

Appendix 1 – Summary of Public Involvement

In December 2001 we issued a news release to announce that roads analysis would be conducted on the Mendocino NF. It provided some background information and announced the locations and times of three scheduled public information meetings. We sent the release to the following parties:

- Several north-state media sources: 15 newspapers, 8 radio stations, and 6 television stations.
- The Boards of Supervisors of Colusa, Glenn, Lake, Mendocino, and Tehama Counties.
- 45 state and federal agency offices and employees.
- About 250 private individuals and organizations on existing mailing lists.

Public meetings were held in late January and early February 2002 in Ukiah, Chico, and Willows. Although only a few folks showed up at the Chico meeting, both the Ukiah and Willows meetings were well attended.

The meetings were held to provide information about the roads analysis process currently underway on the Mendocino NF, and to let people know how they could participate. Information that was handed out at the meetings was also made available on our web page throughout the analysis process.

The meetings were primarily informational, but we were able to capture many comments about forest road management. Some of the things we heard at the meetings and from other sources include:

- Concern (and anger) regarding losing recreation opportunities by closing of roads. Many of the people who came to the meetings were under the impression that roads analysis was all about closing roads. Several times we were asked by people as they arrived, "Is this the meeting about closing all the roads on the national forest?"
- Keep the public informed and involved in road management decisions, especially those decisions that would reduce access.
- Inform the public better about seasonal closures, especially about when and why roads are going to be closed.
- Concern that sediment from road-related erosion harms salmon and steelhead habitat.
- Key routes need better maintenance than side roads.
- Could some of the funding shortfall be made up with volunteer assistance?
- Involve local fire departments in decisions that affect access.
- Road decommissioning could result in creating more unroaded areas, which could be subject to permanent loss to vehicle-based recreation (such as through Wilderness designation or administrative withdrawal).
- Concern about resource and safety impacts due to inadequate maintenance.
- Vehicle access is needed in order for people who have physical limitations to use and enjoy the Forest.

- Key route criteria should include access to communities within Mendocino NF.
- Lake Pillsbury is becoming a more popular recreation destination, so there needs to be better access.
- Concerns that roads to private land or special use cabins are not being adequately maintained.

In response to the news releases and public meetings, we received input or requests to be kept informed from 19 tribal governments, 11 public and private managers of roads within the Mendocino NF, 14 government agency offices and employees, 112 private individuals and organizations. We sent out three newsletters during the analysis process to keep people updated on our findings and to provide early opportunity for comment on those findings.

We also provided several briefings for the California Coast Province Advisory Committee, at their request. The committee provided input at the briefings, and provided us with additional written information relating to road effects on water quality and aquatic habitat.

Resource Advisory Committees for Colusa/Glenn, Lake, and Tehama Counties were briefed. Although we received no direct input to the forest-scale analysis from the committees, they showed a concrete interest in road management issues by recommending some road improvement projects for funding.

Our coordination with other agencies and jurisdictions is discussed in Section 3 of the report.