

- woodland characteristics that are expected to generate high visual appeal include:
- i. "Healthy" woodlands with large and old trees of various densities and structure
  - ii. Understories of diverse native shrub, grasses and forbs
  - iii. A low occurrence of noxious weeds and other non-native species
  - iv. High visual diversity with regard to vegetative and geologic features of the characteristic landscape.
- b. Where possible and appropriate, background and vista views will be enhanced by treatments such as thinning, pruning, or clearing corridors through foreground juniper woodlands, emphasizing removal of younger, smaller trees.
  - c. Treatments in old growth juniper woodlands will emphasize treating the "best" old-growth juniper woodlands within major travel corridors, along backcountry byways, and near recreation and residential/urban areas. Primary objectives will be to maintain old woodland health and longevity and to improve or highlight scenic values.
  - d. Cutting or pruning to produce small openings in dense stands to clear vistas or expose other natural features of interest.
  - e. Stand management to clear dead and down trees or promote different ages, sizes, densities, species composition, and vertical layers for increased visual diversity.
  - f. Rehabilitation of sites with noxious weeds, exotic annuals, and other disturbed/unbalanced vegetative communities to transition toward a more natural vegetative landscape.
  - g. Enhancement of visually interesting meadows, riparian areas, and old-growth trees.
  - h. Treatments to improve wildlife viewing, education, and interpretation opportunities.
  - i. All other standard operating procedures for reducing visual effects from mechanical vegetative treatments and prescribed burning will be implemented. Examples of mitigating measures for reducing visual effects could include: closing, scarifying and seeding roads, smoothing berms, chipping or removal of juniper thinning slash instead of piling, cutting stumps at ground level, low intensity prescribed burning to reduce scorch height, and concealing higher intensity juniper treatments with vegetative and topographic screening, leaving individual and groups of trees, and unit edge feathering.
  - j. Vegetation treatments designed solely for long-term ecosystem health may entail short term impacts to visual quality (up to 5 years). However, these treatments would be designed and implemented in a way that reduces impacts to visual quality and maintains VRM Class standards to the maximum degree.

## Recreation

Management direction for recreation is provided with planning area-wide direction and with management guidance specific to the High Desert Special Recreation sub-units. These geographic areas are described following the Planning Area direction. One existing Special Recreation Management Area – the Millican Valley OHV area was incorporated into the High Desert Special Recreation Management Area. It includes three subunits of the High Desert SRMA, Millican Plateau, North Millican, and South Millican. These are grouped together in the objectives and guidelines.

### Planning Area Wide Direction

**Objective R - 1: Provide and maintain a wide range of recreation opportunities and resource management objectives within the planning area and urban interface setting.**

**Rationale:**

FLPMA provides for recreation use of public land as an integral part of multiple use management. The population in the planning area has the fastest growth rate in the state of Oregon. The demand for year-round outdoor recreation opportunities is placing increasing pressure on BLM urban interface lands. State Comprehensive Outdoor Recreation Plan (“SCORP”, Oregon Parks & Recreation, 2003) goals and needs assessment call for recreation facility and trails development to meet the demands of the rapidly growing region.

Policy guidelines in BLM Manual 8300 direct the BLM to designate special units, known as Special Recreation Management Areas in a manner consistent with community, economic and resource goals. Management of these special recreation management areas focuses on providing recreation opportunities that will not otherwise be available to the public, reducing conflicts among users, reducing damage to resources and reducing visitor health and safety problems. The presence of high quality natural resources and the current or potential demand warrants intensive practices to maintain the areas for their scientific, educational, or recreational value, while accommodating the projected increase in use for recreation activities specific to each area. The region’s growth and the area’s suitability for year-round outdoor recreation have resulted in high use levels, user conflicts, and resource impacts resulting from unmanaged recreation use throughout BLM administered lands in the planning area.

BLM-managed lands provide for a variety of human and natural resource benefits. As recreation demand in the area grows, emphasizing different recreational opportunities across the area that are integrated with natural resource and other land use management goals will reduce the potential for future conflicts between public land users and neighbors. This concept is established in this management plan through different Recreation Emphases.

**Allocations/Allowable Uses:**

1. All lands within the planning area are identified as the High Desert Special Recreation Management Area, except the lands north of Prineville because of the scattered nature of the public land parcels surrounding the area. Those parcels not included in the SRMA are addressed as part of the Prineville geographic area. The specific components or subunits of this SRMA are identified (See RMP Map 1) as:
  - a. Badlands WSA
  - b. Bend/Redmond Recreation Area
  - c. Cline Buttes Recreation Area
  - d. Horse Ridge Recreation Area
  - e. La Pine Recreation Area
  - f. Mayfield Pond Recreation Area
  - g. Millican Valley OHV Area
    - i. Millican Plateau OHV Area
    - ii. North Millican OHV Area
    - iii. South Millican OHV Area
  - h. Northwest Recreation Area
  - i. Prineville Reservoir Recreation Area
  - j. Smith Rock Recreation Area
  - k. Steamboat Rock Recreation Area
  - i. Steelhead Falls WSA
  - l. Tumalo Recreation Area
2. **Recreation Emphasis:** Each subunit is designated with one or more Recreation Emphasis classifications that establish trail management goals for an area. These are displayed on RMP Map 4: Wildlife and Recreation Emphasis.

