

Policies and Procedures to Create the USFS MVUM



Introduction



The objective of this chapter is to present background terms, program goals, and to introduce you to the parts of the MVUM.



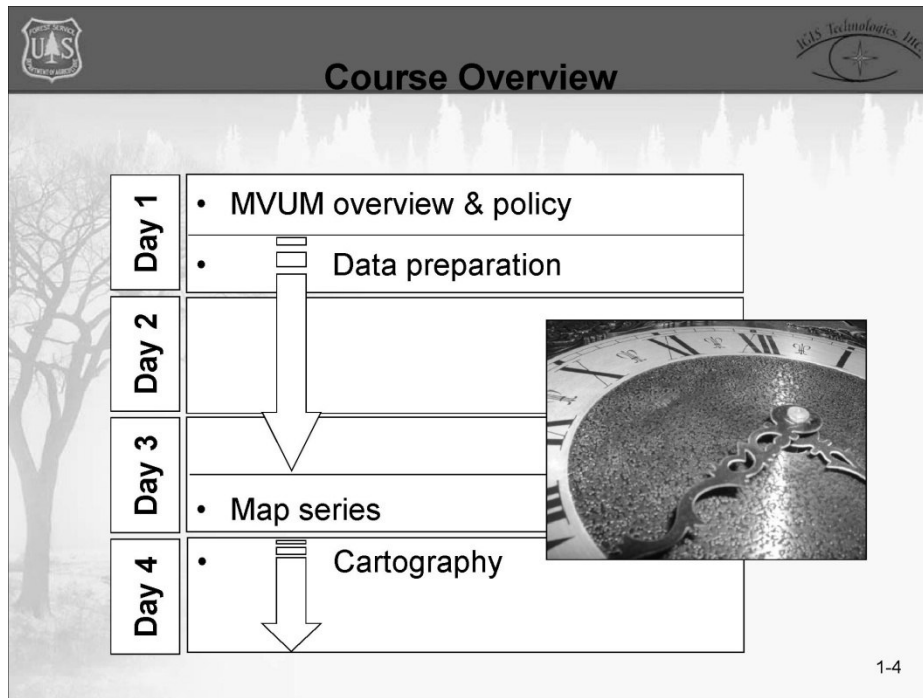
Logistics

- Restrooms
- Breaks
- Course manual
- Introductions





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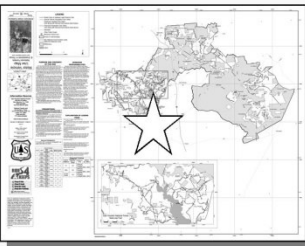
The course will cover four parts over the course of four days. There will be a half day spent on an MVUM overview and policy review. Following that, there will be two days spent on preparing your data for producing an MVUM. A day will then be spent examining cartographic aspects of the MVUM production. Finally, a half day will be devoted to map series production with MPS-Atlas.



