

Travel Management White Mountains Subunit



Eastern Interior Draft Resource Management Plan

Existing Management

The White Mountains National Recreation Area is currently divided into four management units, each allowing for different uses.

Management Unit	Summer	Winter
Primitive	Permit required for any OHV use off a valid right-of-way.	No permit required for snowmachines of $\leq 1,500$ pounds GVWR. Permit required for all other OHV use.
Wild River Corridor	Permit required for any OHV use.	No permit required for snowmachines $\leq 1,500$ pounds GVWR. Permit required for all other OHV use.
Semi-Primitive Motorized	No permit required for vehicles $\leq 1,500$ 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).

ATV: All Terrain Vehicle.

UTV: Utility Type (or Terrain) Vehicle.

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 White Mountains subunit would be divided into six management units, each designated to provide for a different recreation experience and different uses.

Management Unit	Summer	Winter
Primitive/ Semi-Primitive/ Backcountry/ Wild River Corridor	Permit required for any OHV use.	No permit required for use of snowmachines $\leq 1,000$ pounds curb weight and $\leq 50"$ width.
Middlecountry/ Frontcountry	Open to the use of ATVs $\leq 1,000$ pounds curb weight and $\leq 50"$ in width on designated trails only. Game retrieval allowed off designated trails. UTVs allowed on some trails.	No permit required for use of snowmachines $\leq 1,000$ pounds curb weight and $\leq 50"$ in width.
Primitive Research Natural Areas	Closed to all OHV Use Subject to reasonable regulation, 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).	

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.
- Management of the Beaver Creek Wild River Corridor.

What would change under the Preferred Alternative?

- Currently summer use of OHVs is permitted off trails in some areas. All summer use of OHVs would be limited to designated trails, except for game retrieval.
- Weight limitations for ATV 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.
- Currently OHVs $> 1,500$ pounds GVWR are prohibited. UTVs $\leq 1,500$ pound curb weight and $\leq 64"$ would be allowed on 27 miles of designated trails.

White Mountains Subunit



Comparison of Alternatives

Comparison of Travel Management – Area Designation

Area Designation	Alt. A (Acres)	Alt. B (Acres)	Alt. C (Acres)	Alt. D (Acres)
Undesignated	4,000	0	0	0
Cross-country use limited by weight (summer)	440,000	4,000	4,000	464,000
Limited by weight (winter)	1,004,000	1,008,000	1,008,000	1,008,000
Limited by season of use (no summer OHV use)	563,000	635,000	565,000	514,000
Limited to designated routes, weight and width	0	337,000	437,000	31,000
Closed to all motorized	12,600	12,600	12,600	12,600

White Mountains NRA – Miles of Trails Available for Summer OHV Use

Miles of Trail (Summer)	Alt. A (Miles)	Alt. B (Miles)	Alt. C (Miles)	Alt. D (Miles)
Limited to ATV	Cross-country travel allowed	139	139	Cross-country travel allowed
Limited to UTV or smaller	0	27	27	112
Winter trails closed to summer OHV use	109	117	117	117



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 White Mountains while accommodating increased visitor use?

With limiting OHV use to designated 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? If so, what are they used for and when are they used?