



Forest Service
Travel Management Rule

and the

Black Hills National Forest
Travel Management
Proposed Action

How We Got Here...

Unmanaged Recreation



One of the fastest growing forms of outdoor recreation in our National Forests is the use of off-highway vehicles (OHVs), which includes all-terrain vehicles (ATVs) and similar motorized means of transportation. Such vehicles allow their riders to go deeper into the woods than was previously possible.



How We Got Here...

Unmanaged Recreation

- Unmanaged access has led to managed recreation.
- Management of recreation is intended to protect the land and reduce adverse impacts to natural resources while protecting fragile ecosystems.
- The Forest Service works with citizens and recreation organizations to ensure responsible use of OHVs and to assure enjoyable experiences for all users.



How We Got Here...

Summary of the 2005 Travel Management Rule

- Designate roads, trails, and areas open to motor vehicle use by vehicle class, time of year.
- National framework for local decisions.
- Public involvement, coordination with governmental agencies.
- Designated roads, trails, and areas identified on motor vehicle use map.
- Motor vehicle use inconsistent with designations prohibited.



How We Got Here...

NFAB Travel Management Subcommittee Recommendations

1. Provide easy access for a variety of motorized and non-motorized users.
2. Establish a publicly supported, actively designed, maintained, and enforced travel system.
3. All funding options should be pursued.
4. Cooperative management between Federal, State, and Local Governments.
5. Multiple scale loops tied into local communities.
6. Limit noise and conflicts adjacent to communities.



How We Got Here...

NFAB Travel Management Subcommittee Recommendations

7. Designate some areas for motorized game retrieval.
8. Continue managing firewood cutting with firewood permits.
9. Allow motorized dispersed camping within 300 feet of a designated motorized route.
10. Allow cross-country motorized use only in designated areas.
11. Mud-bogging should not be allowed.



How We Got Here...

The Travel Management Vision

- Extensive public involvement (2003 – 2007)
- A forest-wide transportation system...
 - environmentally sustainable, economically viable, socially acceptable.
- An OHV trail system consisting of...
 - a main arterial (backbone) system connecting Black Hills communities
 - multiple scale loops branching off the main system, well distributed throughout the Forest,
 - providing for non-motorized users as a conscious, proactive choice.



How We Got Here...

The Black Hills NF Travel Management Plan

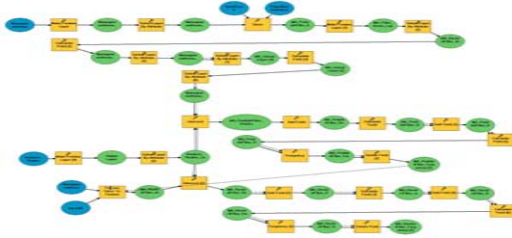
- The starting point for travel planning is current travel management direction.
- Includes:
 - The forest transportation system; and
 - Existing prohibitions on motor vehicle use.
- State traffic law.

2007 Travel Analysis Process - GIS Modeling Examples

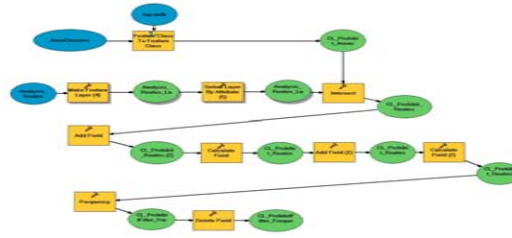
Total of 43 models were developed as part of this analysis, to identify management, resource, and public concerns.

MANAGEMENT AREAS

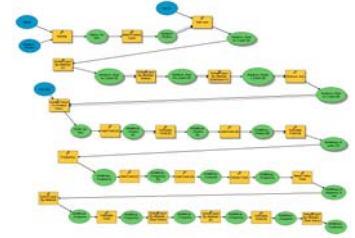
Management Areas where Forest Plan prohibits or limits motorized travel on and off roads and inlets or states "no new routes".