**Guidelines:**

1. Areas designated **Non-motorized recreation exclusive** will be managed to promote non-motorized recreation uses. Trails and facilities in these areas will be designed and managed for non-motorized trail use. These areas are designated closed to motorized use except for use of public roads and rights-of-way, or roads that access recreation facilities, trailheads, etc.
2. Areas designated **Non-motorized Recreation Emphasis** will be managed to provide for motorized use on roads only, with road systems that provide for general access into an area or loop roads to tour an area. Trails and related facilities in these areas will be designed and managed for non-motorized trail use.
3. Areas designated **Multiple Use, Shared Facilities** will emphasize shared road and trail systems for both motorized and non-motorized uses. The majority of trails and facilities in these areas will be designed to accommodate OHV use. Some separated trail or road use could occur in these areas, depending on specific features or management classifications (e.g., ACECs)
4. Areas designated **Multiple Use, Separated Facilities** will manage all or a portion of the road and trail use with separate routes and related facilities for motorized and non-motorized uses. The separation of uses may be seasonal, by area, or by specific routes or facilities.
5. Areas designated as **Non-Recreation Emphasis** will be managed to provide research opportunities or as administrative sites or leases. Recreation use of these areas will not be promoted.
6. Areas designated as **Roads Only Emphasis** will generally not receive designated trail systems, due to the area's location, size, or fragmented ownership pattern.
7. The Upper Deschutes RMP will serve as a recreation management plan or will allow the completion of the following required elements of a Special Recreation Area management plan:
  - a. A designated road system with arterial, collector, and local roads; including existing road segments to be closed, and new road segments to be constructed to make a useable system (no new construction in WSAs).
  - b. Designated access points, staging areas, trailheads, parking areas, day use sites, campgrounds, and other site facilities.
  - c. A specific trail system layout that includes shared use trails or user-specific trails as dictated by the RMP. Designated trail system layouts will include segments to be closed, segments to retain as is or improve, and new segments to be constructed to make a useable system.
  - d. Other recreation site improvements, including sign plans, interpretive plans, and volunteer agreements.
8. In T15S, R13E sections 1, 13, 24, 25, and 26 consult with Redmond Airport officials to ensure that recreational developments and uses do not conflict with the safe operation or development of the airport.

**Objective R – 2: Provide designated access points (includes entry points, parking areas, trailheads, and/or staging areas) to enhance visitor experience, protect resources, and minimize conflicts with adjacent landowners.**

**Rationale:**

The FLPMA provides for recreation use of public land as an integral part of multiple use management. Managed road and trail systems increase public safety, reduce user conflicts, and minimize conflicts between recreationists and adjacent landowners. The existing number of access points into BLM administered land in the urban interface is beyond the ability of BLM to manage in a professional manner, and has led to widespread dumping and resource damage. BLM Manual 8300.06 (6) (a.) directs BLM to maintain recreation facilities in a "manner that fosters pride in public ownership." Roads and/or trails are necessary for BLM personnel to administer the various resource management programs on public land. Access is also needed for fire suppression and fire management. Access is also important for recreationists throughout the planning area.

**Allocations/Allowable Uses**

1. Motorized access on designated roads is allowed in areas designated Closed on state highways, county roads, rights-of-way, and for administrative purposes. (See also Transportation, Administrative Access)
2. Unless specifically identified and designated as a campground, all designated trailheads/staging areas are closed to overnight camping/occupancy and campfires.

**Guidelines:**

1. Provide safe access from public roadways to public lands at locations and distributions appropriate to overall management. Prioritize access points from public roadways as follows:
  - a. Paved public roads that are not Expressways (includes county major and minor arterials) are used as a first priority.
  - b. Paved collector streets not within local subdivisions are used as a second priority.
  - c. Paved or unpaved local subdivisions are used as a third priority.
2. Incorporate ODOT transportation corridor management strategies with access designations.
3. General public access points will be limited to the minimum necessary to meet recreation and other management objectives.
4. Motorized access points not needed or selected for designation/development, but required for other uses (e.g. utility access, grazing access, and other occasional administrative access), may not be open to the public.
5. Designate new or move existing access points, when feasible, away from private property boundaries.
6. Access to public lands, particularly for full-size vehicles, will be limited within several miles of urban growth boundaries, especially access from high volume state highways or paved county roads. Existing rights-of-ways may be used as primary public access.
7. Avoid locating trailheads above buried pipelines. Where unavoidable, BLM will complete the project in a manner that will ensure that proper pipeline functioning is retained.
8. Mark access points and managed parking areas with physical barriers that define the area.
9. Consider range of the developments at designated access points depending upon projected use levels, that include but are not limited to:
  - a. Trailheads utilized by equestrians or OHV users should be large enough to accommodate vehicles pulling trailers and designed to minimize or eliminate the need to back a trailer.
  - b. Informational and regulatory signs
  - c. Sanitary facilities
  - d. Site hardening for parking or staging areas
10. Road and trail maps will not, where practicable, show unauthorized access across private lands

**Objective R – 3: Manage off highway motorized vehicle use on BLM administered land to provide visitor satisfaction, protect natural resources, provide visitor safety, minimize conflicts among public land visitors and adjacent land owners and integrate opportunities with adjacent land management agencies.**

**Rationale**

The FLPMA provides for recreation use of public land as an integral part of multiple use management. Federal regulations (43 CFR Part 8340) and BLM planning guidance require the BLM to designate all BLM administered lands are classified with a Travel Management designation of Open, Limited, or Closed in regard to Off-Highway Vehicle use. These designations are to help meet public demand for OHV activities, protect natural resources, ensure public safety, and minimize conflicts among users. Smaller

areas of BLM administered land are less suited for motorized trail development, unless linked with trail systems in larger, adjacent public land blocks. In accordance with national direction, all geographic areas within the planning area are designated in one of those classifications. Off-highway designations were developed to provide an integrated balance and mix of uses across the planning area, providing areas for more extensive trail development in larger blocks more removed from urban development, and opportunities for smaller, shorter trail systems in closer to urban developments.

