



United States Department of Agriculture

Lassen OHV MVUM Update Project Environmental Assessment and Finding of No Significant Impact



Forest Service
Lassen National Forest

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Lassen OHV MVUM Update Project

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ENVIRONMENTAL ASSESSMENT

PROJECT INFORMATION

BACKGROUND

The Travel Management Rule of 2005 (36 CFR Part 212) effectively closed national forests to general cross-country motorized travel, and required designation of roads, trails, and areas open to motor vehicle use. The Travel Management Rule requires those roads, trails, and areas open to motor vehicle use be published on a Motor Vehicle Use Map (MVUM) provided to the public free-of-charge. MVUM are also required to display allowed uses by vehicle class (e.g., highway-legal vehicles, vehicles less than 50 inches wide and motorcycles), seasonal allowances, distance allowances, and provides information on other travel rules and regulations. Routes not shown on the MVUM are not open to motor vehicle travel.

To implement the Travel Management Rule, the Lassen National Forest completed *Subpart B – Designating Roads, Trails, and Areas for Motor Vehicle Use* in 2009 and published the Motorized Travel Management Final Environmental Impact Statement (FEIS), Record of Decision (ROD) and MVUM in 2010. However, travel management is an ongoing and iterative process. Designated roads, trails, and areas identified on the MVUM may be added, removed, or modified after completion of additional National Environmental Policy Act (NEPA) analysis and decision-making, as discussed on page 19 and 21 of the ROD.

Since 2010, numerous stakeholders, including five counties and state officials, have requested the Lassen National Forest consider making more existing roads available for OHV use. Demand for additional OHV access has been high and is a frequent topic of discussion with user groups, at county meetings and in congressional correspondence to the Forest Supervisor and Regional Forester. In response to stakeholder requests and the intent of the ROD, the Lassen National Forest agreed to review the proposal put forward by stakeholders, develop a proposed action, and complete the required NEPA and mixed-use safety analysis to determine if more existing roads could be open to OHVs.

NEED FOR THE PROPOSED ACTION

The purpose of the Lassen OHV MVUM Update project is to enhance and diversify off-highway motorized recreation opportunities by making more existing roads available for OHV use on the Lassen National Forest. The project is needed to create a system of existing motorized routes available to OHVs that create loops of a size to create interest in the rides, provide access to overlooks and recreational areas, and create connections to county roads already available to OHVs.

PROPOSED ACTION DEVELOPMENT

To develop this proposed action, an interdisciplinary team of resource specialists, line officers, and consultants reviewed all 577 miles of existing Maintenance Level 3 (ML3) roads on the Lassen NF. Each road was ranked low, medium, or high priority for field review based on factors such as access to viewpoints or other desirable destinations; promoting connectivity with other OHV opportunities on state and federal land; avoiding roads that only access private land; and avoiding spur roads that are short or only access a campground.

Approximately 246 miles of ML3 roads, which included segments of ML2 roads, were field reviewed. Approximately 35 miles of ML2 road segments along the ML3 roads were not carried forward into the proposed action since they are already open to OHV use. The ML3 sections were identified as medium and high priority for motorized mixed-use by Forest Service engineers. Motorized mixed-use analysis evaluates the probability and severity of accidents and assigns the road a risk rating of Low, Moderate or High. Roads identified as having Low or Moderate risk were carried forward into the final review. During the final review, Forest resource specialists validated each road to ensure OHV use would



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be consistent with the Lassen National Forest Land and Resource Management Plan (Forest Plan), avoid sensitive natural and cultural resources, and avoid affects to other recreational opportunities.

Based on the results of the previously described reviews, the interdisciplinary team proposed one of three options for the remaining roads:

1. **No change (remain as ML3 and no OHV access)**
2. **Retain as ML3 and allow motorized mixed use¹**
3. **Downgrade (i.e., reclassify) to ML2² (OHV access allowed)**

A road was assigned Option 2 if it would not effectively serve other forest users to downgrade to ML2. For example, roads that access recreation facilities, campgrounds, trailheads, permitted areas, or administrative facilities need to be managed at higher road standards for passenger cars and other low-clearance vehicles or heavy equipment. In some cases, downgrading a road may require physical work on the ground to protect natural resources – such as removal of culverts or installation of armored dips. Roads that would require physical work to downgrade were retained as ML3.

