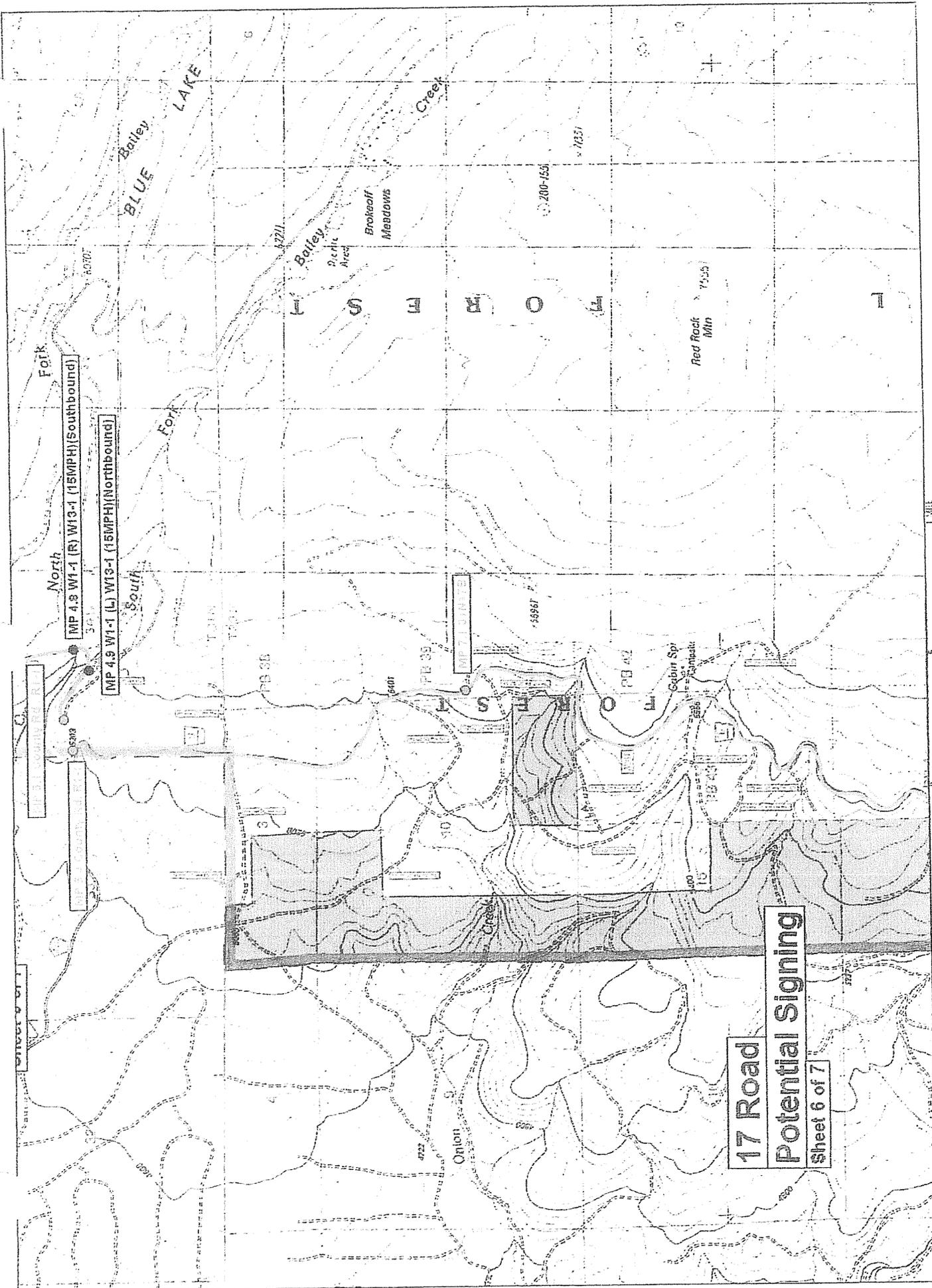


0 500 1000 METERS



0 0.25 0.50 MILES

TN 16



North
MP 4.8 W1-1 (R) W13-1 (15MPH)(Southbound)