**Allocations/Allowable Uses:**

See RMP Maps 3 and 11-24 for Open, Closed, and Limited motorized vehicle travel designations. See recreation guidance by geographical area for exceptions to area designations

**Guidelines:**

1. Areas with a travel management designation of "Limited to Designated Roads Only" or a Recreation Emphasis designation of "Non-Motorized Recreation Emphasis" or "Roads Only Emphasis" may have designated motorized trails provided the following conditions are met:
  - a. The trail link provides a connection to a designated trail system on BLM or other public land;
  - b. The trail link does not change the overall management emphasis of the area; and
  - c. The provision of a trail provides better travel management conditions than use of an existing road or development of a new road.
2. Any area or seasonal closures will be clearly signed. Signs posted on BLM administered lands by other agencies under cooperative agreement must be approved by the BLM.
3. Roads closed to motorized travel by the public may be retained if needed for administrative or public safety purposes.
4. OHV trails may be utilized by non-motorized users except when prohibited during special events to provide for public safety. These trails may also be closed during special circumstances for public safety or resource management objectives.
5. In areas designated as Closed to motor vehicles, existing ROW roads are encouraged, where possible, to be relocated (i.e. moved to edge of BLM closure area or BLM jurisdiction) if needed to provide better recreation and resource management.
6. In areas designated as Closed to motor vehicles or designated as Limited (seasonally), existing roads may be retained or new roads created that provide access to parking areas, trailheads, or other use areas year-round.
7. OHV trails and site development will provide for a diversity of activities, including but not limited to motorcycle, quad, and four-wheel drive opportunities.
  - a. Obtain trail or road easements from willing landowners, in order to provide access to currently landlocked BLM public land parcels or promote trail system continuity and regional trail development.
8. Installation of OHV related facilities above buried pipelines will be avoided. Where unavoidable, BLM will complete necessary project mitigation to ensure that proper pipeline functioning is retained.
9. Facilities will be built when needed for public safety and resource protection. Toilets are considered needed for resource protection when high use levels are reached.
10. Facilities will be located at least one-quarter mile from known raptor nests.
11. BLM will coordinate with the Deschutes and Ochoco National Forests to provide outreach programs and form partnerships with local schools, user groups, and other organizations. Outreach programs may include "Right Rider", "Tread Lightly" and other programs which promote appropriate outdoor ethics.

12. Cattle guards will be placed where designated trails cross fences. Gates will be installed next to cattle guards to accommodate recreational horse use and other uses.
13. Event stipulations will be reviewed annually with the users to determine needed deletions, additions and revisions.
14. New trails and developments will be designed and constructed to avoid or minimize conflicts with known raptor and sage grouse areas. Existing trails and developments will be managed to avoid or minimize conflicts with those areas which may be known or are identified in the future. Management in these areas may include trail closure, trail relocation, or season of use restrictions
15. The spread of noxious weeds will be monitored along designated trails and staging areas. Infestation sites will be controlled using the most appropriate methods as identified in the BLM Prineville District Integrated Weed Management Plan (USDI-BLM 1994). These methods may include the use of herbicides. This plan is available for review at the Prineville District office.
16. During the course of public information programs, users of OHV travel areas will be provided information about protecting wildlife habitat, rangeland improvements, avoiding excess noise and activity in the presence of livestock, and the importance of keeping gates closed. These same measures will be incorporated into Special Recreation Permits and bonding requirements for organized events.
17. Public use information will be available at key points including all trailheads and staging areas. These locations will have bulletin boards that display information about motorized and non-motorized trail riding, natural history, resource protection, and how to avoid private lands.
18. Trail maintenance will be the level necessary to promote visitor safety, resource protection, and to maintain trail difficulty ratings.
19. Roads and/or trails located on private property that is acquired through exchanges, sales, or acquisition of easements will be evaluated for addition to the road and trail system. Priority will be given to roads that provide key linkages or provide loop opportunities, or roads and trails that will replace other routes with resource or safety concerns.

*Interim Guidelines for use of Existing Roads and Trails*

20. Road and trail maintenance will occur to the level necessary to promote visitor safety and resource protection. Road and trail maintenance on routes that are currently part of the BLM's transportation system or part of the existing Millican Valley OHV system will be done to promote visitor safety, resource protection, and to maintain trail difficulty or road maintenance ratings.
21. Existing roads and trails will generally be open for use in the areas designated Limited to Designated Roads or Limited to Designated Roads and Trails pending completion of local transportation system designations within each geographic area consistent with management direction in the final RMP.
22. Rights-of-way – Rights of way currently open to motorized use will generally remain open, and those closed seasonally or year round to general public use will continue closed until final designation of a local transportation system for the area, or updates to specific rights-of-way have been completed.
23. RMP Maps 12-24 display known and mapped motorized travelways under BLM jurisdiction that will continue to be open to motorized uses pending completion of local transportation decisions or updates to specific rights-of-way have been completed. Some existing motorized travel ways may not be shown because of one or more of the following factors:
  - a. Roads and trails that occur in known problem areas (e.g., unsafe intersections with paved public roads)
  - b. Any road or trails on private land without legal easements for public use and roads and trails that occur for a majority of their length on private land.
  - c. Roads and trails that directly link Limited areas with closed areas.

24. Motorized travel will generally not be allowed (see also administrative access guidelines) outside of the travel ways shown on RMP Map 3 and RMP Maps 12-24 until a final local transportation system is designated or updates to specific rights-of-way have been completed. Other road and trail links, realignments, and ROWs may be available for motorized use on a case by case basis prior to final transportation system designations.
25. In areas designated Closed to motor vehicle use and outside WSAs, existing road rights of way that are open to general public use and provide access to residential areas (i.e., more than a single residence) or connections to other public roads may remain open as part of the interim management of existing roads and trails until a final road and trail system is designated.

