

## 15. TRANSPORTATION AND TRAFFIC

### 15.1 Regional and Environmental Setting

#### 15.1.1 Existing Traffic Routes and Volumes

JDSF is located in central Mendocino County. The primary highway used to reach JDSF is the section of State Highway 20 located between State Highway 1 near Fort Bragg, approximately 1.0 mile west of the Forest, and the junction of U.S. Highway 101 at Willits, approximately 7.0 miles east of the Forest. Both Highway 20 and U.S. Highway 101 are considered Routes of Statewide Significance (Mendocino County General Plan, Section III Circulation Element, page 2).

From Fort Bragg to Willits, State Highway 20 is highly scenic, relatively unpopulated, and currently eligible to be listed as a California Scenic Highway (Caltrans Scenic Highway Database). This classification requires that the local jurisdiction enact a scenic corridor protection program. To date, Mendocino County has no plans to implement the program.

According to the Mendocino County General Plan, Section III Circulation Element, Highway 101 is the most traveled highway in the County (page 2) and has been upgraded to four-lane freeway or expressway standards at several locations as part of the Level of Service proposed in the Circulation Element. Level of Service is a planning tool that is used to determine highway deficiencies; primarily pertaining to how well equipped particular routes are for traffic capacities. Due to the expected continued heavy use of this primary highway, the entire route is recommended for upgrading to full freeway standards as rapidly as possible beginning at the County's southern boundary. Highway 101 is the only route that the Mendocino County General Plan recommends for freeway conversion. The only other project that is proposed for this Highway is a bypass at Willits (Personal Communication with the Mendocino County Senior Civil Engineer, Doug Ellinger). The Environmental Impact Report for this bypass has been completed but final location has yet to be determined.

Highway 20 is a two-lane highway except for a 0.6 miles four-lane section east of its intersection with Highway 1 near Fort Bragg (Mendocino County General Plan, Section III Circulation Element, page 2). According to the General Plan, the only Level of Service proposal for this route is that it should be improved and upgraded to safe two-lane standards with truck turnouts of reasonable length. This change would allow residents in the Fort Bragg-Mendocino area easier access to the County seat in Ukiah, (Mendocino County General Plan, Section III Circulation Element Page 5). An additional benefit of improved and increased number of turnouts would be decreased traffic congestion when there are heavy traffic volumes and/or special events.

A project along Highway 20 that is not mentioned in the Circulation Element but is being considered by the Mendocino Department of Transportation is the installation of a diversion to reach the Brooktrails Subdivision, located northwest of Willits (Personal

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Communication, Doug Ellinger August 24, 2004). This 5,000-acre subdivision currently has only one access, Sherwood Road, which connects with Highway 101. This traffic diversion would increase of traffic on the eastern-most 0.50 miles of Highway 20 before the intersection with Highway 101.

According to Caltrans traffic data (personal communication with Larry Look August 24, 2002, Caltrans Traffic Census Coordinator) traffic volumes during 2002 at the Broaddus Creek Bridge (Station 765), approximately 1.0 mile west of Willits, are generally less than 1500 vehicles per day in a single direction, even during the heaviest traffic month, as displayed in Table VII.15.1.

**Table VII.15.1. Caltrans Daily Average Traffic Counts at the Broaddus Creek Bridge (2002).**

Direction	Seven Day Week				Five Day Week			
	March	June	Sept.	Dec.	March	June	Sept.	Dec.
Eastbound	1047	1383	1424	1019	1019	1321	1311	1006
Westbound	1076	1484	1400	1030	1064	1436	1417	1045

Traffic volume is almost always heaviest in the westbound direction, indicating that travelers coming from Willits are leaving the Fort Bragg area by other routes. There is a substantial increase in traffic during the summer months. Although CDF does not conduct traffic counts within JDSF, the Caltrans data most likely reflect an increase in recreational travel during the summer months. The impact of recreational traffic is diminished because trips are generally spread out over the day, thereby limiting the effect on peak hour demand.

