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Dear Interested Public:

On behalf of the Lassen National Forest, I appreciate your interest in our 2010 Travel Management Decision. This letter provides an update on our progress implementing and refining the Decision.

On July 1, 2010, the Lassen National Forest (LNF) published our first Motor Vehicle Use Map (MVUM). MVUMs are the legal documents implementing the Travel Management Decision. The map illustrates the types of vehicles allowed on specific roads, including seasonal restrictions. These maps are revised annually and are free to the public.

The 2011 MVUM and background information is now available online on the Lassen National Forest website at [www.fs.usda.gov/lassen](http://www.fs.usda.gov/lassen) and at the following Forest Offices:

Supervisor's Office (530) 257-2151	Old Station Information Center (530) 335-7517
Eagle Lake Ranger District (530) 257-4188	Hat Creek Ranger District (530) 366-5521
Almanor Ranger District (530) 258-2141	

All actions described in the Travel Management Decision could not be implemented immediately. Some National Forest Transportation System (NFTS) changes required additional work or mitigations which we are moving forward on as outlined below.

The Forest has begun work on the routes that require mitigations. Examples include placing signs for safety, controlling erosion, placing barriers to protect sensitive areas, obtaining permission to connect with county and state roads, and in some cases paving entrances to state highways.

In 2011, the Forest applied for and received two matching fund grants from the Off-Highway Motor Vehicle Recreation (OHMVR) Division of the California Department of Parks. One grant will be used to place safety signs on seven segments of passenger car roads that we deemed safe for mixed use by highway legal vehicles and off-highway vehicles (OHVs). These mixed use segments connect longer riding loops for OHV riders. Safety signs will be placed at the entrances to these segments in the autumn of 2011. These segments will be designated available for use by all vehicles on the 2012 MVUM.



The Forest was also awarded a three-year matching-funds grant to plan mitigation for the routes to be added to our NFTS. This money will fund visits by transportation and resource specialists to each route so site specific plans can be developed.

The Travel Management Decision also described our intent to lower the maintenance standards on some passenger car roads. By reducing planned maintenance from every year to every five years, we anticipate these roads will become rougher, slowing speeds to levels where highway-legal vehicles and OHVs can safely share the road. In some areas, allowing OHV use may entail deliberate road work to slow travel speeds. I anticipate working with all user groups to facilitate these more complicated changes to our NFTS.

Finally, there are two areas on the Forest where we wanted to accommodate more OHV use, but the resource management issues were too complex to include them in the Forest-wide Travel Management Decision. The Forest chose to pursue planning for these areas and activities separately. The High Lakes area on the Almanor Ranger District has traditionally experienced heavy use by OHV riders, equestrians, and hikers. The Almanor Ranger District is dedicated to a planning process to improve recreation management and facilities in this area, as well as providing convenient access for all users.

Hat Creek Ranger District has been pursuing a collaborative planning process for developing an open OHV riding area at Potato Buttes near Old Station. A similar planning process is envisioned for the Front Country area just north of the Ishi Wilderness in the southwest corner of the LNF. This area has been traditionally used by hunters using a variety of vehicles to access dispersed camping sites. I wish to continue to allow this use by making modifications to the Travel Management Decision in this area. These are examples of changes to our NFTS that are possible with additional planning and collaboration with the public and local governments.

Although local residents are the majority users of our National Forests, and local communities and governments are directly impacted by our decisions. The entire American public owns these lands. In our decisions, we weigh diverse and often conflicting opinions about proper management. Our decisions must abide by many laws, rules, regulations, and directives that guide our planning and management activities. Managing your National Forests requires balancing interests that are at times in competition.

I encourage you to remain engaged with our efforts to continuously improve our transportation system.

Sincerely,



JERRY BIRD  
Forest Supervisor

cc: Chris J O'Brien, Heidi L Perry