**Objective R – 4: Provide identifiable non-motorized recreation opportunities to provide visitor satisfaction, protect natural resources, and minimize conflicts among public land visitors and adjacent land owners.**

**Rationale:**

FLPMA provides for recreation use of public land as an integral part of multiple use management. Non-motorized trails and regional trails are identified as a regional need in the current SCORP needs assessment... Non-motorized recreation demand is growing, as are conflicts associated between motorized and non-motorized users and often different non-motorized user groups. Recreation Emphases allow for blocks of areas with exclusive non-motorized trail management guidance, areas where motorized and non-motorized uses are mixed or separated, and provides for direction on where non-motorized opportunities will be emphasized.

**Allocations/Allowable Uses:**

1. In all areas, construction, placement or maintenance of roads or trails without authorization, contract, or approved operating plan is prohibited.
  - a. See RMP Maps 3 and 11-24 for areas closed to motorized travel.

**Guidelines:**

1. When consistent with plan objectives convert non-designated roads and old travel ways to trails for such activities as horseback riding, running, or mountain biking. When possible, rehabilitate these roads to differentiate them from designated roads that occur in the same area and reduce the unintended use of these routes by full size vehicles.
2. Incorporate BLM administered non-motorized trails into regional trail networks when consistent with other resource management goals.
3. Designate river access points and improve, maintain river access trails to a condition that reduces erosion and resource problems and provides safe access for the public.
4. Develop campgrounds as needed, with an emphasis on camping facilities that support designated trail systems.
5. Geocaching is not regulated throughout the planning area except as noted under special management area direction. (See Special Management Area discussion for closures and areas with special restrictions.)

**Trail Design and Construction**

6. Close redundant trails.
7. Rehabilitate or repair trails that are unsafe or contribute to erosion.
8. Design trail routes that avoid private property or obtain easements from willing landowner if avoidance is difficult or expensive.
9. Reroute roads and trails that cross private property to create road and trail loops that are exclusively on BLM administered lands to allow continued recreation use and authorization of SRPs for events that do not require private landowner approval.

10. If necessary for public safety or to protect natural conditions, trails may be closed temporarily until rehabilitated or reconstructed.
11. Relocate or eliminate at-grade trail crossings whenever possible, and especially:
  - a. When road construction or reconstruction fragments existing trail systems.
  - b. When road is subject to high speed travel.
  - c. When either trail system or road is subject to high use levels
  - d. When line of sight at crossings is limited.
12. Provide trail maps and install route markers to designate trails.
13. Construct gates for equestrian use adjacent to cattle guards where such structures are built to facilitate motorized travel on shared use trails.

**Objective R – 5: Provide for projects, programs, and permits that promote a diverse range of recreation opportunities. Provide for individual, group, and competitive event recreational use that could not be reasonably accommodated on private land.**

**Rationale:**

FLPMA provides for recreational use of public land as an integral part of multiple use management. BLM Strategic Plan (USDI-BLM, 2000a) includes direction for serving both present and future publics. However, on an individual basis, visitors may lack the skills (technical ability, local knowledge) or gear, to achieve their recreational goals. Visitors may also wish to recreate on BLM administered lands in large groups, or engage in competitive events; activities which may include increased risks to natural or cultural resources, impacted social experiences, and degraded facilities. These types of recreational opportunities are not normally provided by the BLM. Demand for these types of recreational use is rapidly increasing now, and is expected to continue to increase in the future. Management of group uses within an urban interface setting is needed to minimize conflicts between public land users and adjacent landowners. The adjacent USFS group use permit threshold is 75 participants; however, given the fragmented public ownership pattern and variety of uses in the urban interface, the permit threshold is set lower at 50 participants.

**Allocation/Allowable Uses:**

1. Special Recreation Permits (SRPs) are required for all commercial and competitive uses on BLM administered lands.
2. New commercial SRPs for non-foot traffic, trail dependent annual use (e.g., guided horseback rides, llama pack trips, mountain bike rides, etc.) will only be issued for designated trails or routes that are part of BLM's transportation system.
3. Group use authorizations are required for organized group activities involving greater than 50 participants within the High Desert Special Recreation Management Area.
4. The following apply to organized group use in both the Steelhead Falls and Badlands Wilderness Study Areas:
  - a. Group use authorizations are required for all organized group activities involving 12 or more participants, and may be required for organized groups involving less than 12 participants depending upon factors including but not limited to: proposed activity, season of use, and potential impacts.
  - b. An SRP is required for all organized groups not on an inventoried route. Management of organized group use will emphasize the use of inventoried, designated routes.
  - c. No competitive events allowed.
  - d. No vending allowed.
5. In the Badlands WSA, organized group use will have the following restrictions:
  - a. 20 people/group maximum (both commercial and non commercial)
  - b. Group parking must occur outside the WSA boundary, and/or groups utilizing Milepost 16, County Line Road, or Obernolte Road trailheads must utilize a shuttle and park legally outside the trailhead parking areas.