Roads identified in Option 2 and 3 were carried forward into the proposed action. Approximately 1.4 miles of ML4-motorized mixed-use was also carried forward in the proposed action. Motorized mixed-use on ML4 roads is rare and was included in this proposal to provide access across the road and connect routes on either side of the road.

PROPOSED ACTION

The Lassen OHV MVUM Update project would modify the designated class of vehicles allowed on approximately 69.4 miles of existing ML3 roads and downgrade (i.e., reclassify) approximately 77 miles of existing ML3 roads to ML2 roads. Table 1 summarizes the total mileage of proposed modifications in each district. Table 2 summarizes the proposed modifications by road.

Table 1. Miles of proposed modifications by district

Proposal	District	Miles
ML3 Mixed Use	Almanor	31.4
	Eagle Lake	13.2
	Hat Creek	24.8
	Total	69.4
Downgrade to ML2	Almanor	17.3
	Eagle Lake	37.4
	Hat Creek	22.3
	Total	77

¹ ML3 roads are open and maintained for passenger vehicles, and most are not designated nor currently open to OHVs. An ML3 road designated as “motorized mixed-use” is open to OHVs. These roads are generally surfaced with gravel, cinders, or improved native material; some may be native-surfaced. Refer to the *Glossary* for additional information.

² ML2 roads are open to OHVs and managed for high-clearance passenger vehicles. They typically receive little to no annual maintenance, and usually only receive attention for special resource concerns or occasional vegetation projects. Refer to the *Glossary* for additional information.



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ML4 Mixed Use	Hat Creek	1.4
Total		147.8

Table 2. Proposed modifications by road

Road Number	Segment	Proposed Modification	Miles	District	Map
25N05	Junction with County Road 925-23 to junction with 25N04	ML3 Mixed Use*	6.3	Almanor	8
26N27	All	ML3 Mixed Use*	5.0	Almanor	8
27N04	All	ML3 Mixed Use*	6.6	Almanor	8
29N18	All	ML3 Mixed Use*	13.5	Almanor	9
29N19	All	Downgrade to ML2	7.7	Almanor	9
29N23Y	County Road 101 to junction with 29N06	ML3 Mixed Use*	4.4	Eagle Lake	7
29N48	Mineral Summit to junction with 28N70	Downgrade to ML2	9.5	Almanor	5
32N09	Junction with 33N21 to junction with 33N09A	Downgrade to ML2	7.7	Eagle Lake	6
32N09	Junction with 33N09A to junction with 32N60	ML3 Mixed Use	0.9	Eagle Lake	6
32N21	Junction with 32N61 to junction with 32N94Y	ML3 Mixed Use	1.2	Hat Creek	6
32N24	Junction with 32N18 to junction with 32N36	ML3 Mixed Use	1.2	Hat Creek	7
32N60	All	Downgrade to ML2	7.4	Eagle Lake	6
33N02	Junction with 33N15 to junction with 33N26	Downgrade to ML2	2.9	Eagle Lake	3
33N02	Highway 44 to junction with 33N15	ML3 Mixed Use*	8.0	Eagle Lake	3
33N08	All	ML3 Mixed Use*	4.2	Hat Creek	3
33N31	All	Downgrade to ML2	3.4	Eagle Lake	7
34N13	All	Downgrade to ML2	8.1	Hat Creek	4
34N29	All	Downgrade to ML2	4.8	Hat Creek	4
34N34	All	Downgrade to ML2	9.3	Hat Creek	4
35N08	All	Downgrade to ML2	16.0	Eagle Lake	2
36N18	Junction with 34N34 to junction with 34N13	ML4 Mixed Use	1.4	Hat Creek	4
40N04	All	ML3 Mixed Use*	18.2	Hat Creek	1
Total			147.8		

* Indicates a road segment greater than 3 miles in length, which will require a specific exception from the Regional Office due to the inconsistency with State vehicle code "combined use highway" law. Approval of these exceptions must be in place before a final decision on the project.

