

Appendix W. Travel Management Planning

General Planning Direction

All actions associated with the management of motorized vehicle areas and trails must meet the designation criteria contained below (43 Code of Federal Regulations [CFR] 8342.1):

The Authorized Officer shall designate all public lands as either open, limited, or closed to motorized vehicles. All designations shall be based on the protection of the resources of the public lands, the promotion of the safety of all the users of the public lands, and the minimization of conflicts among various uses of the public lands; and in accordance with the following criteria:

(a) Areas and trails shall be located to minimize damage to soil, watershed, vegetation, air, or other resources of the public lands, and to prevent impairment of wilderness suitability.

(b) Areas and trails shall be located to minimize harassment of wildlife or significant disruption of wildlife habitats. Special attention will be given to protect endangered or threatened species and their habitats.

(c) Areas and trails shall be located to minimize conflicts between off-road vehicle use and other existing or proposed recreational uses of the same or neighboring public lands, and to ensure the compatibility of such uses with existing conditions in populated areas, taking into account noise and other factors.

(d) Areas and trails shall not be located in officially designated wilderness areas or primitive areas. Areas and trails shall be located in natural areas only if the authorized officer determines that off-road vehicle use in such locations will not adversely affect their natural, esthetic, scenic, or other values for which such areas are established.

In addition, areas and trails for all types of conveyances must support the goals, objectives, and management actions contained in the Resource Management Plan (RMP), and applicable laws and policies.

Lander Field Office Area Designations and Decisions

Travel designations in the Lander RMP include “limited” and “closed,” as described below.

Limited designations restrict travel in specified areas and/or on designated routes, roads, vehicle ways, or trails. This designation is used where travel use must be restricted to meet specific resource management objectives. Examples of limitations include number or type of conveyance; time or season of use; permitted or licensed use only; use limited to designated roads and trails; or other limitations if restrictions are necessary to meet resource management objectives, including certain competitive- or intensive-use areas that have special limitations (see 43 CFR 8340.0-5).

There are three distinct uses of the limited designation in the Lander RMP, including “designated” roads and trails, which under earlier guidance was considered a separate designation from limited. The three types of limited designations are:

- Travel limited to designated roads and trails; areas where travel is restricted to designated roads and trails.

- Travel limited to designated roads and trails and limited seasonally; in these areas travel is restricted to seasonal use periods and to designated roads trails.
- Travel limited to existing roads and trails; areas where travel is restricted to existing roads and trails. This designation is an interim designation until route-specific planning can occur. At the point at which travel planning occurs, motorized travel in the area will be limited to designated roads and trails.

Closed designations identify areas where motorized vehicle travel is prohibited. Access by means other than motorized vehicle, such as mechanized (e.g., bicycle) or nonmotorized use (e.g. pedestrian or pack), is permitted. Areas are designated closed if closure to all vehicular use is necessary to protect resources, promote visitor safety, or reduce use conflicts (see 43 CFR 8340.0-5).

Future Implementation Planning

The designations defined above require an additional level of effort and planning prior to implementation. A Travel Management Plan (TMP) is the document that describes the decisions related to the selection and management of the transportation network. This document can be an appendix to an RMP, incorporated in an activity implementation plan (such as a Recreation Implementation Plan), or a stand-alone document after development of the RMP. Route-specific decisions in a TMP support the RMP goals, objectives, and management actions, and the designation criteria in 43 CFR 8342.1.