6. The Steelhead Falls area will have the following restrictions for organized group (commercial and non-commercial):
  - a. No organized group use on holiday weekends
  - b. 1 group/day maximum
  - c. 12 people/group maximum (including commercial groups)
  - d. 6 cars/group maximum
  - e. In the Steelhead Falls Area - only foot travel is allowed.
  - f. In the Foley Waters Area - only foot or equestrian travel is allowed.
7. In the Steelhead Falls area, allow up to four commercial filming activities per year, providing the following:
  - a. Group size is limited to no more than eight people.
  - b. All activities take place on signed and designated trails.
  - c. Motor vehicle use is limited to the Steelhead Falls trailhead and campground area (i.e., designated routes only).
  - d. Filming activities occur only on weekdays and not on holidays.
  - e. No helicopters or aircraft are used.
  - f. Filming activities do not occur within a 1/4 mile distance from known and active raptor nests.
  - g. The BLM will monitor the progress of the filming.
  - h. No surface disturbance takes place.
  - i. The filming sites will be maintained in a sanitary condition at all times: waste materials at the sites will be disposed of promptly at an appropriate waste disposal site. "Waste" means all discarded matter including, but not limited to, human waste, trash, garbage, refuse, oil drums, petroleum products, ashes and equipment.
  - j. All other standard permit stipulations will be followed.
8. In the Horse Ridge area, organized group use will have the following restrictions:
  - a. Group use authorizations are required for all organized group activities involving 12 or more participants.
  - b. Trail dependent special recreation events (trail rides, races, etc.) are allowed on designated roads and trails. A maximum of two events (motorized or non-motorized) could be held per month, with events up to two days long allowed. Each permitted event will be separated by at least 12 days with no scheduled events.
9. In the Wagon Road ACEC, special recreation permits or authorizations will be issued for commercial or group use involving foot traffic events only on the ACEC road segments. No competitive events will be allowed on the ACEC road segments. SRPs or authorizations will be allowed for commercial/group vehicular or pack stock use at designated trail or road crossing points with the historic roads. Maintain and improve cooperative efforts to provide interpretation of the Wagon Roads ACEC.

**Guidelines:**

*General*

1. Prior to the issuance of a SRP, assess the proposed activity to determine if it is in the public interest and to assure adequate mitigation of effects. This assessment will include but not necessarily be limited to consideration of:
  - a. Effects on natural and cultural resources.
  - b. Effects on the social experience.
  - c. Effects on facilities.
  - d. Need for service – what specific niche does this service provide that cannot otherwise be provided on private lands, or is already provided for on public lands through existing permits?
  - e. Proposed project mitigations – what are the expected levels of effects, and what prevention, mitigation, or rehabilitation will be needed to meet resource management objectives for the area.

2. Manage SRP authorizations to allow specified recreational use of public lands and related waters. These permits will be used as a mechanism to accommodate specific recreational uses, protect resources, and manage visitor use.
3. For hiking/foot traffic use, emphasize authorizing commercial annual use on designated trails, then consider non-designated routes (in areas where no trail systems have been designated) through the SRP process if these routes are mapped and do not present resource or social concerns. In areas where a designated trail system is implemented after the ROD, manage trail dependent commercial use (including hiking) through this system to avoid creation of additional routes.
4. For the purposes of issuing SRPs (per BLM National SRP Policy, 43 CFR 8372), Commercial Use is defined as:
  - a. When any person, group, or organization makes or attempts to make a profit, receive money, amortize equipment, or obtain goods or services, as compensation from participants in recreational activities occurring on public lands, the use is considered commercial. An activity, service, or use is commercial if anyone collects a fee or receives other compensation that is not strictly a sharing or, or is in excess of, actual expenses incurred for the purposes of the activity, service or use. Commercial use may also be characterized by public advertising for participants or situations where a duty of care or expectation of safety is owed participants by service providers as a result of compensation.
  - b. Use by scientific, educational, and therapeutic institutions or non-profit organizations is considered commercial when the above criteria are met and subject to a permit when the above conditions exist. Non-profit status of any group or organization does not, in itself, determine whether an event or activity arranged by such a group or organization is non-commercial. Profit making organizations are automatically classified as commercial, even if that part of their activity covered by the permit is not profit-making.
  - c. Examples of permit activities include outfitters and guides, jeep tours, horse trail and wagon train rides, cattle drives, and photography associated with a recreational activity, i.e., when images are taken of recreation participants for sale to participants or filming of recreational activities to be sold to the public.
5. Group use levels that are likely to exceed the capacity of facilities such as trailheads, staging areas, and other facilities, may be subject to use of a reservations system to meet growing demands for group uses such as group camping, day use for special events, etc without exceeding the capacity of existing facilities.

**Objective R - 6: Provide developed or urban based recreation opportunities while minimizing duplication of services among agencies. Provide improvements that allow for easier pedestrian access and encourage day use and interpretive activities while minimizing conflicts with adjacent landowners where practicable.**

**Rationale:**

FLPMA provides for recreation use of public land as an integral part of multiple use management. Developed recreation facilities have been identified as a regional need in the current SCORP needs assessment. Developed recreation facility needs have been identified by local governments seeking to lease BLM administered land for public purposes. The landscape character of some BLM administered lands provides specific recreation opportunities. The concentration of recreational use in particular locations often leads to impacts and need for more focused recreation and resource management.

**Guidelines:**

1. New facilities may be developed when needed for public safety or to protect resources.
2. Development may include but will not be limited to trails, picnic tables, site designations, hardened and delineated parking areas, and permanent toilets.

3. Day use and group use areas may be developed, with an emphasis on day use facilities that support areas with designated trail systems or interpretive features.
4. When necessary to protect facilities or resources adjacent to facilities, boundaries will be defined through techniques such as signing and/or fencing or other appropriate means.
5. Installation of recreation facilities above buried pipelines will be avoided. Where unavoidable, a proper pipeline functioning must be retained.
6. Work with other agencies and local governments to provide regional trail corridors, interpretive services, park development and other recreation services.

**Objective R – 7: Provide appropriate recreational opportunities while reducing conflicts between recreational users, and between recreational users and adjacent landowners.**

**Rationale:**

While some overnight recreational use (including camping and hiking) is appropriate in most of the planning area, there are some specific sites where this use is not appropriate, or only appropriate in limited quantities. For example, some areas, like the Wagon Roads ACEC, are managed primarily as an interpretive site, and cannot be fully appreciated at night. Other areas, like the parcel north of State Highway 126 and west of the North Unit Canal, are places where visitors have traditionally engaged in prohibited acts, including but not limited to: Illegal dumping, illegal fires, occupancy, vandalism, holding of large unauthorized parties, and resource and cultural damage. While closures to overnight use are not expected to completely address these prohibited acts, the closures should improve existing conditions and greatly assist in enforcement of regulations.