All modifications to vehicle class and maintenance level would occur on existing open NFS roads. No physical changes (e.g. culvert removal, alteration of slopes or grades) would occur. All existing closures and restrictions will continue unchanged (including exclusion of cross-country travel, no public use on closed roads, and any seasonal closures). The forest will update and republish its Motor Vehicle Use Map (MVUM) once the decision is final.



DESIGN CRITERIA AND MITIGATIONS

Identified in mixed-use analysis for ALL routes:

For all situations, the following mitigation measures apply:

1. Clear communication and education to the visitors on allowed uses, safe motor vehicle use, and natural resources (informational signing and kiosks, maps, website, etc.).
2. Improved route identification signing, consistent with the forest visitor map and forest motor vehicle use map. Repair and replace devices as needed.
3. Clear brush and trees, especially along curves and at intersections, to improve sight distance. *warning: improved sight distance may result in higher speeds*
4. Removal of roadside hazards such as boulders, trees, and debris.
5. Implement and maintain the appropriate Forest Service traffic management strategies for the assigned operational maintenance level.
6. Combine the appropriate enforcement measures with the allowed uses for the road.
7. Coordinate with other agencies to improve enforcement consistency.
8. Utilize a monitoring program to better determine the appropriate management strategy for the types of use, new technologies, changes in visitor demands, and resource protection measures.

Identified for ML3 mixed-use routes:

1. Improve sight distance by clearing vegetation along shoulders, curves, and at intersections.
2. Install appropriate warning signs ("Share the Road") of a type approved by the Department of Transportation on and along the highway to identify and communicate the potential hazards related to motorized mixed use. FS/MUTCD signs W11-6a (OHV) & W16-1P ("Share the Road" plaque) are recommended examples, as is FW8-7 ("Share the Road Next XX Miles")

ALTERNATIVES CONSIDERED BUT NOT ANALYZED IN DETAIL

Stakeholders requested all existing ML3 roads be modified to allow OHV use. This proposal was reviewed but not carried forward in an alternative or considered in detail for the following reasons: Per Regional direction (R5 Mixed Use Policy Letters (8/2006, 6/2007, 1/2009), LNF OHV MVUM Update Project Record), national forests should attempt to limit mixed use on ML3 roads; not all ML3 roads are safe for motorized mixed-use; the Forest does not have the staff or resources to manage motorized mixed-use on 550+ miles of road.

PUBLIC INVOLVEMENT EFFORTS

PRE-SCOPING

The Lassen National Forest held two public meetings in May 2017 to seek preliminary input from the public and stakeholders regarding OHV use on the Lassen National Forest. The Lassen National Forest also hosted a public field trip in October 2017. Twenty-six members of the public attended the field trip. Comments were accepted during public meetings and the field trip and considered during development of the proposed action.

Forest staff also met with representatives from county boards of supervisors, a state senator, a federal congressman, Tribes, and the California Highway Patrol and State Parks. The forest and regional office of the Forest Service worked closely with the state and counties to align their understandings of the rules and regulations affecting OHV use on roads managed by different entities in California.

The OHV MVUM Update project was added to the Lassen National Forest Schedule of Proposed actions (SOPA) in February 2019.



SCOPING

A scoping notice was published in the Lassen County Times on March 6, 2019 and a letter announcing the scoping comment period was mailed or emailed to agencies, and organizations, business, local governments, neighboring landowners, and individuals on February 27, 2019. A second letter announcing an extension of the scoping comment period was mailed or emailed on March 19, 2019. Scoping comments were accepted from February 27-May 3, 2019.

The Forest received a total of 12 letters. Comments within the letters were used to identify issues, modifications to the proposed action, and potential alternatives to the proposed action. Some comments were used to establish criteria for prioritizing roads (e.g., loops, access to unique locations). Comments requesting OHV access on specific roads were considered individually. Where possible, these roads were field reviewed and are part of the proposed action. Some requested roads were outside the scope of this effort because they were not Lassen National Forest system roads, or because they were already ML2, and therefore already available to OHV use.

