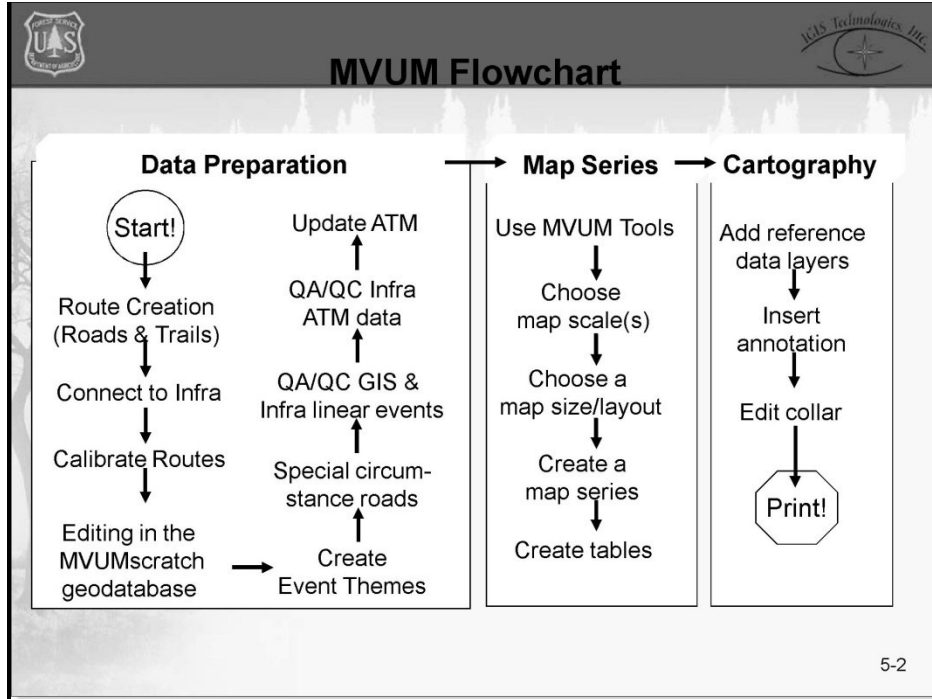






# Review of the Access & Travel Management Module

***Objective:*** *To understand the role of the Access and Travel  
Management module*

5-1



Here is a step-by-step flowchart of the MVUM process. In this chapter, we'll be focusing on the steps related to the ATM.



### What is ATM?

- Infra module
  - Records Mode of Travel
- What, where, when and who
- Management
  - Roads: Transportation Engineer
  - Trails: Trails Manager or recreation program

5-3

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The ATM is a module within Infra that records mode of travel for roads, trails, and designated areas. In short, it reflects what travel people can do, where they can do it, and when. The Transportation Engineer is typically responsible for all road data in Infra, including the ATM data. If there is a Trails Manager, then that person is responsible for the Infra trail data. Otherwise, someone within the recreation program is responsible for the Infra trail data. You may find, during the QA/QC process, that there is a discrepancy between the ATM designation and the linear events designation. In this case, you will want to discuss with a transportation engineer what the correct designation should be so that s/he can make the necessary change.

## Review ATM Database

The screenshot displays the ATM Database interface. On the left, a table lists roads with columns for ID, Name, and BMP. The road 'Silver Lake Flat' (ID 72009) is selected. On the right, a detailed view for this road is shown, including 'Allowed Uses', 'Restricted Uses', and 'Where' information. Arrows point from the labels 'What', 'When', 'Who', and 'Where' to specific fields in the detailed view.

**What**

Allowed Uses

\*Strategy: ACCEPT

\*Mode of Travel: MOTORIZED

Remarks:

