

White River Field Office Travel and Transportation Management



**Northwest Resource Advisory Council
December 4, 2014**

Briefing Objectives

- ❖ Provide an overview of the Travel and Transportation Management (TTM) planning process.
- ❖ Describe existing travel management in the White River Field Office (WRFO).
- ❖ Describe the WRFO's overall strategy to complete Travel Management Plans.
- ❖ Public involvement and potential Resource Advisory Council (RAC) subgroup participation in the process.

Route Inventory for WRFO

TMP RMP Amendment (EA)

Winter 2015

Spring 2015

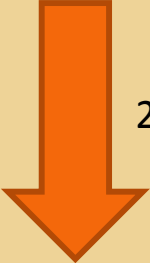
Summer 2015

Fall 2015

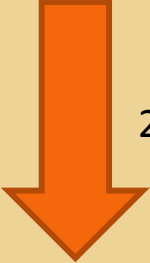
Winter 2016

Spring 2016

Summer 2016



Public Scoping of 2014 Travel Route Inventory (120 Days)



Collect Data for 2015 Travel Route Inventory



Public Scoping of 2015 Travel Route Inventory (120 Days)



Public Scoping for RMPA/EA (30 days)



Develop Alternatives



Public Comment on the RMPA/EA (30 days)



Protest Period & Governor's Consistency Review



Amend RMP & Issue ROD



Begin Phased Approach to Implementation TMP (Route by Route in Travel Management Areas)

Key Elements

The key elements of travel and transportation management and planning include:

- ❖ **Comprehensive**- For all motorized, mechanized, and non-motorized travel and access.
- ❖ **Interdisciplinary**- Requires all affected BLM resource programs to actively participate throughout planning process.
- ❖ **Collaborative**- Interested parties work together to seek solutions with broad support for managing public lands.
- ❖ **Outcome-based**- Identify, designate, and manage travel and transportation systems.

Travel and Transportation Management (TTM)

The BLM travel and transportation management includes **two levels** of planning:

❖ **Land Use Planning**

❖ **Implementation Planning**



Land Use Planning

- ❖ Overall broad transportation management is defined.
- ❖ OHV Area Designations (43 CFR 8342)- All areas of the field office are placed in a “Open”, “Limited”, or “Closed” OHV Areas.
- ❖ Allocations in the Resource Management Plan.
- ❖ Designation criteria is developed.
- ❖ Any exception criteria is developed.



Land Use Planning-OHV Area Designations

Open: Intended for intensive use areas where all types of vehicle use is permitted at all times, anywhere in the area.

Limited: Areas where transportation use must be restricted to meet specific objectives are 'limited' area designations.

Examples of limitations identified during implementation level planning include:

- ❖ Types or modes of travel; i.e. OHVs, motorcycles, all-terrain vehicles, high clearance, etc.;
- ❖ Identified, designated, or existing roads, primitive roads, and trails;
- ❖ Time or season of use;
- ❖ Authorized or permitted vehicles or users; or
- ❖ BLM administrative use only or other types of limitations.

Closed: Areas where OHV use is prohibited to protect resources, promote visitor safety or reduce user conflicts. Administrative/authorized use of motor vehicles may be allowed within these areas.

Land Use Planning-Designation Criteria

All designations shall be based on the protection of the resources of the public lands, the promotion of the safety of all the users of the public lands, and the minimization of conflicts among various uses of the public lands.

Areas and trails shall be located to:

- minimize damage to soil, watershed, vegetation, air, or other resources of the public lands
- prevent impairment of wilderness suitability.
- minimize harassment of wildlife or significant disruption of wildlife habitats.
- minimize conflicts between off-road vehicle use and other existing or proposed recreational uses of the same or neighboring public lands
- ensure the compatibility of such uses with existing conditions in populated areas, taking into account noise and other factors.