Course Objectives

Audience: GIS & Transportation Specialists

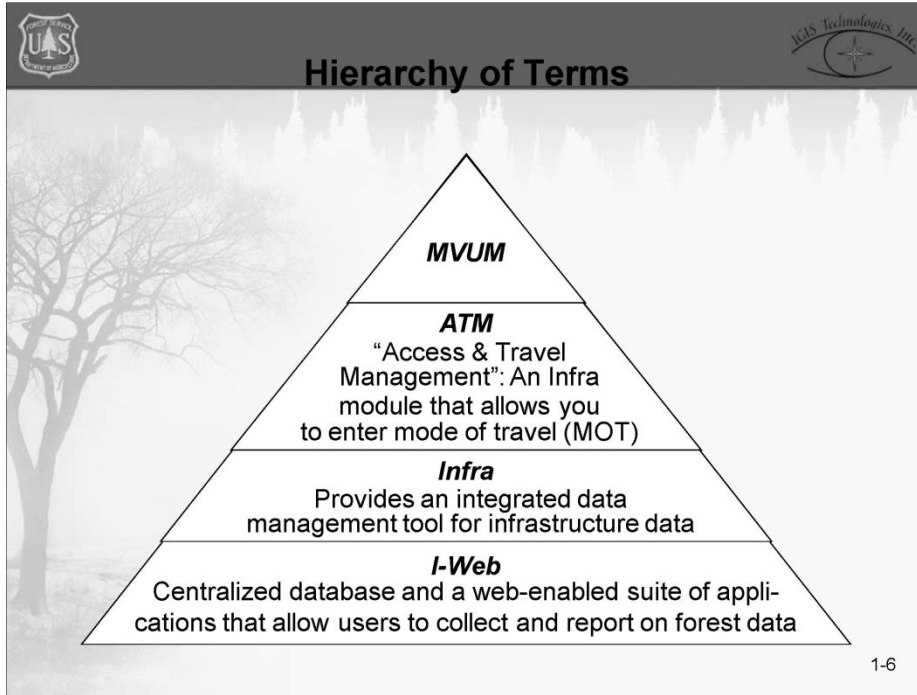
- Produce MVUMs that are:
 - Nationally consistent
 - Consistent with the MVUM Production Guide
- Use Infra data in conjunction with your GIS data
- Apply QA/QC toolbar to improve data integrity
- Use MVUM templates
- Apply MVUM symbology to maps



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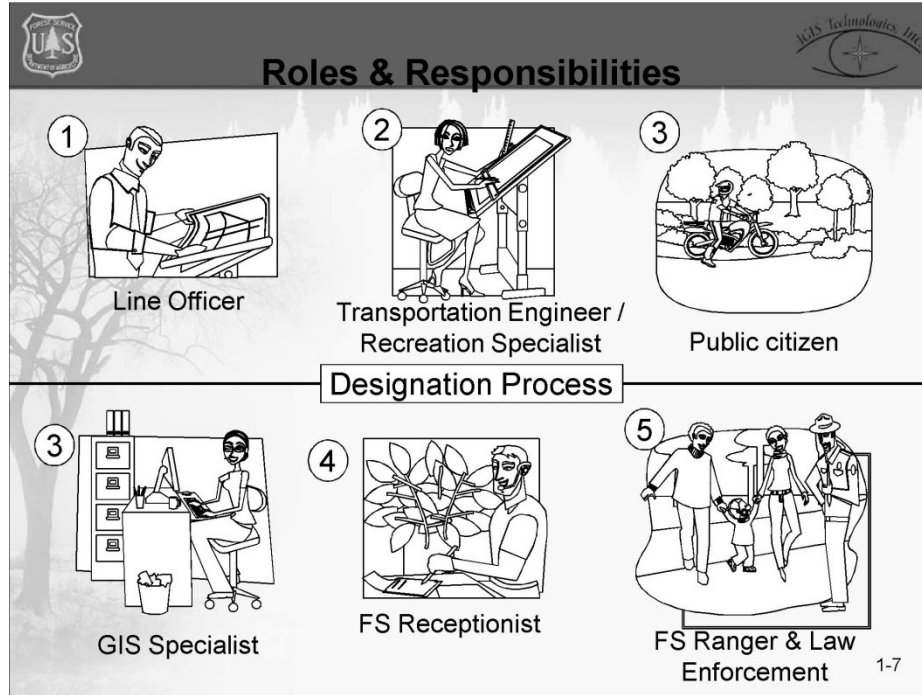
The objectives of this course are to teach you how to produce MVUMs that are consistent. Furthermore, you will learn how to produce MVUMs that are consistent with the MVUM Production Guide, which is National Direction (FSM 7711.3 (5) draft). This allows your National Forest to enforce its travel management decisions properly. During this process, you'll become familiar with some tools that have been developed to help you with the process, such as the QA/QC toolbar that will aid in improving your data integrity, FS specific MVUM symbology and templates that are available for download, and the MPS Atlas Toolbar that is an extension to the ArcGIS mapping suite.

