


# Implementing the National Travel Management Rule (TMR)

## Information Session

**Coconino National Forest  
Public Meetings    October 2006**

59608



A photograph of a dirt path winding through a forest of tall, thin trees. The path is reddish-brown and leads into the distance. The trees are mostly light-colored with dark spots, possibly birches or aspens. The ground is covered in green grass and some fallen leaves. The text is overlaid on the left side of the image.

**The final Travel Management Rule  
was announced by the Chief of the  
Forest Service on November 2,  
2005.**

**The Travel Management Rule (TMR) requires the designation of roads, trails, and areas open to motor vehicle use by vehicle class, and if appropriate, by time of year.**



# What does this mean?

Each National Forest must designate those roads, trails, and areas open to motor vehicle use by type of vehicle, and by season.



# Background

Executive Order 11644, issued by President Nixon in 1972, directs federal land management agencies to manage off-road motor vehicle use to minimize environmental impact and other user conflicts.



We can no longer meet the intent of the Executive Order while allowing unlimited cross-country travel.



# Why do we need a TMR?

- One of the fastest growing forms of outdoor recreation involves the use of OHVs.
  - OHV sales increased 25% in the last 5 years.
  - OHV sales increased 195% in the last 10 years.
- Since 1972, the number of Americans participating in off-highway recreation has increased from 5 million to 52 million.
- The power and capabilities of off-highway vehicles has increased as well.

# Why do we need TMR?

- OHV users account for about 5 percent of the visitors to National Forests and Grasslands.
- The chief of the Forest Service has identified unmanaged recreation, including the impact of cross-country OHV's, as one of the four key threats facing the agency.
- Current regulations and policies were developed when fewer vehicles were capable of driving off-highway.



# Current Regulations

- Current regulations prohibit trail construction and operation of vehicles in a manner damaging the land, wildlife, or vegetation.
- These regulations have not proven sufficient to control the proliferation of routes or environmental damage.



# User Created Routes

The national forests are experiencing an increasing amount of user-created routes. User-created routes have not been planned, evaluated, or endorsed by the Forest Service.



Some user-created routes may make excellent additions to the forest transportation system.



Others are poorly located and may cause unacceptable environmental impacts, or lead to conflicts with other users.



# Why we need TMR

While most OHV users operate their vehicles in a responsible manner, some do not and leave lasting traces on the land.



# Why we need TMR

- Factors such as terrain, susceptibility of soils to erosion, amount of rainfall and type of vegetation affect the magnitude of impacts caused by OHV use. Depending on the site, unmanaged OHV use can have adverse impacts, including (but not limited to):
  - **Damage to wetlands and wetland species**
  - **Severe soil erosion**
  - **Spread of invasive species**

# TMR Standards

The TMR provides a national framework to designate roads, trails, and areas available for and open to motor vehicle use. All other areas will be closed to public motor vehicle use except as identified in exemptions or exceptions.



# TMR Standards

The rule will impact motor vehicle use on roads, trails and areas under Forest Service management. State, county or other public routes will not be included in the designation process.





A system of routes and areas designated for motor vehicle use will:

- Enhance management of Coconino National Forest.
- Sustain natural resources.
- Enhance opportunities for motorized recreation experiences.
- Preserve areas of opportunity on Coconino National Forest for non-motorized travel and experiences.



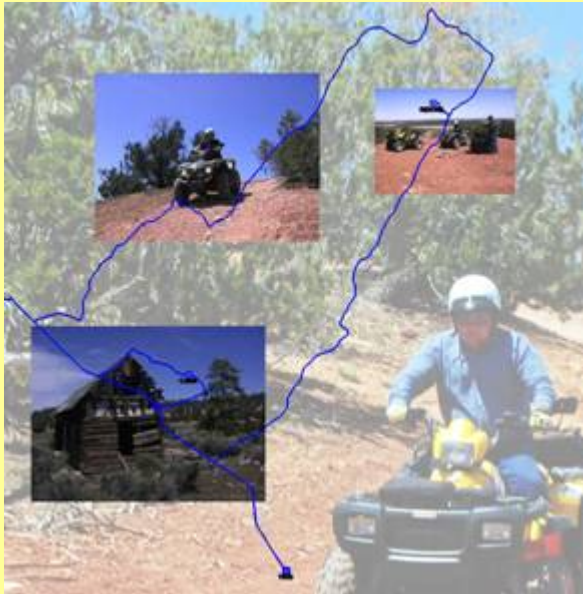
# TMR Process

The TMR process involves the designation of roads, trails and areas open to use by OHVs.