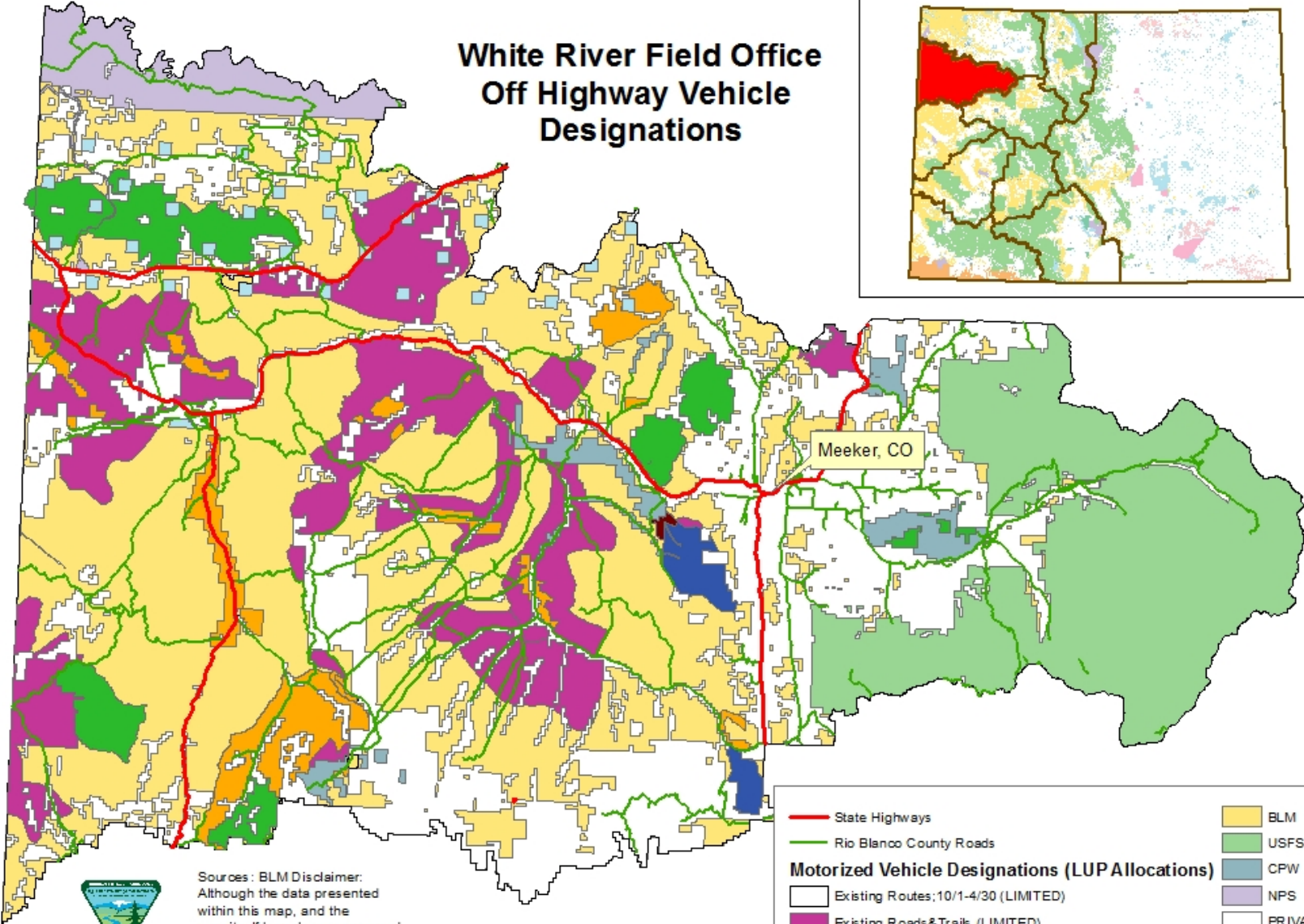
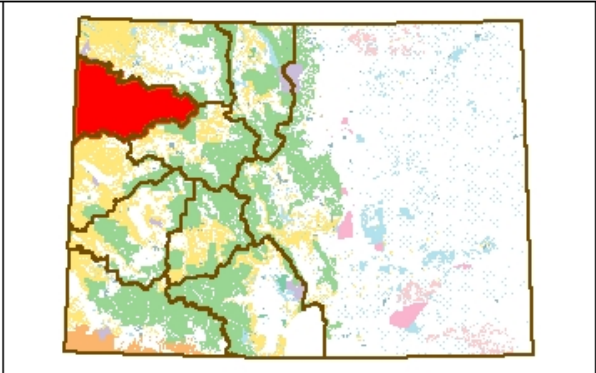
Areas and trails shall not be located in officially designated wilderness areas or primitive areas.

