



# **Idaho BLM Off-Highway Vehicle Travel and Access Management Strategy**

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**Draft  
June 4, 2003**

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### **Introduction**

The Bureau of Land Management (BLM) completed a National Strategy for managing Off-Highway Vehicles (OHVs) on public lands in 2001. The National Strategy emphasizes that the BLM should be proactive in seeking motorized OHV management solutions that conserve natural resources while providing for appropriate motorized recreation opportunities. The Idaho BLM Off-Highway Vehicle Travel and Access Management Strategy is intended to complement and carry forward the Bureau's National OHV Strategy. It provides guidance and recommendations for future actions to improve motorized vehicle management throughout Idaho BLM. This document addresses motorized recreation on the land and is not intended to address over-snow vehicle management.

Motorized recreation is a significant issue on the 12 million acres of land that the BLM administers in Idaho. Approximately half that acreage is designated as "open" to cross country vehicle travel. As Idaho's field offices revise land use plans, these designations will be revised to reflect a desired future condition that reflects the needs of the resources and public land users.

From 1995 to 2002, the number of Idaho all-terrain vehicle (ATV) and off-highway motorcycle (OHM) registrations increased nearly 300 percent (from 22,967 to 67,266). This trend reflects similar experiences in all western states. The need to develop comprehensive travel management plans is among the highest priorities for the BLM nationally and in Idaho.

The Idaho BLM OHV Management Strategy contains three sections. Section One summarizes policies and guidance related to OHV management. It provides a source book for OHV policies and guidance for BLM staff, managers and cooperators. The policy section defines the area and route designation process, land use plan decisions and implementation-level decisions. The policy section also defines guidance for preparing comprehensive travel management plans (route inventories, trail design/maintenance, monitoring, facilities, law enforcement, signs, maps, and public information). It will be reviewed periodically and updated to include changes or additions in the BLM's OHV management policies and guidance.

Section Two is an Action Plan. It parallels the format of the National OHV Strategy and the BLM Director's Priorities for Recreation and Visitor Services. The action plan establishes long range objectives and actions for developing and improving program management, partnerships, outreach/education, planning, route inventories, facilities, maintenance, acquisition/easements, maps, signs, fees, law enforcement and special area management.

Section Three is an Implementation Plan. Based on the Action Plan, the Implementation Plan identifies work priorities and tasks for a three-year period and will be used to establish and coordinate annual work plan objectives and performance measures for Idaho's OHV program. The Action Plan and Implementation Plan will be reviewed annually and updated as appropriate.

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## **Section One – Policy Summary and Source Book** (revised April 10, 2003)

### **I. Program Management**

#### **A. Internal Training and Information Exchange**

Several venues are available to BLM staff for OHV-related training. The [National Training Center](#) lists some applicable courses such as RMIS, Visual Resource Management, and Trail Management Plans, Projects and People. Three accredited OHV Recreation Management courses are available for [correspondence study](#) through [Colorado State University Department of Natural Resource Recreation and Tourism](#). The courses are especially beneficial for federal recreation professionals and technicians because of pertinent OHV content that relates to present and future motorized recreation assignments. The BLM is also an integral component of the [National Trails Training Partnership](#) (NTTP) which is comprised of a wide variety of agencies and organizations that are collaborating to promote opportunities for trails activists and professionals to learn up-to-date techniques in trail planning, design, development, maintenance and volunteer management.

Information exchange is among the principal tenets of the NTTP. The NTTP serves to coordinate and disseminate timely and accurate information about existing trail-related training opportunities nationwide through a web-based clearinghouse ([www.nttp.org](http://www.nttp.org)) and related resources and materials. The ISO Recreation Travel and Access Coordinator also serves as a clearinghouse for information exchange between the Washington Office, Field Offices and state and national trails/conservation advocacy organizations.

### **II. Area and Route Designation Process**

#### **A. Defining Terms**

Most of the current regulation for management of OHV activities on public lands is contained in 43CFR, Part 8340. This regulation was based largely on Executive Order 11644, issued in 1972. At that time, the preferred title for the vehicles was Off-Road Vehicles or ORVs. Since that time, the title Off-Highway Vehicle (OHV) has come into popular usage. The term “OHV” and “ORV” are synonymous and are both used in this document. Until the regulation is revised, it is advisable to define the terms in each document as interchangeable.

Similarly the Executive Order and CFR, as well as other guidance and many plans, refer to OHV routes as “roads and trails.” Efforts are underway to arrive at specific definitions of “road,” “trail” and “route,” and to incorporate the new definitions into regulation. Until that is accomplished, it is advisable to specifically define each term

for its use in each document. In this document, the term “routes” will be synonymous with the words “roads” and “trails.”

## **B. Establishing Area and Route Designations Through Land Use Planning**

BLM manages access to the public lands through the land use planning process. The process includes the preparation of Resource Management Plans (RMPs), which usually cover large areas, and subsequent activity plans, which are more site-specific documents. The planning process also includes flexibility for adjustments and plan maintenance as conditions change over time.

In November 2000, BLM released the current version of the Land Use Planning Handbook (H-1601-1). Guidance for Off-Highway (OHV) designations in the land use planning process was incorporated in the Recreation Section (H-1601-1, Appendix C, Section II.C.). As various field offices have implemented the guidance for RMP development, revision or amendment, the need to clarify how to implement the guidance in the recreation section, and to introduce refinements to the existing process was identified.

A DRAFT clarification of the BLM’s policy for addressing OHV designations and travel management in land use planning was issued in March, 2003. The draft policy is presented below. This guidance will be updated when the final policy is released. The Policy/Action section summarizes the most important elements of the policy. Attachment 1 clarifies handbook policy, provides guidance on how to implement the policy and introduces the planning process refinements. Attachment 2 summarizes updated policy, and process refinements in a matrix format.

### **i. Policy**

It is the policy of the BLM to manage motorized and other access on the public lands in accordance with existing legislation and regulation. Within this context:

Road and trail access (and OHV) management policy will be incorporated into every RMP to ensure public and resource needs are met. At a minimum, each RMP will allocate all areas or sub-areas with area designations as either open, limited or closed (43CFR 8340.0-5). A map of area designations must be included in the RMP.

Identification and selection of specific roads and trails should be performed for all areas or sub-areas identified as limited in each RMP to the extent possible. This requires establishment of a process that includes identifying specific roads and trails within the limited area or sub-area and specifying limitation(s) placed on use. Complete this process for every possible area or sub area. Include a map of the roads and trails open and available, for each completed area or sub-area.

Complexity, controversy or incomplete data may make it impossible to complete the selection for any area or sub-area designated as limited within reasonable timeframes or budget availability. In these cases, perform the selection and identification to the extent possible for each uncompleted area or sub-area in the RMP, and:

- Incorporate a map of a preliminary road and trail network, including any known roads or trails that are expected to be included in the final network;
- Define a short-term management policy 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;
- Provide a schedule to complete the limited area or sub-area road and trail selection process. Normally, this should not exceed five years, and in most cases can be completed within two years following RMP completion.

The outcomes of travel management planning should be:

- Sufficiently specific to meet public access needs for all modes of travel, resource and sustainability goals regulatory requirements;
- Sufficiently flexible to respond and adapt to changing conditions, including variations in resource, managerial or social settings;
- Sufficiently collaborative to ensure public participation in plan development and continued public participation in management, monitoring and adjustments throughout the life of the plan.

