

Chequamegon-Nicolet National Forest (CNNF) Travel Management Frequently Asked Questions

What is the Travel Management Rule (TMR)?

- The Travel Management Rule is a national rule regarding travel management on National Forest System lands. It clarifies policy related to motor vehicle use, including off-highway vehicle (OHV) use. It provides management direction for providing sustainable access for motor vehicles, including OHVs, on national forests.
- The rule requires each national forest to designate those roads, trails, and areas that are open to public motor vehicle use. Designations will include class of vehicle and, if appropriate, the time of year.
- Designated roads, trails and areas will be identified on a motor vehicle use map (MVUM).
- The complete text of the TMR can be found at the following link:
<http://www.fs.fed.us/recreation/programs/ohv/final.pdf>



Why is the Travel Management Rule needed?

- Previous Forest Service regulations were developed before the recent increases in OHV use and advances in OHV technology.
- The Forest Service is responding to the growing motorized vehicle use demand on its roads and trails.

Why does the Forest Service allow OHV use on National Forests?

- National Forests are used by the public for multiple purposes. When properly managed, OHV use is a legitimate use of National Forest System (NFS) lands. The intent of the proposed changes in OHV management on National Forests is to provide sustainable OHV use while limiting environmental impacts.
- These changes also allow for a balance between motorized and non-motorized recreation.

What classes of vehicles are subject to the rule?

- The technical definition of an OHV is: “any motor vehicle designed for or capable of cross-country travel on or immediately over land, water, sand, snow, ice, marsh, swampland or other natural terrain.” (36 CFR, Part 212, Subpart A 1).
- The new regulation applies to all classes of motor vehicles (not just OHVs) except aircraft, watercraft, and snowmobiles.



Which roads on the CNNF will be affected?

- The rule only applies to roads and trails under sole Forest Service jurisdiction.
- Roads under the jurisdiction of the state, counties, or towns are not subject to designation by the Forest Service.

What types of vehicles will be allowed on the CNNF?

- The CNNF allows either highway legal vehicles (HLVs) or all terrain vehicles (ATVs). Both types of vehicles could be allowed on any given road.
- Motorcycles are included in the CNNF's definition of an ATV.
- Utility terrain vehicles (UTVs) are not allowed at this time as they do not fall within the CNNF's definition of an ATV.

What is the Motor Vehicle Use Map (MVUM) and how will it be used?

- The MVUM is the tool the Forest will use to identify the designated network of roads and trails available for motorized use.
- The MVUM will only display authorized public motorized use for Forest Service roads and trails. The public will need to check with other jurisdictions for allowed use on their roads and trails.
- The MVUM is a law enforcement tool and the public will be responsible for knowing where they are on the ground through the use of this map.

When will the MVUM be effective?

- The CNNF is scheduled to publish its first MVUM in January 2009. It is effective upon publication.

Where will the public be able to obtain the MVUM?

- The MVUM will be available free of charge at all Forest offices and on the CNNF website at: <http://www.fs.fed.us/r9/cnnf/rec/tmr/index.html>

Will roads be signed?

- As a convenience to the public, the CNNF will sign with a road/trail number at the major and interior intersections of designated roads and trails.
- ATV routes will be signed with both a number and ATV placard.
- Implementation will take time. It will take several years to completely sign these intersections.

Will the MVUM be updated? When?

- Yes, the MVUM will be updated annually.

Will the public have any input into the MVUM updates? What is the process?

- Yes. Public involvement and input is critical to the success of the Travel Management process. The public will have an opportunity to submit suggestions continually to either add or remove specific roads or trails to the designated network.
- A window of opportunity will be established and comments received after the closing of the window will be addressed in the following year's update. Any suggested additions or deletions will be evaluated in the same manner as all the roads suggested thus far.
- The CNNF will post the annual evaluation results on the Forest's Internet website.
- This project's decision this fall will fully describe the update process.

What is the CNNF Travel Management Project?

- The CNNF Travel Management Project is the CNNF's **implementation** of the national Travel Management Rule.

What is the CNNF Travel Management Project Environmental Assessment (EA) and how was it developed?

- The CNNF Travel Management Project EA documents the assessment of the nature and importance of the physical, biological, social and economic effects of the Forest's Proposal and its alternatives.
- It provides the deciding official with the necessary information to make an informed decision.
- The CNNF Travel Management Project Environmental Assessment was developed by an interdisciplinary team of resource specialists from the following resource areas: transportation planning; hydrology; soils; threatened, endangered and sensitive species; wildlife; non-native invasive species; heritage resources; recreation; social; and economic.

Did the public have input into the CNNF Travel Management Project EA?

- Yes. Public involvement and input was critical to the development of the Forest's Proposal and alternatives, which are documented in the CNNF Travel Management Project EA.
- The CNNF held 15 open houses in 2007 where public input on specific roads was solicited. Ten open houses were held in Jan/Feb 2007 – five for the public and five for governmental entities. Five open houses were held in Oct 2007 to present our initial proposal to the public and to solicit additional comments.
- The CNNF is accepting comments for 30 calendar days following the release of the Travel Management Project EA in July 2008. See below for instructions on how to comment.

Where can the public obtain a copy of the CNNF Travel Management Project EA?

- If you specifically requested a copy of the EA, you will receive one in the mail. Otherwise, the EA may be obtained at any Forest Ranger District office and at either Supervisor's Office or it may viewed/printed on the CNNF's Internet website at: <http://www.fs.fed.us/r9/cnnf/rec/tmr/index.html>

When and how can the public comment on the CNNF Travel Management Project EA?

- The EA is scheduled for release in July 2008. Written, facsimile, hand-delivered, oral, and electronic comments concerning this action will be accepted for 30 calendar days following the publication of Legal Notice in the *Milwaukee Journal/Sentinel*, Milwaukee, Wisconsin. The publication date in the newspaper of record is the exclusive means for calculating the comment period for this analysis (planned publication date is the week of July 14, 2008).
- Please see the cover letter accompanying the EA for the specifics on how and where comments may be submitted. The cover letter is posted on the CNNF's Internet website at the following link: <http://www.fs.fed.us/r9/cnnf/rec/tmr/index.html>

- Comments should be as specific as possible to help the Forest Service understand what additional considerations should be addressed prior to its decision.

How did the CNNF decide which roads to designate?

- The roads considered in this process were only those specific roads brought forward by the public, governmental entities and Forest personnel. The Forest considered whether to designate motorized use on these roads. Changing the current authorized use was also considered.
- These roads were analyzed against resource risk and access value criteria. This analysis was the basis for recommending designated motorized use on a particular road. Subsequently, an environmental analysis that considered physical, biological, social, and economic effects was also conducted.