Traffic related to logging truck volumes is minor and will continue similar to existing patterns under the new management plan. Logging truck volumes from JDSF will most likely be concentrated in the early morning hours, before 8:00 am. At that time, several trucks may depart from the Forest. After the morning peak, truck volumes will be spread out throughout the day, typically one to two trucks will depart per hour but this is heavily dependant on weather conditions (i.e., more trucks may be running at a given time if road conditions are ideal). Similar patterns of logging truck traffic are expected from adjoining forest ownerships (Personal communications with Tom Schultz, Mendocino Redwood Company, and Peter Ribar, Campbell Timberland Management/Hawthorne Timberlands).

Logging truck traffic from JDSF will be sharing local roads and highways with logging traffic from other landowners, with most coming from harvesting operations by Mendocino Redwood Company and Hawthorne Timberlands. Closures of the former Georgia Pacific sawmill in Fort Bragg and the Mendocino Redwood Company mill on Gibney Lane south of Fort Bragg have increased the amount of truck traffic traveling on highways leading away from the Fort Bragg area, including north and southbound Highway 1 and eastbound

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Highway 20. Destinations include mills in Philo and Cloverdale to the south, Willits and Ukiah to the east, and Branscomb, Scotia, Fortuna, Eureka, and Arcata to the north (Personal communication with Peter Ribar, Campbell Timberland Management/Hawthorne Timberlands). However, much of the increase in logging truck traffic related to mill closures in the Fort Bragg area is offset by a reduction in truck traffic carrying manufactured forest products, such as lumber and chips.

The volume of logging truck traffic will vary based on season and market conditions, with fewer daily trips during periods of low lumber demand and during the winter rainy season. And even during peak periods of logging activity, the total number of logging truck trips is small relative to total traffic (Personal communication with Tom Schultz, Mendocino Redwood Company). The DFMP proposes a 2 MMBF/year increase (6.9%) in allowable timber harvest levels, from 29 MMBF per year under the current Plan to 31 MMBF/year under the DFMP. Based on an average log truckload of 4 to 5 MBF, this change would result in an annual average increase of 400 to 500 trips per year. Spread over the typical log-hauling season of approximately 150 working days between April and October, this would be an average increase of 3 log truck trips per working day. Overall, impacts of logging truck traffic from JDSF will not be significant, either individually or cumulatively, because trips are spread out over the day, not all trucks will travel on the same roads in the same directions, and few new trips/day will be added by the increased harvest levels under the proposed DFMP (Personal communication, Marc Jameson).

Thousands of travelers pass through JDSF annually along Highway 20, and county roads 408 (Little Lake Road), 409 (Caspar Little Lake Road), 500, and 700. Road 408 is often used as an alternative route when Highway 20 is blocked. The route is not well signed from Highway 20 to Mendocino (or Caspar). However, this does not appear to discourage use, perhaps because the majority of users are residents of Mendocino County (DFMP, pages 33-34).<sup>1</sup> In 1999, there were over 12,200 days of use by campers who typically stay for two to four days. Approximately half of the users are from Mendocino County. The road system and easy access from Fort Bragg, Mendocino, and Willits allows for extensive day use. It is estimated that day use comprises at least four times as many visitor-days (50,000) as overnight camping. Unlike the surrounding smaller State Parks, JDSF has more roads available for use and allows a much wider range of recreational uses (horse back riding, mountain biking, and hunting; DFMP, page 26).

Intercity bus service is available through the Mendocino Transit Authority (MTA). MTA provides transportation to a number of towns within the County including Willits and Fort Bragg, as well as small communities in between (Mendocino County General Plan, Section III Circulation Element, page 16).

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<sup>1</sup>Page references to the DFMP refer to the electronic version (PDF) posted at the Board's website: [http://www.bof.fire.ca.gov/pdfs/jdsf\\_mgtplan\\_master%203b.pdf](http://www.bof.fire.ca.gov/pdfs/jdsf_mgtplan_master%203b.pdf).

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### 15.1.2 Air Traffic

The closest airport is the County Airport located approximately 2.50 miles south of the Forest's southwestern boundary. No conflicts with helicopter use on JDSF are anticipated. Logging operations are conducted several miles from area airports and helicopter landings are located near the work site.

### 15.1.3 Other Improvements

The only other County Road that may be proposed for minor improvement is road 410 (Caspar Orchard Road). This is a low volume road located within the southwest portion of the Forest, generally north of road 408. Minor improvements may consist of filling potholes and improving shoulders and turnouts.