## **ii. Policy Attachment 1**

The purpose of this attachment is to clarify the Bureau of Land Management’s travel management planning guidance for motorized and other public access decisions required and suggested in the land use planning process.

### **1. Required Decision Clarification**

This clarification applies specifically to the second paragraph of the Recreation Section of the Land Use Planning Handbook 1601-1 (1-1667, 11/22/00-Appendix C-Page 13). It states:

“All OHV designations, including road and trail designations or redesignations (see 43 CFR 8340.0-8 and 8342.2), must be made through the land use planning process described in 43 CFR 1600. OHV designations should be reviewed

periodically to assure that the resource objectives are being met (see 43 CFR 8342.3).”

In order to ensure consistent implementation of this guidance during land use plan development, revision or amendment, all Field Offices must complete the following steps:

- a. All Resource Management Plans (RMPs) must include OHV designation decisions for all areas or sub-areas of public lands in the planning area. All public lands must be designated by area or sub-area as “open, limited or closed.” Criteria for open, limited and closed area designations are established in 43 CFR 8340.0-5, (f) (g), and (h) respectively. Other existing law, proclamation or regulation may limit the use of the “open” area designation or impose additional requirements relating to OHV use in specific circumstances. Include a map of all area designations in RMPs.
- b. An RMP decision to designate areas or sub-areas as limited must, to the extent possible, include selection and identification of specific roads and trails into a travel management network. Establish a process to identify specific roads and trails that will be available for public use, and to specify limitations placed on use. Outcomes from this process will include:
  - A map of roads and trails open for OHV use;
  - Definitions and additional limitations for specific roads and trails (defined in 8340.0-5 (g)).
  - Criteria that set parameters for selection and identification of specific open and closed roads, and parameters for the selection and identification of specific roads and trails to be incorporated into a travel system with their specific limitations. Examples of these criteria might include: desired future conditions for access; route density or location criteria; goals related to conservation of visual resources; or sensitive habitat management, etc.
  - Guidelines for the management, monitoring and maintenance of the limited area or sub-area road and trail system. Guidelines might include items such as: seasonal limitations; vehicle type and size restrictions; road construction and maintenance standards.
  - Indicators (for example monitoring outcomes) to guide future plan maintenance, amendments or revisions related to OHV area designations or the approved road and trail system within limited areas or sub-areas must be stated. This could include:

Results of monitoring data; new information; or changed circumstances. It may also be appropriate to indicate the process and timeframes for such planning actions. Refer to the Land Use Planning Handbook for guidance.

- c. Circumstances including especially complex or controversial travel management planning, situations or plans being completed where available data needs is inadequate, may require additional time for completion of identification of the entire road and trail network in the RMP. In these cases, the identification and selection must be completed within 5 years, and in most even sooner, usually as an activity level plan. In these cases, perform the selection and identification to the extent possible for each uncompleted area or sub-area in the RMP, and:
- Incorporate a map of a preliminary road and trail network, including any known roads or trails that are expected to be included in the final network;
  - Define a short-term management policy 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;
  - Provide a schedule to complete the limited area or sub-area road and trail selection process.
- d. The open, closed and limited area designations, and the criteria established for road and trail selection in areas designated as limited, will be considered RMP-level decisions and are protestable. Selection of the individual roads and trails within the system will be considered implementation-level decisions, and are appealable, even when performed concurrently with the RMP.
- e. Guidance regarding the monitoring process should be developed in each RMP. An important component of the monitoring process is the development of specific management objectives, maintenance standards and other narrative guidance so that future management actions are consistent with desired standards.

## **2. Suggested Decision Clarification**

To ensure consistent land use plan decisions for public access via mechanized and non-motorized/non-mechanized modes of travel, it is highly recommended that all Field Offices complete the following steps during land use plan development, revision or amendment.

- a. In addition to making the required OHV decisions in land use plans, more comprehensive travel management decisions should be made to meet public access needs for all modes of travel, not only those focused on motor vehicle use. These decisions should incorporate comprehensive travel management. Comprehensive travel management involves proactive consideration of public access, resource management and regulatory needs through planning to ensure that all aspects of road and trail system planning and management are considered. This includes resource management, road and trail design, maintenance and recreation and non-recreation uses of the roads and trails. Travel activities in this context incorporate access needs and the effects of all forms of travel including; motorized, mechanized and non-motorized/non-mechanized travel, including travel utilizing equestrian and other livestock, mule, walking, mountain bike, boat and other travel modes.
- b. OHV management planning encompasses the following types of required decisions: closed area designation; open area designation; and specific selection and identification of roads and trails with their associated limitations. Comprehensive travel management expands on these decisions by making similar decisions for mechanized and non-motorized/non-mechanized forms of travel. In addition, the definitions outlined in 8340.0.5 (a) (2, 3, 4 and 5) identify several types of vehicles or situations where motorized vehicles might be exempted from restrictions under OHV designations. Travel management decisions in land use plans will also identify similar modifications to travel and access policy from existing law, proclamation or regulation.
- c. The travel management planning and decision-making process should start with the development of criteria at a landscape level, before considering site-specific issues. The level of data and information needed can be determined more realistically after development of criteria and desired future conditions.
- d. Individual roads and trails should be chosen, rather than inherited. Most existing roads and trails on public lands were created by use over time, rather than planned and constructed for specific activities or needs. Instead of a decision-making process to decide which individual roads and trails should be closed or left open; consider a broader range of possibilities for management of individual roads and trails, including reroutes, reconstruction or new construction as well as closures. These are tools that should be used to develop a quality travel system. A well designed travel system can direct travel away from sensitive areas, yet provide quality recreational activities and access for commercial and recreational needs.

- e. Use of road and trail inventory information from all available sources is usually sufficient to enable BLM to make the necessary OHV area designations in the RMP, including BLM data, additional information from county and other agencies, and interest groups. The data analysis from any source may require field verification, and this process can involve the public as well. Establishing trust with the public can be an important factor in determining level and process for collecting additional inventory is necessary. Other factors include the level of data needed to evaluate resource impacts from the road and trail system. Consult the Land Use Planning Handbook for more information.

**iii. Policy Attachment 2**

**Summary Table A  
Required Decision Clarification**

Issue Covered	November 2000 Handbook Guidance	Clarification Defined in Current Draft IM
OHV and travel area designations – open, closed, limited	Performed at RMP level	Performed at RMP level--limited areas should have any area criteria established--seasonal limitations, desired future conditions for resources, and access/recreation needs.
Road and trail selection and identification	Required to be performed as part of RMP Process	Performed to extent possible in RMP--usually can be accomplished in RMP.  If complexity, controversy or incomplete data make process impossible to complete, requires RMP to clearly state process and schedule for completion within 5 years--often 1-2 years.
Plan level; area designations vs selection and identification of roads and trails	Unclear	Area designations, objectives and criteria for limited area travel considered RMP decisions and therefore protestable. Individual road and trail selections are implementation decisions and therefore appealable, even if performed within RMP.
Travel management monitoring	OHV monitoring is required, but undefined in CFR, not mentioned in 1601 Handbook	Emphasized as a policy requirement in guidance.