**Allowable Uses/Allocation:**

1. Areas closed to camping/overnight use:
  - a. Powell Butte RNA
  - b. Horse Ridge RNA
  - c. Wagon Roads ACEC
  - d. Tumalo Canal ACEC
  - e. Area west of the North Unit Canal north and immediately south of State Highway 126.
  - f. Redmond Caves parcel
  - g. BLM parcel north of Highway 126 and adjacent to Cline Falls State Park
  - h. 40 acre parcel on State Highway 97 south of Deschutes Junction
  - i. Sisters Climbing Area

**Guidelines:**

1. Additional areas may be closed to all overnight camping if conflicts among users, or between users and adjacent landowners increase, or if resources are being degraded by overnight camping use.
2. Unless otherwise authorized by permit, on BLM parcels managed for non-motorized exclusive use overnight camping will be limited to 3 nights of per 28 day period, except where closed to all overnight use.

## **Management Direction for Specific Geographic Areas**

The recreation management direction specific to geographic areas is described below with a brief discussion of the overall emphasis and road and trail system goals for that area.

### **Badlands WSA**

The existing inventoried system of routes that connect to the following trailheads (Oberholte, Route 5, Milepost 16, and Route 8) will be retained. A non-motorized trail

entrance at the east boundary of the Badlands will be provided. For direction on parking/trailhead improvements, see plan guidance for the Mayfield Pond and North Millican areas.

**Objective R – 2: Provide designated access points (includes entry points, parking areas, trailheads, and/or staging areas) to enhance visitor experience, protect resources, and minimize conflicts with adjacent landowners.**

**Guidelines:**

1. Reduce unauthorized vehicular entry into WSA by using appropriate mechanisms (e.g., fencing, signs, etc.).
2. Provide improvements to parking/trailhead areas to better handle equestrian use (e.g., hitching rails, adequate turning radius for trailers, and adequate parking space).
3. Provide designated and managed parking areas that respond to increased needs when the area is closed to motor vehicles.
4. Provide visitor information at parking areas on WSA designation, travel management, and interpretation of natural and cultural resources.
5. Due to the motorized vehicle closures, providing designated parking areas and trailhead improvements at major entry points is a high priority (this includes travel management and trailhead improvements outside the WSA, including in the Mayfield Pond area and in the North Millican area at the base of Dry River Canyon).

**Objective R – 4: Provide identifiable non-motorized recreation opportunities to provide visitor satisfaction, protect natural resources, and minimize conflicts among public land visitors and adjacent land owners.**

**Rationale:**

The Badlands WSA is located relatively close to Bend. Therefore, the area receives increased levels of use. Additional non-motorized trail opportunities are identified as a regional need by the Oregon State Parks needs assessment. Non-motorized trail use is increasing in the Badlands, both from individual users and non-permitted commercial guides. The level of non-motorized use off designated, inventoried routes can impact resources and wilderness suitability.

**Allocations/Allowable Uses:**

1. The WSA is Closed to motor vehicle use year-round (Travel Management Designation: Closed) (see RMP Maps 3 and 11).
  - a. The WSA is open year round for non-motorized use.
  - b. All mechanized travel and stock use is limited to the designated system of inventoried routes (see RMP Map 11).

**Guidelines:**

1. The recreation emphasis in the Badlands WSA is Non-motorized Recreation Exclusive.
2. The Badlands WSA will be managed for primitive, non-motorized recreation.

**Bend/Redmond Recreation Area**

A multi-use trail system will be developed in the Bend-Redmond block that can function with portions closed if needed to minimize conflicts with OMD training exercises. The road system needed for OMD use and other administrative uses will be retained. The non-motorized trails in this area include a potential regional trail along the North Unit Canal (with BOR and NUID concurrence), and use of roads within the Wagon Roads ACEC.

**Objective R – 2: Provide designated access points (includes entry points, parking areas, trailheads, and/or staging areas) to enhance visitor experience, protect resources, and minimize conflicts with adjacent landowners.**

**Allocations/Allowable Uses:**

1. Access from the following subdivisions will be non-motorized trail access only: Powell Butte Estates West, Boonesborough and other major subdivisions.
2. Provide staging areas, where appropriate, to support OHV use on the designated trail system.

**Guidelines:**

1. Appropriate measures will be taken to reduce conflicts and safety hazards due to OHV access across State Route 126.
2. The emphasis for staging area development is to serve different local customers, with staging areas/trailheads easily accessible for Redmond, Bend and Prineville residents.
3. Staging area development should address the needs of the OMD, and the ability to disperse users on the trail system and reduce user conflicts.
4. Trailheads and staging areas for trail systems will be designed to help increase public awareness of travel management regulations and other uses of the area, such as OMD training exercises.

**Objective R – 3: Manage off highway motorized vehicle use on BLM administered land to provide visitor satisfaction, protect natural resources, provide visitor safety, minimize conflicts among public land visitors and adjacent land owners and integrate opportunities with adjacent land management agencies.**

**Rationale:**

A designated trail system is needed due to the increased levels of development in the area and the likelihood that additional paved roads will fragment the area in the future.

**Allocations/Allowable Uses:**

1. See RMP Maps 3 and 12 for Travel Management within the Bend/Redmond Recreation Area

**Guidelines:**

1. The recreation emphasis for the majority of the Bend/Redmond Recreation Area is Multiple Use Shared Facilities.
2. The Bend/Redmond area will be managed for motorized use on designated roads and trails, both north and south of State Highway 126.
3. Trail system will be developed in loops and sections to allow area or sectional closures if necessary during OMD training exercises (while maintaining some trails for public use).
4. Work with Bureau of Reclamation (BOR), the North Unit Irrigation District (NUID) and OMD to provide additional trail crossing points over the North Unit canal as part of a designated trail system.
5. The designated trail system in the Bend/Redmond area will be designed to minimize development of user created trails that require crossing of State Highway 126.