A complete TMP includes:

- Criteria to select or reject specific transportation linear features in the final travel management network; to add new roads, primitive roads or trails; and to specify limitations. The criteria must include those identified in 43 CFR 8342.1.
- A map of roads, primitive roads, and trails for all travel modes and uses, including motorized, nonmotorized, and mechanized travel.
- Definitions and additional limitations for specific roads, primitive roads, and trails.
- Guidelines for managing and maintaining the travel management system. This includes, at a minimum, the development of route-specific roads, primitive roads, and trail management objectives, a sign plan, an education/public information plan, an enforcement plan, and a process requiring the application of engineering best management practices.
- Indicators to guide future plan maintenance, amendments, or revisions related to the travel management network.
- Needed easements and rights-of-way (ROWS) (to be issued to the Bureau of Land Management [BLM] or others) to maintain the existing road, primitive road, and trail network providing public land access.
- Provisions for new route construction or adaptation/relocation of existing routes.
- A plan for decommissioning and rehabilitating closed or unauthorized routes.
- A monitoring plan.
- Classification of all roads, primitive roads, and trails, designated for travel in a TMP, as assets in the Facility Asset Management System. All roads, primitive roads, and trails will also be identified as such in the Ground Transportation Linear Feature geospatial database.

Document Purpose

To the extent practical, TMPs should be developed concurrent with the RMP. Possible reasons for deferring the development of a TMP might be size or complexity of the area, controversy, or

incomplete data. Travel management planning can either be completed concurrently with the RMP or deferred to an implementation plan. In either case, certain requirements must be met in the RMP.

Because the Lander Field Office final travel and transportation network is being deferred, the purpose of this appendix is to document the decision-making process used to develop the initial network, provide the basis for future implementation-level decisions, and provide guidelines for making transportation network adjustments throughout the life of the plan. The following items are contained within this appendix:

- A map of the known network of transportation linear features, including modes of travel;
- Long-term management goals and objectives for the transportation system;
- Management objectives for areas or sub-areas where route designations were not completed concurrent with the RMP;
- A process for moving from an interim designation of “limited to existing roads, primitive roads, and trails,” to a designation of “limited to designated roads, primitive roads, and trails upon completion of the TMP;”
- Identification of incomplete travel and transportation tasks including:
 - Additional data needs and a strategy to collect needed information;
 - Identification of a clear planning sequence for subsequent road and trail selection and identification, including the public involvement process (focusing on user groups and stakeholders), initial route selection criteria, and constraints; and
 - A schedule to complete the area or sub-area road, primitive road, and trail selection process.

Travel Management Areas

Map 142 displays the Travel Management Areas in the planning area. These areas represent potential TMP units, or areas where existing travel management decisions are different from the surrounding area. As such, and further discussed in this document, these areas will provide boundaries for the development and prioritization of future TMPs.

Travel Management Plans

Table W.1, “Travel Management Plan, Priority Rank, Timeframes for Completion, and Interim and Final Travel Restrictions” (p. 1815), lists TMPs, priority rankings, timeframes for completion, interim travel restrictions, and restrictions following development of a TMP.

Table W.1. Travel Management Plan, Priority Rank, Timeframes for Completion, and Interim and Final Travel Restrictions

Travel Management Plan Name	Priority Rank	Timeframe	Interim Travel Restrictions ¹	Final Restrictions After Development of a Travel Management Plan ²
Zone 1 – Twin Creek	1	Directly Following the ROD	Motorized travel limited to existing roads and trails identified in Map 112.	Motorized travel limited to designated roads and trails.
Zone 2 – Johnny Behind the Rocks	2		Closed to motorized travel. Administrative access will be available to administer	Closed to motorized travel. Administrative access will be available to