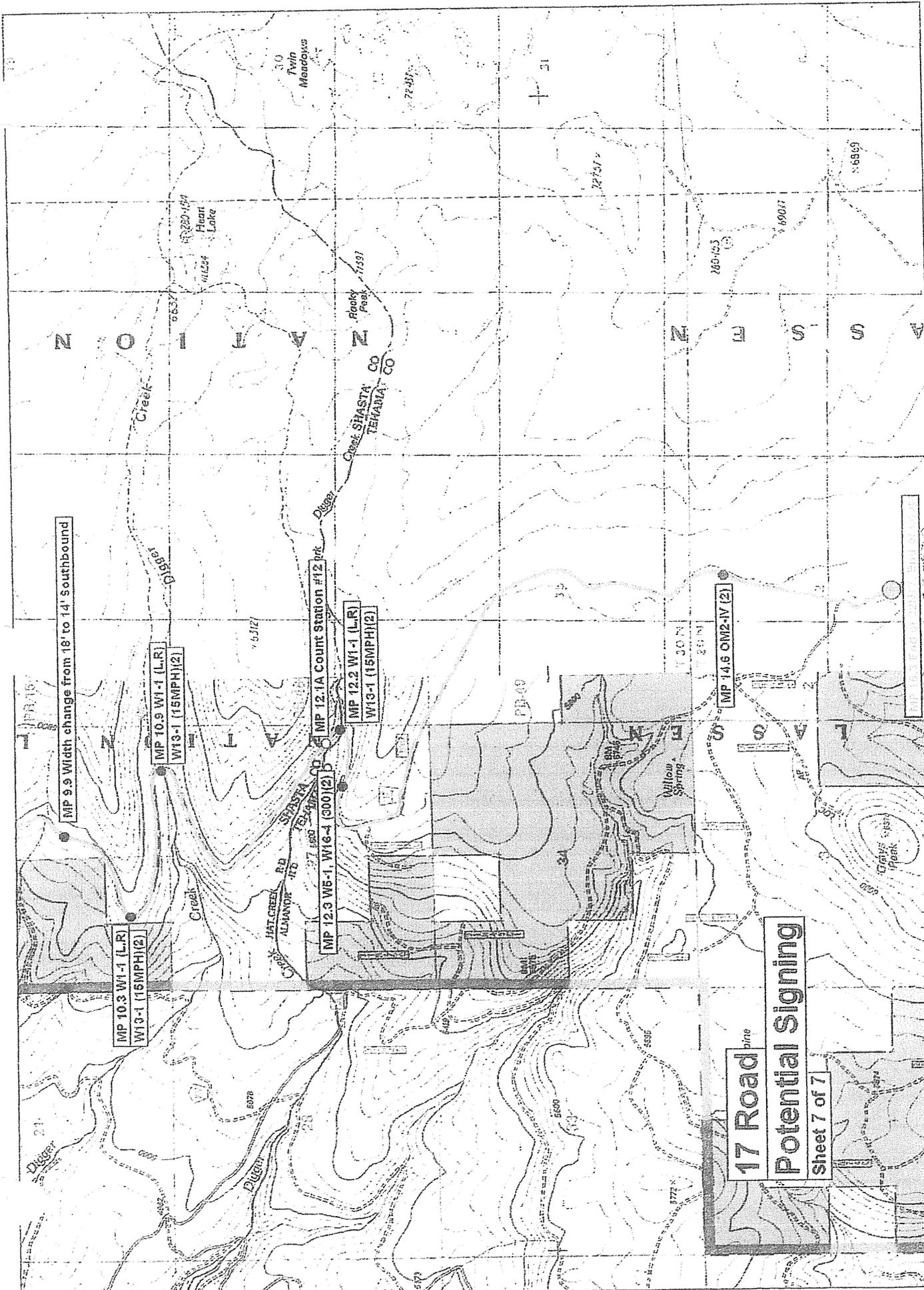
South
MP 4.9 W1-1 (L) W13-1 (15MPH)(Northbound)