AGENCIES AND PERSONS CONSULTED

The Responsible Official consulted with, notified, or invited the agencies, organizations, tribes, and persons below to participate in the development and analysis of the proposal. A complete list of recipients is located in the project record.

Agencies or Governments

Bureau of Land Management
California Highway Patrol
California State Parks
California State Parks Law Enforcement
Lassen, Shasta, Tehama, Plumas, and Butte Counties
California Department of Fish and Game
California Department of Forestry and Fire Protection
US Fish and Wildlife Service
Lassen Volcanic National Park
National Park Service
National Marine Fisheries Service
Lassen County Board of Supervisors
Shasta County Board of Supervisors

Organizations/Businesses

Lassen Forest Preservation Group
Wild Earth Guardians
Lassen County Times
Redding Record Searchlight
Pair-o-Dice 4-Wheelers Club
American Forest Resource Council
Battle Creek Watershed Conservancy
Sierra Institute
CalFire
Brokeoff Meadows Club
Pacific Gas and Electric
Central Valley Regional Water Quality Control Board
WM Beaty and Associates
Reeds Market

Shingletown Store
Sierra Pacific Industries
Wilcox Ranch
Lassen Forest Preservation Group
John Muir Project
Fruit Grower Supply
Bidwell Ranches
Fall River Resource Conservation District
Hat Creek Valley Fire Safe Council
Lassen County Fire Safe Council
Shasta County Fire Safe Council
Old Station Volunteer Fire Department
Recreation Outdoors Coalition

Elected Officials

State Senator Ted Gaines (Retired 2019)
Congressman Doug Lamalfa
State Senator Brian Dahle

Native American Tribes

Pit River Tribe
Susanville Indian Rancheria
Mechoopda Indian Tribe of Chico Rancheria
Greenville Rancheria
Redding Rancheria

Individuals

Approximately 30 individuals were included on the OHV mailing lists. A complete list of the individuals notified of the project is in the project record.

ENVIRONMENTAL IMPACTS REVIEW

RESOURCE ANALYSIS

SUMMARY – Because the proposed action is only a change in the designation of vehicle class on existing open roads, no measurable or meaningful effects to natural resources or the human environment are expected to occur.

RECREATION

Implementation of the proposed action would be in accordance with all applicable Recreation Opportunity Spectrum settings. It would not affect the range of recreation opportunities available on the Forest and would increase the diversity of OHV recreation opportunities. By increasing connectivity with county connector roads, it would contribute to the development of a statewide OHV trail system as required in the Forest Plan.

OHV users and highway legal vehicles would have direct interaction on 148 more miles of road than under existing conditions, which could lead to more conflict between uses in the short-term as recreationists adjust to the changed condition. 77 miles of ML3 roads would be downgraded to ML2. Maintenance level 2 roads are maintained to be passable by high-clearance vehicles rather than by standard passenger vehicles. The immediate effects would be negligible, but over time as the affected roads degrade to ML2 standards, access for standard passenger vehicles would diminish. Over the long term, standard passenger vehicle access may be eliminated on those 77 miles of downgraded roads. The resultant reduction in passenger vehicle access would not significantly impair overall access, because the remaining ML3 and higher roads would be sufficient to carry current and expected passenger vehicle traffic and maintain Forest-wide connectivity.

THREATENED AND ENDANGERED SPECIES

Botany: Because there is no ground disturbance associated with implementation of the proposed project, there will be **NO EFFECT** to any botanical threatened or endangered species or habitat within the project area.

Wildlife and Aquatics: Because there is no ground disturbance or authorization of new roads, trails, or off-highway vehicle routes, no loss of wildlife or aquatic habitat for threatened and endangered species would occur. All roads proposed for modification in the proposed action are currently open to motorized passenger vehicles and receive use. Changing the vehicle class designation or maintenance level is not expected to measurably increase the frequency or duration of noise such that wildlife species would be affected. As such, there will be **NO EFFECT** to any wildlife or aquatic threatened and endangered species or habitat within the project area.

SENSITIVE SPECIES (FSM 2670)

Botany: Because there is no ground disturbance associated with implementation of the Lassen OHV MVUM Project, there will be **NO IMPACT** to any sensitive plant species or habitat within the project area.