Travel Management Plan Name	Priority Rank	Timeframe	Interim Travel Restrictions ¹	Final Restrictions After Development of a Travel Management Plan ²
			livestock grazing permits, as well as for maintenance and development of the recreation area. Open to mechanized and nonmotorized travel.	administer livestock grazing permits, as well as for maintenance and development of the recreation area. Open to mechanized and nonmotorized travel.
Zone 3 – Lander Slope/Red Canyon (including Baldwin Creek WSR and Sinks Canyon Climbing Area)	3	Priority Deferred	All travel limited seasonally (dates and travel limitation are defined in Alternative D), overland motorized and mechanized travel is limited to existing roads and trails. Over-snow vehicle travel is open, subject to seasonal limitations. Baldwin Creek is closed to motorized and mechanized travel. Sinks Canyon is closed to motorized travel.	All travel limited seasonally (dates and travel limitation are defined in Alternative D), motorized and mechanized travel limited to designated roads and trails. Over-snow vehicle travel is open, subject to seasonal limitations. Baldwin Creek is closed to motorized and mechanized travel. Sinks Canyon is closed to motorized travel.
Zone 4 – Antelope Hills including Sweetwater Canyon WSA	4		Motorized travel limited to existing roads and trails identified in Map 112. In Sweetwater Canyon, motorized travel is limited to roads and trails contained on Map 112. Closed to over-snow motorized vehicle travel.	Motorized travel limited to designated roads and trails. Sweetwater Canyon is closed to over-snow motorized vehicle travel.
Zone 5 – The Bus @ Baldwin Creek	5		Closed to motorized travel, open to nonmotorized and mechanized travel.	Closed to motorized travel, open to nonmotorized and mechanized travel.
Zone 6 – Dubois Badlands WSA	6		Closed to over-snow motorized vehicle travel.	Closed to over-snow motorized vehicle travel.
Zone 6 – Dubois (including East Fork ACEC, Whiskey Mountain ACEC, Whiskey Mountain WSA, and Little Red Creek area)	6		Motorized travel is limited to existing roads and trails. In the East Fork ACEC, motorized and mechanized travel is limited seasonally (as	Motorized travel limited to designated roads and trails. In the East Fork ACEC, motorized and mechanized travel is limited seasonally (as

Travel Management Plan Name	Priority Rank	Timeframe	Interim Travel Restrictions ¹	Final Restrictions After Development of a Travel Management Plan ²
			<p>defined in Alternative D) to existing roads and trails.</p> <p>In the Whiskey Mountain ACEC, motorized and mechanized travel limited seasonally (as defined in Alternative D) to existing roads and trails.</p> <p>The Whiskey Mountain WSA and Little Red Creek area will be closed to motorized travel.</p>	<p>defined in Alternative D) to designated roads and trails.</p> <p>Motorized travel is limited to designated roads and trails. In the Whiskey Mountain ACEC, motorized and mechanized travel will be limited seasonally (as defined in Alternative D) to designated roads and trails.</p> <p>The Whiskey Mountain WSA and Little Red Creek area will be closed to motorized travel.</p>
Zone 7 – Green Mountain	7	Priority Deferred	Motorized and mechanized travel limited seasonally to existing roads and trails.	Motorized and mechanized travel limited seasonally to designated roads and trails.
Zone 8 – Agate Flats	8		Motorized travel limited to existing roads and trails identified in Map 112.	Motorized travel limited to designated roads and trails.
Zone 9 – Sweetwater Rocks WSA	9	Deferred	Motorized travel limited to roads and trails contained on Map 112. Closed to over-snow motorized vehicle travel.	Motorized travel limited to designated roads and trails. Closed to over-snow motorized vehicle travel.
Zone 10 – Crooks	10		Motorized travel limited to existing roads and trails identified in Map 112.	Motorized travel limited to designated roads and trails.
Zone 11 – Copper Mountain WSA	11		Closed to motorized travel. Open to nonmotorized travel.	Closed to motorized travel. Open to nonmotorized travel.
Zone 11 – Bridger	11		Motorized travel limited to existing roads and trails identified in Map 112.	Motorized travel limited to designated roads and trails.
Zone 12 – Rattlesnake Hills	12			
Zone 13 – Moneta	13			

¹ Additional over-snow vehicle restrictions are discussed in the management actions in Chapter 2. These decisions are fully enforced upon the signing of the ROD.

