2011-2015

White River National Forest
Travel Management Implementation Action Plan

USDA Forest Service

Region 2

White River National Forest

2011-2015

White River National Forest Travel Management Implementation Plan

Travel Management Implementation Plan
White River National Forest

April 2, 2012

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Introduction

The White River National Forest will immediately take steps to begin implementation actions in accordance with the White River National Forest (WRNF), Travel Management Plan (TMP) Final Environmental Impact Statement (FEIS) and Record of Decision (ROD) dated March 2011. The WRNF intends to work from the foundation of the Four Es: Education, Engineering/Recreation, Enforcement, and Evaluation (monitoring) in planning implementation of the plan. While the TMP decision and conclusion of appeals procedures completes the road and trail designation process, it is well understood that without on-the-ground actions, the designations alone will not solve travel management challenges.

This implementation plan is meant to be a dynamic document that is reviewed and adjusted annually as necessary to reflect emerging needs, shifting priorities, changes in available funding, and changes to the TMP. Implementation outcomes will focus on direction found in the Forest Service Travel Management Rule (36 CFR Parts 212, 251, 261, and 295). Strategies should align with the WRNF Land and Resource Management Plan (Forest Plan), the National Route and Area Designation Guide, the Rocky Mountain Region Recreation, Heritage, and Wilderness Resources Strategic Plan (May 2009), and the White River National Forest Recreation Strategy (Sept. 2008). These documents focus on the forest's goals of providing forest products and high quality recreation opportunities while protecting the land. Access and recreation needs will continue to be evaluated alongside sustainability. In order for travel management to be successful, sustainability must continue to be an emphasis as travel management decisions are implemented.

While it is recognized that implementing travel management decisions is an ongoing process, this plan addresses initial on-the-ground implementation processes and action items tied to the 2011 TMP ROD. The Travel Management Implementation (TMI) Plan will be used in:

- Articulating the process and procedures to be followed in order to implement the TMP.
- Scheduling both annual and out year projects in a strategic manner in line with the WRNF, Region 2, and national priorities.
- Outlining procedures to monitor and evaluate progress and success on planned activities.
- Establishing consolidated planning and tracking records for implementation and monitoring action items.
- Implementing travel systems and related processes to ensure: effective decision making, sound investments based on sustainable financial foundations, accountability and collaborative approaches to integrated solutions across landscapes.
- Encouraging coordination with partners, stakeholders, and local governments.

Full implementation of travel management decisions will continue to be an ongoing process well beyond 5 years identified in this plan as a result of monitoring activities. Information from monitoring will help determine whether designations, actions, or methods should be revised. The process and procedures of implementation action items are defined in the following sections.

Successful implementation will require the following:

- **A long-term commitment and support from forest leadership,** including a commitment to or steady progress toward a unified implementation strategy, as well as adequate funding and staffing. Leadership should encourage participation from all members of the forest.
- **An integrated effort among the many programs that have a stake in the outcome and commitment and engagement from every WRNF employee** to participate in needed actions, ideas, and solutions. To be successful, implementation cannot be the responsibility of just one or two program areas
- **Creation of Forest TMI Steering Committee/Task Force**. This would consist of the TMI coordinator, District Rangers (1-2 rotating?), Forest Staff Officers (or appointee), and Forest Supervisor. Committee would provide oversight and communication for the implementation process and would meet bi-annually or as needed.
- **Creation of TMI Representatives for each District.** Need one central go to person that would oversee data collection for annual project submissions, reporting and communicating planning needs, problems, etc. Could be combined with current District Roads person or Recreation Staff.
- **Ongoing public involvement.** It is important to maintain and improve the relationships with the public that were built during the planning process.
- **Support from other agencies and partners.** Many other Federal, State and local agencies have a stake in the outcome and may have funding opportunities.
- **Focus on sustainable travel systems.** Sustainability includes both resource management and financial capacity.
- **A willingness to continually evaluate our efforts and constantly strive to improve.**

Existing Situation

The WRNF TMP identifies the summer and winter travel system across the entire forest to accommodate and balance the transportation needs of the public and to provide adequate access for forest and resource management, while still allowing for protection of natural resources.

The TMP decision was based on over seven years of public input, resource analysis, and thoughtful decision-making and provides a pragmatic transportation system for the forest. In addition to serving as a framework for implementing the TMP on the ground, intent of this plan is to keep the TMP up to date and relevant, which will include making site-specific changes where necessary. This document will help the forest develop processes that recognize the need for economic stability and efficiencies in implementing the travel management plan. The forest will continue to engage the public throughout implementation of the plan.

The information in this document establishes a starting point for travel management implementation, will help to prioritize action items and processes, provide consistency across the forest, conduct out year planning for associated budgets, and will identify key workload items along with responsible staff.

I. Education and Information

Purpose
The purpose of this section is to outline recommendations and key tasks needed for effective communication with external and internal audiences regarding travel management for all uses on National Forest System lands.

Desired Outcome
The desired outcomes of the education aspect of implementation are:

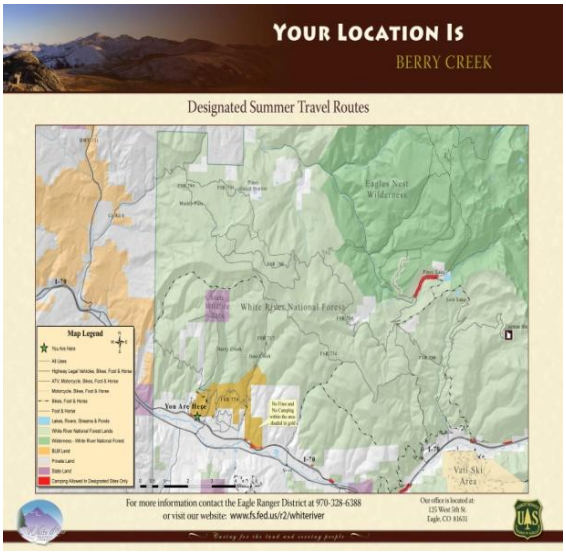
1. Increased understanding of travel management decisions;
2. Widespread adoption of safe, responsible motorized and non- motorized use; and
3. Promotion of citizen stewardship.

Benefits of these outcomes include increased compliance with route and area designations, decreased vandalism, fewer inadvertent violations, enhanced protection of natural and cultural resources, improved etiquette among visitors, and enhanced safe and responsible recreation experiences for all. A driving impetus for a strong education effort is the resultant reduction in enforcement actions and in resources needed for long term sustainability.

By providing timely information the public will know where they can go to recreate on the forest and what to expect when they get there (including what other activities may be occurring). This will help meet the goals for quality recreation experiences across the forest.

Key Tasks
The WRNF recognizes that without appropriate and adequate information and education materials available for the public, and personnel to create and distribute them, the designation process alone will not provide the change in awareness and behavior necessary to ensure that the desired positive effects of the new travel rule are realized.

<u>Education and Information Products</u>
Development of education and information products relating to the TMP will be led and approved by the Public Affairs Officer and recreation program staff at the Forests Supervisor's Office. These materials will be shared with the districts so that they may distribute them to their visitors. TMP education materials will include up-to-date information posted on the website regarding implementation status (including decommissioning plans), updates to the plan, digital brochures and interactive maps, MVUM's and visitor use maps available online and at offices; brochures on responsible use; brochures on particular high-use or emphasis areas (e.g., Golden Horseshoe area); brochures on safety in mixed-use areas (mixed-use motorized, mixed-use non motorized); and talking points for front line staff. All material will focus on "positive messaging" and public information regarding where visitors can obtain



their desired experiences on the forest. This type of messaging will be important in order to promote understanding and cooperation.

Forest and district interpretation and education programs will be developed in conjunction with both summer and winter publications in both timing and content. Depending on designated priorities and budgets, strategies, actions, and timeframes will vary by sub-unit. Districts currently have Recreation Opportunity Guides (ROGs) or Recreation Quicksheets available for the public and will update them as time allows to coincide with TMP implementation. This information will be updated on the forest website as well. Within one year of publication of the MVUMs, a broader Forest Visitor Map for all motorized, non-motorized and mechanized activities will be printed and available for sale to the public forest-wide. Regional public land maps that show recreation opportunities beyond forest boundaries will be another product that will be emphasized for completion within the first 2 years. Collaborative planning with Adjacent Forests and BLM Field Offices as well as State agencies will be needed in order to successfully implement this information product.