Wildlife and Aquatics: Because there is no ground disturbance or authorization of new roads, trails, or off-highway vehicle routes, no loss of wildlife or aquatic habitat for sensitive species would occur. All roads proposed for modification in the proposed action are currently open to motorized passenger vehicles and receive use. Changing the vehicle class designation or maintenance level is not expected to measurably increase the frequency or duration of noise such that wildlife species would be affected. As such, there will be **NO IMPACT** to any wildlife or aquatic sensitive species or habitat within the project area.

HYDROLOGY

Because there is no new ground disturbance or authorization of new roads, trails, or off-highway vehicle routes in the proposed action, no adverse effects to water quality or quantity are expected to occur. Sediment analysis using the Rocky Mountain Research Station (RMRS) GRAIP Lite GIS model was completed to calculate any potential



changes in sediment from the proposed action. Results of modeling indicate a potential reduction in sediment of 0-91.24 tons per year from downgrading ML3 roads to ML2 as the model assumes that a rougher road surface will reduce the overall trips with larger tonnage vehicles known to effect sediment delivery.

NATIONAL HISTORIC PRESERVATION ACT (NHPA) – SECTION 106 REVIEW

Section 106 review meets compliance stipulations of a Programmatic Agreement. PA Section 7.8(b)(1)p.19. The proposal fully complies with the National Historic Preservation Act and 36CFR800 as revised by Programmatic Agreements.

TRIBAL CONSULTATION

Tribal consultation began on the project in May 2017, with invitations to attend two public meetings held. The Hat Creek District Ranger discussed this project with the Pit River Tribe on 9/6/17, and another Lassen NF line officer discussed the project with the Susanville Indian Rancheria on 10/18/17. A letter announcing the scoping comment period was sent on February 27, 2019, to the following American Indian Tribes:

- Pit River Tribe
- Susanville Indian Rancheria
- Mechoopda Indian Tribe of Chico Rancheria
- Greenville Rancheria

No comments were received.

ILLEGAL OFF-ROAD USE

Off-road travel (i.e., cross-country travel) is not authorized on the Lassen National Forest. The potential for illegal off-road use exists whether the roads identified in the proposed action are open to motorized mixed-use or not. There is no realistic or feasible way to predict where illegal use may occur or to meaningfully evaluate the context or intensity of this use. Forest Service law enforcement, recreation crews, and the Lassen National Forest ambassador program continue to enforce and educate users about the MVUM and we expect this to continue.

COMPLIANCE WITH RELEVANT LAW, REGULATION, AND POLICY

NATIONAL FOREST MANAGEMENT ACT (NFMA) – LAND MANAGEMENT PLAN CONSISTENCY

The pertinent specialist has reviewed the proposal and made the following determinations regarding proposal consistency with applicable Land Management Plan direction, standards and guidelines.

Botany: Consistent

Range: N/A

Cultural/Heritage: Consistent

Recreation: Consistent

Engineering: Consistent

Scenic Resources: Consistent

Fisheries: Consistent

Soils: Consistent

Fuels: N/A

Silviculture: N/A

Hydro: Consistent

Special Management Areas: Consistent

Lands/Special Uses: Consistent

Wildlife: Consistent

Minerals: N/A



TRAVEL MANAGEMENT RULE

On November 9, 2005, the Forest Service published a new regulation entitled, Travel Management; Designated Routes and Areas for Motor Vehicle Use; Final Rule (Travel Management Rule), which modified motor vehicle use direction for NFS lands under 36 CFR Sections 212, 251, 261, and eliminated 36 CFR Section 295. The rule provides guidance to the Forest Service on designation and management of motor vehicle use on NFS lands, and requires formal designation of roads, trails, and areas open to motor vehicle use on each national forest and grassland. The Travel Management Rule requires those roads, trails, and areas open to motor vehicle use be published on a Motor Vehicle Use Map (MVUM) provided to the public free-of-charge. MVUM are also required to display allowed uses by vehicle class (e.g. highway-legal vehicles, vehicles less than 50 inches wide and motorcycles), seasonal allowances, distance allowances, and provides information on other travel rules and regulations. Routes not shown on the MVUM are not open to motor vehicle travel. The Travel Management Rule effectively closed national forests to general cross-country motorized travel.