Travel Management Plan Name	Priority Rank	Timeframe	Interim Travel Restrictions ¹	Final Restrictions After Development of a Travel Management Plan ²
<p>² Additional restrictions and stipulations on travel might be applied at the TMP stage. These stipulations could include route-specific limitations, such as closing a route seasonally, limiting the type of vehicle or conveyance that can travel the route, and/or other supplementary rules necessary to address planning issues.</p> <p>ACEC Area of Critical Environmental Concern ROD Record of Decision WSA Wilderness Study Area WSR Wild and Scenic River</p>				

Additional Data and Information Needs for all Lander Field Office TMPs

Travel management planning across the entire planning area is being deferred primarily due to the need for additional data and information. The following items are needed prior to completing Lander Field Office TMPs:

- Route identification and inventory has been completed for the entire Lander Field Office; however, most of this information was developed through Geographic Information System (GIS)-based layers. All TMPs will need to have some level of spot checking, internal review, and review from stakeholders and members of the general public. This spot-checking and review process is reflected in all TMP timeframes discussed in this document.
- Pursuant to Instruction Memorandum (IM) 2012-067; cultural resource inventory requirements, priorities, and strategies will vary depending on the quality of the existing information, the extent of potential change to the location, the expected density and nature of historic properties, and the potential direct, indirect, and cumulative effects of the route designation, in consultation with the State Historic Preservation Office (SHPO), tribes, and other interested parties. Prior to the development of a TMP, cultural resource specialists will develop an inventory strategy that addresses these factors.
- No area in the planning area has a partial or fully completed TMP. Therefore, all elements associated with a TMP need to be completed for the entire planning area.
- The areas identified for deferred travel planning are tentative planning units. It is possible that adjustments to the boundary of these planning units will be necessary to respond to new information, issues, or considerations. Any adjustments to the area boundaries will be a component of the TMP process, occur early in the planning process, and be subject to public review.
- Finally, all areas in the planning area have RMP objectives that will influence travel planning. Some areas (e.g., Areas of Critical Environmental Concern [ACECs] and Special Recreation Management Areas [SRMAs]) have area- and program-specific objectives. At a minimum, all areas have general travel planning objectives tiered to the designation criteria in 43 CFR §8342.1. It is possible that additional travel planning implementation objectives will need to be developed to respond to new information or considerations. The development of implementation objectives will be a component of the Lander Field Office TMP process, occur early in the planning process, and be subject to public review.

Detailed Description of TMPs ‘Directly Following the Record of Decision (ROD)’

The following TMPs are identified above for travel management planning directly following the finalization of the ROD (or within 2 years after the completion of the RMP process):

1. Twin Creek TMP

RMP goals, objectives, and decisions that will influence travel.

Goals: LR 6, LR 7, LR 8, LR 9, LR 11, LR 12, and SD 25

Objectives: LR 6.1, LR 7.1, LR 8.1, LR 9.1, LR 12.1-12.3, and SD 25.1-25.4

Management Actions: 6044

Primary Travelers

Hunters (fall, winter, spring), antler hunters, livestock grazing permittee(s), and private land owners.

2. Johnny Behind the Rocks TMP

RMP goals, objectives, and management actions that will influence travel.

Goals: LR 6 and LR 7

Objectives: LR 6.1, LR 6.3, LR 7.1, LR 7.3, LR 11, LR 11.1, LR 12.1-12.3, LR 13.1-13.3, LR 25.1-25.5

Management Actions: 6040, 6041, 6081, and RMZ desired future setting descriptions contained in the Lander Community SRMA in Appendix C (p. 1453).

Primary Travelers

Upon finalization of the RMP, the primary travelers in this area will be hikers, mountain bikers, horseback riders, trail runners, and livestock grazing permittees.

Strategy and Task Schedule

The following is a strategy and general task schedule for the development of these TMPs:

A. Preplanning Information.

A.1. Identify area-specific RMP goals, objectives, and decisions that will influence travel. Identify implementation objectives necessary to respond to new information or considerations.

A.2. Identify primary travelers.

A.3. Develop purpose and need for each area based on A.2-A.3 and designation criteria contained in CFRs.

B. Issue and planning criteria development.

B.1. Develop planning issues associated with A.

B.1.1. Develop indicators in response to planning issues identified in B.1.

B.1.2. Develop route selection criteria (or standards) associated with B.1.1.