Resources, including sample communications templates and printed materials examples, can be found in appendix E (USFS, *National Route and Area Designation Implementation Guide*, May 2010, pages 12-14).

Entry and Portal Signing

The Forest has already dedicated a substantial amount of its trails maintenance dollars to the planning, design, and construction of public information kiosks at key visitor entry portals to large geographic areas. The design, text, graphics and fabrication of the information panels have been coordinated forest-wide and largely been implemented through the White River Sign Shop located on the Blanco RD. Through this coordination, the sign shop has produced high quality products many of which have already been installed, to guide, inform, and educate forest visitors. The kiosk and sign program has and will continue to be coordinated through the Supervisor's Office by the landscape architects and sign shop personnel. Most kiosks have been installed and are outfitted with summer recreation signs. Engineering will continue to oversee both the construction and installation in partnership with CCI Crews and Colbran Job Corps for the remaining entry point kiosks as well as winter trailheads across the forest.

In addition to kiosks at key entry points, signs will be posted at trailheads and along routes to inform users of allowable uses on that route. These signs will help prevent illegal use due to confusion and lack of awareness of the rules. Some of these signs will be provided by and presented by user groups. By having responsible and allowable use messages come directly from the user group rather than forest, visitors may be more likely adopt those principles. User groups may also provide additional signs that encourage responsible use to be placed along routes, with messages such as "This trail is maintained by [user group – and how to get involved]". Partnership and volunteer signing standards will be coordinated through the SO Landscape Architect and Forest Sign Shop.

Partnerships

Partnerships greatly expand the forest's capacity to manage recreation and may take the form of volunteer adopt-a-trail programs, volunteer trail rangers to monitor and steward trails, and responsible use education programming provided jointly by user groups and FS staff. In some cases, user group partners will be consulted with regarding decommissioning plans and priorities in order cultivate collaboration and cooperation. Some of these partnerships already exist. Emphasis should be placed on maintaining and expanding already existing partnerships, as well as developing new ones to fill in gaps in capacity or representation of use.

Visitor Information and Internal Staffing

Finally, no education program is complete without adequate staffing and appropriately trained personnel to answer the phones, talk to the public at visitor information sites, and be out in the field contacting the public directly where they recreate. Staff will be supplied with information regarding the TMP, implementation strategy, and implementation status. This information will include talking points regarding travel management decision-making so that visitors will receive consistent messages.

Field presence is essential and the forest will continue to provide boots-on-the-ground contacts in a variety of its field programs, especially in the General Forest Area element of its recreation management program. Regardless of budget constraints, the goal is to maintain a high level of field presence by cross-training with other field program personnel (fire prevention crews, fuels reduction crews, timber crews, fish and wildlife crews, roads, and trails crews, etc.) in order to have a broader and more integrated public information delivery program. The forest recognizes this takes budget capability and workload prioritization to be effective, and we will continue our efforts to expand our capability wherever possible.

Education and Information: Action items will include *(*but are not limited to):

Responsible Staff	***Task***	**Date**
Lead: (All) District Rangers with recreation staff, TMI coordinator	*Ongoing collaboration with both motorized and non-motorized user groups, including development of new volunteer opportunities for user groups and management of existing volunteer opportunities to keep partners engaged.*	Q4 FY11 – ongoing
Lead: Public Affairs **Coordination with:** District and Supervisors Office (SO)VIS and recreation staff, webmasters	*Development, creation, updating, and publication of VIS products such as talking points, news releases, briefings papers for both internal and external audiences, ROGs/quicksheets, Web content, brochures for public distribution.*	Q1 FY12 – Q4 FY13 (for initial priority plan; ongoing as TMP implementation continues)
Lead: Engineering Transportation Planner **Coordination with:** TMI coordinator, SO planning and recreation staff, District TMI reps., District IDT.	*Creation, publication and revisions for **summer** MVUMs.*	Q1 FY12 – Q2 FY15

Lead: SO planning and recreation staff, TMI coordinator **Coordination with:** District TMI reps and IDT	*Creation, publication and revisions of **winter** MVUMs, Visitor Guide, Non-Motorized maps, supplemental maps.*	Q4 FY 11- FY15.
Lead: Transportation Engineer, Sign Coordinator, SO LA **Coordination with:** District TMI reps, District recreation staff, Blanco Sign shop	*Complete development, construction, and installation of visitor kiosks (information and maps) for key entry portals and winter trailheads.*	Q2 FY12 – Q1 FY13 (for initial priority plan; ongoing as TMP implementation continues)
Lead: TMI Coordinator, SO planning **Coordination with:** District rec staff	*Collaborate on production of regional public lands maps illustrating recreation opportunities adjacent to WRNF lands. Provide training to all VIS staff.*	FY12- FY 13
Lead: Blanco Sign Shop **Coordination with:** SO LA, TMI Coordinator, District TMI reps.	*Continued development and distribution of informational signs and maps to post at kiosks, trailheads and for special areas. Districts will work with user groups and the sign shop to make signing a collaborative project.*	Q4 FY11 – FY15 (ongoing as TMP implementation continues)
Lead: TMI Coordinator, SO planning and PAO **Coordination with:** District rec staff	*Work with Partners and permittees to consider "Stay the Trail", and "Tread Lightly!" and "Respected Access" programs.*	Q4 FY 11- FY15.

II. Engineering/Recreation

Engineering

Engineering oversees facilities, roads and bridges for the Forest. This includes route decommissioning and road signing that will take place to facilitate implementation of the travel management plan. While major road and road system decisions are made at the District Ranger level, the management of these systems requires close coordination between Supervisors Office (SO), district and engineering staff.

Purpose

The purpose of this section is to identify work required to manage roads and areas that are designated for motor vehicle use. These management efforts may include implementing actual physical changes to the transportation system as identified in travel management decisions, completion of sign planning and installation, updating and maintaining the transportation atlas and INFRA, and producing and revising the Summer MVUM on an annual basis. Routine maintenance and improvements are also part of management efforts to maintain the Forest's transportation system. These efforts may benefit the roads themselves, related natural resources, or both.

Desired Outcomes
The desired outcomes of the engineering aspect of implementation are: the effective management of a designated route system that minimizes impacts to natural and cultural resources, provides enhanced safe and responsible motor vehicle recreation experiences, minimizes conflicts between uses, and increases the public understanding and compliance with the system of designated routes and areas.

"Sustainable SMART System Decisions"
In order to ensure compliance with national direction for sustainability the Transportation Engineer, Roads Manager, SO Planning and Recreation Staff will be responsible for creating guidance for "smart system decisions". This will ensure the forest continues to manage for and focus resources on sustainable travel systems (roads and trails) into the future. This will also aid in prioritizing work into the future. The Forest's Leadership Team will review and approve the "smart system decisions" recommendations prior to implementation into key tasks below.

Key Tasks

Signing
Ensuring that the public clearly understands specific road and trail designations is critical to successful implementation of the Travel Management Plan. One of the most effective methods of communicating the information is through the use of signs that are clear, uniform and consistent on all National Forests in Colorado. In concert with that effort, Engineering is in the process of developing a forest-wide signing plan to comply with a federal mandate to upgrade road signs to current standards for road user safety on Level 3-5 roads. This all-encompassing Forest Sign Plan and Program will be coordinated and updated annually by the Forest Roads Manager.

While some of TMI's signing has begun, kiosks, trailhead, and roadside signs will need to be purchased, installed and maintained for years to come. Planning, installation and maintenance will need to be a priority in order to provide the public with the most up to date information relating to travel management, and to provide signs that meet new standards for road user safety. Lack of sign uniformity and consistency will most likely lead to confusion, undermine public support and make implementation difficult. Consistent use of appropriate route markers to identify the designated routes is an important key to helping the public understand what routes are open for travel. All designated routes/areas should be clearly marked on the ground with route markers and road safety signs.