A chip sealed resurfacing project has recently been completed on a number of roads near the western boundary of the Forest. The roads that were improved include Mitchell Creek Road, Franklin Road, Turner Road, and the cul-de-sacs off Turner Road, Emerald Drive, Amethyst Drive, and Jade Drive.

Caltrans has proposed a few projects within the vicinity of JDSF. The following is a list of the potential road activities that may occur along the route within the next five years (personal communication with Lana Ashely, Caltrans Project Manager for middle Mendocino County and personal communication with Doris Alkebulum, Caltrans Project Manager for Lake County and Portions of Mendocino County):

- a left turn lane to be installed from mile-post 0.90 (east of Fort Bragg) to mile-post 2.3, just west of JDSF
- culvert replacements at various locations
- a passing lane that is within the boundary of JDSF has been proposed
- a passing lane, the location of which has not yet been determined (the project has not been submitted for funding approval)
- electronic changeable message road signs located at mile markers 0.30 and 3.56

### 15.1.4 Traffic Safety within and Adjacent to JDSF

Several special events that occur each year require specific contracts for using the Forest. These events include: weekly equestrian trail rides, an annual Enduro equestrian race, and an annual Skunk Train bicycle ride, (DFMP, Page 35).

A large number of people utilize the Camp 20 facility, located adjacent to Highway 20, as a highway rest stop, or to make phone calls from the phone booth. The area has a newly constructed vault toilet (installed in 2000), pay phone, picnic tables, and ample room for parking of cars and heavy trucks (DFMP, Page 35).

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There are no parking capacity problems within JDSF. Increased trailhead parking, while desirable and convenient, is not required to alleviate a congestion or safety concern.

Due to the fact that timber harvesting occurs on JDSF, there is the potential that logging truck traffic could interfere with other vehicles at junctions where trucks enter Highway 20. To prevent these potential conflicts, proper signage that indicates trucks are entering the highway are placed in an obvious location for motorists, bicyclists, and pedestrians. If there is limited sight-distance from where logging trucks enter the highway, either the appropriate revisions will be made that meet Caltrans safety guidelines or an encroachment permit will be required where more detailed safety considerations are necessary (Personal Communication with Caltrans Permit Specialist, Jerry Sheldon).

### 15.1.5 Roads Within and Adjacent to JDSF

The history of JDSF road system begins with the first harvesting practices that took place within the Forest. Starting in the 1870s, railroads located along or adjacent to stream beds were used to transport logs. Subsequently, dirt access roads have been built along these old railroad grades, several of which are still currently in use, which has led to mass wasting and erosion into adjacent stream channels (Please see Geology Section VII-7 for specifics related to sediment, erosion, and mass wasting). Additionally, many roads that are still currently used were constructed during the 1950s to the 1970s with inboard ditches and cross drains. These construction techniques have subsequently proven to be major contributors of sediments into fish bearing streams (DFMP, Page 176).

The most frequently used forest roads within or immediately adjacent to JDSF, including both highways and logging roads, consist of:

- Caspar Logging Road (road 500)
- Willits-Mendocino County Road (road 408)
- Graveyard Road (County Road 409)
- West Chamberlain Creek Road (road 200)
- Main Chamberlain Creek Road (road 250)
- Road 800
- Road 360
- Road 300
- Road 350
- Highway 20
- Caspar-Little Lake Road (road 409)
- Road 700

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### 15.1.6 Emergency Access

Currently, several roads serve as emergency access and exit routes for fire control. Primary routes include road 408 (adjacent to Woodlands Forest Fire Station), and CDF roads 200, 230, 240, 300, 310, 330, 360, and 500. The major roads and trails in the Forest are in the process of being maintained to provide access for fire protection purposes. A system of road signing will assist fire control personnel in finding key locations when prompt action is required (DFMP, Page 82).

### 15.2 Regulatory Framework

Mendocino County does not require an encroachment permit for logging truck traffic that enters a county roadway. The only requirement is that large signs indicating trucks are entering the roadway be placed in an obvious location for motorists, bicyclists, and pedestrians to view (Personal communication, Doug Ellinger).