**Summary Table B  
Suggested Decision Clarification**

Issue Covered	November 2000 Handbook Guidance	Clarification Defined in Current Draft IM
Comprehensive Travel Management	NA	Proactive consideration of comprehensive access needs for all modes of transportation--that incorporates OHV designations into a broader process.
Types of uses to designate	CFR, and current guidance requires OHV designations	Although motorized activities are required for designation, all travel activity (motorized, mechanized and non-mechanized) should be considered during planning; and managed for during life of the plan.
Excepted uses--road and trail designations	Silent (CFR exempts emergency, military, authorized and permitted users from OHV definition)	Suggests specific language in RMPs to clearly define exceptions to, and other requirements on travel management direction--for both OHV and other travel activities.
Inventory--road and trail information needed for planning	Silent (current assumption by access community is that we need 100% inventory before starting RMP)	Information required for planning established in scoping and consultation. Initial road and trail system established in RMP, if additional information is needed, system can be completed in activity plan. Criteria developed in RMP can be used to make adjustments as needed.
Road and trail information portrayal	Included in RMP--usually portrayed as a map of roads, trails, and area designations	Map of area designations and road and trail network--incorporating best available road/trail information published with RMP. If additional system is developed at activity plan level, it will also be portrayed as a map.
Road and trail selection criteria	Silent (most publics assume that we will look at inventory data, and select network from existing routes)	Recommends starting by scoping desired future conditions for resources, and for recreation/access- and developing objectives before focusing on specific roads and trails. Recommends roads that trails should be “chosen, rather than inherited.”

## C. Route and Trail Inventories

An essential initial step in managing OHVs is to identify the existing network of roads and trails. This baseline inventory will provide a foundation for developing a suitable transportation system that will serve the public needs and protect resources. A process for accomplishing road and trail inventories follows:

- i. Work expeditiously toward the goal of a statewide inventory of routes and trails.
- ii. Initial Inventory. An initial inventory of vehicle routes will be conducted using Digital orthophoto quarter quadrangle maps, USGS 1996. All apparent vehicle routes will be on-screen digitized in Arc View or ArcInfo.
- iii. Data Standards. Data is a fundamental BLM asset. All decisions and management actions are based on BLM corporate data. If BLM actions are to be legally defensible, the information used in the decision process must be correct, documented in standardized metadata, and available for inspection. To reduce Government costs and to increase efficiency, data must be readily shared among programs, offices, and agencies that require the same information. This implies that data is collected to a common standard and is documented in a standard metadata format. It also implies that the standardized data is then automated in a way that permits its ready use by a broad range of users, including internal BLM staff, other agencies, the Tribes, state governments, and other customers for BLM information.

Once Idaho standards are developed and approved, future efforts to collect new data are expected to conform to an appropriate Idaho and/or National data standard. This will cause a gradual evolution from non-standard data to standardized, documented data that can be more easily defended and shared. Idaho core GIS data standards for the OHV program are in the development process at this time. They are being developed with BLM corporate data guidelines in mind.

- iv. Field Verification/Route Numbering. Field verification of all digitized routes will be done to determine route condition. If the routes are not named or numbered, names and numbers will be assigned for entry into the GIS database. Any routes discovered during the field verification will be mapped using a Global Positioning System (GPS) unit.

Idaho's Route Numbering Guide for Roads and Trails establishes that route numbers are assigned with a minimum four (4) digit number, the first 2 digits reflect a county code, and the remaining digits reflect a numeric route number, (i.e. CCXX or CCXXX or TCCXX for trails). The County code is assigned based on the physical county where the route originates. FIMMS (later Maximo) allows route numbers up to eight characters, therefore if county codes are used the first

three identify the county (T01XXXXX) leaving the remaining five for unique routes. An alphanumeric combination may identify the trailhead or location or other feature that facilitate recreationists' ability to navigate the trail system. References and BLM Manuals can be found [on line](http://web.eng.or.blm.gov/PDC/manuals.htm) at <http://web.eng.or.blm.gov/PDC/manuals.htm>.

- v. Map Edition. Any digitized routes that are no longer in existence will be deleted from the GIS data base. Any routes mapped by GPS will be added to the database. Route numbers, names and other data from the field inventory forms should also be entered into the GIS database.
- vi. Special Areas/ Aerial Photograph Evaluation. A photo analysis of vehicle impacts may be utilized for some circumstances such as vehicle impacts on Wilderness Study Areas (WSAs) and other special management areas. The baseline for analysis of vehicle impacts in WSAs is aerial photography that most closely post-dates FLPMA or photos from the date of FLPMA (October 21, 1976). This is because aerial photography that predates FLPMA may not show all vehicle routes in WSAs that were in existence as of the date of FLPMA, which is the baseline date for natural conditions of WSAs.

#### **D. "Open" Areas**

A limited number of areas should be established for intensive (cross country) vehicle use. Such areas should only be permitted in areas that meet the designation criteria for "open" areas (43 CFR 8342) and the Standards for Public Land Health.

#### **E. Special Status Species**

It is very important that recreation planners coordinate with biologists and botanists early in the planning process to avoid unnecessary conflicts with special status species management and be in compliance with national policy and the Endangered Species Act (ESA). Generally, special status species management can be divided into two main arenas: (1) candidate and sensitive species and (2) listed species and species proposed for listing under the ESA. The latter have specific and strict legal requirements under the ESA. Candidate and sensitive species are managed under national policy guidance provided in Manual 6840.

- i. Candidate and Sensitive Species

National BLM policy (Manual 6840) states that:

"Consistent with existing laws, the BLM shall implement management plans that conserve candidate and sensitive species and their habitats and shall ensure that

actions authorized, funded or carried out by the BLM do not contribute to the need for the species to become listed.”

Candidate species are species that the Fish and Wildlife Service or National Marine Fisheries Service (Services) have sufficient information on their status and threats to support proposing the species for listing as threatened or endangered under the ESA but issuance of a proposed rule is precluded by higher priority listing actions. The Idaho BLM State Director in cooperation with the Director of the Idaho Department of Fish and Game designates sensitive species. The latter is updated on a regular basis.

Early notification to the biologist or botanist that a proposed activity is being considered is essential for good planning and meeting the intent of the BLM’s national policy for special status species. Adequate time must be allowed so that appropriate special status species inventories can be accomplished and information incorporated into project planning. In many cases, this will require that planning begins at least 18 months in advance so that inventories can be completed during the proper time period (plant inventories should only be done during the flowering season). Biological staff must be provided with good project descriptions that adequately define the affected area. Clearance forms for special status species (filled out by the biologist or botanist) should be in all project files. If, later in project planning, the project area changes (enlarges or moves) or new activities are included then additional inventories, clearance forms and assessments could be needed. Thus, it is very important to involve biological staff throughout the planning process when the proposed action could affect a candidate or sensitive species. NEPA documents must adequately address effects of the proposed activity on affected species as well as conservation or mitigation actions.

Candidate species by definition could be listed as threatened or endangered pursuant to the ESA at any time, particularly if activities that threaten the species are proposed or continue to occur. As such, BLM activities that adversely affect a candidate species should be modified to either have no effect or a positive effect.