In order to promote safe and responsible use across the State of Colorado and support coordination among government agencies and non-government partners the forest will continue to follow *Colorado Natural Resources Groups Guidelines for Implementation of Travel Management Signs on NF's in Colorado* (see Appendix C). Higher Standard passenger car roads (maintenance level 3 – 5) will be signed per Forest Service national signing standards which comply with Manual for Uniform for Traffic Control Devices (MUTCD) requirements. In addition, signing for the Travel Management Rule (Sign Guide Appendix) provides an overview of current Forest Service signing policy and provides specific guidance for signing routes and areas (see Appendix I). Signing should also coordinate with Responsible Recreation Foundation (RRF) Signing grant opportunities, that are funded through the Colorado OHV Grant Program.

Decommissioning

Decommissioning will be planned and prioritized at the district level in compliance with the goals of the Travel Management Plan. Engineering will coordinate decommissioning through construction contract or in-house maintenance crews.
On site field reviews, all resource clearances and any associated NEPA shall be completed prior to submitting project to Engineering for consideration. Districts will need to identify their proposed level of decommissioning upon submission as well as total number of miles.

A list of decommissioning methods has been grouped into the following categories listed below for informational purposes to define the level of potential ground disturbance. These categories are for planning purposes only so scope and scale of needed actions can be used while prioritizing workloads and necessary budget.

Decommissioning Categories**:**

1. Block entrance (earthen barrier, rocks, logs, & stumps) - road is already re-vegetating naturally
2. Block entrance (earthen barrier, rocks, logs, & stumps), scarify road surface, and re-vegetate
3. Block entrance (earthen barrier, rocks, logs, & stumps), fill roadside ditches, out slope road surface, install water bars, scarify road surface, and re-vegetate.
4. Block entrance for specified distance (earthen barrier, rocks, logs, & stumps), remove culverts, fill roadside ditches, out slope road surface, install water bars, scarify road surface, and re-vegetate.
5. Re-contour for specified distance, remove culverts, fill roadside ditches, out slope remaining road surface, install water bars, scarify remaining road surface, and re-vegetate.
6. Full re-contouring of road, remove culverts, and re-vegetate.

Once decommissioning is completed, specific on the ground actions will be grouped and input into INFRA in accordance with the levels of treatment outlined in Appendix H.

District resource specialists will consult with stakeholders and user groups to ensure that decommissioning actions will enhance or protect resources

Update Infra and I-Web Information

An important component of access and travel management is maintaining the transportation atlas. Current and accurate data in the transportation atlas allows forests to record and track travel management decisions and monitor how the existing road and trail systems are managed and maintained. The transportation atlas should be kept current so that the most accurate information is used to make necessary adjustments to management and maintenance strategies. The process of maintaining data is an ongoing and dynamic process.

The I-Web Travel Routes database shall be used to store all road and trail data. There are several modules that are used to record specific types of data shown in the table below.

Planning and Implementation

To best ensure travel management plan implementation, Engineering will move from a one-year to a three-year planning effort Spring of 2012. While road needs are dynamic and can change frequently based on natural events and special circumstances, a three-year plan will allow TMI to carry through as a major part of both short and long-term roads planning and prioritization.

Engineering and Recreation will send an Annual Forest-wide call-out letter to request travel management needs for the next three years. Year one is expected to be specific enough for

planning and scheduling, year three will focus on out year area planning and year two will be a composite of both. The purpose of a three-year strategy is to ensure any necessary planning is completed and consistent with TMI direction, to allow adequate time for resource clearances to be obtained, design work to be completed, and projects/maintenance prepped for execution. In addition, out-year planning can optimize efficiency of crews and equipment across the forest. Out-year planning is a good way to prepare proposals for outside funds (Stay the trail, Tread Lightly, Respected Access Programs as well as internal initiatives (such as Legacy Roads and Trail funds).

Annual Planning/Collaboration

Each year, districts and SO resource program managers (PM's) will need to respond to the annual call-out letter (see appendix A) for implementation of various TMI elements, which include, road maintenance, decommissioning, special projects, trails and signing needs. This call-out letter for TMI needs will be combined with regular routine maintenance requests for roads as well as recreation TMI elements for trails.

All submissions should involve District interdisciplinary staff members (timber, biologists, LEOs, recreation, VIS, range, lands, etc.) and SO PM's to ensure district-wide involvement, interdisciplinary problem solving, etc. Districts and PM's will set their priorities based on TMP decisions, sustainable smart system guidance, and on-the-ground needs, which should include reviews of current use and monitoring reports. At the same time priorities are set, districts and PM's must ensure any additional NEPA analysis or clearance work required is or will be completed. Often, analyses of multiple projects may be combined into a single district of forest-wide NEPA document.

Engineering will meet with districts and SO PM's to discuss and assist in the compilation of requests in accordance with sustainable decision guidance, available capacity, available budget, and will develop a schedule for both project preparation (design) and implementation maintenance/construction). Adherence to each year's final schedule of projects will be critical in tracking progress and moving towards TMI goals.

"Special Projects" are site-specific maintenance or improvement projects requiring engineering assistance for design and/or implementation. These projects most often originate at the district level or from resource program managers. Special projects will be submitted as part of the budget process and will be prioritized forest-wide by leadership team and/or budget committee. Special projects categories will include safety and health issues as well.

Annual Call-Out Letter

The annual call out letter will include needed maintenance and TMI elements. The annual call-out letter in future years could include special projects requests. Each category is described below.

> **Signing**
>
> Engineering will continue with its inventory of road safety signs and prioritize those replacements. Route markers, travel management signs, site location signs, and travel management kiosks will be also prioritized on a three-year basis.

Decommissioning- Decommissioning priorities established by the TMP will be reviewed, planned and prioritized at the district level for a three year timespan, allowing project to get ready. District resource specialists will consult with stakeholders and user groups to ensure that decommissioning actions will enhance or protect resources. Each year's filed ready priorities will be submitted to Engineering on the included form (see app XX). Engineering, in concert with District assistance and input, will coordinate and implement decommissioning through construction contract or in-house maintenance crews.

Maintenance

General road maintenance needed to support the use levels identified in the TMP will be planned and submitted on the included form (Appendix XXX) by districts, resource program managers, and engineering on a three-year rotating basis, incorporating "smart system" guidelines to ensure a streamlined and consistent means for decision making in line with TMI direction and goals. Engineering will determine overall priorities, schedules and means of implementation (contract, vs. in-house force account) based on capacity and budget.

Trails

Trail needs related to the travel management plan implementation will be submitted in the annual call-out letter. While the annual call-out letter will be used as the instrument to collect trail implementation needs, this work will be coordinated through the recreation department of the forest. Examples of TMI related to trails is covered below in the Recreation section.

Engineering: Action items will include (but are not limited to):

Responsible Staff	**Task**	**Schedule**
Lead: TMI Coordinator **Coordination with:** Transportation Engineer, Roads Manager, District TMI reps, SO planning and recreation staff	*Develop "Smart System Guidance" Document for approval by LT*	Q1 – Q3 FY12
Lead: Transportation Planner, Roads Manager **Coordination with:** TMI Coordinator, TMI Steering Committee, SO recreation and planning staff, District IDT.	*Creation, publication and revisions for **Summer** MVUMs.*	Q1 FY12 – Q2 FY15

Lead: Transportation Engineer, Roads Manager, TMI Coordinator **Coordination with:** LT, TMI Steering Committee, SO recreation and planning staff, District IDT.	*Develop and distribute annual call-out letter; prioritize and implement routine road maintenance, special projects along with TMI needs, including decommissioning, signs (kiosks, road signs, and route markers), etc. for out years. Utilize "smart system" (see above) as part of decision making. Present TMI projects to TMI Steering Committee/Task Force.*	Q4 FY11 – FY15
Lead: TMI coordinator, Roads Manager **Coordination with:** SO planning and recreation staff, engineering	*Consolidate annual TMI accomplishments both in data (spreadsheets and INFRA) and GIS format. Spreadsheets and GIS maps will be updated and available for district planning.*	Q1 FY12 – FY15
Lead: TMI reps, Roads Manager **Coordination with:** District TMI coordinator	*All designated routes areas receive appropriate route marker, area and safety signs*	Q4 FY11 – FY15 (Ongoing)
Lead: District Rangers and TMI reps, SO planning **Coordination with:** Engineering, TMI Coordinator, District IDT	*Determine and complete necessary resource clearances for road work/decommissioning planned for upcoming summer.*	Q4 FY11 – FY15 (Ongoing)
Lead: Roads Manager**,** TMI coordinator, **Coordination with:** SO LA, District TMI Coordinator, SO grants and agreements	*Coordination and oversight of agreements with CCI crews and Colbran Job Corps for the ongoing construction of kiosks and other TMP-related work.*	Q4 FY11 – FY15 (Ongoing)

Resources, including engineering guidelines and example of OHV trail systems, can be found in appendix F (USFS, *National Route and Area Designation Implementation Guide,* May 2010, pages 30 – 32). Resources also include numerous sources on engineering design and construction standards

Recreation

The recreation program on the White River will continue to focus on quality recreation experiences. In accordance with National, Regional and Forest direction, Districts should continue to focus on sustainable recreation planning. Recreation products should focus on providing forest visitors information on where they can enjoy their desired experiences and related activities on well thought out systems that can be managed both physically and managerially (economic feasibility, staff capacity, etc). TMI for the recreation program involves assisting in the production of quality VIS products; installation and maintenance of signs for kiosks, trails, trailheads, and level 2 roads; maintaining trail systems to standard; sustaining partnerships; and planning with stakeholders for sustaining systems into the future. Though much of the TMP implementation will involve the management of roads and trails, dispersed camping opportunities and access are also affected by the decision. The forest will continue to inventory dispersed campsites and related access routes.