17 Road
Potential Signing
Sheet 6 of 7



Map created with TOPO® ©2003 Naton.
aphis (www.nationalgeographic.com/topo)

TN 151°



MP 9.9 Width change from 18' to 14' Southbound

MP 10.3 W1-1 (LR)
W13-1 (15MPH)(2)

MP 10.9 W1-1 (LR)
W13-1 (15MPH)(2)

MP 12.3 W5-1, W16-4 (300)(2) D

MP 12.2 W1-1 (LR)
W13-1 (15MPH)(2)

MP 14.6 OM2-IV (2)

17 Road
Potential Signing

Sheet 7 of 7



Map created with TOPO!® ©2003 National Geographic (www.nationalgeographic.com/topo)

TN 154°

Appendix G

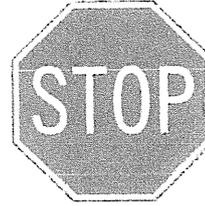
Recommended MUTCD Signing

- Regulatory
- Object Markers (Warning)
- Other Warning
 - Alternative A
 - Alternative B
- Share The Road
- Trail Sign (BCDT-3B Logo)

Appendix E

Examples of Recommended MUTCD Signs

Regulatory



R1-1

Object Markers
(Warning)



OM2-1V



OM-3L



OM-3R

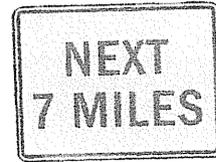
Other Warning

Alternative A



W16-2

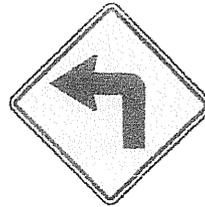
with option?



W7-3a

OR

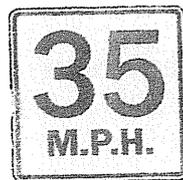
Alternative B



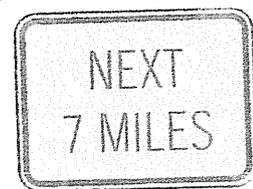
W1-1 L/R



W1-5



W13-1
Advisory Speed Plaque



W7-3a

Alternative B (continued)



W5-1



W5-2



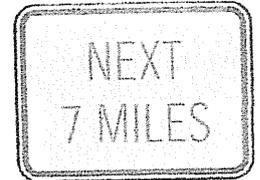
W16-4

Allow OHV



W16-1

With option?