Caltrans does not always require an encroachment permit for trucks entering roadways. A permit does not need to be obtained if the entryway has been newly upgraded or if there is a reasonable site distance from the primary road to the arterial road. If there is a limited sight distance from where logging trucks enter the highway, either the appropriate revisions need to be made that meet the Caltrans project engineer's guidelines, or an encroachment permit needs to be obtained (Personal communication with Caltrans Permit Specialist, Jerry Sheldon).

The Forest Practice Rules, Title 14 California Code of Regulations Chapter 4 Articles 6 and 12, regulate the planning, location, construction, reconstruction, maintenance, use, and abandonment of logging roads.

### 15.3 Proposed JDSF Management Measures

There are approximately 350 miles of actively used roads within the Forest. The primary uses of these roads include, but are not limited to, log hauling, recreational traffic, hiking, biking, horseback riding, forestry personnel vehicles, and fire control.

The JDSF Forest Management Plan has been compiled to address the road management system (in conjunction with the stated goals of the Forest, Section III-2.2: Goals and Objectives). The following summarizes the principals stated in the DFMP (Appendix VI, Road Management Plan, Section 2.1 that are correlated to traffic/transportation:

- The total mileage of roads will be minimized through basin-wide planning.
- Existing roads will be used wherever appropriate, in preference to building new roads.

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- Roads that are not in acceptable condition will be treated as necessary to prevent sediment delivery to watercourses, or properly abandoned.
- New roads will be designed to the minimum width necessary to safely accommodate required traffic, with turnouts spaced appropriately for the road class (as per the regulations in the FPR, Article 12, section 923.4). All roads will be classified according to expected use (high, medium, or light) and maintained accordingly.

The Forest Manager is authorized to close roads or other areas of the Forest for specific activities (14 CCR 1438). There are 150 miles of roads that could potentially be decommissioned. New road construction activities must be stopped and seasonal roads are closed during the winter period from November 15 through April 1, to avoid use during wet weather conditions (Personal correspondence, Marc Jameson).

The eastern third of the Forest will require a significant amount of road development [upper Big River tributaries such as Chamberlain Creek, James Creek, and upper North Fork (NF) of Big River] to meet the goals of the DFMP (Personal Communication, Marc Jameson). In these areas, new road development will be accompanied by a reduction in actively used roads near watercourses through a process of selective decommissioning. This process will generally occur as harvesting plans are approved for sale. All road construction that is related to log hauling will be conducted in accordance with regulations in the FPR.

The proposed Road Management Plan (DFMP, Appendix VI: Road Management Plan) specifies that a road inventory will be completed within five years following approval of the Forest Management Plan. This inventory will compile a list of roads for decommissioning, and establish the priorities and schedule for completing this work. The availability of alternative access for management, recreation, and fire control will be a critical factor in deciding whether a road is needed or not. Wide-scale road decommissioning will not be conducted in areas with no alternative access. However, selective decommissioning of high-risk road segments in these areas may occur.

Road 200, for example, is a potential candidate for road abandonment due to its “somewhat hazardous and potentially damaging inner gorge location” (DFMP, Page 87). This road is currently used as the primary route for logging trucks that haul out of the Noyo River drainage and by recreational vehicles that visit the San Francisco Boys and Girls Club and Camp Noyo Boy Scouts Camp. In order to facilitate potential decommissioning of Road 200, the Forest may examine the potential to acquire alternative public access along the Three Chop Ridge Road (also known as CDF road 1000) between the eastern Forest boundary and Highway 20, and incorporating the Three Chop Ridge Road into the Forest’s road system. (See Map Figure A in the attached Map Figures section).

Three Chop Ridge would provide a safer route of travel to the intersection of State Highway 20 for both commercial and recreational vehicle traffic. Incorporating Three

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Chop Ridge Road into JDSF would also provide the State with control of a major fire suppression ridge, which would benefit adjacent landowners as well.