Purpose
The purpose of this section is to identify tasks associated with recreation that will be required to implement the TMP. These tasks involve signing, trail management, and dispersed camping access. VIS products and the Winter MVUM are covered in the Education section.

Desired Outcomes
The desired outcomes of the recreation aspect of implementation are the effective management of the designated trail and dispersed camping system. Successful implementation of travel management decisions and effective management of trail systems minimizes impacts to natural and cultural resources, provides enhanced safe and responsible recreation experiences, minimizes conflicts between uses, and increases the public understanding and compliance with the system of designated trails and dispersed camping access.

Key Tasks
Signing
In preparation for the plan, signing has been occurring across the forest since 2009. Most kiosks, and many trailheads, level II roads, and trail signs have been installed and maintained. In order to promote safe and responsible use, ongoing maintenance and installation of signs will continue to be a priority for recreation staff. Signing guidelines will continue to follow *Colorado Natural Resources Groups Guidelines for Implementation of Travel Management Signs on NF's in Colorado* (see appendix C) and the Forest Service signing policy for routes and areas (Sign Guide Appendix H). The forest will focus maintaining grant opportunities for signing with the Responsible Recreation Foundation (RFF).

Districts will be requested to submit all travel management related all signing needs for both summer and winter annually in response to the engineering.

Responsible Staff	Task	Schedule
Lead: TMI Coordinator **Coordination with:** District recreation staff.	*Submit all TMI signing needs during annual "Call-out letter". Ongoing installation and maintenance of winter and summer kiosks, special area signs (winter and summer), seasonal closure signs, and route markers for trails and level II routes.*	FY11 – Q4 FY14 (ongoing)
Lead: TMI Coordinator **Coordination with:** District recreation staff.	*Continue to collaborate with Responsible Recreation Foundation (Stay the Trail) on signing needs.*	FY11 – Q4 FY15 (ongoing)

Dispersed Campsite Inventory
In many parts of the forest dispersed camping is a popular activity. The forest plan guidance allows visitors to drive up to 300 feet off roads for dispersed camping opportunities unless otherwise designated. There are some dispersed camp sites that have been historically used that go beyond the 300 foot limitation. The objective is to establish where on the forest the 300 foot

guidance is adequate and where site may need to be designated. The first step is to inventory the current condition where dispersed campsites are. Following we will evaluate, analyze and establish a forest-wide dispersed camping plan.

Responsible Staff	**Task**	**Schedule**
Lead: District recreation staff. **Coordination with:** TMI Coordinator, SO GIS	*Inventory all dispersed campsites and compile related GIS data. All GIS data will be collected using Forest's Std. Data Dictionary. Data will be corrected and compiled for delivery to SO GIS for use in corporate data base*	present – Q4 FY13
Lead: District recreation staff. **Coordination with:** TMI Coordinator	*Analyze inventory data, determine management needs (e.g.. sites needing to be hardened, moved, closed), and implement management actions.*	present – Q4 FY13
Lead: TMI Coordinator, SO planning and recreation staff **Coordination with:** District rec staff	*Prepare and complete forest-wide dispersed campsite EA. Provide resources to implement.*	FY13-FY14

Trails

Implementation of the trails portion of the TMP will follow the same annual submission process as described in engineering section above for roads. The management of forest trails will require close coordination between district staff and SO recreation staff. Travel Management related trails actions include decommissioning, re-construction, and signing.

All submissions should involve District interdisciplinary staff members (timber, biologists, LEOs, recreation, VIS, range, lands, etc.) and SO PM's to ensure district-wide involvement, interdisciplinary problem solving, etc. Districts and PM's will set their priorities based on TMP decisions, sustainable smart system guidance, and on-the-ground needs, which should include reviews of current uses, permitted use, monitoring reports, resource impacts, etc.
At the time priorities are set, districts and PM's must ensure any additional NEPA analysis or clearance work required is or will be completed. Often, analyses of multiple projects may be combined into a single district of forest-wide NEPA document.

Recreation will meet with districts and SO PM's to discuss and assist in the compilation of requests in accordance with sustainable decision guidance, capacity,

Once completed, the *Smart System Guidance* document should be used when submitting priority projects along with on-the-ground needs, which will include reviews of current uses, permitted uses, monitoring reports, resource impacts, etc.

Responsible Staff	**Task**	**Schedule**
Lead: TMI Coordinator, Transportation	*Collaborate on production and prioritization of proposal as part of the "Annual call-out letter" sent to districts for trail, reconstruction, decommissioning, and signing. Report previous*	Q1 FY12 – FY15 (Ongoing)

Engineer, Roads Manager, SO planning and recreation staff **Coordination with:** District TMI reps, District Rangers, I, District IDT recreation staff	*year accomplishments; monitoring reports.*	
Lead: District Ranger **Coordination with:** District recreation staff and IDT	*Ensure necessary NEPA and resource clearances for trail work/decommissioning planned for upcoming summer.*	Q1 FY12 – FY15 (Ongoing)
Lead: District recreation staff. **Coordination with:** TMI Coordinator,	*Continue to focus on securing trails grants including : Colorado State Parks "Good Management Crews" and grants for special projects serving motorized trails within areas identified in the niche, etc.*	Q4 FY11 – FY15 (Ongoing)

III. Enforcement

Purpose

The purpose of this section is not to establish enforcement policy for travel management but rather to provide a framework to address non-compliance with travel designations for all uses on the forest. This can be done through properly trained, equipped and educated employees as well as partnering law enforcement agencies to document non-compliance. While enforcement is not the only option, it is a necessary component of a comprehensive compliance strategy including education, engineering and evaluation.

Desired Outcome

The desired outcome of enforcement is compliance with the designations prescribed in the Travel Management Plan for all uses (motorized, mechanized, boat, air travel. etc.), including those shown on winter and summer MVUMs. The number and location of documented enforcement actions related to travel management would signify whether compliance is being achieved. The benefits of compliance include protection of resources, public and employee safety, and decreased costs.

Key Tasks

<u>Education</u>

The key strategy in implementing the WRNF TMP is education. The goal of the education component is to provide enough information to the public that enforcement does not have to be the primary implementation tool. Education will be the primary focus in the first years (2) of implementation, with a gradual increase in enforcement as needed on a site by site basis.

<u>Field Presence</u>

As implementation moves into the enforcement phase, it will be necessary to have increased field presence beyond the capacity of the forest's law enforcement program. Focus on strengthening and training staff who spend significant time in the field to be Forest Protection Officers (FPOs) which would expand the forest's enforcement capacity. While not full law enforcement officers, FPOs have the ability to write citations to visitors violating forest rules. An enhanced FPO force is critical to effective TMP enforcement. Coordinate with the Colorado Trail Patrol (CTP) Program. At the same time, forest staff will be encouraged to spend more time in the field in order to increase Forest Service visibility and presence.

A key element to ensuring that the enforcement phase is effective is close coordination between forest law enforcement officers (LEOs) and districts. Districts will need to prioritize areas for enforcement and identify particular problem areas that require an increased Forest Service presence. Districts will share this information with LEOs, who will then determine a strategy for each area and coordinate enforcement with FPOs. District staff will also have ongoing communication with law enforcement to provide updates on status of implementation (including decommissioning) and changes to the TMP.