Need to amend our 1997 White River RMP/ROD for TTM

- ❖ The RMP direction and management was intended as interim management.
- ❖ Terminology is not consistent with current BLM TTM policy.
- ❖ Exceptions within the primary limited area are not consistent with policy and state-wide management.
- ❖ Difficulty in managing to existing routes.



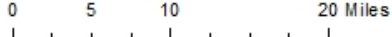
White River Field Office Off Highway Vehicle Designations



Meeker, CO



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- State Highways
- Rio Blanco County Roads

Motorized Vehicle Designations (LUP Allocations)

- Existing Routes: 10/1-4/30 (LIMITED)
- Existing Roads & Trails (LIMITED)
- Designated Roads & Trails (LIMITED)
- Closed (CLOSED)
- Closed 8/15-11/30; Existing Routes 12/1-8/14 (LIMITED)
- Closed 8/15-11/30 (LIMITED)

- BLM
- USFS
- CPW
- NPS
- PRIVATE
- STATE



Implementation Planning

- ❖ Route-by-route designation process.
 - Each route is designated open or closed.
 - Each route is designated for the type or mode of travel or transportation. (Foot, horse, bike, ATV, Full size, etc.)
 - Timing of use of all routes is identified.
 - Comprehensive: All modes of travel or transport are managed for. (air, water, & winter travel)
 - Identifies permitted routes and authorized use of routes.

- ❖ This results in Travel Management Plans (TMP).
 - Maps and Signage Plans
 - Enforcement and Education Plan
 - Development of Route Management Objectives
 - Rehabilitation, BMPs, and Monitoring Plan
 - Adaptive Management

- ❖ This level of planning can be done concurrently with LUP efforts or deferred and done as a separate, stand alone planning effort.

WRFO Implementation Planning

- ❖ Need to complete Travel Route Inventories before any large TMP efforts begin.
- ❖ Once Travel Route Inventories are complete, the WRFO strategy is to identify Travel Management Areas (TMA) of 150,000-250,000 acres in size to develop Travel Management Plans (TMP).
- ❖ This is likely to result in 5-10 separate TMPs that cover the entire WRFO.



Complete Travel Route Inventories before Implementation Level Planning Begins

- ❖ Inventories result in an accurate baseline map of all existing travel routes.
- ❖ Current and accurate data for all routes must be obtained to inform future travel management plan decisions.
- ❖ Comprehensive travel route data was collected during the 2014 field season for the eastern portion of the field office.
- ❖ Plans are to complete comprehensive travel route inventory for the rest of the field office (western portion) during the 2015 field season.