W7-3a



10-128



10-117



10-111



10-115



10-109



10-121



10-107



10-113

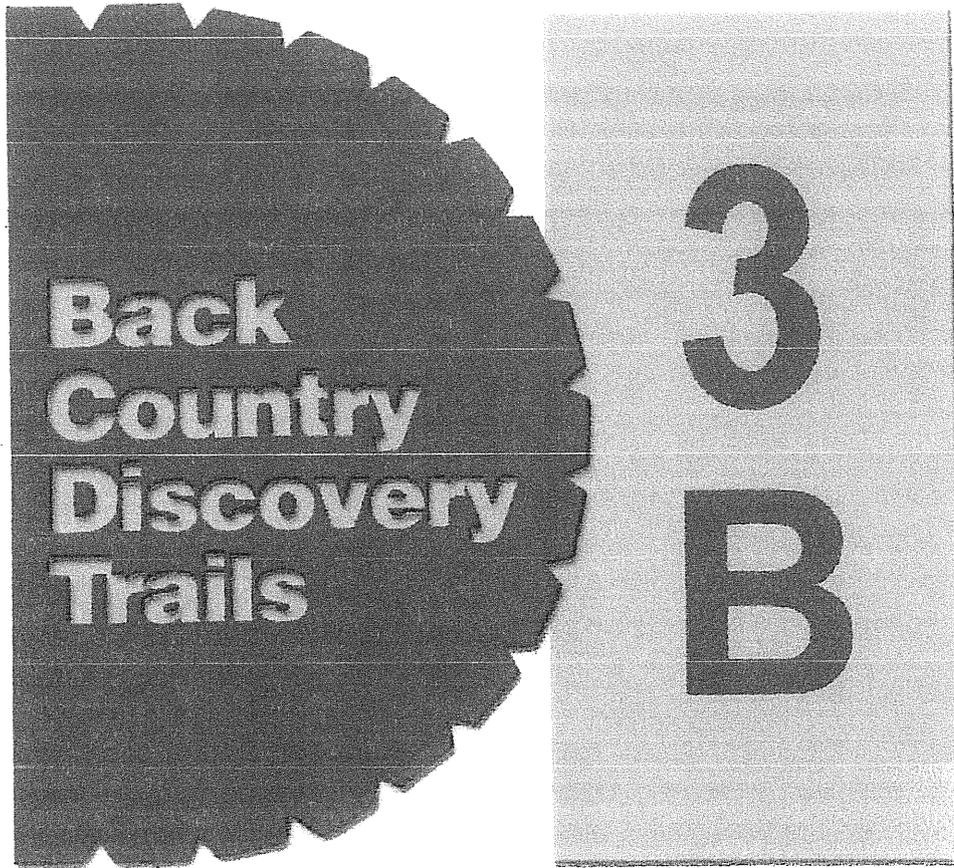
As appropriate

Symbols from Rockart, Inc. catalog

H. R. Tatman, Jr.

BCDT-3B LNF

BCDT-3B Logo



Appendix H

Study Volunteers

The entire BCDT-3B Share-the-Dream Loop traffic study was accomplished by volunteers from the following ten OHV Clubs located in Northern California:

- Recreation Outdoor Coalition
- Volcano Riders Snowmobile Club
- Shasta Rock Rollers
- Backcountry 4X4s
- Sierra-Cascade Snowmobile Club
- Redding Snow Riders
- Shasta County Sportsman Club
- Redding 4WD Club
- Lake Almanor Snowmobile Club
- Redding Dirt Riders

The following 60 individuals from these clubs contributed 2,140 hours of labor and 16,714 miles of travel. Their hours include travel time from home as well as observation time at their assigned count station.

*Team Leader Qualifications—H.R. Tatman, Jr.

Professional Experience

Graduate Civil Engineer with post graduate work in Traffic Flow Theory, Fundamentals of Traffic Engineering and Network Analysis.

California Registered Traffic Engineer

34 Years with USFS Engineering

1963-1967 Asst. FE—Road Operations & Maintenance

1967-1971 PSW RO Engineering

1.5 years assigned to the WO's Transportation Analysis Group (TAG) at UC Berkeley

Developed Traffic Surveillance Handbook

1971-1975 Asst. FE—Transportation System Planning

1975-1982 PSW Staff Engineer for Transportation System Analysis

1982-1991 Forest Engineer

Volunteer Experience

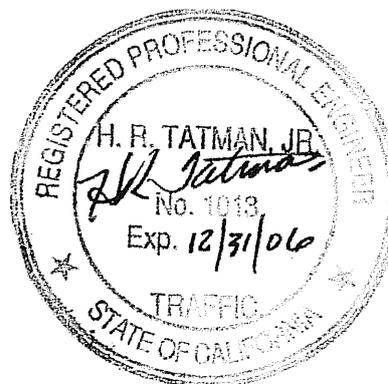
April 1999—asked to represent LNF on RIGHTS (a California Parks & Recreation BCDT Northern California) Committee and to propose route on LNF

March 2000—Elected Co-chairman RIGHTS Committee

May 2001 to present—Volunteer PSW Regional BCDT Advisor

December 2001—Presented BCDT Program to Regional Recreation Officers and Forest Engineers

1999-2005—Researched, planned and proposed about 440 miles of BCDT, of which 297 have been approved and the remainder expected to be approved in the fall of 2005.