**When**

\*From: 6300 01 / 01

\*Thru: 3100 12 / 31

\*Days: 0 days

**Who**

\*Applies To: ALL

**Where**

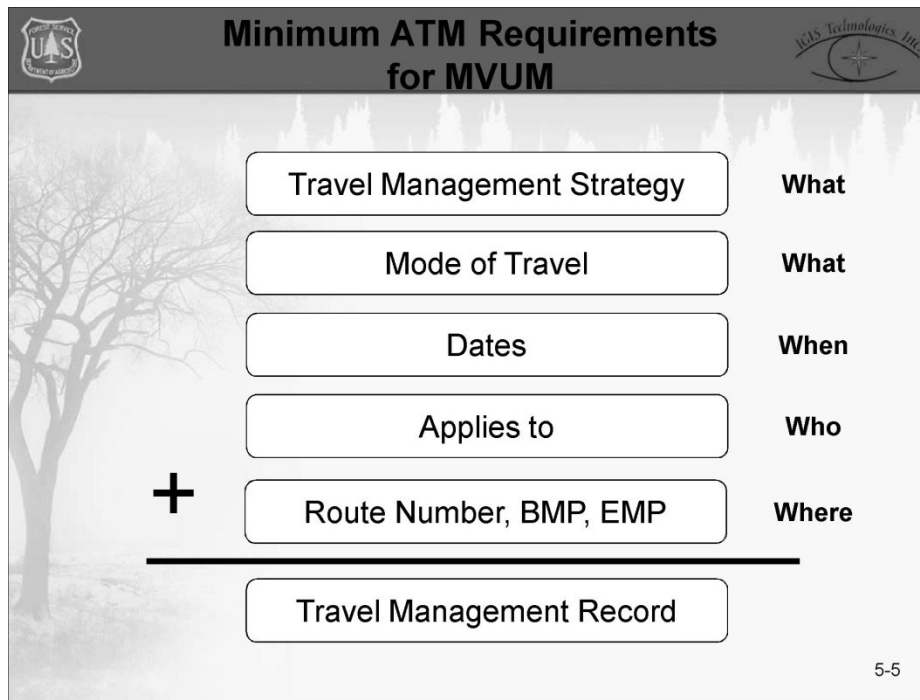
\*BMP: 0.0000

\*EMP: 3.6300

\*Applies To: ALL

5-4

As an introduction to the ATM database, here is a screenshot of the interface. Remember that the travel management record describes what someone can do, where they can do it, and when. Let's look at the "what" portion. You can see that the record shows the Strategy and the Mode of Travel. We'll be talking about the Travel Management Strategy and the Mode of Travel in the next slides. For the "when," it looks like this road is open year-round. The "who," is for all. An alternate entry could be "Administrative," if the road was only open to Forest Service vehicles and permittees. Finally, the "where" shows the beginning and ending mile posts that define this segment, as well as the name of the road or trail. In the following slides, we'll discuss in more detail the different parts of a travel management record, and how they factor into the MVUM.



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Here are the components of an ATM Travel Management Record. These are:

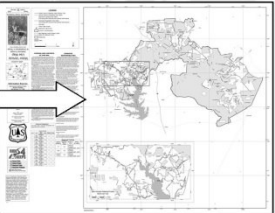

- Travel Management Strategy
- Mode of Travel
- Dates of Allowed uses
- Applies to
- Route Number, BMP, and EMP

While only the top four are mandatory components for MVUM production, all five are needed for an accurate travel management record to display on an MVUM. We will be talking about each of these four components in more detail.

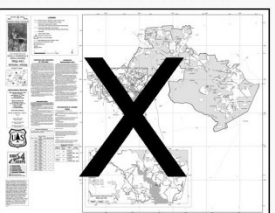



### Travel Management Strategies

- Encourage/Manage
- Accept
- Discourage



- Eliminate
- Prohibit



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Let's first discuss the different Travel Management Strategies. Travel management strategies are used to manage, control, and guide visitors from the time they first enter NFS lands, until they depart. Travel management strategies are classified as either Allowed or Restricted. Encourage (roads)/Manage (trails & areas), Accept, and Discourage strategies are all used to show allowed motor vehicle designations. Only roads, trails, and areas with an Allowed strategy will show on the MVUM. Eliminate and Prohibit strategies are Restricted uses, and as such, are not shown on the MVUM. It is also very important to note that the MVUM will not distinguish between strategies – a route with Accepted use will show the same as a route with Encouraged use or Discouraged use. The MVUM simply shows where it is legal to be on the route, not whether it is prudent or not.