B.2. Identify and address data gaps.

C. Within a month after completion of the RMP process, cooperators and the public will have an opportunity to provide comment on the above, as well as the existing route inventory.

D. Evaluate and Refine.

D.1. Evaluate route selection criteria using existing routes as a test case.

D.1.1. Route selection criteria should provide meaningful insight into individual route parameters/impacts and demonstrate variation in the magnitude of route impact.

D.1.2. Route selection criteria should give a picture of the magnitude of the cumulative impact or overall network impact.

D.1.3. Route selection criteria should provide for adaptive responses and analysis parameters for future travel actions, such as, adding roads or trails, or actions to mitigate new issues.

D.2. Present route selection criteria and results, as well as general alternative themes, to cooperators and the public.

D.3. Refine route selection criteria and general alternative themes.

E. Develop impact analysis on No Action Alternative and resource conservation alternatives.

E.1. Route selection criteria applied to No Action Alternative (Alternative A - all routes designated open) and resource conservation alternative (Alternative B - all routes that do not meet selection criteria will be closed).

E.2. Develop impact analysis for alternatives A and B.

E.2.1. Do these alternatives meet the purpose and need?

E.2.2. Drop (considered but not analyzed in detail) alternatives that do not meet the purpose and need.

E.3. Develop and identify standardized mitigation measures (specific to selection criteria) to address impacts associated with routes not meeting criteria.

F. Develop Alternative C (All routes that do not meet route selection criteria are mitigated open) based on step E.3.

G. Develop impact analysis for Alternative C.

H. 30-day review for cooperators and interested public and 5-day workshops to provide input.

I. Develop Preferred Alternative (D).

J. Develop impact analysis for Alternative D.

K. Issue draft TMP with 30-day comment period for the public.

0 to 2 years after the signing of the ROD:

L. Respond to public comments.

M. Issue final and decision document.

N. Implementation.

Detailed Description of Priority Deferred Areas

The following TMPs are identified above as a priority deferred area for travel planning, meaning planning will be conducted within 3 to 9 years after the completion of the RMP process. The accompanying schedule assumes:

- The Bus @ Baldwin Creek area is being deferred specifically to provide time to resolve management inconsistencies associated with trail development/promotion on State of Wyoming-administered lands in the area. Resolution of this issue could come in the form of a land swap and/or Memorandum of Understanding between the BLM, interested parties, and the State of Wyoming.
- Existing staffing plus adequate staffing to address ID Team needs, as well as staffing to collect additional inventory information.
- Limited scope creep of TMP, public involvement, and/or National Environmental Policy Act (NEPA) process.
- Full completion of the Twin Creek and Johnny Behind the Rocks TMPs.

3. Lander Slope/Red Canyon (including Baldwin Creek Wild and Scenic River (WSR) and Sinks Canyon Climbing Area) TMP: year three (after signing of ROD) inventory, years three to four planning, year four implementation

This TMP does not include the Bus @ Baldwin Creek, which will be a separate TMP.

RMP goals, objectives, and decisions that will influence travel.

Goals: LR 6-9, LR 11-12, SD 1-5, SD 7, and SD 10 - 11

Objectives: LR 6.1, LR 7.1-7.3, LR 8.1, LR 9.1, LR 12.1-12.3, LR 13.1-13.4, SD 7.1, SD 10.1-10.6, and SD 11.1-11.3

Management Actions: 6034, 6043, 6081, 6087, 6098, 6099, 6119, 7032, and desired future setting descriptions for the Sinks Canyon Recreation Management Zone (RMZ) described in Appendix C (p. 1453).

Primary Travelers:

Hunters (fall, winter, spring), wood cutters, antler hunters, livestock grazing permittee(s), climbers, and private land owners.

4. Antelope Hills TMP: year four (after signing of ROD) inventory, years four to five planning, year six implementation

RMP goals, objectives, and decisions that will influence travel.