Responsible Staff	**Task**	**Schedule**
Lead: TMI Coordinator, SO recreation and planning staff **Coordination with:** LEO Program	*Creation and publication of Special Orders for Mechanized (bicycle, air and boat travel. Resend old orders no longer needed.*	FY12-FY13
Lead: District Rangers **Coordination with:** District TMI Coordinators LEO Program	*Creation and/or removal of "Other" site specific Special Orders as needed*	Ongoing
Lead: LEO Program **Coordination with:** TMI Coordinator, SO recreation and planning staff,	*Review and update forfeiture of collateral schedule as needed*	Ongoing

District Staff		

Resources: For example of travel management issue reporting card and case studies in TMP law enforcement see p. 38 – 40 and 44 – 45 in USFS, *National Route and Area Designation Implementation Guide, May 2010*. See also: http://www.wildlandscpr.org/six-strategies-effective-enforcement-publication.

IV. Evaluation/Monitoring/Planning

Purpose
The purpose of this section is to provide general guidance on the development and implementation of a monitoring and evaluation program. Effective monitoring provides for the timely and cost effective collection and assessment of relevant data, enabling managers to make needed changes to meet desired objectives.

Desired Outcomes
Implementation of a monitoring and evaluation program will greatly improve the likelihood of successfully implementing travel management decisions and provide for responsive, adaptive management. The desired outcomes include:

- Meeting the goals of the travel management plan.
- A collaborative approach that incorporates information from multiple disciplines and levels within the agency, as well as input from stakeholders, partners and forest visitors.
- A process for making revisions to the designated system based on appropriate environmental analysis and public involvement.
- Using evaluation of the monitoring data to adjust management, or the engineering, educational, and enforcement strategies and actions.

Responsible Staff	**Task**	**Schedule**
Lead: TMI Coordinator, Forest Planner **Coordination with:** Staff Officers, Transportation Engineer, Program Managers, District TMI reps and other staffs	*Develop monitoring elements and evaluation criteria from and supplemental to the Forest Plan. Annually gather information in a report to track progress and needed changes to actions performed under the engineering, recreation, education, enforcement components. Reports will also inform decision makers on needed changes to the plan.*	Q1 – Q3 FY12
Lead: TMI Coordinator, Forest	*In year one of implementation a coordinated effort will commence to examine what changes need to be considered. It is expected*	FY12- FY13

Planner, District Rangers, Forest Supervisor **Coordination with**: Program Managers, Rec Staff Officer, District TMI reps, District personnel	*most would occur in this first year. These changes once compiled will be sorted by level of NEPA required – ERRATA, EA, and depending on the assortment different EA's based on intensities of required analysis. This will include both summer and winter proposals.*	
Lead: District Rangers, Forest Supervisor, TMI Coordinator, SO Planning **Coordination with:** Transportation Engineer, Program Managers, District TMI reps, and other staffs	*In years two through five a coordinated effort will commence to examine the changes needed; however it is anticipated that the need for change will be less and less as time goes on. Some NEPA efforts may then be done as the need arises for a particular site-specific change and be led by the District where the change is proposed.*	FY13 – FY15

V. Special Use Permits and Other Authorized Access

Changes will be made annually as necessary for other access needs, including roads for timber, oil and gas, private land access, range, utilities, outfitters, etc. Decisions are generally made in separate NEPA analysis and/or permitting actions. To keep current these changes need to be recorded in the corporate travel management data (including GIS). Management actions may also be associated with these permits, including signs, gates, maintenance, and/or decommissioning. Administrators should work with permittees to develop a timeline for implementation as well as identification of which parties are responsible for what tasks. In the case of special use permits, the primary enforcement tool is the permit. Administrators are responsible for updating permittees as necessary according to changes in the TMP.

Responsible Staff	**Task**	**Schedule**
Lead: TMI Coordinator, SO Planner **Coordination with:** Program managers, especially those which engage in permitting and production activities, Transportation Engineer	*Develop a mechanism for reporting decisions that need to be reflected in the travel management system (data and maps)*	FY12-FY13
Lead: TMI Coordinator, SO Planner	*Communicate with TMI Coordinator and SO Planning staff to identify any changes to TMP that impact implementation on special use permits.*	Annually and during permit renewal process

Coordination with: Program Managers, District TMI reps and other staffs, Transportation Engineer	*Communicate with authorized permittees and contractors regarding permitted responsibilities.*	

APPENDICES

Appendix A: CNRG Sign Guide

RECOMMENDED ROAD AND TRAIL SIGNING FOR PUBLIC LANDS

DEVELOPED BY THE

COLORADO NATURAL RESOURCES GROUP

MARCH 2011

Introduction

Members of the Colorado Natural Resources Group (CNRG) have a desire to provide consistent signing for roads and trails across Colorado. Every agency in CNRG will use the basic guidelines in the attached paper. It is recognized that individual agencies will have specific signing requirements that may not be applicable to other agencies, but that in general, visitors to public lands in Colorado will experience similar sign design and protocols throughout the state. These guidelines are also intended to comply with the Manual of Uniform Traffic Control Devices (MUTCD) standards.

These signing guidelines are a revision of the original CNRG recommendations developed in the fall of 1998 and signed in 2004.

ROAD SIGNING

PORTAL SIGNS - TRAVEL RESTRICTED AREAS

The following three sign options are intended to alert visitors that they are entering into a travel restricted area, and that they must stay on designated routes. These signs should be used where a traveler crosses into a travel restricted area from an open area. This sign alerts the traveler that off road travel is prohibited and there may be some additional restrictions on certain routes. Install these signs where it is safe for traffic to stop to view the message.

Standard Format Options

Option 1

Option #1 – Basic Portal Sign (Black on White) for entering a travel restricted area. Placed at key or principal routes at the near point of restriction.

Option 2

Option# 2 – Travel Restricted Area Sign. Currently, this sign option is the most frequently used in Colorado. Only the modes of travel that are restricted within the area should be shown on this sign.

Option 3

Option #3 – This portal sign is similar in design to Option 1 and will be used mainly on the National Forests where travel restrictions are described on a Motor Vehicle Use Map (MVUM).

TRAVEL RESTRICTED AREA SIGN
EXAMPLE - Option 2

Allowable Alterations

The word "Designated" may be changed to "Established" during travel planning when area management prescriptions are being changed from "open to off-road travel" to "restricted to roads and trails". When the roads and trails that will be retained as the managed transportation system have been identified the word "Established" should be changed back to "Designated." This is intended to be an interim policy to allow for the orderly transition between "open to off-road" to "restricted to route" policy.

Lettering

For Passenger Car use roads (ML 3-5) agencies should follow the MUTCD standards for sign lettering and height where applicable.

Minimum lettering size for "TRAVEL RESTRICTED AREA" wording will be a minimum of one half inch larger than all other lettering.

AREA OPEN SIGN / DESIGNATED OPEN AREA

Area Open / Designated Open Area Sign

Standard Format

The Designated Open Area sign is used for specific areas with identifiable boundaries in which travel is allowed both on and off roads. If the area name is desired, place the name at the top of the sign. The message "THIS AREA OPEN TO ALL TRAVEL ON AND OFF ROADS AND TRAILS USING" is to be placed below the name of the area and above the recreation symbols. Agency logos and/or names are to be placed below the recreation symbols. Every sign should include at least one agency identification so the public knows where questions and comments can be directed. Areas managed by multiple agencies may show all agency logos across the bottom of the sign.

OHV Designated Areas

For areas designated OHV open areas, the sign displayed to the left would be installed at all access points into the open area in addition to the Designated Open Area sign. A similar designed sign should be installed when "Leaving" the OHV area.

ROAD USE SIGNS

Horizontal Road Signs

Standard Format

These horizontal signs are recommended for gates or in a pull- out along higher standard roads (ML 3-5) where vehicles can stop to read them. As these signs do not meet size requirements of the MUTCD, do not use alongside a roadway where drivers would have to read them while moving. Where there are travel restrictions, the road name and number may be included on this sign.

Vertical road signs, discussed later, are the normal travel management signs identifying the uses that are allowed and/or prohibited on lower standard, High Clearance/ML 2 roads.