Existing Closure Areas where motorized travel is prohibited on and off roads and the area is not already covered by a Management Area restriction

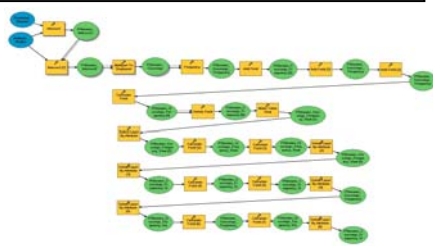


Crosses private land with no known ROW.

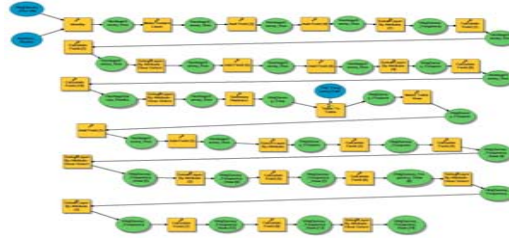


ENCLOSURES

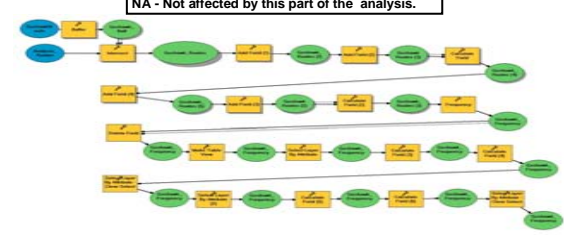
Number of Stream Crossings.
High Risk: ≥ 4 crossings, Moderate: ≥ 2 and < 4 , Low: > 0 and < 2 ,
NA - Not affected by this part of the analysis.



Miles within areas un-surveyed for heritage sites.
High Risk: ≥ 1000 un-surveyed feet, Moderate: ≥ 500 and < 1000 , Low: ≥ 0 and < 500 .

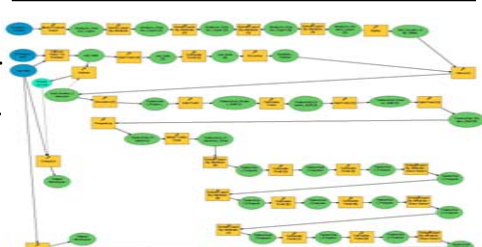


Miles within .5 miles of active Goshawk nest.
High: ≥ 0.5 miles, Moderate: > 0 and < 0.5 ,
NA - Not affected by this part of the analysis.

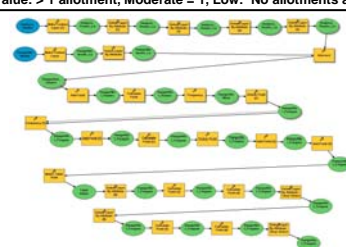


ENCLOSURE SECTORS

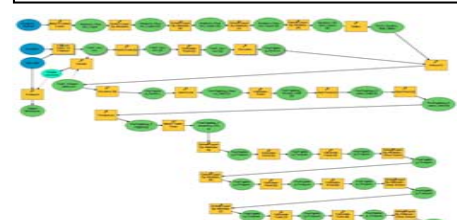
Vegetation Management Access: Suitable timber acres within .25 miles.
High Value: ≥ 150 acres, Moderate: ≥ 20 , Low: ≥ 0 and < 20 .



Range Access: Range allotments accessed.
High Value: > 1 allotment, Moderate = 1, Low: No allotments accessed.



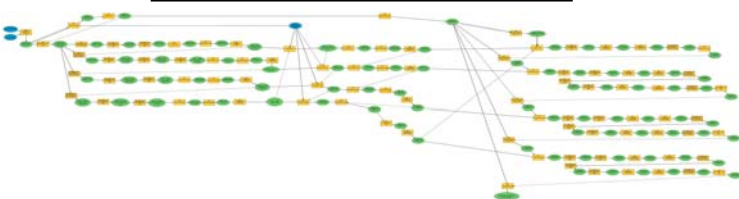
Firefighting Access: High RHV acres within .25 miles (RHV Codes: 'HHH', 'HHM', 'HMH', 'HMM', 'LHH', 'MHH', 'MHH', 'MMH')
High Value: ≥ 250 acres, Moderate: ≥ 125 and < 150 , Low: ≥ 0 and < 20
NA - Not affected by this part of the analysis.