Goals: LR 6, LR 7, LR 8, LR 9, LR 11, LR 12, SD 1-5, and SD 16

Objectives: LR 6.1, 7.1, LR 8.1, LR 9.1, LR 12.1-12.3, SD 1.1-5.6, and SD 16.1-16.3

Management Actions: 6044 and 7004, and Congressionally Designated Trails, Sweetwater Mining District, Group Use, and Alkali Basin RMZs desired future setting descriptions contained in Appendix C (p. 1453)

Primary Travelers

Hunters (fall, winter, spring), antler hunters, livestock grazing permittee(s), wood cutters, mining operators, oil and gas developers, Continental Divide Trail National Scenic Trail users, handcart trekkers, National Historic Trails enthusiasts and private land owners.

4. Sweetwater Canyon WSA TMP: year four (after signing of ROD) inventory, years four to five planning, year six implementation

RMP goals, objectives, and decisions that will influence travel.

Goals: LR 6, LR 7, LR 8, LR 11, LR 12, LR 13, and SD 6

Objectives: LR 6.1, LR 6.3, LR 7.1-7.3, LR 11.1, LR 11.2, LR 12.1-12.3, LR 13.1-13.4, SD: 6.1, and SD 6.2

Management Actions: 6039, 6047, 7022, and RMZ desired future setting descriptions contained in Appendix C (p. 1453).

Primary Travelers

Fisherman, hikers, backpackers, horseback riders, hunters, wildlife viewers, and livestock grazing permittee(s).

5. The Bus @ Baldwin Creek TMP: year four (after signing of ROD) inventory, years four to five planning, year six implementation

RMP goals, objectives, and decisions that will influence travel.

Goals: LR 6, and LR 7

Objectives: LR 6.1, LR 6.3, LR 7.1, LR 7.3, LR 11, LR 11.1, LR 12.1-12.3, LR 13.1-13.3, LR 25.1-25.5

Management Actions: 6040, 6041, 6081, and RMZ desired future setting descriptions contained in the Lander Community SRMA in Appendix C (p. 1453).

Primary Travelers

Hikers, mountain bikers, horseback riders, trail runners, and livestock grazing permittee(s).

6. Dubois Badlands WSA TMP: years six to seven (after signing of ROD) inventory, years seven to eight planning, year eight implementation

RMP goals, objectives, and decisions that will influence travel.

Goals: LR 6, LR 7, LR 8, LR 11, LR 12, LR 13, and SD 6

Objectives: LR 6.1, LR 7.1-7.3, LR 12.1-12.3, LR 13.1-13.4, SD: 6.1, and SD 6.2

Management Actions: 6037 and 7022

Primary Travelers

Wildlife watchers, hunters (fall, winter, spring), mountain bikers, antler hunters, livestock grazing permittee(s), and private land owners.

6. Dubois TMP (including East Fork ACEC, Whiskey Mountain ACEC, Whiskey Mountain WSA, and Little Red Creek area): years six to seven (after signing of ROD) inventory, years seven to eight planning, year eight implementation

RMP goals, objectives, and decisions that will influence travel.

Goal: PR 8, LR 6-9 LR 11-12, SD 1-5, SD 6-7, SD 12, and SD 13

Objectives: PR 8.1, LR 6.1, LR 7.1-7.3, LR 8.1, LR 9.1, LR 12.1-12.3, LR 13.1-13.4, SD 6.1, SD 7.1, and SD 12.1-12.4

Management Actions: 6034, 6035, 6039, 6042, 6081, 6087, 6102, 6103, 7022, 7032, 1049 and Dubois Mill-Site RMZ desired future setting described in Appendix C (p. 1453).

Primary Travelers

Activities associated with management of bighorn sheep, wildlife watchers, hunters (fall, winter, spring), antler hunters, livestock grazing permittee(s), and private land owners.

7. Green Mountain TMP: years eight to nine (after signing of ROD) inventory, years nine to ten planning, year ten implementation.

RMP goals, objectives, and decisions that will influence travel.