Road Use signs are used to identify "designated routes" through a travel restricted area or other route condition changes.

Options – Horizontal Display

This sign is appropriate on roads intended for use by standard passenger cars, or on lower standard roads where the complexity of the travel management message (i.e., seasonal closures) requires the use of horizontal display. There are 3 options for this sign (see diagrams at left). They are:

OPEN TO: Is intended to show, using symbols, the modes of travel allowed on the road. Display all the symbols under "Open To." This section may be left off of signs since most of the uses like horseback riding, hiking and biking are allowed on all roads.

CLOSED TO: Is intended to show, using symbols, the modes of travel that are not allowed on the road. This sign will first show the modes of travel that *are* allowed on the road under the words "Open To". Below these, the modes of travel that are prohibited will be shown with red-slashed symbols under the words "Closed To." The reason for the closure is optional.

SEASONAL CLOSURE (with dates): This sign will first show the modes of travel that *are* allowed on the road under the words "Open To". Below these, the modes of travel that are restricted will be shown with red-slashed symbols under the words "Seasonal Restrictions". The dates of the restricted travel will be shown below the symbols. Note: this sign would be appropriate on a seasonally opened gate in the center as an "optional" sign.

FR 17-1
18" X 18"
(w/green circle)

Off Highway Vehicle Signs

These signs are used to designate routes where OHVs are allowed on passenger car roads. A mixed use analysis is required by all agencies prior to allowing unlicensed OHVs on passenger car roads. The road name is not required. If the road name is desired, it will be placed at the top of the sign along with the number.

Share the Road Sign (18" x 24")
and symbol (24" x 24")

Share the Road Sign

This warning sign is used to caution road users that OHVs and full sized vehicles will be sharing the road. The use of these signs should be kept to a minimum and based on a documented engineering study or engineering judgment. They are not to be used for the sole purpose of identifying or designating an OHV route. Do not mix route ID markers or other signs with warning signs on the same post. Comply with MUTCD on size, color and retroreflectivity requirements.

Road signs prohibiting OHVs

This regulatory sign may be used on passenger car roads where unlicensed OHVs are NOT allowed. The sign is to be placed at the point on the route where the prohibition becomes effective.

Symbols

Letter size is in accordance with MUTCD but no less than 3 inches high. Sign color is black letters on a white background. Do not mix route ID markers or other signs with regulatory signs on the same post.

Vertical Road Sign

This sign is appropriate on higher clearance roads (ML-2 roads) not intended for use by standard passenger cars. There are two options for this sign. They are:

OPEN TO: Is intended to show, using symbols, the modes of travel allowed on the road. Display all the symbols under the words "Open To." Note: Since hiking, biking, equestrian use, and cross-country skiing is generally permitted on all roads the "Open To" sign is optional.

CLOSED TO: Is intended to show, using symbols, the modes of travel that are not allowed on the road. This sign will first show the modes of travel that *are* allowed on the road under the words "Open To". Below these, the modes of travel that are prohibited will be shown with red-slashed symbols under the words "Closed To." The reason for the closure is optional.

The vertical road sign is not appropriate for seasonal closures (with dates): The complexity of the travel management under this scenario requires the use of the horizontal display to convey the entire necessary message. Refer to the direction for horizontal road use sign described on page 5.

Road Identification

The road name is not appropriate on the vertical display. The number will be placed vertically at the top of the sign to distinguish these routes from trails.

Symbols

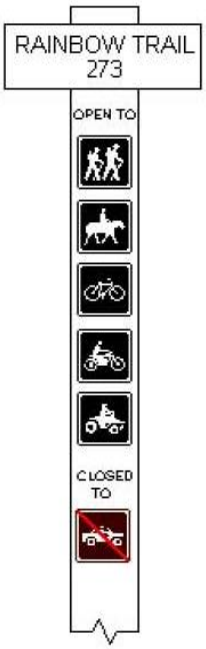
The minimum symbol size will be 2.5" x 2.5".

Agency Logos

The agency logo(s) may be placed at the bottom of the vertical display. Logos should be 2.5" x 2.5" or larger. Consider keeping it white on brown.

TRAIL SIGNING

TRAIL ROUTE MARKERS



Standard Format

Travel management signage for trails is critical in today's world. The trail users want to know what modes of travel are allowed on the trail they are ready to use, as well as what modes of travel are prohibited on that trail.

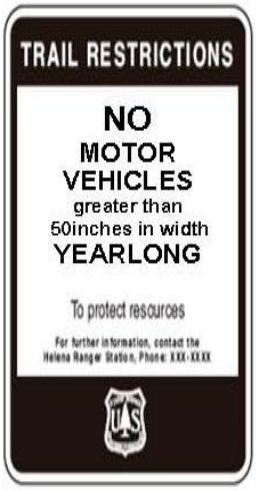
Trailhead Signage

All trailheads should have travel management signing regardless of the level of development at the trailhead. At a minimum, the user should see the name and number of the trail, with travel management information clearly displayed as a sign assembly. See diagram at left.

The trail name and trail number should read horizontally. The travel management direction should be displayed vertically. A destination sign is optional for the trail sign. Follow responsible agency's manual direction on proper wording, abbreviations, and placement of text for direction signs. If night use is occurring on motorized trails, reflective sheeting material is recommended.

Placement of International Symbols

To show the travel modes allowed, use the words "Open To" and show the international symbols below. Display the modes of travel that are prohibited using the words "Closed to" with a red slash across the international symbol below.



Option 2

Option 1 – Agencies have the option of providing additional information concerning the width of the trail for the mode of travel. For example, some trails may restrict OHVs to a width of fifty (50) inches or less. In this case, a small decal with the text 50" or less may be placed below the ATV symbol.

Option 2 – For additional emphasis on trail restrictions consider using a Trail Restriction sign (12" x 18") similar to the one displayed to the left. This type of sign can be used to notify visitors of restrictions that are of a seasonal nature or unique to a specific trail.

Symbol Size

The size of symbols for trail usage should be 2.5" x 2.5" for each symbol.

Agency Logos

The minimum size of agency logo(s) should be 2.5" x 2.5" and may be placed at the bottom of the vertical travel management sign.

Placement of Travel Management Signs

Travel management signs should be placed at the trailhead and at trail junctions with roads or other trails where travel management is changing or needs reinforcement.

Appendix B: Summary of Opportunities by Season

For a complete description and discussion of the TMP decisions see the WRNF, FEIS, and ROD, 2011. The following tables show a summary of miles of roads and trails open for both summer and winter use and the miles of roads and trails to be decommissioned.

Table 1.1—Summary of summer opportunity (roads and trails) in miles on the White River National Forest

Legend	Alternative GM
Licensed motorized vehicle	1420
Licensed and unlicensed full-size vehicle	872
Licensed motorized two-wheeled vehicle (licensed and unlicensed motorcycle)	1613
Motorized vehicles < 50" in width (ATV)	1023
Motorized two-wheeled vehicles (unlicensed motorcycles)	1066
Mechanized (bicycles)	2172
Pack animal (horse)	3373
Foot (hike)	3592

Table 1.2—Summary of road and trail decommissioning in miles on the White River National Forest

System routes already decommissioned (but require additional treatment)	178
Non-system routes already decommissioned (but require additional treatment)	162
System routes to be decommissioned	519
Non-system routes remaining but not system	0
Non-system routes to be decommissioned	692
Non-system routes added to the system	225

Table 1.3—Summary of winter opportunities on the White River National Forest

Legend	Alternative GM
Open motorized areas (acres)	695,723
Restricted-motorized on routes only (acres)	517,963
Motorized prohibited areas (acres)	1,017,638
Special use permit (acres)	54,907
Designated motorized routes within restricted areas (miles)*	198

**Does not include motorized routes in open areas*

Appendix C: Education Resources

Sample Plans and Templates

♦ Southern Region OHV Strategic Communication Plan
http://fsweb.wo.fs.fed.us/rhwr/ohv/comm/comm-tools.shtml

♦ Forest OHV Communication Plan Template (Southern Region)
http://fsweb.wo.fs.fed.us/rhwr/ohv/comm/comm-tools.shtml

Information and Education Toolbox

♦ http://fsweb.r10.fs.fed.us/staffs/rlm/interp_ed/index.shtml

External message examples

♦ Medicine Bow – Routt
http://fsweb.mbr.r2.fs.fed.us/travel_management/travel_management.shtml

Public Service Announcement Examples

(Before using any of these, be sure to check with the appropriate organization regarding any restrictions on their use.)