USER VALUES

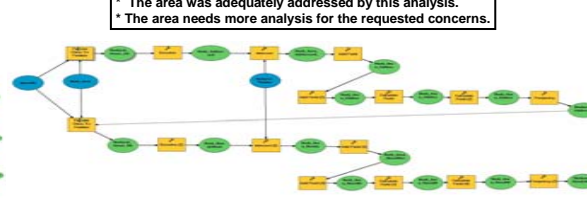
Public Meeting Motorized Area Values

- * In motorcycling area
- * In ATV area
- * In modified 4WD (rock crawling) area
- * In stock 4WD area

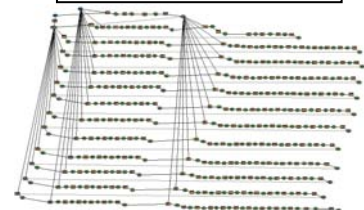


Norbeck Society Area Input

- * The area was adequately addressed by this analysis.
- * The area needs more analysis for the requested concerns.



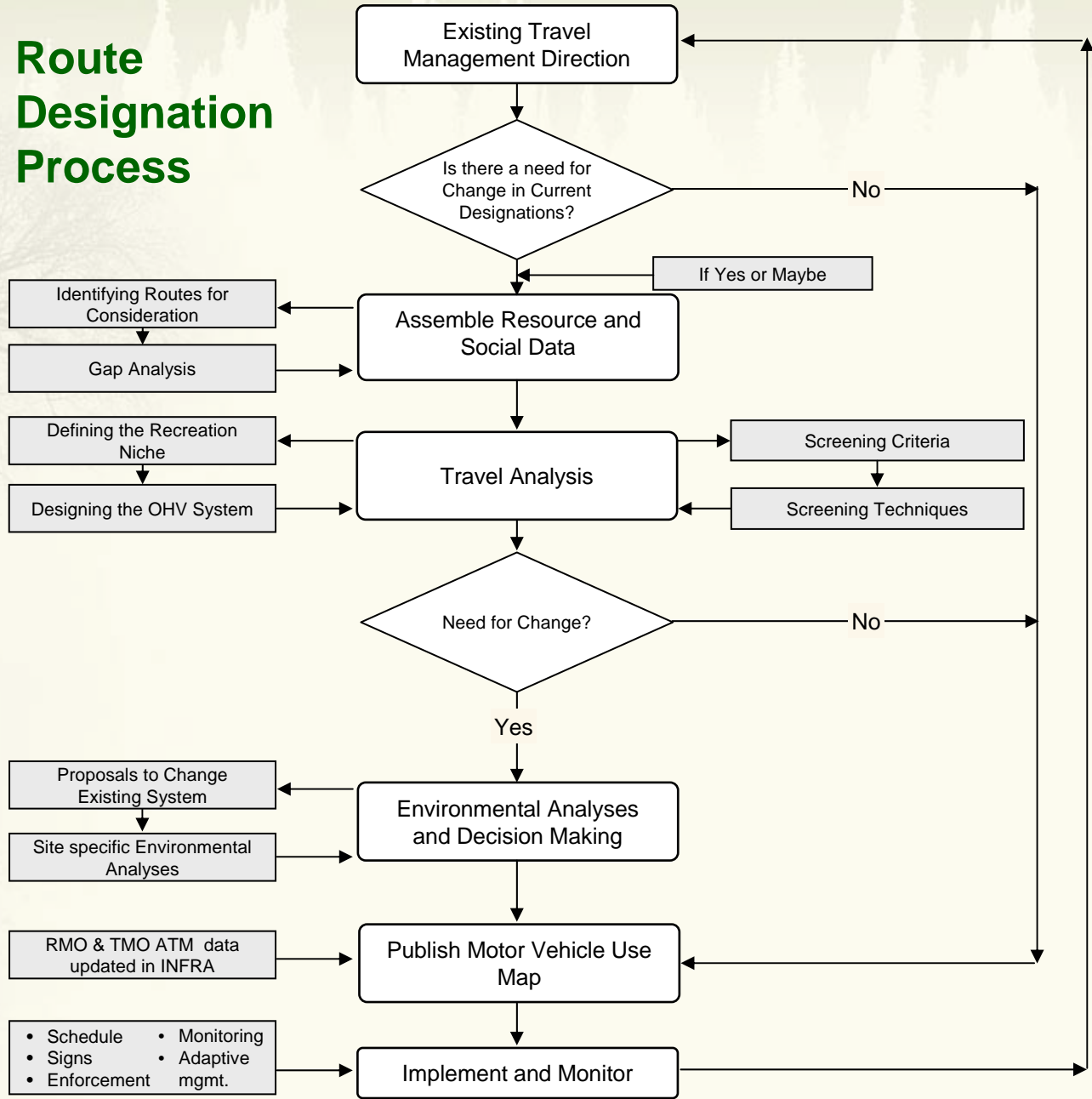
Rocky Mountain Elk Foundation Input Routes sorted by specific use request.