Goals: LR 6, LR 7, LR 8, LR 11, LR 12, SD 15

Objectives: LR: 6.1, LR 7.1-7.3, LR 12.1-12.3, and SD 15.1-15.4

Management Actions: 6034

Primary Travelers

Hunters (fall, winter, spring), wood cutters, antler hunters, livestock grazing permittee(s), private land owners, mining operators, oil and gas developers, and Continental Divide National Scenic Trail hikers.

8. Agate Flats TMP: years ten to eleven inventory (after signing of ROD), years eleven to twelve planning, year twelve implementation

RMP goals, objectives, and decisions that will influence travel.

Goals: LR 6, LR 7, LR 8, LR 9, LR 11, LR 12, SD 1-5, SD 16, and SD 23

Objectives: LR 6.1, LR 7.1, LR 8.1, LR 9.1, LR 12.1-12.3, SD 1.1-5.6, SD 16.1-16.3, SD 23.1-23.3

Management Actions: 7004 and Sweetwater Rocks RMZ desired future setting descriptions contained in Appendix C (p. 1453).

Primary Travelers

Hunters (fall), livestock grazing permittee(s), mining operators, oil and gas developers, National Historic Trails enthusiasts, and private land owners.

9. Sweetwater Rocks WSA TMP: years ten to eleven inventory, years eleven to twelve planning, year twelve implementation

RMP goals, objectives, and decisions that will influence travel.

Goals: LR 6, LR 7, LR 8, LR 11, LR 12, LR 13, and SD 6

Objectives: LR 6.1, LR 6.3, LR 7.1-7.3, LR 11.1, LR 11.2, LR 12.1-12.3, LR 13.1-13.4, SD 6.1-6.2, and SD 23.1-23.3

Management Actions: 6039, 6081, 7022, and Sweetwater Rocks RMZ desired future setting descriptions in Appendix C (p. 1453).

Primary Travelers

Fall hunters, hikers, backpackers, climbers, horseback riders, wildlife viewers, livestock grazing permittee(s), and access to private in-holdings.

Strategy and Task Schedule

The following is a strategy and general task schedule for the development of these TMPs:

A. Preplanning

A.1. Adjust TMP boundaries as necessary to respond to new information or considerations.

A.2. Identify existing RMP goals, objectives, and decisions that will influence travel.

A.3. Identify implementation objectives necessary to respond to new information or considerations.

A.4. Identify primary travelers.

A.5. Develop purpose and need based on A.2-A.3 and designation criteria contained in CFRs.

B. Issue and planning criteria development.

B.1. Develop planning issues associated with A.2-A.4.

B.1.1. Develop indicators in response to planning issues identified in B.1.

B.1.2. Develop route selection criteria (or standards) associated with B.1.1.

B.1.3. Identify and address data gaps.

C. Public comment on above and existing route inventory.

D. Evaluate and Refine.

D.1. Evaluate route selection criteria using existing routes as a test case.

D.1.1. Route selection criteria should provide meaningful insight into individual route parameters/impacts and demonstrate variation in the magnitude of route impact.

D.1.2. Route selection criteria should give a picture of the magnitude of the cumulative impact or overall network impact.

D.1.3. Route selection criteria should provide for adaptive responses and analysis parameters for future travel actions such as, adding roads or trails, or actions to mitigate new issues.

D.2. Present route selection criteria and results, as well as general alternative themes, to cooperators and the public.

D.3. Refine route selection criteria and general alternative themes.

E. Impact analysis on No Action Alternative and resource conservation alternatives.

E.1. Route selection criteria applied to No Action Alternative (Alternative A - all routes designated open) and resource conservation alternative (Alternative B - All routes that do not meet selection criteria will be closed).

E.2. Develop impact analysis for alternatives A and B.

E.2.1. Do these alternatives meet the purpose and need?

E.2.2. Drop (considered but not analyzed in detail) alternatives that do not meet the purpose and need.

E.3. Develop and identify standardized mitigation measures (specific to selection criteria) to address impacts associated with routes not meeting criteria.