United States
Department of
Agriculture

Forest
Service

Lassen
National
Forest

Supervisor's Office
2550 Riverside Drive
Susanville, CA 96130
(530) 257-2151 Voice
(530) 252-6624 TDD
(530) 252-6428 Fax

File Code: 7710-2

Date: September 29, 2005

Route To:

Subject: Lassen NF Mixed Use Engineering Analysis

To: Bob Sutton, R5 Director of Engineering

I have enclosed a copy of our Mixed Use Engineering Analysis for the proposed designation of the "Share the Dream" loop to the Lassen Backcountry Discovery Trail. This 100 mile loop is proposed for "shared or mixed use" by non-street legal off-highway vehicles operated by licensed drivers where it is located on Forest Service roads. A portion of the loop is on FS maintenance level 3 or higher roads. The remainder of the loop is on FS maintenance level 2 roads and State or county roads. State and county roads are not being considered for mixed use. The loop is sponsored by the Recreation Outdoor Coalition whose members initially scouted and identified the proposed route, and have now prepared a draft nomination report for my consideration.

Traffic count data was collected from 7:00 am to 7:00 pm on the first Sunday and third Wednesday from June to Labor Day this past summer by 60 dedicated volunteers under the leadership of retired Lassen National Forest Engineer, Richard Tatman. Mr. Tatman compiled the Analysis and rendered his professional judgment regarding the risk for accidents if mixed use was allowed.

Also enclosed is our proposed "Sign Protocol for the Backcountry Discovery Trail". The proposed "Share the Dream" loop will be an addition to our existing 185 mile Lassen Backcountry Discovery Trail. Route markers are essential to orient the visiting public. We requested the approval for a non-standard Directional and Guide Sign, in my letter dated September 21, 2005.

On October 12, I will be meeting with volunteers and my staff to review the Analysis to determine if mixed use could be permitted on all or a portion of the proposed 100 mile loop. The methodology for the traffic count study was peer reviewed by Sue Kocis, who is one of our Agency's leaders for our National Visitor Use Monitoring effort. The enclosed Analysis generally conforms with the August draft of the "Guidelines for Engineering Analysis of Motorized Mixed Use on National Forest System Roads", led by Ed Gililand of the San Dimas Technology Development Center. We will also discuss the Sign Protocol.



I would appreciate your review and comments on our Analysis and Sign Protocol prior to October 12. Rich Farrington, Bill Fodge, and Gary Barnett have indicated they will be attending our meeting that day in Susanville. Their advice and counsel will assist me in reaching a decision regarding mixed use on our maintenance level 3 or higher roads. Thank you.

/s/ Jeff Withroe, for
LAURIE TIPPIN
Forest Supervisor

cc: Ed Gililand
Rich Farrington
Bill Fodge
Gary Barnett
Robert W Andrews
Rhonda Barnhart
Alfred G Vazquez
Jack Walton
Jess J Bengoa
Terrie Veliotes

Enclosure: Lassen National Forest Mixed Use Engineering Analysis, Sign Protocol for the Backcountry Discovery Trail



United States
Department of
Agriculture

Forest
Service

Lassen
National
Forest

Supervisor's Office
2550 Riverside Drive
Susanville, CA 96130
(530) 257-2151 Voice
(530) 252-6624 TDD
(530) 252-6428 Fax

File Code: 7710

Date: September 29, 2005

Route To:

Subject: Lassen NF Mixed Use Engineering Analysis

To: Vaughn Stokes, WO Director of Engineering

I have enclosed a copy of our Mixed Use Engineering Analysis for the proposed designation of the "Share the Dream" loop to the Lassen Backcountry Discovery Trail. This 100 mile loop is proposed for "shared or mixed use" by non-street legal off-highway vehicles operated by licensed drivers where it is located on Forest Service roads. A portion of the loop is on FS maintenance level 3 or higher roads. The remainder of the loop is on FS maintenance level 2 roads and State or county roads. State and county roads are not being considered for mixed use. The loop is sponsored by the Recreation Outdoor Coalition whose members initially scouted and identified the proposed route, and have now prepared a draft nomination report for my consideration.

