

## APPENDIX 17—OFF-HIGHWAY VEHICLE TRAVEL MANAGEMENT PLANNING SCHEDULE

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Off-highway vehicle (OHV) use is an acceptable use of public land where it is compatible with established resource management objectives (Bureau of Land Management [BLM] Manual 8340, May 25, 1982).

In conformance with BLM Washington Office IM No. 2004-005 (October 1, 2003), the Pinedale planning area will be divided into areas that are open, closed, or limited to OHV travel. Until the travel management planning process described below is completed, travel in the planning area will remain limited to existing roads and trails in those areas that are not open, closed, or seasonally restricted.

The following tasks will be completed for each travel management network:

- Produce a map of a preliminary road and trail network
- Define short-term management guidance for road and trail access and activities in areas or sub-areas not completed
- Outline additional data needs, and a strategy to collect needed information
- Provide a clear planning sequence, including public collaboration, criteria and constraints for subsequent road and trail selection and identification
- Provide a schedule to complete the area or sub-area road and trail selection process
- Identify any easements and rights-of-ways needed to maintain the preliminary or existing road and trail network.

### ROAD TYPE DEFINITIONS

**Primitive Road:** A linear route managed for use by four-wheel drive or high-clearance vehicles. These routes do not formally meet any of the BLM road design standards.

**Road:** A linear route declared a road by the owner, managed for use by low-clearance vehicles having four or more wheels, and maintained for regular and continuous use.

**Roads, Trails, and Primitive Roads:** Terms used to describe specific categories of transportation linear features and to represent subsets of the BLM's transportation system.

**Routes:** Multiple roads, trails, and primitive roads; a group or set of roads, trails, and primitive roads that represents less than 100% of the BLM transportation system. Generally, components of the transportation system are described as "routes".

**Trail:** A linear route managed for human-powered, stock, or off-road vehicle forms of transportation or for historical or heritage values. Trails are not generally managed for use by four-wheel drive or high-clearance vehicles.

Transportation Linear Disturbances: Term utilized to identify manmade linear features that are not part of the BLM's transportation system. Linear disturbances may include engineered (planned) as well as unplanned single and two-track linear features that are not part of the BLM's transportation system.

Transportation Network: The network of roads, primitive roads and trails (motorized and non-motorized) that are selected (recognized, designated or authorized) for use through the comprehensive travel and transportation planning process.

## TRAVEL MANAGEMENT PLANNING PROCESS

During the travel management planning period (see Table A17-1 for schedule), the following will occur:

- Interim management guidelines for identification of the road and trail network, including signing and maintenance, will be defined.
- Additional data needs and collection strategy will be outlined.
- A clear planning sequence, including public collaboration, criteria, and constraints for subsequent road and trail selection and identification, will be established with a schedule not to exceed 5 years and beginning at the signing of the Record of Decision (ROD) for this Resource Management Plan (RMP).
- A Travel Management Implementation Plan will be written.
- Collaboration on designation of roads and trails, consistent with the goals, objectives, and other considerations described in the RMP, will occur according to the above planning sequence.
- Signs and barriers will be installed where needed, and reclamation will occur according to the plan.
- Desirable roads may be reopened after repairs, recovery, or adequate mitigation has occurred.

The planning area will be divided into geographic sub-areas in which roads will be evaluated (see Map A17-1 of geographic sub-areas and their order of consideration). Within each sub-area, roads and trails will be evaluated and specific limitations will be placed on their use, if necessary. Some roads may be closed and rehabilitated.

Map A17-2 shows roads that are most likely to be included in the Travel Management Implementation Plan as “selected” roads, which include U.S. and state highways and county and BLM roads. Others would be identified during the 5-year process. Some of these selected roads could be dropped through the travel management planning and environmental analysis process.

During the planning process, teams made up of representatives of BLM, cooperating agencies, and the public will ensure resource concerns and OHV user needs are properly addressed. Maps that include all known roads will be available to the teams to aid in providing input on additional roads and trails to be considered for designation as open to OHV use. In addition to addressing the sub-areas in general, these groups will consider roads and trails in specific areas that have ongoing resource problems.

Criteria for determining the need for road closures include, but are not limited to—

- OHV use is causing, or will cause, adverse effects, which cannot be reasonably mitigated.
- A road or trail poses a threat to public safety.

- Road and trail density is adversely affecting resources.
- Desired future conditions for access.
- Visual resource degradation is occurring.
- Sensitive habitat management is needed.

BLM recognizes that designated OHV recreation sites and trails play a vital role in satisfying a portion of the recreation experience for OHV enthusiasts. These areas include motocross tracks, novice riding areas, and trails where special OHV management prescriptions would apply. These sites will be managed to reduce the possibility of inappropriate activities on adjacent public and private lands. Management of these sites will include education, public outreach, and signage.

**Table A17-1. Preliminary Schedule for Travel Management Plan  
for the Pinedale Planning Area**

	<b>January–March</b>	<b>April–June</b>	<b>July–September</b>	<b>October–December</b>
Year 1	Develop Basic Maps	Schedule and Draft Implementation Plan	Collaborate on Sub-Area A	Do Mapping and Purchasing for A
Year 2	Collaborate on Sub-Area B	Do Mapping and Purchasing for B	Implement Sub-Area A	Collaborate on Sub-Area C
Year 3	Do Mapping and Purchasing for C	Implement Sub-Area B	Implement Sub-Area C	Collaborate on Sub-Area D
Year 4	Collaborate on Sub-Area E	Do Mapping and Purchasing for D/E	Implement Sub-Area D/E	Complete Implementation
Year 5	Collaborate on Small Parcels	Do Mapping and Purchasing for Small Parcels	Implement Small Parcels	Complete Implementation