## ii. ESA Listed and Proposed Species

Consultation (listed species) or conferencing (proposed species) with the Services are required when a BLM action may affect a listed species or one that is proposed for listing. Very early planning and coordination with biological staff will be needed if an OHV activity authorized or carried out by the BLM is within the range of a listed/proposed species. If the BLM biologist or botanist determines that the proposed action may affect a listed/proposed species then a Record of Decision or any other authorization cannot be signed until consultation or conferencing with the appropriate Services is completed. The action must be carried out under the terms and conditions stipulated in the consultation documents.

### **III. Route Management**

#### **A. Comprehensive Travel Management Plans**

Comprehensive travel management planning is a process that proactively considers the resource values recreation values, and maintenance needs of roads and trails of all kinds. It is an essential tool for planning and managing public access and improving recreation opportunities on lands administered by the BLM. Rapid population growth in the West has resulted in greater levels of participation and awareness of trail-related recreation on public lands. Historically, motorized and non-motorized travel was widely dispersed. Trail enthusiasts usually utilize routes that were established for purposes such as mining and ranching. However, route proliferation from user-established motorized and non-motorized cross-country travel has increased substantially in recent years. These effects are especially evident on public lands located near growing communities. Increased recreation use and route proliferation are the source of potential resource conflicts, such as impacts to sage grouse, wild horses and wilderness study area values, which must be addressed and resolved through effective travel management planning.

Travel management plans are implementation-level plans. Like other implementation-level plans, such as fire management or habitat management plans, travel management plans are developed to help achieve desired future conditions and resource objectives established through the land use planning process. Travel management plans should seek to establishing access routes that are sustainable and that complement resource objectives. In many areas, route density can be reduced while improving or maintaining access and enhancing the recreational experience.

BLM's National OHV Management Strategy emphasizes the need for travel management plans to be broad in scope and incorporate all aspects of transportation and access management. Travel management plans should address the following major elements: route inventory, route designation, route design, route maintenance, restoration, monitoring, facilities, special needs, acquisition and construction, and law enforcement. The National Strategy also views travel management planning as a collaborative effort that considers recreational users as potential stewardship partners in the planning and management process.

Travel management planning is a relatively new management approach that is just beginning to be developed and applied by the BLM. Detailed guidance for preparing travel management plans is yet to be prepared. However, Colorado BLM has authored an interesting and useful paper, titled "Essential Considerations for Adopting a Benefits Approach to Transportation Planning", which presents some innovative ways of making travel and access management decisions. This is an awareness paper, not a detailed guide to application of the approach, but it incorporates and builds upon well-

established recreation management systems, such as Limits of Acceptable Change (LAC) and the Recreation Opportunity Spectrum (ROS). It also incorporates integrated planning for ecosystem sustainability and collaboration with local governments and service provider businesses.

i. Related Guidance and References

The BLM's engineering program prepares transportation plans for roads on public lands for which the BLM has management and maintenance responsibility. Transportation plans address inventory, construction, maintenance and rehabilitation procedures and standards for the BLM's identified road system. Certain elements of recreation-initiated travel management plans and engineering-initiated transportation plans are likely to overlap and should be coordinated. The BLM's manual for transportation planning (Engineering H-9110-1) can be found [on line](http://web.eng.or.blm.gov/PDC/manuals.htm) at <http://web.eng.or.blm.gov/PDC/manuals.htm>.

**B. Road/Trail Design**

Very few trails/routes on Idaho Public Lands were actually designed and constructed for public use, regardless of mode of transportation (mechanized or non-motorized). As the Bureau moves forward with designating trail systems, opportunities for new construction and realignment of existing alignments will be common. There are numerous published resources available to assist trail managers in the development of sustainable trail/route systems. A couple of those publications—specifically addressing wheeled travel—are the American Motorcycle Association's [Off-Highway Motorcycle & ATV Trails Guidelines for Design Construction, Maintenance and User Satisfaction](http://www.paatving.com/ama/trailguidelines.asp) by Joe Wernex <http://www.paatving.com/ama/trailguidelines.asp>. The second is the International Mountain Bicycling Association's [Building Better Trails--Designing, Constructing and Maintaining Outstanding Trails](http://www.imba.com/resources/trail-building-basicsindex.html), <http://www.imba.com/resources/trail-building-basicsindex.html>. The Forest Service has produced the Trail Construction and Maintenance Notebook, 2000 Edition, the document can be obtained by downloading an order form on line at <http://www.fhwa.dot.gov/environment/trailpub.htm>.

**C. Maintenance**

OHV routes and trails should be designed to drain water with a minimum of constructed water diversion features. Proper trail design utilizes the natural topography, and avoids fall lines by following contours and periodically breaking grade in order to divert water from the tread.

Maintenance should also include regular patrol and monitoring of OHV route systems to detect and take appropriate action when unauthorized route proliferation occurs.

## **D. Restoration**

Relocate abandon or close routes and trails seasonally or temporarily that adversely impact riparian and wetland areas, wildlife, highly erosive soils, cultural sites and sensitive ecological systems, and permanently abandon routes that are duplicated or unneeded, as determined through the travel management plan. Where routes, trails or other facilities have been permanently abandoned, provide for restoration and revegetation of the site. NOTE: All reclamation efforts that require surface disturbance should have appropriate NEPA consultation, and completion of the reclamation should be thoroughly documented.

## **E. Monitoring**

Monitoring OHV Activity and Plan Conformance: Field offices are required to monitor the effects of the use of OHVs, and use the monitoring information to take action necessary to meet the plan objectives (CFR 8342.3) including, if necessary, amending area designations. Within this context, all lands within the jurisdiction of a field office should be reviewed, every five years, to determine if OHV uses are consistent with area and route designations, and are meeting objectives and criteria established in the RMP. In situations where plan objectives or criteria are not being met, appropriate actions should be undertaken, including consideration of plan amendment, revision or a new start. During the interim, other authorities may be used as a temporary measure to regulate any serious local OHV-caused problem areas or routes.

## **F. Recreation Facilities**

OHV recreation facilities are features, such as staging areas and trailheads that provide access to OHV routes and OHV play/riding areas. The routes may be roads (all season, seasonal, two track or jeep roads) or trails (jeep trails, ways or single track). Linear facilities are the routes themselves. Each type of facility must have a minimal level of improvements in order for them to be identified as a BLM facility and recorded in the FIMMS, MIS or RMIS. The level of development should reflect the existing and immediate expected use the facility is or will be receiving. An area receiving heavy or concentrated use may require a more “hardened” facility and in essence become a designated recreation site.

- OHV Play/Riding Areas are small areas of public lands where OHV activity serves a more local need, occurs in a concentrated area and provides opportunities for social and physical experiences. Such areas attract both small and large groups and can offer structured and unstructured competitive events. The Play/Riding area’s parking lot frequently serves as a trailhead, parking and staging area.
- Facilities associated with an OHV play/riding area may only consist of a parking area and perhaps a BLM sign. Areas receiving more use or encompassing a larger

physical area may have signing, a small kiosk and a vault restroom. The large play areas may have several parking areas, larger kiosks, several vault restrooms and signing directing use to trails that may lead away from the site.

- OHV trailheads (TH) are staging areas for parking vehicles that off-load OHV riding vehicles. Smaller areas may have signs but generally no other facilities. The medium to larger trailheads may have vault restrooms, unloading ramps and signs and kiosks that display OHV routes/trails [designated and existing] and regulatory and other information.
- Primary routes that emanate from a TH should be shown on maps. These principal routes should have markers at trail beginning and at regular intervals to give a rider or traveler indication as to where they are relative to trail map. Other routes may not be marked per local travel plan prescription. This offers a different challenge to users. Routes (roads/trails-public or private ) that are limited to particular types of OHVs or OHVs in general MUST be appropriately marked at junction(s) and at other key points along that route.

