

## **Attachment 1**

### **BLM Travel and Transportation Management Signage**

Travel management signage is important on public lands, and should be part of the sign plan process. Proper signing can improve the visitor's experience by providing the necessary information to ensure users are aware of regulations, safety, and uses. Road and trail users want to know what modes of travel are allowed or not allowed on the route they would like to use. Different State or Field Office sign protocols are often confusing to visitors as they travel across the public lands. Creating a consistent approach to signing would benefit these visitors by providing the information needed to make responsible choices during their recreational pursuits.

Sign plans are the primary document in BLM signing efforts. This Instruction Memorandum (IM) is not intended to replace local or statewide efforts on signing, but to provide guidance on how to incorporate travel and transportation management into the signing process. As written in the BLM Sign Guidebook (2004), "a sign plan provides for the systematic and uniform development and maintenance of a sign system for a given area." A sign plan is necessary to ensure that signs placed in an area are consistent with land use and other planning documents; that they are designed to be consistent with all applicable laws, regulations, and policies; and that all signs adhere to a consistent theme. A sign plan should include the goals, objectives, and responsibilities for the placement of signs, as well as an inventory of existing signs and may include a process for designing/locating new signs.

Signing is key element to managing and implementing comprehensive travel and transportation plans on-the-ground. This attachment provides basic guidance for the BLM comprehensive travel and transportation management "on-the-ground" signing effort.

The objectives of this guidance are to:

- Incorporate travel and transportation management into existing sign plans;
- Strongly support the need for consistency of signing throughout the BLM;
- Support the requirement for each state office to develop a sign policy for travel management;
- Encourage states to consult and work with their constituents and adjoining agencies when developing sign plans or policies; and
- To define core common elements that state sign policies should include.

States are to use this guidance in addition to the BLM Sign Manual, M-9130, January 8, 2004. Refer to [www.blm.gov/wy/st/en/Sign\\_Center.html](http://www.blm.gov/wy/st/en/Sign_Center.html).

#### **Sign Elements**

Field Offices are encouraged to follow some basic elements when developing signs:

- Use positive messaging;
- Use signs to show which roads, primitive roads, and trails are open and closed to use (and the use type);
- Use universal recreation symbols. Sign Guidebook (2004), Appendix 6, WO IM No. 2003-064, and [www.blm.gov/nstc/mapstandards](http://www.blm.gov/nstc/mapstandards) all contain the approved recreation symbols. Do not deviate from the established standards; and

- Use clear and simple messages.

### **Types of Signs**

There are several types of signs that states should consider when developing state sign policy and implementing travel management plans. Efforts should include identification and information signs at trailheads and entrances, and along trails, roads, primitive roads, intersections, authorized and closed areas.

**Trail Signs:** Trail signs apply to signage for linear routes managed for human-powered, stock, or motorized vehicle forms of transportation or for heritage values. Trails are not generally managed for use by four-wheel drive or high-clearance vehicles. There are two types of trail signs, allocation signs and reassurance markers. Allocation signs show the permitted and/or not permitted uses of the trail. These signs are used at trailheads, where a trail begins, intersections or anywhere there is a change in use type. Reassurance markers provided markers so trail users know they are still on the right trail. For example, symbols could be an arrow or the trail logo.

**Road Signs:** Road signs apply to signage for linear routes managed for use by low-clearance vehicles having four or more wheels, and maintained for regular and continuous use. The Manual on Uniform Traffic Control Devices (MUTCD) standards apply to these roads. Note: There are cases where some roads will be open to unlicensed off-highway vehicles. Signs for these roads are marked in a manner that notifies or warns the public of mixed uses.

**Primitive Road Signs:** Primitive road signs apply to signage for linear routes managed for use by four-wheel drive or high-clearance vehicles. These routes do not normally meet any BLM road design standards.

**Other Types of Signs:** Trailhead or entry signs apply to signs used at entry to trails or access points to public lands. These signs are used to notify the public of the travel management strategy or designation of the area they are entering, such as “areas limited to designated routes”, “areas limited to exiting routes”, or “open areas”.