### Strategies Represented on an MVUM

- Encourage/Manage
- Accept
- Discourage



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In order to best manage traffic within your forest, travel should be encouraged on roads and trails that are designed and maintained for the desired type of traffic. To encourage traffic along these routes, destination signing should be included, along with route identification. For routes that are designated as “Accept,” there might only be a sign post with the route number on it. Routes marked as “Discourage” may be discouraged for a particular type of use. For example, passenger car traffic may be discouraged, but high-clearance vehicle traffic might be encouraged. An entrance treatment, such as berms or ditches, may be used to discourage traffic. Note that, because they still allow traffic, routes marked as “Discourage” will be shown on an MVUM. Note also that splitting the strategies up between encourage, accept and discourage is totally optional. If a forest finds it valuable to make these distinctions, they are welcome to do it, knowing that they will all show up on the MVUM. If a forest finds no value in splitting, then simply coding all open routes as 'accept' is a viable method.



### Apply Your Knowledge

• Which of these strategies is represented on the MVUM?

- Accept
- Eliminate
- Encourage/Manage
- Discourage
- Prohibit



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Which of these strategies is represented on the MVUM? The answer is: Encourage/Manage, Accept, and Discourage.





### Mode of Travel (MOT) Hierarchy

- Only motorized uses
- Boats, snowmobiles, and airplanes aren't managed by Rule
- Hierarchy



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Now let's discuss a very important part of the travel management record: the Mode of Travel (MOT). The MOT is a hierarchical list of codes representing the different types of travel that may be used on roads, trails, or areas. These codes may not be supplemented by the forests. Requests for additions must be approved on a national level to maintain consistency with national reports and maps. It is critical that you understand how this list works and how to use the codes properly as the MVUM symbology is generated directly from the MOT. If you code the MOT incorrectly, your line symbology on the MVUM will not display correctly.



## 1. Motor Vehicle Class

1.1 Highway vehicle



1.2 Standard/Terra OHV



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Within the 1. MOTOR VEHICLE class are two main subclasses.

1.1 HIGHWAY VEHICLE

1.2 STANDARD/TERRA OHV

Let's look at the definitions in more detail.

A Highway Vehicle is any motor vehicle that is licensed or certified under State law for general operation on ALL public roads within the state. These are "street-legal" vehicles. This designation will include any Off-highway vehicles that are licensed as a Highway vehicle.

A Standard/Terra OHV is any motor vehicle designed for or capable of cross-country travel on or immediately over land. These vehicles may also be a Highway vehicle if they are licensed under state law.

For example – a motorcycle that is licensed for operation on all public roads would also be allowed to be on a trail designated for OHVs. But a motorcycle that is not licensed for operation on all public roads would only be allowed to be on a route specifically designated for OHVs.



## 1.1 Highway Vehicle Class

1.1.1 Passenger vehicle



1.1.2 High clearance vehicle



1.1.3 Motor vehicle > 10,000 lbs. GVW



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1.1 HIGHWAY VEHICLE has three subclasses:

1.1.1 PASSENGER VEHICLE which includes cars and low clearance vehicles

1.1.2 HIGH CLEARANCE VEHICLE includes trucks, motorcycles and other highway legal vehicles that have a higher chassis

1.1.3 MOTOR VEHICLE > 10,000 gvw. include semi-trucks, buses, and motor homes

If your route is designated for Highway legal vehicles only, you may simply enter the record as 1.1 Highway vehicle. If you have a need to record different strategies for each of the subclasses under 1.1, then you will need to list all three – 1.1.1, 1.1.2, and 1.1.3 in order for the MVUM to display the route as a Route open to Highway Legal vehicles. If you exclude one of the subclasses, the MVUM will display this route as a Special Vehicle Designation. You are encouraged to “lump” your entry - use the highest level of MOT code to keep your data entry to a minimum unless there is a local need to “split” the data.