**Objective R – 4: Provide identifiable non-motorized recreation opportunities to provide visitor satisfaction, protect natural resources, and minimize conflicts among public land visitors and adjacent land owners.**

**Rationale:**

The presence of the Wagon Roads ACEC and the North Unit Canal provide opportunities for an understandable trail system that has regional trail potential and also high interpretive values.

**Guidelines:**

1. Work with BOR, NUID, Deschutes County, State Parks, OMD, and others to designate and manage the North Unit Canal as a regional, non-motorized trail corridor and to consider possible water-oriented recreation use.
2. Consider the development of non-motorized trail connections between the two longer segments of historic road in the Wagon Roads ACEC and the North Unit Canal, if the Canal Corridor becomes a regional trail and the values for which the ACEC was designated can be maintained.
3. Work with city of Redmond and Deschutes County on future management of BLM administered lands west of the North Unit Canal north and immediately south of State Highway 126.

**Objective R - 6: Provide developed or urban based recreation opportunities while minimizing duplication of services among agencies. Provide improvements that allow for easier pedestrian access and encourage day use and interpretive activities while minimizing conflicts with adjacent landowners where practicable.**

**Rationale:**

The BLM and the City of Redmond have been involved in the cooperative management of the 40 Redmond Caves parcel for several years. Over the last 10-20 years, this site has been the victim of repeated vandalism and garbage dumping. Cooperative projects such as fencing, archeological site evaluation, and clean-ups have been the focus of these cooperative efforts in the last few years. A draft "master plan" for how the site will ultimately be developed and managed was developed in the 1990s but not completed. The caves are important cultural resources and have had identified in the past some use by Townsend's big-eared bat.

**Guidelines:**

1. Work with the City of Redmond to develop the Redmond Caves site as an interpretive park site.
2. Interpretive site development will include an emphasis on old growth juniper and native plant communities associated with the area, restoration of suitable bat habitat in some portion of the cave system and interpretation of archeological values.
3. Explore opportunities for community involvement in removal of graffiti and site stewardship.

**Cline Buttes Recreation Area**

The Cline Buttes area will be managed for multiple recreation use, with some areas being designated specifically for non-motorized trail development, while other areas will have multiple use trails. The Maston Allotment area east of Cline Falls Highway will be managed exclusively for non-motorized use. Like motorized users, equestrians and mountain bikes will be limited to a designated trail system, once completed.

Roads will be retained or developed in the Cline Buttes block to the extent necessary to provide for administrative access and create a reasonable and identifiable loop system for public use, particularly in the area between Barr Road and Fryrear Road. Only the minimum number of roads needed for administrative access will be retained in the Maston Allotment. Other roads in the Maston Allotment may be either designated and managed as non-motorized trails or closed and rehabilitated. Trail development in the higher elevation portions of the buttes will be oriented toward providing non-motorized trails for hiking, mountain biking, and equestrian use.

**Objective R – 2: Provide designated access points (includes entry points, parking areas, trailheads, and/or staging areas) to enhance visitor experience, protect resources, and minimize conflicts with adjacent landowners.**

**Allocations/Allowable Uses:**

1. Identify designated access points, parking areas and trailheads to support the non-motorized trail system.
2. Limit the number of access points through trail layout and rehabilitation efforts.

**Guidelines:**

1. Designate trailheads for hiking access to the Deschutes River. Move existing access points away from private residences and provide marked, defined parking areas and signed trails to public portions of the river.
2. Provide improvements to Fryrear Road trailhead or develop a replacement trailhead as needed to accommodate additional vehicles and adequate turning radius for horse trailers.
3. Provide signs and information on Sisters area trails if regional trail link is developed along Jordan Road from Sisters to BLM administered land at Cline Buttes.

**Objective R – 3: Manage off highway motorized vehicle use on BLM administered land to provide visitor satisfaction, protect natural resources, provide visitor safety, minimize conflicts among public land visitors and adjacent land owners and integrate opportunities with adjacent land management agencies.**

**Allocations/Allowable Uses:**

1. See RMP Maps 3 and 13 for Travel Management within the Cline Buttes Recreation Area

**Guidelines:**

1. The majority of the Cline Buttes Block will be managed with a Multiple Use, Separate Facilities Emphasis.
2. Multi-use trail system emphasis will be most heavily developed in center and north portions of the Cline Buttes block. In other areas, management of motorized use will emphasize motorized use on designated roads, with trails being used by non-motorized recreationists.
3. Work with ODOT to cooperatively manage the existing material site west of Barr Road as an OHV play area while maintaining the site for mineral material use. Manage trails in the area between Cline Falls Highway and Barr Road to minimize erosion and visual impacts.
4. For motorized trails, the trail system will be developed to:
  - a. Provide year-round opportunities.
  - b. Provide riding opportunities in a variety of terrain.
  - c. Limit the number of trailheads to a manageable number.
  - d. Provide play area opportunities.
  - e. Separate OHV use from other non-motorized trails to the extent feasible.
  - f. Take advantage of scenic and interpretive opportunities.
  - g. Provide separate loops and a variety of choices that help to disperse users, given the relatively small acreage of the trail system.
  - h. Allow motorized trail designation within or along the Tumalo Canals outside the ACEC and areas designated as Closed.
  - i. Locate trails to minimize conflicts with adjacent land owners to the extent feasible while maintaining a workable trail system.

**Objective R – 4: Provide identifiable non-motorized recreation opportunities to provide visitor satisfaction, protect natural resources, and minimize conflicts among public land visitors and adjacent land owners.**

**Rationale:**

Non-motorized use is occurring and growing in the area. Additional non-motorized trail opportunities are identified as a regional need by the Oregon State Parks needs assessment (SCORP). User conflicts between trail users is occurring in the Cline Buttes area, as are conflicts between trail users and landowners. The increase in development in the area makes these conflicts more likely.