**2004 Forest Practice Rules.** Following is a summary of applicable Forest Practice Rules related to traffic issues:

- Article 6 section 916.3 lists limitations on road construction near watercourses and other wet areas to prevent material from entering the waterway. The guidelines include maintaining a buffer that ranges from 50 to 150 feet from the wet area, dependent on the slope gradient and watercourse class (Class I having the most restrictions, Class III having the least restrictions).
- Article 12 section 923.1 lists the required standards for planning new logging roads and landings. For example, road lanes and turnouts must be wide enough to accommodate the largest type of equipment that may be used at a timber harvest operation.
- Article 12 section 923.4 Road Maintenance, states that during timber operations, road running surfaces in the logging area shall be treated as necessary to prevent excessive loss of road surface materials by, but not limited to, rocking, watering, chemically treating, asphaltting or oiling.

Special events that takes place either within or adjacent to JDSF require specific contracts for using the Forest (DFMP, Page 35). All special events that may occur within JDSF have appropriate and adequate parking and staging facilities; therefore, there will not be a significant impact on the existing facilities within the Forest. If a special event is to occur that may exceed the existing accommodations, CDF will limit the size of the proposed event, or otherwise control traffic, to ensure that adequate facilities are maintained (Personal communication, John Griffen).

### 15.4 Thresholds of Significance

Based on the policy and guidelines provided by CEQA (PRC Section 21001 and the CEQA Guidelines), an individual or cumulative impact of the proposed project would be significant if it does one or more of the following:

- Causes an increase in traffic which is substantial in relation to existing traffic load and capacity of the street system;
- Exceeds, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways;
- Results in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks;
- Substantially increases hazards due to a design feature;

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- Results in inadequate parking capacity; or
- Conflicts with adopted policies, plans, or programs supporting alternative transportation.

### 15.5 Individual and Cumulative Impacts

**Impact 1: *An increase in traffic, which is substantial in relation to existing traffic load and capacity of the street system.* (Less than Significant)**

Project generated traffic increases over existing conditions will not be substantial. Recreation-generated traffic would occur with or without approval of the project. Seasonally, two to five logging trucks trips may be generated during the peak hour. Logging and recreational trips are spread throughout the day rather than at peak hours, as is the case with commuter traffic

**Impact 2: *Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways* (Less than Significant)**

Mendocino County is considered rural and has no Congestion Management Agency. Level of service is calculated based on peak-hour traffic. As stated in Section VII-15.1.1, contribution to peak-hour traffic demand is minimal since recreational, commute, business, and other logging truck traffic would remain regardless of project approval and since traffic generated by timber operations is spread throughout the day. Peak hour recreation traffic is higher on weekends, when peak hour Level of Service demand is lightest.

**Impact 3: *Cause a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks* (No Impact).**

The nearest airport is 2.5 miles away and management of JDSF for timber and related resources has no effect on air traffic levels or safety.

**Impact 4: *Would the project cause a substantial increase in hazards due to design feature?* (Less than Significant)**

As discussed above, road safety design standards for logging roads are incorporated into the Forest Practice Rules. Additionally, CDF will coordinate with Caltrans and/or the County in instances where there may be safety issues associated with logging truck cross traffic.

**Impact 5: Would the project significantly affect parking capacity? (Less than Significant)**

All special events that currently occur within JDSF have appropriate and adequate parking and staging facilities; therefore, there will not be a significant impact on the existing facilities within the Forest. If a future special event might exceed existing capacity, CDF will limit the size of the proposed event to ensure that adequate facilities are maintained. Additional trailhead parking is desirable but not required or otherwise needed to mitigate a significant transportation-related impact. Activities on JDSF will not significantly affect parking in areas outside of JDSF.

**Impact 6: Conflict with adopted policies, plans, or programs supporting alternative transportation (Beneficial)**

As part of the JDSF management goals, the Forest provides foot and bicycle trails. CDF will continue to work with the County in developing regional bikeways that may cross over JDSF property. Such opportunities for bikeway improvements are not readily available on surrounding private lands. Therefore, the impact is beneficial. There is potential for the decommissioning of selected roads that may reduce localized access for bicyclists and equestrians. When individual road decommissioning projects are planned, alternative routes are considered, and when not available, there is potential to convert truck roads to recreational access trails during or immediately following the decommissioning process.

## **15.6 Mitigation**

Because the JDSF Management Plan will not result in potentially significant individual or cumulative environmental effects related to transportation and traffic, no mitigation is required.

## **15.7 Alternative Analysis**

A comparison of transportation-related impacts among the various alternatives is presented in Table VII.15.2.