### 1.2 Standard/Terra OHV Class

1.2.1 OHV > 50" in width


- Side by side style ATVs


1.2.2 OHV <= 50" in width

- ATVs and motorcycles



Width >50"





5-12

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1.2 STANDARD/TERRA OHV has 2 primary subclasses – based on the width of the OHV:

1.2.1 OHV > 50".

1.2.2 OHV <= 50".

These primary subclasses each have additional subclasses classifying OHVs by wheeled, tracked, and other OHVs. Let's look at a few examples of how to use these MOT values. If you have a trail designated for all OHVs, you simply need to enter 1.2 Standard/Terra OHV. There is no need to record all of the subclasses under 1.2. If you have a trail that is designated for wheeled vehicles only, you will need to record 1.2.1.1 WHEELED OHV >50" and 1.2.2.1 WHEELED OHV <50". As an aside, this will automatically include any highway legal wheeled OHVs; there is no need to record 1.1.2 HIGH CLEARANCE VEHICLE for this record. If your trail is designated for motorcycles only, record the MOT as 1.2.2.1.2 MOTORCYCLE.



## MOT Table in the ATM

### MOT Hierarchy

<b>1.1 Highway Vehicle</b>	<b>1.2.2 OHV &lt;= 50"</b>
1.1.1 Passenger Vehicle	1.2.2.1 Wheeled OHV <= 50"
1.1.2 High clearance Vehicle	1.2.2.1.1 ATV
1.1.3 Motor Vehicle > 10,000 GVW	1.2.2.1.2 Motorcycle
1.1.3.1 Truck	1.2.2.1.3 Other Wheeled OHV <= 50"
1.1.3.2 Bus	1.2.2.2 Tracked OHV <= 50"
1.1.3.3 Motor Home	1.2.2.3 Other OHV <= 50"
<b>1.2 Standard/Terra Motorized OHV &gt; 50" MOT</b>	
1.2.1 OHV > 50"	
1.2.1.1 Wheeled OHV > 50"	
1.2.1.2 Tracked OHV > 50"	
1.2.1.3 Other OHV > 50"	

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### Apply Your Knowledge

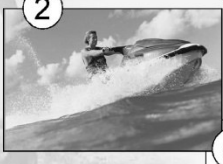
- An MVUM would apply to which of these modes of transportation?























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An MVUM would apply to which of these modes of transportation?

Answer:

Horse: No

Jet ski: No

High clearance vehicle: Yes

Snowmobile: No

Freight truck: Yes

Motorcycle: Yes

ATV: Yes

Tracked vehicle > 50": Yes

Airplane: No

Note that all of the “Yes” answers fall under the class “Motor vehicle,” and thus would need to consult an MVUM for access information.



### Dates

- Seasonal vs. yearlong



*From		*Thru	
MM	DD	MM	DD
01	01	12	31
		0 days	



*From		*Thru	
MM	DD	MM	DD
03	15	12	15
		0 days	

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The format for Date data entry is MM/DD. If a road is open yearlong, the date will read 01/01 through 12/31. A winter closure might read 03/15 through 12/15, because those are the dates the road is open.

## Review ATM Database



# Applies To







5-16

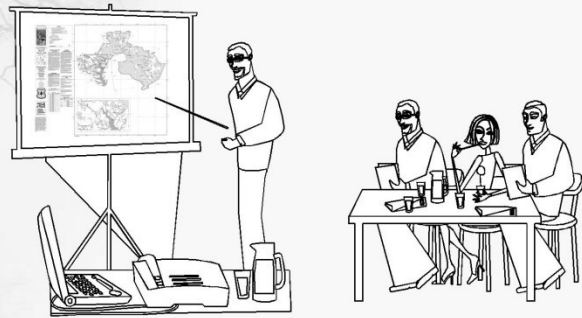
The Applies To entry in the Travel Management Record describes the group to which the allowed use applies to. For allowed uses, the choices are “Admin” or “All.”





### Demo

- Using the ATM module in the Infra database



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### Exercise: Understanding ATM Attributes

- Goal: To learn how the ATM database works



1. Examine road scenarios and determine whether it will appear on the MVUM.
2. Use ATM data to clarify questionable road scenarios.

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The goal of this exercise is to learn how the ATM database works and become familiar with accessing it. In the first part of the exercise, you will examine different road scenarios and determine whether the road will appear on the MVUM. In the second part, you will use the ATM data to clarify questionable road scenarios.



