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BLM UNCOMPAHGRE FIELD OFFICE RMP PLANNING FACT SHEET

Travel Management

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The BLM Uncompahgre Field Office (UFO) is revising the Resource Management Plan (RMP) for the Uncompahgre planning area. The Uncompahgre RMP will provide detailed information about the current state of resources on public lands within the planning area, and set forth a plan of action for managing those resources for the next twenty or so years under the BLM’s dual mandate of *multiple use* and *sustained yield*.

A VITAL LINK FOR MANY

Travel and transportation are an integral part of virtually every activity that occurs on BLM-administered public lands. Recreation, management of livestock, wildlife, and commodity resources, rights-of-way, access to private inholdings, maintenance of electronic sites, and the day-to-day management and monitoring of the UFO all rely on effective travel management planning.



Motorized travel in the UFO ranges from standard passenger vehicles driving on maintained roads to off-highway vehicles (OHVs) operating on primitive roads and trails. OHVs include off-road motorcycles, all-terrain vehicles, utility terrain vehicles, jeeps, specialized 4x4 trucks, and snowmobiles. Mountain bikes are the predominant mechanized vehicle, while other modes of travel include cross-country skiing, snowshoeing, horseback riding, pack animal driving, hiking, boating, hang-gliding, paragliding, ballooning, and wheelchairs.

OHV AREA DESIGNATIONS

The BLM designates areas within the UFO as *open, limited to existing roads and trails*, *limited to designated roads and trails*, and *closed to motorized use*. Approximately 54% of the planning area is designated as open to motorized use, while 46% is limited to existing or designated roads and trails, or has additional restrictions such as seasonal closures.

THE CURRENT TRAVEL PICTURE

Primary factors influencing the current state of travel management within the planning area include:

- **Lack of comprehensive travel management planning that considers the relationships between various resources, authorized access, and recreation uses.**
- **Historic routes that predate planning for recreational opportunities.**
- **Unauthorized uses (including user-created routes) emanating from existing routes and causing impacts to other resources.**
- **Subdivision of private property resulting in the creation of new access points to public lands.**
- **Routes/areas that are open to motorized use, but are accessible only to adjacent landowners.**
- **Conflicts between recreational users.**

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WHAT IS COMPREHENSIVE TRAVEL MANAGEMENT PLANNING?

Comprehensive travel management is the proactive planning and on-the-ground management of road and trail travel networks. It addresses all resource aspects (recreational, traditional, casual, agricultural, industrial, educational, cultural, etc.) and accompanying modes and conditions of travel on the public lands, including motorized, mechanized, and muscle-powered uses.

WHAT IS BLM COLORADO'S OFF-HIGHWAY VEHICLE POLICY?

Both Executive Order 11644 and the Code of Federal Regulations (43 CFR Part 8340) require the BLM to designate all public lands as *open*, *closed*, or *limited* for OHV use. It is now BLM Colorado policy (CO-IM-2007-20) to restrict all OHV use within limited areas to *designated routes*, rather than designating areas as limited to existing routes.

As a result of policy, the BLM is tasked with identifying specific route designations in the planning area, along with accompanying modes of travel. When defining or delineating the travel management network during the land use planning process is not practical due to controversy, incomplete data, the size or complexity of the area, or other restraints, a preliminary network must be identified and a process established to select a final travel management network.

There will be no motorized cross-country travel except in areas designated as "open." Open areas will be limited to a size that is geographically identifiable and realistically manageable, but is large enough to offer participants a high quality motorized riding/driving experience.

HOW WILL COMPREHENSIVE TRAVEL PLANNING BE HANDLED DURING THE RMP REVISION?

Due to the size and complexity of the area, controversy, and incomplete data, the UFO will delineate Travel Management Areas for the "limited" designated areas throughout the planning area, and to the extent possible:

- **Produce a map of a preliminary road and trail network**
- **Define short-term management guidance for road and trail access and activities in areas or sub-areas not completed**
- **Outline additional data needs and a strategy to collect needed information**
- **Provide a clear planning sequence, including public collaboration, criteria, and constraints for subsequent road and trail selection and identification**
- **Produce a schedule to complete the limited area or sub-area road and trail selection process. As per BLM's planning handbook guidance, this process should not exceed five years**
- **Identify any easements and rights-of-way needed (by the BLM or others) to maintain the preliminary or existing road and trail network.**

The BLM wants your input...

- **Where and how should the BLM plan for motorized and/or non-motorized vehicle use on public lands?**
- **Where, if at all, should the BLM leave areas "open" for OHV use?**

UFO Planning Webpage:
www.UFORMP.com

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