### **Designations**

There are three special off-highway designations that BLM must account for through signing. These designations are open, limited, and closed, and should be clearly identified through signing.

**Open Areas:** Open areas are areas where all types of vehicle use is permitted at all times, anywhere in the area subject to the operating regulations and vehicle standards set forth in 43 CFR 8341 and 8342. Open area signs are used for specific areas with identifiable boundaries in which travel is allowed both on and off roads. In most cases, entrance or area signs should be installed at all access points into a specified open area. Boundary signs along the area perimeter should be considered.

**Limited Areas:** Limited areas are areas restricted at certain times, in certain areas, or to certain vehicular use. These restrictions may be of any type but can generally be accommodated within the following categories: numbers of vehicles; time or season of vehicle use; permitted or

licensed use only; use on existing roads and trails; use on designated roads and trails; and other restrictions.

There are two main types of Limited Area designations:

1. Limited to designated area, roads, primitive roads, or trails are identified by the BLM where some type of motorized vehicle use is appropriate and allowed either seasonally or yearlong. Under a designated comprehensive travel and transportation system, most travel modes would be limited to operating on roads and trails that are identified on travel maps and/or signed as routes that are available for specified types of uses. The following bullets are guidelines to follow for this category:

- Designated roads, primitive roads, trails, and areas should be identified in a comprehensive travel management (CTM) use map;
- The CTM use maps are developed during the travel and transportation management planning process, and should be supported with the development of Supplementary Rules through the Federal Register;
- Supplementary Rules are required to enforce route and area designations on the CTM use maps; and
- Signs need to support a CTM use map.

2. Limited to existing areas, roads, primitive roads, or trails are identified by the BLM where some type of motorized use is appropriate where use is pre-existing and well defined. The following bullets are guidelines to follow for this category:

- At a minimum, trailhead or entrance signs will be erected notifying the public to stay on existing routes;
- Brochures and kiosk signs are encouraged to be used to educate visitors on how to identify existing routes;
- Provide clear and consistent information in regard to public access opportunities and provide a map showing the location of existing roads, primitive roads, trails, and areas;
- Baseline inventory maps are essential to effectively respond to the issue of user created route proliferation.

Closed Areas: Closure signs are used in areas or for routes that are closed to select or all use types. Rationale for the closure is encouraged to be incorporated on the sign.

## **Design**

Transportation systems on public lands need signs to assist in educating visitors on direction and safety information, while protecting resources. BLM Sign Guidebook covers location and placement, along with speed of travel in Chapter 4, Design Standards. The development of signs should consider the following:

- Useful information to the public land user, such as what do they need and want to know;
- A clear, positive, and simple message to invite the public to read them;

- Location and placement, which is obvious and easy to read at the speed and height from which the sign will be typically viewed; and
- Lettering size may be dictated by vehicle speed based on the standard MUTCD system, which is used by the National Sign Center (reference BLM SIGN Guide Book, Table 4-3, Chapter 4 Design Standards).
- A variety of material to fit the unique character of the local area. For example, in high use areas, fiberglass sign post could be used; in Southern Utah, red stone could be used; and in forested areas, wood posts could be used. Material: Travel management signs will not be constructed on paper or poster type materials. For additional information, reference BLM Sign Guidebook;
- Sufficient size and color contrast between the message and background so the sign can be seen and read within the setting; and
- Use of international symbols and MUTCD standards.
- Agency logo should be placed at top rather than at the bottom of vertical display to maintain consistency on vertical signs, and to promote a positive image of agency by identifying governing agency that manages road. BLM Agency logo would be followed by route number or identifier with international symbols located below route number identifier for open and closed.

Travel management signing need not be on every trail sign along the trail corridor. Travel management signs should be placed at the trailhead, and at trail junctions where travel management is changing, or needs reinforcement.

Remember: Signing of travel and transportation networks is necessary for adequate management of the public lands. Directional and informational signs and placement of these signs is critical for the safety and enjoyment of the lands, for compliance of rules and regulations, and protection of resources.