Introduction




It's helpful to understand the links between I-Web, Infra, and the ATM module in the context of creating an MVUM. I-Web is a centralized database and a web-enabled suite of applications that allow users to collect and report on forest data such as infrastructure data and deferred maintenance. Infra is housed within I-Web and provides an integrated data management tool for infrastructure data such as roads, trails, bridges, buildings, and gates. The Access and Travel Management module within Infra allows you to enter mode of travel. The MVUM is a display of the roads, trails and areas where use and possession of a motor vehicle is allowed. It is an enforcement tool that must be accurate. Forests have submitted their schedule to produce an initial MVUM to the Chief. All MVUMs will be produced by December 2009. The Chief publishes this schedule on the WO OHV web site. The MVUMs will be republished on an annual basis and revised as needed to include new NEPA decisions.


Introduction




The creation of the Travel Management Rule called for input from the public. This process was designed to allow public comment even after an MVUM has been created. As such, it is a living document that can be altered. When you have periodic NEPA processes occur, the GIS specialist will be working with the roads engineers and trails program manager to perfect the transportation system databases and be ready for the addition of any new roads and trails that may be added to the system as a result of the public involvement process. The appropriate line officer decides if an MVUM must be revised or simply reprinted. If the MVUM is not revised the Forest should be using the format that allows the existing map to be stamped with the new date. If a revised MVUM is required, the GIS Specialist is responsible for the revisions to the spatial data and the roads engineer and the trails program manager are responsible for the tabular data. The Forest Service front desk personnel provide paper copies of MVUM to the public and are the front line folks who answer questions. They connect the public with the transportation engineer or trails program manager if there are questions they can't answer about the map. The Line Officers are responsible for implementing travel management decisions.



Background: Motorized Vehicles in the National Forests




- Legitimate use
- Increase in use & power of off-highway vehicles
- Managed vs. unmanaged recreation




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While motor vehicles are a legitimate means of recreating on the National Forest, their numbers have increased to the point that resource damage and social conflict issues have become significant. In 1972, the number of off-highway vehicles registered in the US was 5 million. Since then, the numbers have increased more than ten-fold while power and capability has dramatically increased as well. In terms of priorities, the Chief of the Forest Service has identified unmanaged recreation, which includes unmanaged cross-country use of OHVs, as one of four threats facing our National Forests. The purpose of the MVUM is to be one component of the overall strategy to migrate motorized recreation into a managed status. It, combined with a consistent signing policy, dispersed motorized camping policy, elimination of the need for special enforcement orders, and enhanced messaging will all jointly be needed.



Background: The Travel Management Rule





- Designation for all roads, trails, and areas
 - By vehicle class
 - By time of year
- Consistent at national level
- Public involvement
- Creation of an MVUM
- Existing policies remain in effect until MVUM is created



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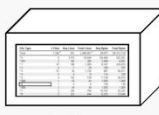

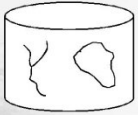
The Travel Management Rule outlines several requirements for each administrative unit. The first is that they designate all roads, trails, and areas where motor vehicle use is allowed. Furthermore, this designation must be by vehicle class and by time of year. This doesn't just refer to OHVs, but to all motor vehicles. The Rule is to be consistently implemented at a national level, however, decisions about designation will be made at the administrative unit level. This process will include the public and be coordinated with federal, state, and local governmental agencies and tribal governments. Once this designation process is completed, a motorized vehicle use map must be published. The Rule specifies that once designations are completed and shown on an MVUM, motor vehicles are prohibited from being operated or possessed on roads, trails or areas except in accordance with the designations on the MVUM. Until this process is complete, the Rule allows for existing travel management policies, restrictions, and orders to remain in effect. We will discuss the Rule in more detail in Chapter 2.

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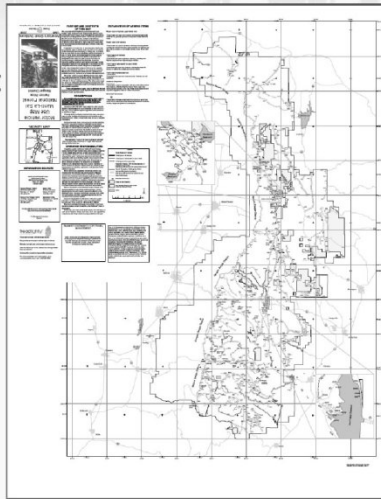


What Does an MVUM Do?