♦ http://staythetrail.org/media/index.php

♦ http://www.treadlightly.org/page.php/education-psa/PSAs.html#print

Example Websites

♦ Southern Region Ride4Keeps Program http://www.fs.fed.us/r8/ride4keeps/

♦ Louisiana OHV Public Information Project http://www.fs.fed.us/r8/kisatchie/maps/index.html

♦ Utah State Parks OHV Website http://stateparks.utah.gov/ohv

♦ Minnesota Department of Natural Resources OHV Website
http://www.dnr.state.mn.us/ohv/index.html

♦ What You Need to Know – Beaverhead-Deerlodge National Forest
http://fs.usda.gov/Internet/FSE_DOCUMENTS/stelprdb5052360.pdf

♦ OHV Trail Riding – Allegheny National Forest
http://www.fs.fed.us/r9/forests/allegheny/recreation/atv_trails/

Frequently Asked Questions

A list of "Frequently Asked Questions" or "Facts or Fictions" can be a useful tool for both internal and external audiences.

♦ FAQs with canned answers: http://fsweb.wo.fs.fed.us/rhwr/ohv/comm/comm-tools.shtml

♦ Possible FAQs for local answers: http://fsweb.wo.fs.fed.us/rhwr/ohv/comm/comm-tools.shtml

- Fact and Fiction – Apache and Sitgreaves NFs http://www.fs.fed.us/r3/asnf/news/2008/20080331-travel-management-rule.shtml
- FAQ – R3 http://www.fs.fed.us/r3/projects/travel-mgt/faq.shtml
- FAQ – R5 http://www.fs.fed.us/r5/routedesignation/rd-faq.php

Brochure and Printed Material Examples

- Coronado NF - OHV Information Sheet: http://www.fs.fed.us/r3/coronado/forest/recreation/ohv/wy_brochure_backcountry_touring.pdf
- Dixie NF Please Stay on Designated Roads and Trails flyer: http://www.fs.fed.us/r4/dixie/news/2006/dnf_d4_no_xcountry_0418_flyer.pdf
- Tread Lightly! Responsible OHV Use brochures: http://www.treadlightly.org/
- Cibola NF – Sandia RD Safety First Poster: http://fsweb.r3.fs.fed.us/rec/documents/TravelManagementDocs/Implementation_PostMVUM_Posters/Sandia_TM_safety_poster.pdf
- Cibola NF – Sandia RD Respect and Protect Poster: http://fsweb.r3.fs.fed.us/rec/documents/TravelManagementDocs/Implementation_PostMVUM_Posters/Sandia_TM_poster.pdf
- Cibola NF – Sandia RD Grab a Map Poster: http://fsweb.r3.fs.fed.us/rec/documents/TravelManagementDocs/Implementation_PostMVUM_Posters/MVUM_Display_layout1.pdf

Supplemental Map Products Examples

- GSTC Draft Interactive Travel Map http://pcdeh6zfk91.ds.fs.fed.us:8080/TA_MVUM/index.html
- Little Belts Travel Atlas http://www.fs.fed.us/r1/lewisclark/maps/littlebelts-travel-atlas14aug2009_redu.pdf

Policy and Regulation

- FSM 1600 Public Affairs Programs http://www.fs.fed.us/cgi-bin/Directives/get_dirs/fsm?1600!
- FSH 1609.11 Publications Handbook http://fsweb.wo.fs.fed.us/directives/fsh/1609.11/
- USDA Departmental Regulation RE: Web Services http://www.ocio.usda.gov/directives/doc/DR3430-001.htm
- USDA Web Style Guide http://fsweb.wo.fs.fed.us/pao/internet/documents/style/usda-web-style-guide-v2.0.pdf

Reports and Analyses

- A Review and Analysis of Five OHV Communication Programs http://extension.usu.edu/iort/files/uploads/pdfs/OHV_tech.pdf This document provide

examples and advice that is helpful for identifying target audiences, involving stakeholders, developing messages and identifying delivery methods.

Appendix D: Engineering Resources

Decommission Routes
Activities used to decommission a road include, but are not limited to, the following: reestablishing former drainage patterns, stabilizing slopes, restoring vegetation, blocking the entrance to the road, installing water bars, removing culverts, reestablishing drainage-ways, removing unstable fills, pulling back road shoulders, scattering slash on the roadbed, completely eliminating the roadbed by restoring natural contours and slopes, or other methods designed to meet the specific conditions associated with the unneeded road (36 CFR 212.5(b)(5).

When prioritizing route decommissioning projects, the highest priority should be placed on routes with the greatest potential for negative impact on natural resources. Priority should also be placed on projects that will result in improved compliance with the MVUM by eliminating access to other unneeded or unauthorized routes.

For more guidance on decommissioning routes refer to FSM7734.
Refer to the Travel Routes Data Dictionary posted at
http://fsweb.r6.fs.fed.us/eng/travel_routes/user_board/

Implement Motorized Mixed Use Mitigation
Implement mitigation methods identified in the engineering analysis such as signs, speed controls, user education, modifications to road geometry, regulating the timing of either the commercial hauling or recreation use and other safety measures. Refer to FSM 7715.77 and FSH 7709.55, 32.21.

During periods of use by commercial highway-legal vehicle traffic, the financial responsibility for traffic generated maintenance is generally borne by commercial users. When the route is only open to non-highway legal vehicles as a NFS trail, maintenance needs resulting from user traffic is the responsibility of the Forest Service Trails Program. Responsibility for custodial non-traffic generated maintenance should be determined and coordinated at the local level (FSM 7731.11, paragraph 6).

Install or Relocate Traffic Barriers
For considerations in selecting barriers refer to *Vehicle Barriers their Use and Planning Considerations* (http://fsweb.mtdc.wo.fs.fed.us/php/library_card.php?p_num=0623%201201P). This document provides information on a variety of barrier types including bollards, fences, gates, large rocks and wooden guardrails. This document also includes construction drawings for barriers.

User safety should be a primary consideration in determining the type and location of any barrier. Barriers should be located and installed at locations where a safe turnaround in advance of the barrier either exists or can easily be constructed. Advance warning signs may be needed to advise the traveler of the barrier ahead. Cables, chains or single-wire barriers shall **never** be used across any route.

Signing
Information on appropriate signing of traffic barriers (size of signs, shape, retro reflectivity, placement, color, etc.) is found in the Manual on Uniform Traffic Control Devices (MUTCD): http://mutcd.fhwa.dot.gov/ and EM-7100-15 Sign and Poster Guidelines for the Forest Service: http://fsweb.wo.fs.fed.us/eng/roads_trails/signs_05/index.htm.

Appendix E: Trail Resources

Trail Maintenance Guidance

Forest Service national design parameters for motorized designed uses may be found at FSH 2309.18, Section 23.2. Use these to identify trail-specific design parameters to accommodate the identified managed use(s) and the identified designed use, incorporating any needed adjustments based on consideration of trail topography, managed use(s) or other applicable considerations (Per FSH 2309.18, Section 14.4 and 14.5).

Additional Forest Service Trails Management and Maintenance Information may be found at:

♦ FS 2309.18 Trails Management Handbook

♦ Forest Service Standard Specifications for Construction and Maintenance of Trails (EM-7720-103)

♦ Forest Service Health and Safety Code Handbook (FSH 6709.11)

♦ Trail Bridges and Structures (FSM 7722 and FSM 7736)

♦ FS RHR Integrated Business Systems Trail Data Management: http://fsweb.wo.fs.fed.us/rhwr/ibsc/tr-cost.shtml

This link provides planning, inventory and management concepts applicable to all National Forest System Trails, including the identification of Trail Management Objectives, TRACS and annual reporting requirements and results.

♦ FS National Engineering Website: http://fsweb.wo.fs.fed.us/eng/roads_trails/drawspec.htm

This Website provides links to drawings and specifications for trails and trail features such as trailheads, bridges, signs and kiosks.