Where we are now...

Route Designation Process



- Schedule
- Signs
- Enforcement
- Monitoring
- Adaptive mgmt.



Where do we go from here...

Criteria for designation of roads, trails, and areas

General criteria for designation of NFS roads, NFS trails, and areas on NFS lands: "...the responsible official shall consider effects on National Forest System natural and cultural resources, **public safety**, provision of recreational opportunities, **access needs**, **conflicts among users** of ..."

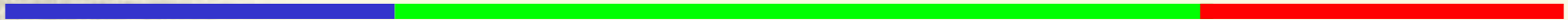


Where do we go from here...

Defining our Decision Space

- **Starting with a good inventory of routes:**
 - What are the main Forest System roads?
 - What are the closed roads, trails, and areas?
 - What are the county & state Roads? (no authority to designate).
 - What are the private roads we don't control?
 - Whatever is left is what we will have to decide on.

• **Main Routes** **Decision Space** **Closed**





Where do we go from here...

Scope of Decisions to be Made

- NFS Roads, NFS Trails, Areas on NFS Lands.
 - Not private or county roads, state highways, or non-NFS land.
- Exemptions:
 - Aircraft, watercraft;
 - Over-snow vehicles;
 - Limited administrative use;
 - Emergency, defense, law enforcement;
 - Use specifically authorized in writing.



Where do we go from here...

Standard Designations

1. Road open only to highway-legal vehicles.
2. Road open to all motor vehicles.
3. Trail open to all motor vehicles.
4. Trail open only to vehicles \leq 50 inches in width.
5. Trail open only to motorcycles.
6. Special local designation.



What we are initially proposing...

Standard Designations

Route Type	Miles
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- | | |
|-----------------------------------------------------------|-------|
| 1. Road open only to highway-legal vehicles: | 1,075 |
| 2. Road open to all motor vehicles: | 2,213 |
| 3. Trail open to all motor vehicles: | 165 |
| 4. Trail open only to vehicles \leq 50 inches in width: | 437 |
| 5. Trail open only to motorcycles: | 79 |
| 6. Special local designation (Rock Crawlers): | 29 |
-

Total Miles: 3,998



Final Products and Outcomes

- Updated vehicle designations for lands in Black Hills National Forest.
- Key output will be identifying **Designated Routes** and what uses are allowed on them.
- A *free* **Motor Vehicle Use Map** (MVUM) that will show vehicle designations in the Black Hills National Forest. This will be the main enforcement tool.
- Selective on-the-ground signing based on “Closed Unless Signed Open” strategy.