Selection of proposed modifications for this proposal followed the same procedures as when the MVUM was initially developed per 36 CFR 212.54. This includes public involvement and inter-governmental coordination. The criteria identified in 36 CFR 212.55, often called "minimization criteria" do not apply to this project as this project would not designate trails or areas. The forest will update and republish its Motor Vehicle Use Map (MVUM) once the decision is final.

CALIFORNIA VEHICLE CODE

By definition, Maintenance Level 3-5 roads are open to the public for the use of passenger cars. Consistent with 23 USC 101 and 23 CFR 460.2, the Forest Service considers these roads to be public roads and highways. Under 36 CFR 212.5(a)(1), state traffic laws generally apply on National Forest System roads. Therefore, anyone operating a motor vehicle on Maintenance Level 3-5 roads in California must have a valid driver's license in accordance with Forest Service Manual 7700, Chapter 7730, Section 7731.2(5) and all motorized vehicles operated on ML 3, 4, or 5 roads must be licensed for highway use. In addition, these roads must be signed in accordance with the Manual of Uniform Traffic Control Devices.

However, under Section 38001 of Division 16.5 of the California Vehicle Code, motorized mixed use is permitted on unpaved county roads throughout the Forest, and these are not considered "highways" by counties. Lassen County Ordinance No. 2011-007 supports this use as well. The California Highway Patrol (CHP) does not consider ML 3 roads to be "highways" under CVC 38001, which states, "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."

Due to the California laws with regards to highways and combined use on highways, a unique management challenge exists for national forests in California that does not occur in other states. If a national forest wishes to allow mixed use on a Maintenance Level 3 or 4 road, it must first consider whether to reclassify the road to ML2. If reclassification is infeasible, the following direction applies:

Road Segments Less Than 3 Miles

If a national forest wishes to allow mixed use on a road segment that is less than 3 miles, the mixed-use analysis completed by the national forest must be approved by the Regional Engineer. If the Regional Engineer concurs with the analysis, the national forest will consult with the appropriate office of the California Highway Patrol to determine whether it concurs with the analysis. See 36 CFR 212.5(a)(1) and 36 CFR 212.53. If the California Highway Patrol concurs with the national forest's analysis, mixed use may be allowed on the road segment.



Roads Segments Exceeding 3 Miles

In rare cases, the Regional Forester's Team may approve exceptions to the three-mile limit for mixed use on Maintenance Level 3 roads. If the Forest Supervisor wishes to allow mixed use on a road segment that exceeds three miles, the Forest Supervisor shall provide the Regional Engineer with a written analysis demonstrating that road reclassification is infeasible and that allowing mixed use on the road segment is needed to meet resource and/or other management objectives contained in the Forest Plan. If the Regional Engineer concurs with the analysis, the Regional Engineer shall seek approval from the Regional Forester's Team to allow mixed use on the road segment. After consulting with the Office of the General Counsel, the Regional Forester's Team will determine whether the national forest may allow mixed use on the road segment. Approval of these exceptions must be in place before a final decision on the project.

MOTORIZED MIXED-USE ANALYSIS

A mixed-used analysis was completed for each road or segment of road included in the proposed action. The mixed-use analysis was completed in accordance with the direction contained in EM-7700-30 - *Guidelines for Engineering Analysis of Motorized Mixed Use on National Forest System Roads*. Mixed-use analysis evaluates the probability and severity of accidents and assigns the road a risk rating of Low, Moderate or High. Only roads identified as having Low or Moderate risk were carried forward into the proposed action.