# TMR Process

The TMR process will result in the creation of a Motor Vehicle Use Map (MVUM) for the Coconino National Forest.



# Motor Vehicle Use Map

- Identifies those roads, trails and areas on National Forest Service lands that are designated for motor vehicle use.
- Does not display roads and trails unless designated for motor vehicle use.
- Displays designated vehicle classes and times of year.

# Vehicle Classes

Designation establishes which classes of motor vehicles may use each road, trail, or area.

# Vehicle Classes

The following five standard classes may be used:

1. Roads open only to highway-legal vehicles.
2. Roads open to all motor vehicles.
3. Trails open to all motor vehicles.
4. Trails open only to vehicles less than or equal to 50 inches in width.
5. Trails only open to motorcycles.

# Designation by Time of Year

In addition to vehicle class, designations may identify the time of year in which motor vehicles may be used.

# Exemptions

The rule provides specific exemptions from designations and prohibitions:

- Aircraft
- Watercraft
- Over-snow vehicles
- Limited administrative use
- Emergency purposes
- Law enforcement response
- Use specifically authorized under a written authorization



# Exceptions

The following activities are under consideration as exceptions:

- Game retrieval
- Dispersed camping
- Collection of forest products such as firewood, herbal products, pinion nuts, etc

# Motor Vehicle Use Map

Once the map is published, motor vehicle use inconsistent with designations is prohibited.

Until the designation is complete, current rules and authorities remain in place.

# Our Timeline

- 2006: Transportation analysis process; collaboration with public and agencies.
- 2007-2008: Environmental analysis, development of proposal and alternatives
- 2009: Final road, trail, and area designations published on a Motor Vehicle Use Map (MVUM); appropriate signs in place.

# Coconino Summary

- The Coconino National Forest manages over 1.8 million acres.
- We also manage 5980 miles of Forest Service Roads.
- Our last National Visitor Use Monitoring Report (2000):
  - 1.89 million total forest visits
  - 11% of forest visits engaged in OHV recreation

# We need you!

You can help us focus motorized use on our forest.

Please help us create an economically, socially and environmentally sustainable open motorized route system!

- We recognize that the Coconino National Forest is a “backyard” for many Northern Arizona residents.
- Coconino National Forest is also a destination for visitors coming from other places.



# Public Participation

Coconino National Forest is managed as public land, and all interested parties should be actively involved in its management.

# Public Participation

- TMR is about collaborative travel planning.
- The rule requires public participation in the designation process.
- All interested parties are encouraged to participate.



# Ways to Participate in the TMR Process:

- Public meetings and comment forms.
- Send comments directly to the forest.
- Use the Coconino NF website. Click on “travel management” and then “public participation”.
- Attend future meetings.
- Invite us to a club or civic function to speak with your group.

# This Meeting

This meeting was designed to familiarize the public with the Travel Management Rule.



# Familiarize yourself with TMR

Take some time to better understand the process.

Look at the theme maps displaying areas of natural and cultural concern in Coconino National Forest.

# What can you do now?

- Share your concerns.
- Talk to the Forest Service employees standing with maps illustrating current uses of the forest.
- Write down comments specifying your concerns.

# Future Meetings

- Over the next few months, more meetings will take place to recommend specific trails and roads for off-road vehicle use and closures.
- Large-scale maps will be used at these meetings so participants can discuss changes to the current motorized vehicle route system.

# Partnership Opportunities

The Forest Service needs to work with environmental groups, user groups, counties, states, and others to create a sustainable, successful system of designated routes for motorized recreation.

# We'd love to partner up with:

- State governments
- County and local governments
- Tribal governments
- The motorized community
- The non-motorized community

# What do partnerships entail?

- Volunteer labor for construction, maintenance, rehabilitation
- Adopt a road or trail
- Rider education
- Funding opportunities
- Sponsorships



# In Closing

Coconino National Forest is required by law to designate routes, trails, and areas where motorized travel is allowed.

We have to work together to create a system that adequately serves Coconino National Forest users.