- Shows roads, trails, and areas designated for motor vehicle use:
 - By vehicle class
 - By time of year
- Legal, enforceable document
- Combines GIS and Infra data





GIS Infra



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An MVUM is used to graphically communicate to the public all roads, trails, and areas designated for motor vehicle use by vehicle class and by time of year. It is produced using GIS and Infra data to display where motor vehicles can be possessed or operated. Cartographic skills are needed to ensure that the map product is effective and accurate. The MVUM is a standardized document. It is the legal requirement for all maps that enforce the Travel Management Rule. Special orders are not necessary to enforce travel management decisions displayed on the MVUMs. While signs are not required by the rule, they are necessary to inform and orient the public.

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What Does an MVUM Not Show?

- Strategies
- Non-motorized uses
- Temporary or unauthorized routes
- Administrative or permitted use
- Routes without legal public access



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It is important to note that an MVUM will not show many forest service uses. These include:

Strategies, such as areas closed for revegetation;
Non-motorized uses;
Temporary or unauthorized routes;
Roads maintained for administrative use or require a permit;
Routes without legal public access, such as private roads.

These features, however, CAN be labeled at the discretion of the cartographer to aid the user in referencing his/her location.

Introduction




MVUM Requirements



- Cover entire unit or district
- Show roads, trails, & areas on NF lands where motor vehicles are allowed
- Black & white
- Inexpensive to produce
- Office hardcopy or internet download
- Free to public





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An MVUM has several requirements. The first is that it shows the entire unit or district. Depending on the size of your administrative unit, this may present some scale problems. We'll discuss this later in the course. It can only show roads, trails, and areas where motor vehicles are allowed to be possessed or operated. It will be black and white, inexpensive to produce, and available in a forest service office and on the internet for free to the public.



Goals & Mandates for MVUM

- Initial publication
- Annual updates





MVUM Development Schedule:
<http://www.fs.fed.us/recreation/programs/ohv/travel-management-schedule-July2008.pdf>

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An additional MVUM requirement is that it be published annually reflecting any changes to the transportation system. It is republished annually even if there are no changes.

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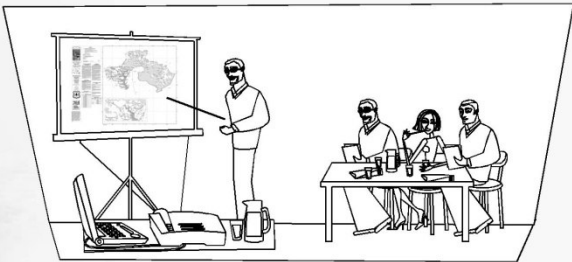


Demo

- USFS MVUM websites

MVUM Home Page:
<http://gis.gsc.wo.fs.fed.us/wo/mvum>

Completed MVUMs:
http://www.fs.fed.us/recreation/programs/ohv/ohv_maps.shtml



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We will now demo some of the USFS MVUM websites and see what guidance they can provide you with. Here are some additional sites:

Making an MVUM in 9.2: http://gis.gsc.wo.fs.fed.us/wo/mvum/step-3_9_2.php

MVUM Making the Map site (has MVUM templates and tools): <http://gis.gsc.wo.fs.fed.us/wo/mvum/step-3.php>

<https://infrawebdev.fs.usda.gov/gisutils/iseTravelRoutes/iseTravelRoutes.html>

National Travel Management Policy & Implementation: <http://fsweb.wo.fs.fed.us/rhwr/ohv/>

Carto-Tools Project: <http://fsweb.gsc.fs.fed.us/carto-tools/faq.php>

ATM Documentation (R1): <http://fsweb.r1.fs.fed.us/e/Infra/EngDocumentation.htm>