### Summary

What you learned:

- ☒ How ATM is managed and used
- ☒ Which pieces of the Travel Management Record are required for an MVUM

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## Exercise 5: Understanding the Travel Management Rule



**Exercise goal:** The success of your MVUM production relies on how well you understand the Travel Management Rule. You must have a good understanding of the Rule if you are to catch errors in the data, which are surely present. In this exercise, you will use the knowledge you have gained about the Travel Management Rule by examining road scenarios and determining if they will be symbolized on an MVUM. You will also be working with ATM data to determine if errors exist there, or in the GIS data. You will then recommend a course of action to fix the error.

Upon completion of the exercise, you will be able to ...

- ✓ Examine road scenarios and determine if they will be symbolized on an MVUM
- ✓ View errors and determine if they are ATM errors or GIS errors

<b>STEP</b>	<b>DESCRIPTION</b>	<b>PAGE</b>
1	Part I, Road Scenarios	5 – 22
2	Part II, Identify ATM Errors	5 – 25

### Part I. Road Scenarios

In this first section, you will look at one a variety of road scenarios, and determine if the road should appear on an MVUM. Review the Travel Management Rule if you get stuck.

#### Scenario #1:

Road 123 is a gravel road that has provides general access to a variety of vehicles. Due to deterioration road conditions, signs have been recently posted that use of this road is discouraged unless a high clearance vehicle is used.

#### Question:

1. Would this road be on the MVUM? Why or why not? \_\_\_\_\_

#### Scenario #2:

Road 123 is a ML 4 road that provides highway vehicle access to a major campground that is open from June 1 to Sept 15. It is designated for highway-legal vehicles only, from 4/1 through 10/14. The road is a groomed snowmobile trail (Trail 456) from October 15-March 31. Use is non-concurrent.

#### Question:

2. Would this road also be shown as a trail on the MVUM? Why or why not? \_\_\_\_\_

#### Scenario #3:

The Smokey Bear National Forest proposes to restrict motor vehicle use in the Biltmore Creek watershed to designated roads and trails. As a component of this decision, the Forest also proposes to add two user-created trails in the Biltmore Creek watershed (the northern trail and the southern trail) to the forest transportation system. These two

## Review ATM Database

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trails, totaling 15 miles, would be designated and managed for continued use by off-highway vehicles less than 50 inches in width.

### Question:

3. Would these two user-created trails be on the MVUM? Why or why not? \_\_\_\_\_

\_\_\_\_\_

### Scenario #4:

The Happy Trails NG is open to cross-country motor vehicle use. However, over the years the Happy Trails NG has worked effectively with the local OHV riding community, the county, and the local tribal government to develop a sustainable network of NFS roads and NFS trails in response to local demand for riding opportunities. Many NFS trails have been constructed and maintained with funding from cooperators and state gas tax funds. Many of the local tribal roads act as access to the NFS roads and NFS trails.

### Question:

4. Would the local tribal access roads appear on the MVUM? Why or why not? \_\_\_\_\_

\_\_\_\_\_

### Scenario #5:

The Halfway NF supports an extensive network of NFS roads, but its only managed NFS trails are equestrian/pedestrian trails in a wilderness area. OHV riding is very popular in the local community, and the Forest has many miles of user-created trails.

### Question:

5. Would the NFS roads appear on the MVUM? Why or why not? \_\_\_\_\_

\_\_\_\_\_

**Question:**

6. Would the NFS trails appear on the MVUM? Why or why not? \_\_\_\_\_

\_\_\_\_\_

**Scenario #6:**

Officially, the Openandclosed NF restricts motor vehicle use to designated roads and trails. The Openandclosed NF Land Management Plan and an accompanying forest order, both signed in 1986, prohibit use of motor vehicles off of designated roads and trails. However, neither the plan nor the order identifies which roads and trails are designated. Over the last 20 years, riders have continued to use user-created routes, and new routes have become established. Without a designation or a designation process, the closure order has been essentially unenforced. Agency managers have told riders that popular user-created trails would be considered for designation. In 1986 the local community consisted of a small number of OHV riders, but now it is a popular sport. The local riding community is largely unaware of the closure order.