## **G. Special Needs**

Section 5 of the Rehabilitation Act requires federal land managing agencies to provide reasonable opportunities for access to persons with disabilities. The goal for accommodating special needs at Off Highway Vehicle use areas is to insure all developed facilities relating to OHV use are designed and constructed to allow universal access, compliant with the Universal Federal Accessibility Standards (UFAS) and the Americans with Disabilities Act Accessibility Guidelines (ADAAG).

## **H. Acquisition and Construction**

Specific guidance on acquisition projects is available by consulting the Land and Minerals Division at the Idaho State Office.

Idaho is divided into three acquisition zones. The East Zone consists of Burley, Idaho Falls, Pocatello and Malad Field Offices. The North Zone consists of Coeur d'Alene, Cottonwood, Salmon and Challis Field Offices. The West Zone consists of the Boise District and Shoshone Field Offices. Each zone has an Acquisition Specialist assigned to it that is located in the ISO (933).

Completion of and funding support for route analysis, environmental documentation, hazardous material clearance, survey and exhibit preparation is charged to the benefiting subactivity at the District level.

## I. Law Enforcement

An OHV Law Enforcement component is vital to a successful OHV management program, and it requires close coordination between BLM's recreation planners and law enforcement personnel. The Idaho BLM supports the following recommendations for establishing procedures for enforcing OHV designations on public lands.

- All Federal and Idaho State Laws applying to motorized vehicle use and off highway use are subject to enforcement. To legally operate an OHV on public roads under Idaho State Law the operator must be a licensed driver with the proper endorsement on their driver's license and the OHV must be legal by State definition of a motor vehicle, (i.e. it must have a valid license plate attached to the vehicle, the vehicle operator must have proof of insurance, and the OHV must have a head light, tail and brake lights, a muffler, a rear view mirror, and a horn). Exception to these State Laws allows operators of OHVs to travel on designated (by the county ) roads or authorized OHV being used as farm equipment to travel public roads.
- Adequate public notice is required when Idaho BLM issues various closure orders to close or restrict the use of public lands. For those orders to be legally enforceable and upheld in court the requirements found in 43 CFR Subpart 8364, Closures and Restrictions must be followed. When year-long OHV closures and restrictions are developed through the Resource Management Planning (RMP) process, publication of the Federal Register Notice for the RMP, Record of Decision is sufficient for legal enforcement. When the order is a seasonal restriction or closure, the order should be issued periodically at the Field Manager discretion and all of the following procedures are complied with each time the seasonal restriction or closure is to be used.
  - Content of orders to close or restrict use of designated public lands shall:
    - Identify the public lands, roads, trails or waterways that are closed to entry or restricted as to use;
    - Specify the uses that are restricted;
    - Specify the period of time during which the closure or restriction shall apply;
    - Identify those persons who are exempt from the closure or restrictions. (This might include emergency and law enforcement personnel, government employees, permittees and contractors. Be sure to include that the personnel must be performing official duties);
    - Include a statement of reasons for the closure; and
    - Include the statement "Any person who fails to comply with a closure or restriction order issued under this subpart may be subject to the penalties provided in 8360.0-7 of this title."

- The following notification procedures must be followed in issuing orders:
  - Publish the order in the FEDERAL REGISTER prior to the effective date.
  - Post the order in the local Bureau of Land Management Office having jurisdiction over the lands to which the order applies. The order will be maintained during the period of time it is in effect on a clipboard specifically designated for Closure and Restriction Notices. The clipboard will be kept in an area where it is readily available to the public. In addition a press release must be prepared and distributed and the order placed in the local US Post Office.
  - Also, the order must be posted in places near and/or within the area to which the closure or restriction applies, in such a manner and location as is reasonable to bring prohibitions to the attention of public land users.
- Field Offices are encouraged to cooperate with local law enforcement agencies to improve patrolling techniques. Patrolling should reflect the types of activities taking place on public lands, such as the use ATVs, motorcycles, four-wheel drive vehicles, dune buggies, personal water craft and snowmobiles. The use of these techniques should enhance visitor contact and user compliance. Field Offices should also work with adjacent landowners and land managers to coordinate enforcement efforts. Annual law enforcement reports containing actions taken towards OHV use should be prepared by Field Office law enforcement personnel. This information should be publicly disseminated when appropriate.

#### **IV. Communication and Outreach**

##### **A. External Coordination, including Partnerships/Volunteers**

Use information and interpretative services as major tools to protect public land health and significant natural, cultural and recreational resources. As appropriate, improve public knowledge by locating kiosks, interpretive signs, and visitor information facilities at visitor contact points. Provide guidebooks, pamphlets for users.

Increase efforts to educate public lands visitors about an ethic of responsible use, through programs such as Tread Lightly!, Leave No Trace, Project Archeology and the Public Lands Watch Program.

Communicate to the members of the public their individual rights and responsibilities in the use and preservation of public land, including the recognition of the rights and responsibilities of others because public lands are the nation's future legacy.

Initiate and maintain collaborative partnerships among government agencies, local governments, business communities, volunteers, user groups, stakeholders, educational institutions, individuals and the private sector to achieve recreation management objectives and implement these guidelines.

## **B. Outreach/Education**

Encourage the development of a concise educational program to be implemented at the initial point of contact with the public, to promote public land values, knowledge of rights and responsibilities, environmental awareness, communication between the BLM and the public and changing management practices and policies.

In order to mitigate adverse impacts to the public lands, work with the private sector to integrate a responsible recreational use message with the goods or services they provide.

## **C. Signs, Maps and Other Public Information**

Explicit guidance and expertise is available for the purpose of public information development. For assistance in Map and Sign Analysis, Design or Publication on Idaho BLM Projects, please contact:

Supervisory Geographic Sciences Specialist  
Branch of Engineering and GeoSciences  
Idaho State Office BLM  
1387 S. Vinnell Way  
Boise, ID 83709  
(208) 373-3998  
Fax (208) 373-3949

Further Resources for Mapping Standards:

Maps should closely adhere to the rules and principles of cartography found in the bureau publication H-9161-1 BLM Manual Handbook.

The colors and symbology should follow National BLM standards available on the BLM Intranet at <http://www.blm.gov/gis/narsc/faq-1.html>. The website contains symbol and shade sets for use in various mapping software.

There is also information on NARSC information bulletin No. RS-99-086 dated May 20, 1999.

“Map Symbol Handbook” United State Department of the Interior Bureau of Land Management May 6, 1966.

“Cartographic Notebook,” A brief guide to some aspects of Cartographic Design. By Stephen Meszaros, Published Phoenix, Arizona 2001 by the US Department of the Interior, Bureau of Land Management, Arizona State Office.

“9671 Cartography” BLM Manual Handbook First Draft March 1983.

Cartography BLM Manual Handbook H-1961-1 March 10, 1988.

Mapping Standards BLM 9161 Manual and Handbook July 1990.