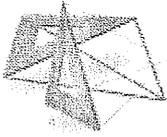
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I thought you might like to see one of the first Engineering Analyses using the Guidelines. We certainly appreciate and will benefit from this national effort.

/s/ Jeff Withroe, for
LAURIE TIPPIN
Forest Supervisor





Ed Gililland/WO/USDAFS

10/27/2005 01:50 PM

To Elizabeth Norton/R5/USDAFS@FSNOTES

cc

bcc

Subject Re: Motorized mixed use study on Lassen NF 

Looks ok to me. I did go through it very quickly so I can't say I did a detailed review. A few things have changed in the Guide since this was started, but I don't see that as a big deal. The only issue this really does not cover is the issue of State Law. I'm not sure this report has to, but it would seem to me that it would be prudent to address that in writing somewhere before a final designation is made.

Ed Gililland

San Dimas Technology & Development Center

444 E. Bonita

San Dimas, California 91773

(909)599-1267 Ext 237 Fax (909) 592-2309 egililland@fs.fed.us

Elizabeth Norton/R5/USDAFS

Elizabeth

Norton/R5/USDAFS

10/22/2005 01:04 PM

To Ed Gililland/WO/USDAFS@FSNOTES

cc

Subject Re: Motorized mixed use study on Lassen NF 

Hi Ed - have you had a chance to review the engineering report I sent you. What do you think of it? I welcome your opinions/advice. Thanks.

Elizabeth Norton

Lassen National Forest

2550 Riverside Drive

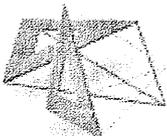
Susanville, CA 96130

Phone: 530-252-6645

FAX: 530-252-6428

e-mail: enorton@fs.fed.us

Ed Gililland/WO/USDAFS



Ed Gililland/WO/USDAFS

09/06/2005 08:56 AM

To Elizabeth Norton/R5/USDAFS@FSNOTES

cc

Subject Re: Motorized mixed use study on Lassen NF 

01/07/07

To: Jack Walton, Bob Sutton, Bill Fodge, Liz Norton, Congressmen Doolittle & Herger, BRC, ROC

The following is in response to Region Five's Division of Engineering's August 22, 2006 review comments by email to Lassen NF Forest Engineer Walton, pertaining to the "Share-the-Dream Loop". Shared Use Engineering Report.

The paragraphs in italics are the questions asked by the Region and the vertical statements are my replies.

1. The report was thorough in its presentation of route location, traffic counts, road conditions. The report also included recommendations on measures that could be taken to lower the risk of crashes, including road maintenance and traffic control devices. Additional work that needs to be completed includes:

The Report adheres very closely to the Forest Services' EM-7700-30 Guidance and the need for additional work to satisfy the intent of the EM-7700-30 Guideline is questionable.

2. Describe the type of mixed use traffic that is being proposed for each road:

A few passenger cars, pickups, SUVs, both government and privately owned, ATVs—you know—Quads, dirt bikes and snowmobiles, in the winter if not plowed. Please note—commercial traffic, i.e., logging or chip trucks, are not included as common sense as well as USFS Handbook Guidance says restrict use during commercial haul. However, you do not haul logs or chips on all of the roads all of the time!

And determine if it is legal under California CVC;

Yes, it is legal as these dirt and gravel roads are not Highways! Ask any CHP officer on the beat if they care what type of vehicle is on the dirt or gravel road. Ask the general public their views of use. And, with out bias, read the second paragraph of CHP Deputy Commissioner's April 7, 2005, letter to Regional Forester Blackwell. If it's posted for shared use it's legal. Also, see CVC #38001, which states in part "For purpose of this division, the term "highway" does not include fire trails, logging roads, service roads regardless of surface composition, or other roughly graded trails and roads upon which vehicular travel by the public is permitted."