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<b>Table VII.15.2. Comparison of Traffic and Transportation Related Impacts Among the Various Alternatives.</b>						
<b>Alternatives</b>					<b>Discussion</b>	
<b>Impact*</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	
<p><b>*Impact Levels: (1) Beneficial (2) No Impact (3) Less than Significant (4) Less than Significant after Mitigation (5) Significant–Mitigation Not Feasible</b></p>						
<b>Impact 1: Cause and increase in traffic, which is substantial in relation to the existing traffic load and capacity of the street system.</b>						
Alt. A						<p>There would be no logging related traffic associated with this alternative. Recreational traffic is presumed to remain at current levels, with a potential increase in ORV use and unauthorized camping.</p> <p>There is no substantial difference among the active management alternatives. Each would result in some level of logging and recreation traffic to varying degrees that would remain well below the significance thresholds.</p>
Alt. B						
Alt. C1 May 2002 DFMP						
Alt. C2 Nov. 2002 Plan						
Alt. D						
Alt. E						
Alt. F						
<b>Impact 2: Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways.</b>						
Alt. A						<p>There would be no logging related traffic associated with this alternative. Recreational traffic is presumed to remain at current levels, with a potential increase in ORV use and unauthorized camping.</p> <p>Mendocino County is considered rural and has no Congestion Management Agency. There is no substantial difference among the active management alternatives. Each would result in some level of logging and recreational traffic to varying degrees that would remain below the significance thresholds.</p>
Alt. B						
Alt. C2 Nov. 2002 Plan						
Alt. C2 Nov. FFMP						
Alt. D						
Alt. E						
Alt. F						

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<b>Impact 3. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks.</b>						
Alt. A						The nearest airport is 2.5 miles away and management of JDSF for timber and related resources would have no effect on air traffic levels or air traffic safety under any of the alternatives.
Alt. B						
Alt. C1 May 2002 DFMP						
Alt. C2 Nov. 2002 Plan						
Alt. D						
Alt. E						
Alt. F						
<b>Impact 4. Substantially increase hazards due to design feature.</b>						
Alt. A						This alternative could result in deterioration of existing roads in the absence of a proactive road management policy. It is presumed that minimal maintenance would occur under this alternative where safety hazards exist, or the road would simply be closed to traffic.
Alt. B						There is no substantial difference among the active management alternatives. Each would result in maintenance of existing roads and construction of new roads pursuant to Forest Practice Rules. Logging truck traffic would continue to be appropriately signed and coordinated with Caltrans and the County.
Alt. C1 May 2002 DFMP						
Alt. C2 Nov. 2002 Plan						
Alt. D						
Alt. E						
Alt. F						

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<b>Impact 5. Substantially result in inadequate parking capacity.</b>						
<b>Alt. A</b>						<p>In the absence of active management, unauthorized and unsafe parking could become more prevalent. Particularly along higher-speed roads. Mitigation is feasible and would consist of signing, an enforcement program, and permits for special events (similar to current management practices).</p> <p>All special events that may occur within JDSF have appropriate and adequate parking and staging facilities; therefore, there will not be a significant impact on the existing facilities within the Forest. If a special event is to occur that has the potential to exceed the existing accommodations, CDF will limit the size of the proposed event, or otherwise control traffic, to ensure that adequate facilities are maintained.</p>
<b>Alt. B</b>						
<b>Alt. C1 May 2002 DFMP</b>						
<b>Alt. C2 Nov. 2002 Plan</b>						
<b>Alt. D</b>						
<b>Alt. E</b>						
<b>Alt. F</b>						
<b>Impact 6. Conflict with adopted policies, plans, or programs supporting alternative transportation.</b>						
<b>Alt. A</b>						<p>This alternative will not affect the County's plans for expanded alternative transportation.</p> <p>There is no substantial difference among the active management alternatives. Each would facilitate bikeways and other trails consistent with management goals thereby resulting in a beneficial effect.</p>
<b>Alt. B</b>						
<b>Alt. C1 May 2002 DFMP</b>						
<b>Alt. C2 Nov. 2002 Plan</b>						
<b>Alt. D</b>						
<b>Alt. E</b>						
<b>Alt. F</b>						