## Idaho BLM OHV Travel and Access Management Strategy

### Section Two - Action Plan

<b>A. Program Management</b>			
<b>Objectives</b>	<b>Actions</b>	<b>Status</b>	<b>Lead</b>
1. Improve internal coordination of OHV travel and access management	a) Establish a state-level OHV travel and access management coordinator.	Completed 9/01	ISO
	b) Establish a state-level OHV team, identifying OHV coordinators for each district.	Completed	ISO
2. Coordinate and track implementation of the Idaho OHV Strategy	a) Update Action Plan and implementation plan where appropriate.	Annual	State OHV Team
	b) Compile annual report describing accomplishments	Annual	ISO
3. Establish an internal training program for BLM management and field staff	a) Prepare a training package for use in OHV management training courses	Initial	NTC/ISO
	b) Prepare guidelines and key messages for OHV use during field activities, including range management, habitat restoration and project maintenance. Address guidelines and key messages in all OHV and off-highway motorcycle (OHM)/ATV instruction courses.	Initial	ISO/ District
	c) Identify opportunities to incorporate these messages into BLM's work processes. Opportunities include presentations at employee meetings and articles in the electronic employee newsletter.	Periodic	ISO/FO
4. Develop and coordinate strategies to communicate the Idaho OHV Strategy	a) Develop a Communications Plan for the OHV Strategy	Initial	ISO
	b) Prepare a Communications Plan for the annual Implementation Plan	Annual	ISO

<b>B. External Coordination, including Partnerships and Volunteers</b>			
<b>Objectives</b>	<b>Actions</b>	<b>Status</b>	<b>Lead</b>
1. Improve coordination with other agencies and interest groups.	a) Establish a state-level subgroup of the Idaho Recreation and Tourism Initiative to address statewide recreation travel and access management issues.	Initial	ISO
	b) Encourage establishment of a travel and access subgroup within each Idaho RAC.	Initial	ISO
2. Achieve an expanded field presence through better coordination and a more effective use of volunteers, organized groups, other agencies and the general public.	a) Prepare and maintain a list of statewide groups for OHV management issues.	Initial	ISO
	b) Identify at least one OHV event or management issue that can provide an opportunity for management assistance from partner organizations. A wide range of activities and issues should be considered, including trail inventories, monitoring of WSAs, race supervision, post-race follow-up, and preparation of trail information and key messages for various user groups.	Annual	District
	c) Identify at least one OHV trail design, construction or maintenance project that can provide an opportunity for public involvement (e.g. National Trails Day, the first Saturday in June each year).	Annual	District
	d) Consider recruitment options to publicize opportunities for public assistance.	Annual	ISO/FO
	e) Establish an enhanced field presence through cooperative agreements with other agencies	Periodic	ISO

<b>C. Outreach and Education</b>			
<b>Objectives</b>	<b>Actions</b>	<b>Status</b>	<b>Lead</b>
1. Establish a public outreach and education program for OHV visitors	a) Identify and train at least one ‘tread lightly” and “leave no trace” instructor in each district.	Initial	ISO
	b) Utilize the external website to provide state and local OHV organizations updates of BLM OHV issues and activities	Initial	ISO
	c) Identify at least one opportunity in each District office to conduct on-site user education or training. The training opportunity could focus on educating participants about site-specific resource management issues or tread-lightly riding techniques and principles	Annual	District
	d) Conduct interagency and public workshops, as needed, to provide current information, tools, and techniques to assist OHV management	Periodic	ISO
2. Prepare training materials and management information	a) Establish procedures to ensure user training and outreach materials, including information signs and maps.	Annual	ISO
	b) Prepare clear descriptions and handouts about OHV use regulations that can be applied or adapted to a variety of locations and applications.	Annual	ISO
	c) Identify and prioritize the special management areas in each district for the development of OHV information to use in visitor contact and training.	Periodic	District
3. Initiate a public outreach campaign promoting OHV user ethic to respect public land resources.	a) Develop a theme, poster, other media materials and an outreach plan.	Periodic	ISO
	b) Identify and contact appropriate dealerships about displaying public land resource protection messages and incorporating with sales information.	Periodic	District

4. Integrate interpretation into OHV management	a) Working with BLM interpretive specialists and local associations and user groups to identify the best approaches for communicating interpretive messages to trail users. Identify the most favorable and effective techniques and develop appropriate distribution avenues. For example, combining interpretive messages with free trail maps may be more effective than distributing interpretive messages alone.	Periodic	ISO/DO
	b) Identify an initial trail use area or site to use as a prototype for developing interpretive themes and messages about the relationship of natural resources and trail activities.	Initial	ISO
	c) Evaluate the prototype and develop interpretive elements for use in other settings and locations.	Periodic	ISO
	d) Identify opportunities as appropriate in each field office and work with ID-912 to design interpretive products and exhibits.	Annual	District

<b>D. Planning and Environmental Coordination</b>			
<b>Objectives</b>	<b>Actions</b>	<b>Status</b>	<b>Lead</b>
1. Implement planning requirements of National OHV Strategy (see Idaho OHV Strategy, Part 1, Policies and Guidance).	a) Identify areas where motorized OHV use “will cause or is causing considerable adverse effects,” and identify if an interim motorized OHV designation is required in accordance with national policy.	Initial-Ongoing	FO
	b) Identify areas where “the cumulative effects of OHV use have or may result in, or are more than negligible disturbance to proposed or listed threatened or endangered species and ‘Special Status Species’ and their proposed or designated critical habitat.”	Initial-Ongoing	FO
	c) Identify areas designated in existing RMPs as limited to existing or designated routes. Initiate route inventories and/or route designations for these areas within 5 years (by 1/1/08).	Initial-Ongoing	ISO/DO FO
2. Prepare comprehensive travel management plans to implement land use plan objectives.	a) Establish guidance for preparing comprehensive travel management plans (TMPs) and compile examples, as needed.	Initial-	ISO
	b) Identify and prioritize areas that need comprehensive travel management plans.	Initial-Ongoing	Districts
	c) Establish a schedule for preparing comprehensive travel management plans. Prepare TMPs and implement as funded.	Initial-Ongoing	ISO/ DO FO

<b>E. Easements and Acquisitions</b>			
<b>Objectives</b>	<b>Actions</b>	<b>Status</b>	<b>Lead</b>
1. Improve legal access to public land, where appropriate and needed.	a) Identify public access needs. Request funding for motorized OHV-related access, exchanges and acquisitions.	Annual	FO

<b>F. Route Inventories</b>			
<b>Objectives</b>	<b>Actions</b>	<b>Status</b>	<b>Lead</b>
1. Complete inventories of existing routes to provide a basis for monitoring and managing designated areas, and for future travel management planning.	a) Identify all areas designated in land use plans as limited to existing or designated routes that need a baseline inventory.	Initial	District
	b) Prepare a schedule for initiating the baseline route inventories within 5 years (by 1/1/08).	Initial	ISO
	c) Conduct the route inventories, as scheduled.	Annual	FO
	d) Develop and implement statewide GIS data standards for road and trail inventory, and develop and approve a data dictionary for GPS inventory.	Initial	ISO
	e) Develop a route numbering system.	Initial	ISO