CVC also has very specific operator licensing requirements that were considered a part of the study. It is assumed that most people obey the laws. We do not believe it prudent to restrict legitimate use for most people to get after a few bad apples.

3. The basis for the risk ratings were not well explained. Update the risk assessments

with the final EM7700-30 and clarify whether risk ratings are based on current conditions or with proposed mitigation measures in place.

The risk ratings are compatible with the published EM7700-30 Washington Office Guidelines. Further, the bench marks for evaluation were selected following review of criteria used by Region 8, Region 6, Region 4 and Region 3 of the USFS. As a matter of fact, the selected ADT thresholds are very conservative or low as compared to the majority of the other Regions. For example, most use up to 100 ADT as low risk, whereas the subject study used 30 ADT.

It is still my considered judgement that the conditions that existed when the study was done are in the low risk for an accident category. As for the mitigation measures proposed, i.e., signs and brushing, I still recommend MUTCD "yellow caution" signs at the entrance to forest roads that say "No Traffic Signs", No. W16-2. And as for brushing, if the road is open to any use by anyone, including USFS, then the brushing should be done.

I noted recently, late 2006, that the snags identified in the October 2005 report are still standing alongside the roads. One of these days.....

4. Provide a transportation analysis for the Lassen NF road system. The analysis should show how the roads under study fit into the LNF transportation system and validate the current RMO's or propose revisions to reflect actual needs and budget realities.

This is a Forest responsibility and beyond the role of any outside group that assists by performing a traffic use study. If the interpretation of the on-line FSM is correct, this should have been done by the Forest several years ago and been available to use in evaluating the proposal that the Engineering Report was done for. In the meantime, use sound judgement.

5. The report focused on the traffic that was observed during the traffic counts. Consider the risks of crashes for the full range of traffic that can be expected on each road over time.

What time period would you like this evaluation to cover—50 years or 100 years? This question begs a NO ACTION decision or do not consider mixed use. Is this what the Chief of the Forest Service means by Manage OHV use?

With all due respect, the decision to be made should be based upon what is occurring now and in the immediate future—say 1 to 2 years. If commercial hauling (see #2 above) restricts OHV use, then why include that traffic in the risk analysis, especially when none was observed on the randomly selected counting days and no hauling was occurring in the "heavy" use times.

If traffic volume or vehicle types change over time then the risk may need to be evaluated again when the change becomes obvious or if reportable accidents begin to

accumulate in specific places.

According to specific sections of FSM 7700 and FSH 7709, if an unacceptable number of vehicle accidents occur at a specific site on a road, then additional evaluation is triggered and additional mitigation measures considered.

6. Describe proposed mitigation measures and how they will be effective at reducing risk. Address other mitigation measures that will reduce risk for the full range of traffic that may be on the road. Other mitigation can include alternate routes, time restrictions for mixed use when commercial traffic is present, speed limits, etc.

Logical mitigation measures were listed that seem to best fit current conditions and needs.

The Clubs listed in the Report, that did the original traffic study, had agreed at the time to do the required hand labor work required to accomplish the mitigation work identified in the Report. A lot of time has gone by and folks are very discouraged now. Some USFS Engineering/Recreation outreach might get the job done for the Forest.

As stated above in No. 5, why play "what if" games? Use the best available judgement given existing conditions and then monitor results for accidents. No one wants to see anyone hurt, but on the other hand, people have to take some responsibility for their own actions. The desire for OHV experiences is growing rapidly and the proposal and Report have been prepared in good faith to promote safe and managed use of the Forest Roads.

