

Appendix G

Travel Management Network Methodology

Canyons of the Ancients National Monument Transportation Planning Process

(NOTE: For the general purpose of this PRMP/FEIS, the use of the word “road” in the DRMP/DEIS has been changed to “route”. As per BLM Instruction Memorandum No. 2008-014, the definition of a route is “a group or set of roads, trails and primitive roads that represent less than 100% (excludes non-designated routes) of the BLM transportation system”. In general, components of the transportation system are described as “routes”. All designated routes within the Monument are identified on the attached transportation map. Travel off a designated route is considered “cross-country” or “off-road”. County improved routes are still referred to as roads.)

1. Classify routes, including:

- designated routes;
- routes with public destinations (e.g., viewpoints, ruins, towns, trailheads);
- unplanned routes (e.g., user-created routes);
- reasonable access routes to valid and existing rights;
- routes needed for “emergency or authorized administrative purposes”
- route conditions (e.g., needs reconstruction, needs maintenance, needs frequent maintenance, high clearance/4WD); and
- route type (e.g., reclaiming, single track, primary route unpaved, secondary route unpaved, tertiary route unpaved).

2. Assemble resource data, including:

- biological data:
 - Colorado Natural Heritage Program (CNHP) special element data;
 - CNHP potential conservation areas;
 - Colorado Division of Wildlife (CDOW) game coverages;
 - McElmo Research Natural Area (RNA);
 - unique habitats (e.g., riparian or wetland areas, and/or areas with unique geology, such as hanging gardens);
 - occurrences/habitats of biologic objects identified in the Monument Proclamation;
 - other relevant data sets (e.g., endangered or threatened species, special status species); and
 - expert opinion on likely occurrences/habitat for important biological resources that do not have existing data coverages.
- cultural data:
 - cultural site locations;
 - historic/prehistoric cultural landscapes; and
 - historic trails.

- physical data:
 - soil types;
 - watersheds, stream segments, and/or sites with perennial water; and
 - unique geologic occurrences and/or structures, including:
 - + paleontological site locations and/or likely paleo-rich formations; and
 - + springs and/or seeps.
 - roadless areas (e.g., WSAs, CWPAs); and
 - landscape health, including:
 - BLM Standards for Public Land Health and Guidelines for Livestock Grazing Management in Colorado; and
 - proper functioning condition (PFC) assessments for streams and springs.
3. Identify geographic sub-units that constitute logical distinct recreation planning areas and define existing conditions, including:
 - summarizing the existing character of each sub-unit, in terms of:
 - current transportation and recreation opportunities/facilities; and
 - the type and character of the experience that the sub-unit offers.
 4. Develop a visitor access vision for each sub-unit, derived from the overall recreation and transportation goals, considering the sub-units' existing character, the mandate to protect Monument objects, predicted management capacity, and public desires.
 5. Develop a desired future condition for each sub-unit, including:
 - defining experiential conditions;
 - defining resource conditions;
 - identifying transportation facilities that will exist; and
 - identifying transportation facilities that will be removed.
 6. Develop transportation/recreation goals and objectives, derived from the desired future condition.
 7. Ask the following questions, in order to help determine whether to add or remove additional routes from the transportation management network in the future. If all answers are "no," the route would be closed. If any answer is "yes," consideration for keeping the route open should be made by the Monument Manager (with mitigation).
 - Is the route officially recognized as a County route by both the BLM and by the County it is located within?
 - Does the route lead to developments that have an administrative purpose, where the BLM or some permitted user (not including private land access) must have access for regular maintenance and/or operation?
 - Is the route a primary or secondary unpaved route?
 - If so, does the route have a destination?
 - If so, does it contribute to the management objectives, and framework, and setting prescriptions of the Recreation Management Zone (RMZ) in which it is located?

- If so, does the route avoid impacts to Monument objects and/or other resources?
8. Assess supplemental routes for routes classified as providing “reasonable access to valid and existing rights” or as routes necessary for “emergency or authorized administrative purposes”:
- Is the route the **only** reasonable access to valid and existing rights, or is it critical for “emergency or authorized administrative purposes?”
 - If not, and if the route would be subject to limitations, then close the route. If yes, were any of the answers in No. 7 (above) “yes”?
 - If so, keep the route open. If not, then limit access to administrative or authorized purposes only, and consider seasonal closure or rerouting to protect Monument objects and/or resources, or closing the route completely.
9. Landscape level review. Review the final route assessment in order to:
- ensure that recreation and transportation goals and objectives are being met;
 - ensure that BLM Standards for Public Land Health and Guidelines for Livestock Grazing Management in Colorado are not being exceeded;
 - ensure that the transportation and recreation system can be reasonably managed, based on current and predicted law enforcement and monitoring efforts; and
 - ensure that Monument objects and resources are adequately protected.