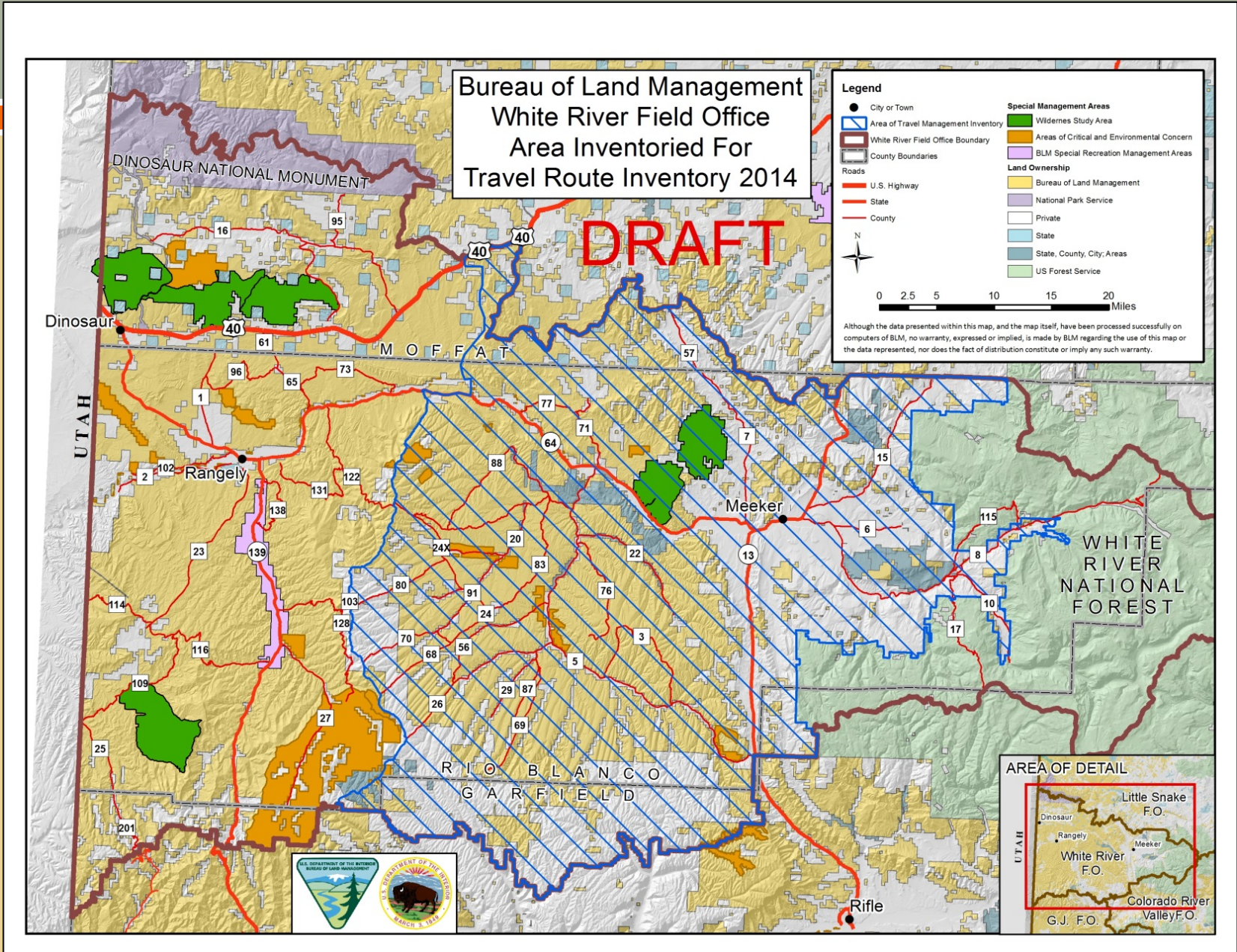


2014 Travel Route Inventory

- ❖ Extensive field data collection effort from May-October 2014 with 5 full-time trail crew members and 1 full-time GIS technician.
- ❖ WRFO now has comprehensive travel route data on 650,000 acres of the 1.5 million acre field office.
- ❖ 1,833 miles of routes GPS'ed with 12 attributes.
- ❖ 4,624 route segments with attributes.
- ❖ 3,364 photos taken with GPS camera.



2014 Travel Route Inventory Area



Route Inventory for WRFO

TMP RMP Amendment (EA)

Winter
2015

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2014 Travel Route Inventory
(120 Days)

Public Scoping for RMPA/EA
(30 days)

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2016

Amend RMP & Issue ROD

Summer
2016

Begin Phased Approach to Implementation TMP
(Route by Route in Travel Management Areas)

Request for a NWRAC Subgroup

- ❖ Provides external perspective and represents a broad spectrum of interests.
- ❖ Provides for efficient collaboration efforts.
- ❖ Provides consistent input and feedback over the multi-year planning efforts.



How to involve a NWRAC subgroup?

Overall focus would be to get the NWRAC's involvement with planning efforts (both land use planning and implementation).

- ❖ Participate in Travel Management Training with BLM Staff and Partners – March 18 and 19, 2015
- ❖ Scoping of the TMP Amendment/EA
- ❖ Review of TMP Amendment/EA's Alternatives
- ❖ Review of TMP Amendment/EA
- ❖ Development 1st Travel Management Plan

Questions?