GLOSSARY

MAINTENANCE LEVELS

Maintenance levels define the degree of maintenance required for a specific road and the level of service which that road provides, consistent with road management objectives and maintenance criteria (FSH 7709.59 Ch.60 – Road System Operations and Maintenance). Maintenance levels 1 – 5 are described in the following paragraphs:

Level 1: These are roads that have been placed in storage between intermittent uses. The period of storage must exceed 1 year. Basic custodial maintenance is performed to prevent damage to adjacent resources and to perpetuate the road for future resource management needs. Emphasis is normally given to maintaining drainage facilities and runoff patterns. Planned road deterioration may occur at this level. Appropriate traffic management strategies are "prohibit" and "eliminate" all traffic. These roads are not shown on motor vehicle use maps. Roads receiving level 1 maintenance may be of any type, class, or construction standard, and may be managed at any other maintenance level during the time they are open for traffic. However, while being maintained at level 1, they are closed to vehicular traffic but may be available and suitable for nonmotorized uses.

Level 2: Assigned to roads open for use by high clearance vehicles. Passenger car traffic, user comfort, and user convenience are not considerations. Warning signs and traffic control devices are not provided with the exception that some signing, such as W-18-1 "No Traffic Signs," may be posted at intersections. Motorists should have no expectations of being alerted to potential hazards while driving these roads. Traffic is normally minor, usually consisting of one or a combination of administrative, permitted, dispersed recreation, or other specialized uses. Log haul may occur at this level. Appropriate traffic management strategies are either to: a) Discourage or prohibit passenger cars, or b) accept or discourage high clearance vehicles.

Level 3: Assigned to roads open and maintained for travel by a prudent driver in a standard passenger car. User comfort and convenience are not considered priorities. The Manual on Uniform Traffic Control Devices (MUTCD) is applicable. Warning signs and traffic control devices are provided to alert motorists of situations that may violate expectations. Roads in this maintenance level are typically low speed with single lanes and turnouts. Appropriate



traffic management strategies are either "encourage" or "accept." "Discourage" or "prohibit" strategies may be employed for certain classes of vehicles or users.

Level 4: Assigned to roads that provide a moderate degree of user comfort and convenience at moderate travel speeds. Most roads are double lane and aggregate surfaced. However, some roads may be single lane. Some roads may be paved and/or dust abated. Manual on Uniform Traffic Control Devices is applicable. The most appropriate traffic management strategy is "encourage." However, the "prohibit" strategy may apply to specific classes of vehicles or users at certain times.

Level 5: Assigned to roads that provide a high degree of user comfort and convenience. These roads are normally double lane, paved facilities. Some may be aggregate surfaced and dust abated. Manual on Uniform Traffic Control Devices is applicable. The appropriate traffic management strategy is "encourage."

MOTOR VEHICLE USE MAP (MVUM)

The Motor Vehicle Use Map (MVUM) is a requirement of the 2005 Travel Management Rule. The Travel Management Rule requires those roads, trails, and areas open to motor vehicle use be published on MVUM provided to the public free-of-charge. MVUM are also required to display allowed uses by vehicle class (e.g. highway-legal vehicles, vehicles less than 50 inches wide and motorcycles), seasonal allowances, distance allowances, and provides information on other travel rules and regulations. Routes not shown on the MVUM are not open to motor vehicle travel.

VEHICLE CLASS

Vehicle class refers to the size or type of motorized vehicle permitted on a road. The following are typical MVUM vehicle class and route designations:

- Roads open to highway legal vehicles only
- Roads open to all vehicles (licensed and unlicensed)
- Trails open to vehicles 50 inches or less in width (ATV, motorcycle, etc.)
- Trails open to all (full size) vehicles (trails may be rugged and narrow - intended for 4x4s)
- Trails open to motorcycles only (single track)

It's important to understand that routes and areas shown open to certain vehicle classes does not mean they are maintained for or suitable for travel using those vehicles. It simply means it is legal to use them. For example, many low standard roads may be open to all motor vehicles. This designation includes passenger cars although it may not be prudent to drive this type of vehicle on the route due to the condition of the surface or during inclement weather.



APPENDIX A

Lassen OHV MVUM Update Project Maps

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Map 3. 33N08, 33N02

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Map 5. 29N48

Map 6. 32N09, 32N21, 32N60

Map 7. 33N31, 32N24, 29N23Y

Map 8. 25N05, 26N27, 27N04

Map 9. 29N19, 29N18



