<b>G. Route Maintenance</b>			
<b>Objectives</b>	<b>Actions</b>	<b>Status</b>	<b>Lead</b>
1. Establish statewide guidelines for maintaining routes to protect resource values and promote public safety.	a) Establish a statewide interdisciplinary team to develop the guidelines by 1/1/04.	Initial	ISO
	b) Review usefulness and effectiveness of route maintenance guidelines. Evaluate progress.	Annual	ISO/ District
2. Document deferred maintenance needs	a) Establish practical procedures for conducting and prioritizing route condition assessments.	Annual	FO
	b) Identify maintenance needs in travel management plans.	Periodic	District

<b>H. Trail Management Facilities</b>			
<b>Objectives</b>	<b>Actions</b>	<b>Status</b>	<b>Lead</b>
1. Provide OHV recreation facilities, in accordance with RMP and Travel Management Plan decisions.	a) Compile and update a statewide, multi-year schedule of planned recreation facilities for use in budget process.	Annual	ISO
	b) Construct and maintain facility projects per schedule.	Annual	FO

<b>I. Maps, Signs and Trail Information</b>			
<b>Objectives</b>	<b>Actions</b>	<b>Status</b>	<b>Lead</b>
1. Develop high-quality OHV trail maps to complement management objectives and meet visitor needs.	a) Identify and prioritize the opportunities and needs for trail maps in each field office. Prepare a 3 year annual production schedule and incorporate into the BPS and AWP process.	Annual	ISO/ District
	b) During the annual work plan process, evaluate, prioritize and request funding for map products identified in a).	Initial	ISO
	c) Identify the most effective and cost-efficient formats for mapping products. If national standards are not developed, establish standards for Idaho maps and publications and coordinate these with adjacent BLM state offices.	Annual	ISO
2. Improve the consistency and quality of management and interpretive signing.	a) Review existing BLM sign guidance and products of state and federal agencies in adjacent areas. Identify opportunities for consistency in design, definitions, and key messages.	Annual	ISO
3. Utilize the web to distribute OHV trail maps, signs and other management and user information.	a) Create PDF format maps for local use areas to reduce production costs and increase public access and distribution (Internet Map Server (IMS) planned that will enable BLM and the public to build their own maps).	Annual	ISO
	b) Publicize the availability of route maps via the Web to user groups. Identify staff and contracting needs and costs to support website applications. Ensure support costs are included in proposals for project funding.	Annual	ISO

<b>J. Fees and Funding</b>			
<b>Objectives</b>	<b>Actions</b>	<b>Status</b>	<b>Lead</b>
1. Identify and seek potential co-sponsors of OHV facilities and projects to maximize effectiveness of appropriated funds.	a) Develop a source book for non-BLM funding opportunities and provide to field offices.	Annual	ISO
	b) Identify potential projects for funding from non-BLM sources.	Annual	ISO
	c) Assist BLM field offices in the application for and administration of State OHV grant-funded programs.	Periodic	ISO
	d) Assist field offices in partnering with groups in applying for grants, taking advantage of any opportunities to obtain matching grants. Identify experts in writing such grant applications	Periodic	ISO

<b>K. Law Enforcement</b>			
<b>Objectives</b>	<b>Actions</b>	<b>Status</b>	<b>Lead</b>
1. Enhance the capability, effectiveness and visibility of OHV patrols and enforcement efforts.	a) Identify and prioritize high use areas and seasons of high use for more intensified law enforcement patrols.	Annual	District
	b) Utilize CCS, OHV registration-funded grant programs, etc. to supplement funding for law enforcement efforts and increase patrol agreements with state and local law enforcement agencies.	Periodic	District
	c) Train both law enforcement and non-law enforcement personnel to use OHV equipment to increase on-the-ground user contacts. Non-law enforcement personnel can assist by conducting compliance checks, submitting OHV observation forms, educating users and issuing violation warnings (submit copies to law enforcement officer).	Annual	District
	d) Establish community policing by utilizing local user groups to patrol OHV areas, promote responsible riding and submit OHV observation forms.	Ongoing	FO
	e) Maintain frequent contacts with user groups to exchange information, discuss enforcement concerns and identify solutions.	Ongoing	FO
	f) Publicize noteworthy OHV-related enforcement actions via the web and distribution to OHV interest group newsletters.	Periodic	ISO

<b>L. Special Areas</b>			
<b>Objectives</b>	<b>Actions</b>	<b>Status</b>	<b>Lead</b>
1. In accordance with the IMP, close all WSAs to cross-country vehicle travel except for travel on: <ul style="list-style-type: none"> <li>· trails and ways identified, mapped or known to exist during the BLM's wilderness inventory process and sand dunes</li> <li>· snow areas designated as open to use by the appropriate sand or snow vehicles.</li> </ul>	a) Publish a Federal Register Notice using the procedures prescribed under E.O. 11644.	Initial	ISO/FO
	b) Develop a public map showing which cross-country closure designations represent a change in status.	Initial	ISO/FO
	c) Post the changed status designations at key boundary locations and entry points. Subsequently, field offices will update the signing of boundaries, access points and existing trails and ways, and publicize closures as appropriate and when reasonably practical.	Periodic	FO
2. Ensure compliance with the IMP of all motorized activity in WSAs.	a) Conduct review of motorized activity within WSAs and take action to assure compliance with the IMP.	Annual	FO

<b>M. Monitoring</b>			
<b>Objectives</b>	<b>Actions</b>	<b>Status</b>	<b>Lead</b>
1. Conduct effective monitoring of OHV use and impacts outside of WSAs.	a) Establish simple and efficient techniques for monitoring OHV use. Identify the data and funding needed to monitor OHV use and its impact on public land resources.	Initial	National OHV Team
	b) Prepare OHV monitoring plans in areas of high OHV use or areas having significant resource values and summarize findings annually.	Annual	FO
	c) Identify areas where volunteer patrols can be used effectively, i.e., Adopt-an-Area, Adopt-A-Trail and recruit volunteers for those areas.	Annual	FO

**Idaho BLM OHV Travel and Access Management Strategy**

**Section Three - Implementation Plan**

<b>A. Program Management</b>			
<b>Objectives</b>	<b>Actions</b>	<b>Schedule</b>	<b>Lead</b>
2. Coordinate and track implementation of the Idaho OHV Strategy	a) Update Action Plan and implementation plan where appropriate.	03/05	State OHV Team
	b) Compile annual report describing accomplishments	03/05	ISO
4. Develop and coordinate strategies to communicate the Idaho OHV Strategy	a) Develop a Communications Plan for the OHV Strategy	03	ISO
	b) Prepare a Communications Plan for the annual Implementation Plan	03/05	ISO

<b>B. External Coordination, including Partnerships and Volunteers</b>			
<b>Objectives</b>	<b>Actions</b>	<b>Schedule</b>	<b>Lead</b>
1. Improve coordination with other agencies and interest groups.	a) Establish a state-level subgroup of the Idaho Recreation and Tourism Initiative to address statewide recreation travel and access management issues.	9/03	ISO
	b) Encourage establishment of a travel and access subgroup within each Idaho RAC.	9/03	ISO
2. Achieve an expanded field presence through better coordination and a more effective use of volunteers, organized groups, other agencies and the general public.	a) Prepare and maintain a list of statewide groups for OHV management issues.	03	ISO
	b) Identify at least one OHV event or management issue that can provide an opportunity for management assistance from partner organizations. A wide range of activities and issues should be considered, including trail inventories, monitoring of WSAs, race supervision, post-race follow-up, and preparation of trail information and key messages for various user groups.	04	District
	c) Identify at least one OHV trail design, construction or maintenance project that can provide an opportunity for public involvement.	04	District
	d) Consider recruitment options to publicize opportunities for public assistance.	04	ISO/FO
	e) Establish an enhanced field presence through cooperative agreements with other agencies	04/05	ISO