F. Develop Alternative C (All routes that do not meet route selection criteria are mitigated open.) based on step E.3

G. Develop impact analysis for Alternative C.

H. 30-day review for cooperators and interested public, and 5-day workshops to provide input.

I. Develop Preferred Alternative (D)

J. Develop impact analysis for Alternative D.

K. Issue draft TMP and 30-day comment period for the public.

L. Respond to public comments.

M. Issue final and FONSI Decision Record.

Deferred Areas

The following TMPs are identified above as a 'deferred area' for travel planning, meaning planning will be conducted 9 to 19 years after the completion of the RMP process. The accompanying schedule assumes:

- Existing staffing in addition to adequate staffing to address ID Team needs, as well as staffing to collect additional inventory information.
- Limited scope creep of TMP, public involvement, and/or NEPA process.
- Full completion of the higher priority TMPs.

10. Crooks TMP: years twelve to thirteen inventory (after signing of ROD), years thirteen to fourteen planning, year fourteen implementation

RMP goals, objectives, and decisions that will influence travel.

Goals: LR 6, LR 7, LR 8, LR 9, LR 11, LR 12, SD 1-5, and SD 16

Objectives: LR 6.1, LR 7.1, LR 8.1, LR 9.1, LR 12.1-12.3, SD 1.1-5.6, and SD 16.1-16.3

Management Actions: 6044

Primary Travelers

Hunters (fall, winter, spring), wood cutters, antler hunters, livestock grazing permittee(s), mining operators, oil and gas developers, Continental Divide National Scenic Trail hikers, and private land owners.

11. Copper Mountain WSA TMP: years fourteen to fifteen (after signing of ROD) inventory, years fifteen to sixteen planning, year sixteen implementation

RMP goals, objectives, and decisions that will influence travel.

Goals: LR 6, LR 7, LR 8, LR 11, LR 12, LR 13, and SD 6

Objectives: LR 6.1, LR 7.1-7.3, LR 12.1-12.3, LR 13.1-13.4, SD 6.1, and SD 6.2

Management Actions: 6039 and 7022

Primary Travelers

Hunters and livestock grazing permittee(s).

11. Bridger TMP: years fourteen to fifteen (after signing of ROD) inventory, years fifteen to sixteen planning, year sixteen implementation

RMP goals, objectives, and decisions that will influence travel.

Goals: LR 6, LR 7, LR 8, LR 9, LR 11, and LR 12

Objectives: LR 6.1, LR 7.1, LR 8.1, LR 9.1, and LR 12.1-12.3

Management Actions: 6044

Primary Travelers

Hunters (fall, winter, spring), antler hunters, livestock grazing permittee(s), mining operators, oil and gas developers, and private land owners.

12. Rattlesnake Hills TMP: years sixteen to seventeen inventory (after signing of ROD), years seventeen to eighteen planning, year eighteen implementation

RMP goals, objectives, and decisions that will influence travel.

Goals: LR 6, LR 7, LR 8, LR 9, LR 11, and LR 12

Objectives: LR 6.1, LR 7.1, LR 8.1, LR 9.1, and LR 12.1-12.3

Management Actions: 6044

Primary Travelers

Hunters (fall, winter, spring), wood cutters, antler hunters, livestock grazing permittee(s), mining operators, oil and gas developers, and private land owners.

13. Moneta TMP: years eighteen to nineteen inventory (after signing of ROD), years nineteen to twenty planning, year twenty-one implementation

RMP goals, objectives, and decisions that will influence travel.

Goals: LR 6, LR 7, LR 8, LR 9, LR 11, and LR 12

Objectives: LR 6.1, LR 7.1, LR 8.1, LR 9.1, and LR 12.1-12.3

Management Actions: 6044

Primary Travelers

Hunters (fall, winter, spring), livestock grazing permittee(s), mining operators, oil and gas developers, and private land owners.

Strategy and Task Schedule

The strategy and task schedule for these areas will be the same as that identified for the priority deferred areas.