

Travel Management Steese Subunit



Eastern Interior Draft Resource Management Plan

Existing Management

The Steese National Conservation Area is currently divided into four recreation management units, each allowing for different uses.

Management Unit	Summer	Winter
Primitive	Permit required for any OHV use.	No permit required for snowmachines $\leq 1,500$ pounds GVWR.
Wild River Corridor	Permit required for any OHV use.	Permit required for all other OHV use.
Semi-Primitive Motorized	No permit required for vehicles of $\leq 1,500$ pounds GVWR. Permit Required for use of OHVs $\geq 1,500$ pounds GVWR.	
Research Natural Areas	Closed to all OHV use.	

Abbreviations/Definitions

OHV: Off-Highway Vehicle (includes ATVs and snowmachines).

GVWR: Gross Vehicle Weight Rating (total vehicle weight plus its maximum load).

Curb weight: The weight of a vehicle with a full tank of fuel and all fluids.

Summary of the Preferred Alternative (C)

Under the Preferred Alternative the Steese subunit would be divided into six management units, each designated to provide for a different recreation experience and different uses.

Management Unit	Summer	Winter
Common to All	Two Transportation Corridors	
Primitive/RNAs	Closed to all OHV Use	
Semi-Primitive, Backcountry	OHV use would require a permit.	Cross-country use of snowmachines $\leq 1,000$ pounds curb weight.
Middlecountry, Frontcountry, Other BLM lands	Open to the use of OHVs $\leq 1,000$ pounds curb weight and $\leq 50"$ in width on existing trails only. Game retrieval allowed off designated trails. Use of highway vehicles weighing $\leq 10,000$ pounds curb weight allowed on existing roads only.	

What's the *same* as the current management?

- Snowmachine use is allowed throughout the subunit except within the Research Natural Areas.
- Aircraft use is unrestricted.

What would *change* under the Preferred Alternative?

- Transportation corridors would go from four to two.
- Currently summer use of OHVs is permitted off trails in some areas. All summer use of OHVs would be limited to existing trails, except for game retrieval.
- Weight limitations for OHV use would change from $\leq 1,500$ pounds GVWR to $\leq 1,000$ pounds curb weight and would be limited to $\leq 50"$ in width.
- Use of personal watercraft would not be allowed in Primitive, Semi-Primitive and Backcountry Zones.

Steese Subunit



Comparison of Alternatives

Area Designation	Alternative			
	A (acres)	B (acres)	C (acres)	D (acres)
Year-round				
Undesignated	63,000	0	0	0
Open	0	0	0	0
Closed	3,000	3,000	3,000	3,000
Limited	1,225,000	1,288,000	1,288,000	1,288,000
Winter OHV Use				
Limited to cross-country use of vehicles $\leq 1,000$ pounds curb weight	1,225,000	1,288,000	1,288,000	1,288,000
Summer OHV Use				
Limited to existing routes and $\leq 1,000$ pounds curb weight (except for game retrieval)	0	0	611,000	0
Closed to summer OHV use	142,000	1,288,000	677,000	510,000

In areas with a Closed OHV designation (RNAs), subject to reasonable regulations, a free permit may be issued for access via snowmachine for traditional activities and for travel to and from villages and homesites (ANILCA Sec. 1110). Similarly, federally qualified subsistence users, subject to reasonable regulations and with a free permit, may be permitted to use snowmachines or other means of surface transportation traditionally employed for subsistence purposes (ANILCA Sec. 811).

Birch Creek WSR

All forms of non-motorized use allowed. Motorboat use generally allowed without specific authorization. Airboats, hovercraft and personal watercraft would not be permitted on non-navigable segments above the confluence of Birch Creek and an unnamed creek in T. 6N, R. 17E., Section 8 or within the Steese NCA.



Questions to Consider

In your opinion, which alternative provides the best balance of recreational access and resource protection over the next 25 years?

Which alternative will provide for long-term enjoyment of the Steese while accommodating increased visitor use?

With limiting OHV use to existing routes, more people will be localized in a smaller space. What criteria should we use to determine whether trail impacts would warrant a closure?

Are there additional summer travel routes that the BLM has not identified? What are they used for and when are they used?