

Exhibit 2

Recreation Outdoor Coalition

Assessment of the Tahoe NF Engineering Analysis for Motorized Mixed Use

Example from TNF Motorized Mixed Use Analysis: Road Number 0085, Rattlesnake Road

Objective and Operational ML 3

12.8 miles long (*This length does not meet the requirements of 38026 VC, which limits combined use roads to 3 miles or less*).

Traffic Service Level = C (flow interrupted, use limited)

Does motorized mixed use meet State law – Yes. (*The FS in Region 5 considers NFS ML 3-5 (passenger car) to be “highways.” This contradicts the CHP letter of 12/19/07, which states unpaved NFS roads are not highways.*)

Traffic volume is estimated at < 25 ADT weekdays when there is no commercial traffic from vegetation management activities on the road. Traffic is mostly recreation. Includes tour buses, log trucks, family cars, motorcycles, commercial vehicles.

No speed studies were completed, but the road is posted for 10-15 mph. The FS judged that highway legal vehicles travel between 15-20 mph. Speeds can reach 35 mph on straight sections.

Road surface – deteriorating asphalt first 0.5 mile. The next 6 miles are aggregate; the last 6.3 miles are native surface.

The road has many ML 2 road intersections.

Other roadway factors – aggregate and native surface sections tend to pothole; road is washboard in the summer; sight visibility is good. Several curves have limited visibility. OHV and highway legal vehicles often cut corners on the curves. (*The road looks like a ML 2 road according to the pictures and definitions in 0577 1205-SDTDC “Guidelines for Road Maintenance Levels.”*)

Probability of a crash without mitigation – moderate due to driver skill levels, speed, sight distance problems on curves, drivers operating in the opposing lane on curves,

mixed vehicle types, stopping distances on steep grades, loose road surface, and high traffic volumes.

Severity of a crash without mitigation – moderate to high severity for single vehicle accidents due to varying vegetation and varying side slope steepness. High for MC and ATV collisions with other vehicles due to attainable speeds.

ROC's Assessment of the TNF's Analysis for the 0085 Road:

The Tahoe NF's engineering analysis lack evaluation criteria that would take the subjectivity out of the analysis. Standardized criteria should apply to all TNF roads. See the mixed use assessment form and criteria ROC used to assess the probability of a crash and crash severity on 75 miles of ML 3 and 4 roads on the Lassen NF in 2005. ROC sent the attached template to the Regional Forester as an example of what criteria or benchmarks could be used to rate each ML 3-5 road being considered for motorized mixed use. For this particular road (0085), the road's average speed and speed limit of 15 mph and traffic volume (<25 ADT) indicate a low probability of an accident using the benchmarks from ROC's template. The FS could mitigate the crash risk when there is commercial traffic on the road by temporarily prohibiting OHV use when there is log haul. This mitigation was not mentioned in the TNF's Analysis.

EM-7700-30 states: "Generally, mitigation is necessary for road segments with high probability and high severity of crashes and for roads with low probability and high severity of crashes" (page 6).

0085 road mitigations include improving sight distance, installing signs to advise of mixed use, permitting road surfaces to deteriorate to reduce speed, and using more law enforcement (visitor contacts, compliance checks, operator education, and citations).

See DEIS, Appendix S, Roads Analyzed for Motorized Mixed Use, page S-3 – the 0085 road is not recommended for mixed use. See also Appendix P – Map Index. With mitigations, the TNF Analysis indicates the probability of a crash would be moderate, but DEIS says it is high. The FS does not know the actual traffic volume, vehicle class or speed – just estimates are given. No evaluation criteria or benchmarks are presented to determine why the probability or severity of a crash is rated high. There should be some agreed upon criteria or benchmarks to objectively rate each ML 3-5 road considered for mixed use.