

Chapter 4. Suitable Uses

Introduction

The identification of an area as suitable for various uses is guidance for project and activity decision-making and is not a commitment or a final decision approving projects and activities. Uses that are not specifically identified as suitable would be evaluated in terms of the desired conditions. Uses that are neutral to or help move the grasslands toward the desired conditions may be allowed. Uses that are suitable must also be consistent with other plan components and other laws and regulations.

Recreation and Transportation Suitability

Table XX displays areas that are suitable or not suitable for motorized uses, including new motorized areas, roads, motorized trails, temporary or permanent road construction, and mechanized travel and non-motorized travel.

Non-motorized travel (not including mechanized travel) is defined as movement not relying on machines that use a motor, engine, or other nonliving power source (e.g., walking, canoeing, and horseback riding).

Mechanized travel is defined as movement using any contrivance over land, water, or air, having moving parts, that provides a mechanical advantage to the user and that is powered by a living or nonliving power source. This includes, but is not limited to, sailboats, hang gliders, parachutes, bicycles, game carriers, carts, and wagons. It does not include wheelchairs or mobility devices when used as necessary by a mobility impaired person for locomotion (FSM 2353.05). It also does not include skis, snowshoes, rafts, canoes, sleds, travois, or similar primitive devices without moving parts.

Motorized travel¹ is defined as movement using machines that use a motor, engine, or other nonliving power sources other than a vehicle operated on rails or a wheelchair or mobility device (including one that is battery powered) that is designed solely for the use by a mobility-impaired person for locomotion and that is suitable for use in an indoor pedestrian area.

A **motorized area** is one that has been designated for motor vehicle use.

NFS roads and trails are roads and trails that the Forest Service determines are necessary for the protection, administration, and utilization of the National Forest System and the use and development of its resources.

¹ The Coconino NF is currently in the process of implementing the Travel Management Rule. The rule requires forests to designate specific roads, trails, and areas suitable for motorized vehicle use. After NFS roads, trails, and areas have been designated pursuant to 36 CFR 212.51 and these designations have been identified on a motor vehicle use map (MVUM), it will be prohibited to possess or operate a motor vehicle other than in accordance with those designations (in general, cross-country motorized travel will be prohibited). Into the future, this plan will provide the framework in which the MVUM is developed. The following vehicles and uses are exempted from this prohibition: (a) aircraft; (b) watercraft; (c) over-snow vehicles; (d) limited administrative use by the Forest Service; (e) use of any fire, military, emergency, or law enforcement vehicle for emergency purposes; (f) authorized use of any combat or combat support vehicle for national defense purposes; (g) law enforcement response to violations of law, including pursuit; (h) motor vehicle use that is specifically authorized under a written authorization issued under Federal law or regulations; and (i) use of a road or trail that is authorized by a legally documented right-of-way held by a State, county, or other local public road authority.

NFS motorized trails are divided into two categories, greater than 50 inches and less than 50 inches, to accommodate a variety of vehicles, including single track vehicles.

Temporary roads are roads necessary for emergency operations or are authorized by contract, permit, lease, or other written authorization, and they are not a system road or trail and not included in a forest transportation atlas. Temporary roads are obliterated or rehabilitated following the completion of the activity for which they were built.

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Table XX. Recreation and Transportation Suitability

	New Motorized Areas		NFS Roads and Motorized Trails > 50"		NFS Motorized Trails < 50"		Temporary Roads		Permanent Roads		Mechanized Travel		Non-motorized Travel	
	S	NS	S	NS	S	NS	S	NS	S	NS	S	NS	S	NS
Urban and Rural ROS	X		X		X		X		X		X		X	
Roaded Natural ROS	X		X		X		X		X		X		X	
Semi-Primitive Motorized ROS		X	X		X		X		X		X		X	
Semi-Primitive Non-Motorized ROS		X		X		X	X			X	X		X	
Primitive ROS		X		X		X		X		X	X		X	
Recommended Research Natural Area		X		X		X		X		X		X	X	
Research Natural Area		X		X		X		X		X		X	X	
Botanical and Geological Areas		X		X		X		X		X		X	X	
Recommended Wilderness		X		X		X		X		X	X		X	
Wilderness		X		X		X		X		X		X	X	
Eligible or suitable wild and scenic river		X	X ²		X ²		X ²		X ²	X	X		X	

² New roads or motorized trails are not suitable in sections classified as wild.