7. Document how the Forest will maintain mitigation measures that are selected as part of the designation for mixed use.

Establish an MOU and/or an Adopt-a-Route package with a responsible private entity such as the Recreation Outdoor Coalition (ROC), non-profit group of motorized and non-motorized recreationists.

8. Document coordination with other public road agencies, local law enforcement agencies, or cooperators that may be affected by the proposed use on NFS roads.

ROC has a lot of existing documentation for the 3B Loop from all of the County Boards of Supervisors surrounding the Forest, Congressmen Herger's and Doolittle's offices, etc. These are the "Bosses" of the road agencies, law enforcement and Federal Agencies. A current CHP officer is president of one of the clubs that belong to ROC and he is very supportive of the 3B Loop plan, including OHV mixed use.

9. The report was thorough in regards to the location of the route, traffic counting strategy and methods, The need for additional traffic counts can not be determined from the report. The Forest will have to determine whether the counts were representative of

actual traffic or if add'l counts are needed. Some indications that add'l counts are needed are: lack of commercial traffic component in the counts, intuitive judgement on traffic volumes, times and vehicle mix that differ from the counts, other traffic data that disagrees with the results of the counts.

The need for additional counts to justify the "published Traffic Study" results must be left to others. The volunteers can count each vehicle that goes past them and make a mark on a piece of paper. We all wanted factual information. The books were not cooked!

Summary—the use that the Share-the-Dream Loop proposal is asking to be supported already exists. The study provided a snapshot of the extent of non-commercial activity on 75 miles of Maintenance Level 3 and 4 roads.

Acknowledge the existing use and set up an accident reporting procedure that is rigorously followed for 5 years to evaluate the adequacy of the traffic study.

This response took a couple of hours to consider and write. Add that to the 2000 hours devoted to the study in 2005.

/s/ Dick Tatman

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Date: October 14, 2005

Dear Lassen National Forest Traffic Count Volunteers:

In spring 2005, the Recreation Outdoor Coalition (ROC), a non-profit group representing diverse recreational interests in the Lassen area, met with me regarding their proposal to designate a 100 mile addition to the Lassen Backcountry Discovery Trail, called the Share the Dream route. This addition would establish a scenic off-highway vehicle (OHV) route, looping around Lassen Volcanic National Park. The route is located on mostly National Forest System roads. ROC also wanted the route to be designated for mixed use by both street-legal and non-street legal (OHV) vehicles such as quads and dirt bikes.

Because some of the route is on higher standard Forest Service roads, we needed to conduct a traffic study to determine the risk for accidents if mixed use was permitted. Retired Forest Engineer H.R. Tatman and volunteer Sylvia Milligan immediately launched the traffic study and recruited volunteers. Counts were conducted from June 5 through Labor Day.

Traffic count data was collected from nine stations along the proposed loop. The count involved 60 members representing 9 OHV clubs and ROC from all over northern California and Oregon, including yourself. Our volunteers contributed 2,140 hours of labor and provided 16,714 miles of personal vehicle use – all at no cost to the Forest Service. The value of all your volunteer service was \$59,300. Mr. Tatman then used this data to prepare an engineering report and road risk assessment. Based on this report, I am proposing to allow mixed use on the entire route. The Forest Service is still gathering additional information. We expect to present our proposal to the public next spring for public review and comment in accordance with our environmental analysis procedures.

Volunteers have sponsored the proposed Share the Dream route from the beginning – starting with an idea while sitting around a lunch table, then scouting out the proposed route, preparing the nomination report and roadway sign plan, and conducting the recent traffic counts. Your efforts have saved the Forest Service considerable time and thousands of dollars. It will result in an unparalleled OHV driving opportunity on the Lassen NF when the route is officially designated.

I know your hard work will not stop with the designation. Volunteers have already expressed their continued commitment to maintaining the route, installing road signs, and patrolling. This level of dedication by so many volunteers is unmatched in our partnership programs.

Thank you for your time, your many hours of service, and your dedication.

Sincerely,

LAURIE TIPPIN
Forest Supervisor