<b>C. Outreach and Education</b>			
<b>Objectives</b>	<b>Actions</b>	<b>Schedule</b>	<b>Lead</b>
1. Establish a public outreach and education program for OHV visitors	a) Identify and train at least one ‘tread lightly” and “leave no trace” instructor in each district.	04	ISO
	b) Utilize the external website to provide state and local OHV organizations updates of BLM OHV issues and activities	04	ISO
	c) Each year, identify at least one opportunity in each District office to conduct on-site user education or training. The training opportunity could focus on educating participants about site-specific resource management issues or tread-lightly riding techniques and principles	04	District
	d) Conduct interagency and public workshops, as needed, to provide current information, tools, and techniques to assist OHV management	04	ISO
2. Prepare training materials and management information	a) Establish procedures to ensure user training and outreach materials, including information signs and maps, provide information about regulations.	04	ISO
	b) Prepare clear descriptions and handouts about OHV use regulations that can be applied or adapted to a variety of locations and applications.	05	ISO
4. Integrate interpretation into OHV management	b) Identify an initial trail use area or site to use as a prototype for developing interpretive themes and messages about the relationship of natural resources and trail activities.	05	ISO
	c) Evaluate the prototype and develop interpretive elements for use in other settings and locations.	05	ISO
	d) Identify opportunities as appropriate in each field office and work with ID-912 to design interpretive products and exhibits.	04/05	District

<b>D. Planning and Environmental Coordination</b>			
<b>Objectives</b>	<b>Actions</b>	<b>Schedule</b>	<b>Lead</b>
1. Implement planning requirements of National OHV Strategy (see Idaho OHV Strategy, Part 1, Policies and Guidance).	c) Identify areas designated in existing RMPs as limited to existing or designated routes. Initiate route inventories and/or route designations for these areas within 5 years (bv 1/1/08).	04	ISO/DO
2. Prepare comprehensive travel management plans to implement land use plan objectives.	a) Establish guidance for preparing comprehensive travel management plans (TMPs) and compile examples, as needed.	03	ISO
	b) Identify and prioritize areas that need comprehensive travel management plans.	04	Districts

<b>E. Easements and Acquisitions</b>			
<b>Objectives</b>	<b>Actions</b>	<b>Schedule</b>	<b>Lead</b>
1. Improve legal access to public land, where appropriate and needed.	a) Identify public access needs/request funding for motorized OHV-related access, exchanges, and acquisitions .	03	FO

<b>F. Route Inventories</b>			
<b>Objectives</b>	<b>Actions</b>	<b>Schedule</b>	<b>Lead</b>
1. Complete inventories of existing routes to provide a basis for monitoring and managing designated areas, and for future travel management planning.	a) Identify all areas designated in land use plans as limited to existing or designated routes that need a baseline inventory.	03/05	District
	b) Prepare a schedule for initiating the baseline route inventories within 5 years (by 1/1/08).	04	ISO
	c) Conduct the route inventories, as scheduled.	04/05	FO
	d) Develop and implement statewide GIS data standards for road and trail inventory, and develop and approve a data dictionary for GPS inventory.	03/04	ISO
	e) Develop a route numbering system.	03/04	ISO

<b>G. Route Maintenance</b>			
<b>Objectives</b>	<b>Actions</b>	<b>Schedule</b>	<b>Lead</b>
1. Establish statewide guidelines for maintaining routes to protect resource values and promote public safety.	a) Establish a statewide interdisciplinary team to develop the guidelines. Complete by 1/1/04	04	ISO
	b) Review usefulness and effectiveness of route maintenance guidelines. Evaluate progress.	05	ISO/ District
2. Document deferred maintenance needs	a) Establish practical procedures for conducting and prioritizing route condition assessments.	05	FO

<b>H. Trail Management Facilities</b>			
<b>Objectives</b>	<b>Actions</b>	<b>Schedule</b>	<b>Lead</b>
1. Provide OHV recreation facilities, in accordance with RMP and Travel Management Plan decisions.	a) Compile and update a statewide, multi-year schedule of planned recreation facilities for use in budget process.	05	ISO

<b>I. Maps, Signs and Trail Information</b>			
<b>Objectives</b>	<b>Actions</b>	<b>Schedule</b>	<b>Lead</b>
1. Develop high-quality OHV trail maps to complement management objectives and meet visitor needs.	a) Identify and prioritize the opportunities and needs for trail maps in each field office. Prepare a 3 year annual production schedule and incorporate into the BPS and AWP process.	04	ISO/ District
	b) During the annual work plan process, evaluate, prioritize and request funding for map products identified in a).	04	ISO
	c) Identify the most effective and cost-efficient formats for mapping products. If national standards are not developed, establish standards for Idaho maps and publications and coordinate these with adjacent BLM state offices.	03	ISO
2. Improve the consistency and quality of management and interpretive signing.	a) Review existing BLM sign guidance and products of state and federal agencies in adjacent areas. Identify opportunities for consistency in design, definitions, and key messages.	04	ISO

<b>K. Law Enforcement</b>			
<b>Objectives</b>	<b>Actions</b>	<b>Schedule</b>	<b>Lead</b>
1. Enhance the capability, effectiveness, and visibility of OHV patrols and enforcement efforts.	a) Identify and prioritize high use area and seasons of high use for more intensified law enforcement patrols.	05	District
	b) Train both law enforcement and non-law enforcement personnel to use OHV equipment to increase on-the-ground user contacts. Non-law enforcement personnel can assist by conducting compliance checks, submitting OHV observation forms, educating users, and issuing violation warnings (submit copies to law enforcement officer).	03/05	District
	e) Maintain frequent contacts with user groups to exchange information, discuss enforcement concerns, and identify solutions.	O03	FO

<b>L. Special Areas</b>			
<b>Objectives</b>	<b>Actions</b>	<b>Schedule</b>	<b>Lead</b>
1. In accordance with the IMP, close all WSA's to cross-country vehicle travel except for travel on: <ul style="list-style-type: none"> <li>· trails and ways identified, mapped, or known to exist during the BLM's wilderness inventory process</li> <li>· sand dunes or snow areas designated as open to use by the appropriate sand or snow vehicles.</li> </ul>	a) Publish a Federal Register Notice using the procedures prescribed under E.O. 11644.	04	ISO/FO
	b) Develop a public map showing which cross-country closure designations represent a change in status.	04	ISO/FO
2. Ensure compliance with the IMP of all motorized activity in WSAs.	a) Conduct review of motorized activity within WSAs and take action to assure compliance with the IMP.	04	FO

<b>M. Monitoring</b>			
<b>Objectives</b>	<b>Actions</b>	<b>Schedule</b>	<b>Lead</b>
4. Conduct effective monitoring of OHV use and impacts outside of WSAs.	b) Prepare OHV monitoring plans in areas of high OHV use or areas having significant resource values and summarize findings annually.	04/05	FO
	c) Identify areas where volunteer patrols can be used effectively, i.e., Adopt-an-Area, Adopt-A-Trail and recruit volunteers for those areas Annually.	04/05	FO