

BLM Owyhee Travel Management Update 02/28/2024

BLM issued a Decision for the **NCA South Travel Management Plan** (TMP) [\[link\]](#). *Alternative C* with modifications, selected on 2/23/24, will be implemented for this Travel Management Area (TMA). The Decision may be appealed for 30 days from the Decision date.

236 miles of inventoried routes will be designated for multiple-use including varying width classes of motorized use. 220 miles of routes will be designated exclusively for non-motorized uses. Eight miles of trail were added in the interest of "providing public direction on where..." to pursue mountain bike use, though these routes were not documented in the original 2010-2012 inventory. All other routes not identified in that inventory will be prohibited for motorized or mechanized use.

Additional specifications are contained in the *Decision Record* available at the E-Planning site under Documents [\[link\]](#). Appendix H contains responses to substantive comments including justifications for closures or declining requests to add routes not included in the original 2010-2012 route inventory.

A Decision map is available [here](#). Final routes for this and the four other TMAs will be incorporated into IDPR's Trails App after final route revisions are published, pursuant to an Implementation phase.

The original NCA South communication is copied below for a reminder of what was at stake and the range of possible outcomes for OHV access to this land unit.

No Decision has been rendered yet for the **Silver City TMP** [\[link\]](#). Comment period closed February 12. A Decision is anticipated to soon be issued based on BLM's estimated March timeline to complete all five Owyhee TMP planning processes.

It is further anticipated that under the tight timeline the **Grand View TMP** Draft Environmental Assessment will soon be published for 30-day public review. IDPR has been preparing by collecting historic route and narrative information from long-time OHV users of the area. We will be ready to analyze BLM's draft documents upon release and advocate for the most and highest-value OHV access possible.

BLM plans to begin a *comprehensive Implementation process* once all five related Owyhee TMAs' TMPs Decisions Records are issued. IDPR has offered assistance to BLM to expedite the Implementation process, including the publication of final designated routes in IDPR's online map as soon as practical.

BLM's national routes dataset and online public access mapping application have been demonstrated to *not be prepared* to adequately inform the public of authorized use by width class in any TMA in Idaho. That is, BLM's online map – and any 3rd-party apps that consume the underlying data, often fail to correctly represent what use a trail is designated for (including in the Murphy Subregion TMA), whether motorcycle, ATV, UTV, or full-width. IDPR will continue to offer technical assistance to BLM to resolve this matter, particularly in light of the release of the Owyhee.

[BLM's GeoPDF Maps for Idaho](#) are known to be accurate as to defining OHV width class and are mostly up-to-date as to route placement.

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Additional Details on NCA South Decision

As with the other Decisions rendered (three of five Owyhee TMA so far), BLM will not publish Travel Maps until completion of an Implementation phase. No timeline is set for this phase.

IDPR had requested two specific adjustments to the draft EA during the Comment period:

One request was approved to keep a road concurrent with the [Idaho Centennial Trail](#) open under all Alternatives, which would otherwise have been closed under Alternative B or C.

However, our request for the addition of Fossil Creek Wash, north of SR78, to the inventory and for it to be designated as open to at least motorcycles --if not to ATV/UTV, was declined per reply in Appendix H, page 14. This was in spite of the historic "OPEN TO OHVs" sign presently at the head of the wash trail across the highway from the developed Fossil Cr OHV Trailhead. IDPR will continue to work with BLM during the Implementation phase to advocate for this signed route to be adopted into the Travel Plan under Adaptive Management provision of the Plan. Feedback from stakeholder on the desirability of this route and utility of this effort to have it designated open will be helpful.

Please contact me if you have any questions about this process.



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