**Question:**

7. How would the Openandclosed NF start its required MVUM production process? \_\_\_\_\_

\_\_\_\_\_

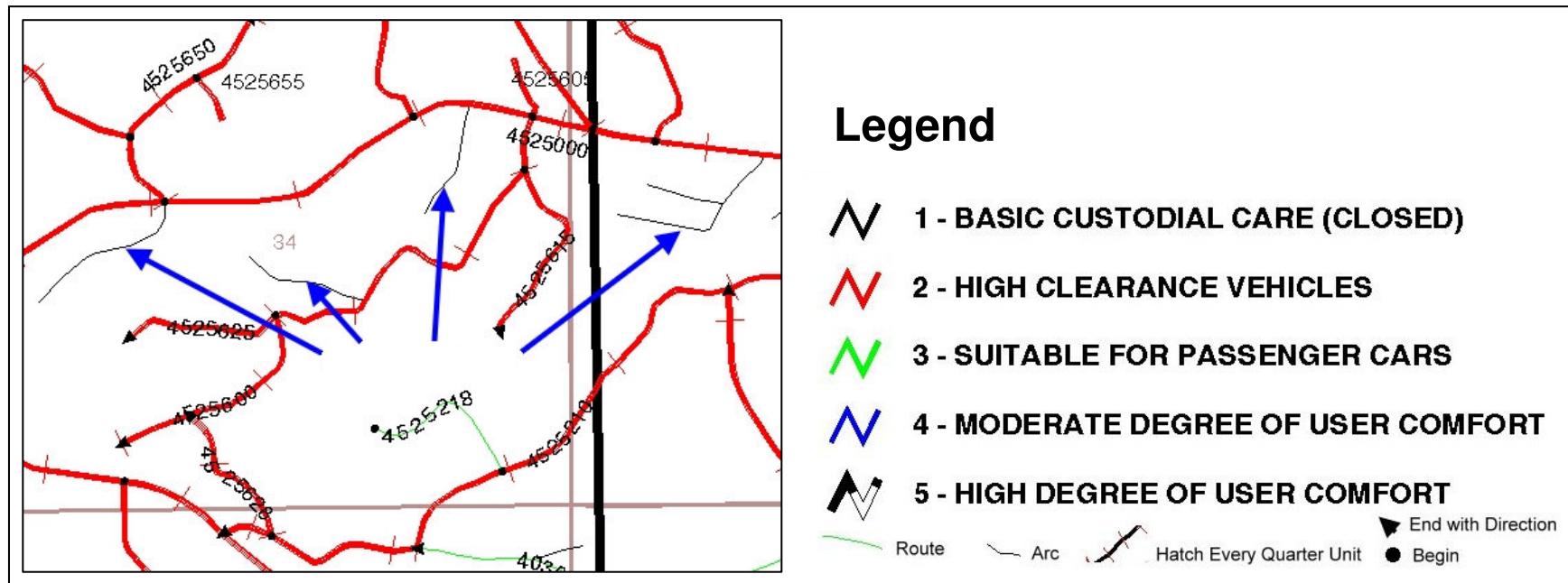


### Part II. Identify ATM Errors

In this section, you will view GIS data, and its corresponding ATM data to determine if errors exist. You will then identify where the error exists and recommend a course of action to fix those errors.

#### Scenario #1:

A user created an overlay of MVUM routes with high clearance vehicles (symbolized by thick lines on the map) over some of their other routes (that the large arrows point to). They were looking at the different operational maintenance levels and noticed that several of these roads were not making it to the MVUM map with this classification.



#### Question:

8. What is the problem with these roads/trails? How would you fix this? \_\_\_\_\_

## Review ATM Database

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### Scenario #2:

The dotted road is closed for the winter.

Restricted Use

Allowed Uses

Mass Apply Uses to entire Route

Allowed Uses

Sort by: ☒ BMP/EMP ☐ MOT

\*Strategy

\*Mode of Travel

BMP

EMP

\*From

\*Thru

ACCEPT	MOTORIZED	0.0000	3.6300	MM	DD	MM	DD
				12 / 15		03 / 15	

Remarks

Applies To ALL

0 days



Route G555

### Question:

9. What is wrong with its ATM entry? How would you fix this? \_\_\_\_\_

**Summary:** In this exercise, you put into practice your knowledge of the Travel Management Rule by looking at road scenarios and determining whether the roads or trails would appear on the MVUM. You also looked at the ATM values for several roads and trails and identified errors in either the ATM or the GIS data.

**End Exercise.**