♦ FS Technology and Development Centers Publications Search: http://fsweb.sdtdc.wo.fs.fed.us/pubs/search_all.shtml

San Dimas and Missoula Technology and Development Centers have developed print publications, videos and CDs related to constructing and managing OHV trails. Most of these publications are available for download and videos can be requested from the Technology Centers. Recommended Technology and Development Center publications:

♦ The Trail Construction and Maintenance Notebook

♦ OHV Design Handbook (still under development)

♦ Groenier, James Scott. 2008. Geosynthetics for Trails in Wet Areas: 2008 Edition

♦ Meyer, Kevin G. 2002. Managing Degraded Off-Highway Vehicle Trails in Wet, Unstable and Sensitive Environments

♦ Vachowski, Brian. 1998. Cattle guards for off-highway vehicle trails. Tech. Rep. 9823-2826-MTDC

♦ Vachowski, Brian; Maier, Neal. 1998. Off-highway vehicle trail and road grading equipment. Tech. Rep. 9823-2837-MTDC

♦ MTDC Staff. 1994. Trails in Wet Areas Turnpike and Puncheon Construction

♦ Video: Construction Trail Switchbacks. Request from FHWA at: http://www.fhwa.dot.gov/environment/rectrails/publications.htm

♦ Videos: Surface Water Control Techniques for Trail Maintenance, Trails in Wet Areas—Turnpike and Puncheon Construction, Basic Trail Maintenance, Hand tools for Trail Work—Part 1 and Part 2 and An Ax to Grind

Examples of Forest Service OHV Trail Systems:

♦ East Fork Rock riding area Deschutes National Forest: http://www.fs.fed.us/r6/centraloregon/recreation/cohvops/efrindex.shtml

♦ Oregon Dunes National Recreation Area: http://www.fs.fed.us/r6/siuslaw/recreation/ohv/index.shtml

♦ Ocala National Forest: http://www.fs.fed.us/r8/florida/ocala/recreation/ohv.overview

♦ Rubicon OHV Trail: http://www.fs.fed.us/r5/eldorado/recreation/trails-moto/rubicon/

♦ Cleveland National Forest: http://www.fs.fed.us/r5/cleveland/recreation/ohv/index.shtml

Sign Resources

♦ Refer to CNRG Sign Guide in Appendix C.

Other Resources

♦ State of Minnesota Department of Natural Resources. 2007. "Trail Planning, Design and Development Guidelines." Trails and Waterways Division, St. Paul, MN

♦ Wernex, Joe. 1994. Off-Highway Motorcycle and ATV Trails Guidelines for Design, Construction, Maintenance and User Satisfaction. Pickerington, Ohio. American Motorcyclist Association.

♦ Crimmins, Tom. Management Guidelines for OHV Recreation. National Off-Highway Vehicle Conservation Council. http://www.nohvcc.org/newsletter/prbook.asp

♦ NOHVCC OHV Library: http://nohvcclibrary.forestry.uga.edu/mgtsub.html

The following FS Website provides links to drawings and specifications for trails and trail features such as trailheads, bridges, signs and kiosks.

♦ FS Technology and Development Centers (San Dimas and Missoula) Publications Search: http://fsweb.sdtdc.wo.fs.fed.us/pubs/search_all.shtml

Appendix F:Decommission Levels of Treatment

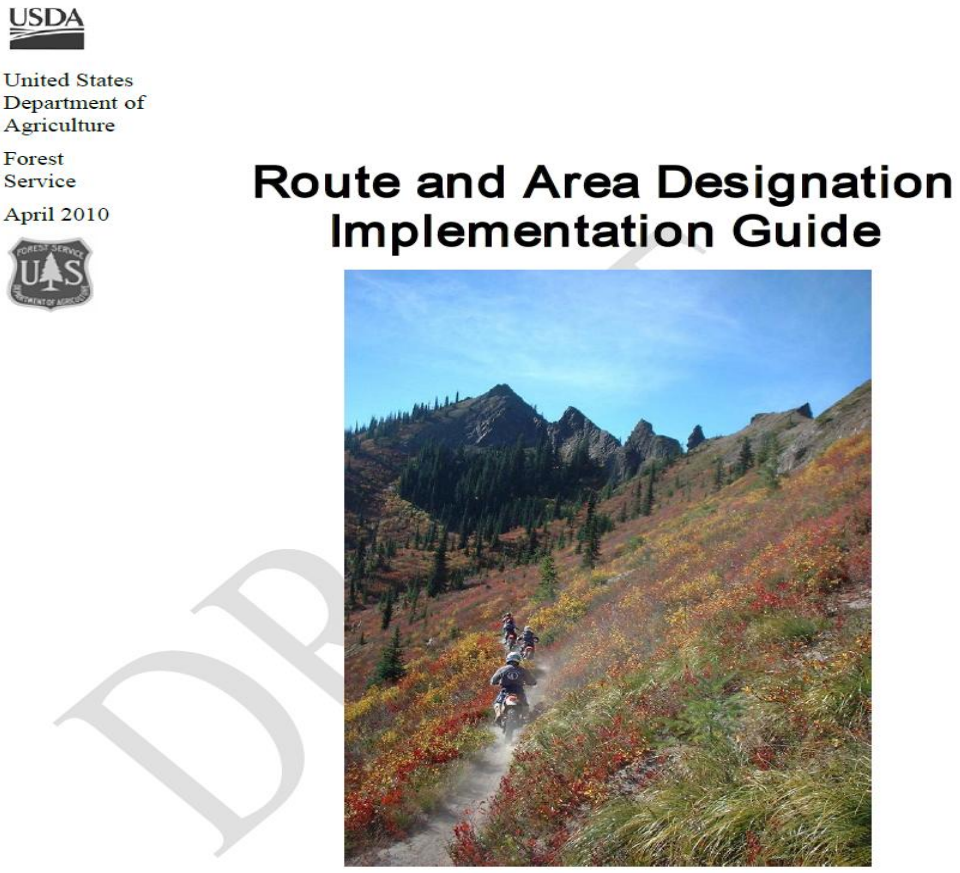
Name: LEVELS OF TREATMENT **RTE_LINEAR_EVENTS**

Definition: Describes a summary of the treatments **completed** either on a decommissioned road or a road placed in storage (ML1). It describes the intensity of the work performed in relation to hydrologic, vegetative, and stability factors.

Valid Codes

Code	Description
B – BLOCKED	Entrance has been blocked. No other treatment to road prism or drainage.
C – CMP REMOVED	CMP's on streams and drainages have been removed and associated fills have been sloped back and stabilized. Ditch relief culverts may be bypassed and left in place or removed. Former drainage patterns have been re-established.
V – REVEGETATED	Road prism has been re-vegetated.
U – UNSTABLE FILLS REMOVED	Unstable fills have been removed.
W – WATERBARRED/OUTSLOPED	The road prism has been water barred and/or outsloped.
R - RECONTOURED	The road prism has been fully obliterated. (top of cut to toe of fill) by restoring natural contours and slopes. All CMP's have been removed and all watercourses have been restored to natural channels and floodplains.
CU – COMBINATION	CMP's have been removed. Unstable fills have been removed.
CW – COMBINATION	CMP's have been removed The road prism has been water barred and/or outsloped.
CV - COMBINATION	CMP's have been removed. The road prism has been re-vegetated
VU - COMBINATION	The road prism has been re-vegetated and unstable fills have been removed.
WV - COMBINATION	The road prism has been water barred and/or outsloped, and re-vegetated.
WU - COMBINATION	The road prism has been water barred and/or outsloped. Unstable fills have been removed.
CWU - COMBINATION	CMP's have been removed The road prism has been water barred and/or outsloped, and unstable fills have been removed.
CWV - COMBINATION	CMP's have been removed. The road prism has been water barred and/or outsloped, and re-vegetated.
CVU - COMBINATION	CMP's have been removed. The road prism has been re-vegetated. Unstable fills have been removed.
WVU - COMBINATION	The road prism has been water barred and/or outsloped and re-vegetated. Unstable fills have been removed.
WUVC - COMBINATION	CMP's have been removed. The road prism has been re-vegetated, water barred and/or outsloped. Unstable fills have been removed.

Appendix G: Route and Area Designation Implementation Guide



This document can be found at the following location:
http://www.fs.fed.us/recreation/programs/ohv/ohv_route_area_implementation_guide.pdf