**Allocations/Allowable Uses:**

1. A portion of the Tumalo Canals ACEC in the area east of Barr Road will be managed for foot traffic only (See Special Management Areas. Area to be closed to motorized trail is not on Maps 3 or 13 because the perimeter has not yet been determined).

**Guidelines:**

1. The Maston Allotment and Harper Road parcels will be managed to achieve a Non-motorized Recreation Exclusive Emphasis.
2. Manage equestrian and mountain bike use on a designated trail system. The non-motorized trail system will emphasize shared use non-motorized trails; however, separate trails may be considered to meet recreation user needs at the area management plan level by:
  - a. Specific trail designations, or
  - b. Identifying trail design and maintenance standards to meet a specific user group and informing the public of the trail emphasis without specifically closing the trail to any non-motorized user.
3. For non-motorized trails, the trail system will be developed to:
  - a. Provide year-round opportunities.
  - b. Clearly differentiate between motorized and non-motorized trails.
  - c. Provide opportunities for all non-motorized users, but allow separation of uses (e.g., horses and mountain bikes) where appropriate).
  - d. Provide a variety of trail conditions that suit different type of users (mountain bikes vs. equestrians).
  - e. Provide connections from trails at the buttes to the Maston Allotment area and to the Dry Canyon complex.
  - f. Connect to regional trail networks.
  - g. Provide a loop trail around Cline Buttes.
  - h. Provide a variety of trail difficulties, particularly for hiking and mountain biking.
  - i. Provide connections between the area east of Cline Falls Highway and the areas west of Cline Falls Highway and West of Barr Road.
  - j. Separate trailheads for motorized and non-motorized use to the maximum extent feasible.
  - k. Provide managed and maintained trail access to public portions of the Middle Deschutes.
  - l. Take advantage of scenic and interpretive opportunities.

**Objective R - 6: Provide developed or urban based recreation opportunities while minimizing duplication of services among agencies. Provide improvements that allow for easier pedestrian access and encourage day use and interpretive activities while minimizing conflicts with adjacent landowners where practicable.**

**Rationale:**

FLPMA provides for recreation use of public land as an integral part of multiple use management. Developed recreation facilities have been identified as a regional need in the current SCORP needs assessment. Developed recreation facility needs have been identified by local governments seeking to lease BLM administered land for public purposes. The landscape character of some BLM administered lands provides specific recreation opportunities. The concentration of recreational use in particular locations often leads to impacts and need for more focused recreation and resource management.

**Guidelines:**

1. Provide access and trailheads for motorized and non-motorized trail use.
2. Development of group use areas, picnic areas, or other developments may occur as needed.

**Horse Ridge Recreation Area**

The Skeleton Fire area will be managed for motorized use on a few main roads, much as it has been prior to this RMP. Roads may be retained or previously closed roads reopened only to the extent necessary to create a loop road from the Gosney Road access and State Highway 20 access. The remaining roads in the area may either be closed and rehabilitated or converted to non-motorized trails, which to provide various trail loops and connect to non-motorized trails in the Horse Ridge area. Trails on Horse Ridge will be developed to serve a variety of non-motorized users; however separated trails for different users may be considered at the area management plan level.

**Objective R – 2: Provide designated access points (includes entry points, parking areas, trailheads, and/or staging areas) to enhance visitor experience, protect resources, and minimize conflicts with adjacent landowners.**

**Rationale:**

The Skeleton Fire and Horse Ridge areas are high use trail areas that lack designated trails and trailheads. The lack of these facilities has led to private land trespass and reduces the opportunity for communication of regulations and resource concerns in the area.

**Guidelines:**

1. Designate adequate access to parking and user information for non-motorized trail use in the Horse Ridge and Skeleton Fire area.
2. Maintain and improve conditions at South Millican Horse Camp by clearly defining boundaries, signs and trail information. Consider increased development if multiple user groups can be served.

**Objective R – 3: Manage off highway motorized vehicle use on BLM administered land to provide visitor satisfaction, protect natural resources, provide visitor safety, minimize conflicts among public land visitors and adjacent land owners and integrate opportunities with adjacent land management agencies.**

**Rationale:**

Smaller areas of BLM administered land are less suited for motorized trail development, unless linked with trail systems in larger, adjacent public land blocks.

**Allocations/Allowable Uses:**

1. See RMP Maps 3 and 14 for Travel Management Allowable uses within the Horse Ridge Recreation Area.

**Guidelines:**

1. The Skeleton Fire area is designated as Non-motorized recreation emphasis.
2. Designated roads in the Skeleton Fire area will form a loop system that allows for recreational use, including special events.
3. Trail dependent special recreation events (trail rides, races, etc.) are allowed on designated roads or trails. A maximum of 2 events (motorized or non-motorized) may be held per month, with events up to 2 days long allowed. Each permitted event must be separated by at least 12 days with no scheduled events.
4. Reroute dead-end roads in the area south of State Highway 20 and north of Old Highway 20 (T18S, R14E, Sec. 30, 31,32; T19S, R14E, Sec. 5, 4, 3, 10; T18S, R13E, Sec.

25) to create several interconnected loops and eliminate dead-ends along the south side of State Highway 20.

**Objective R – 4: Provide identifiable non-motorized recreation opportunities to provide visitor satisfaction, protect natural resources, and minimize conflicts among public land visitors and adjacent land owners.**

**Guidelines:**

1. The Horse Ridge area is designated as Non-motorized Recreation Exclusive (Recreation Emphasis) (see RMP Map 4) and managed for year-round non-motorized trail use with a designated trail system (see RMP Maps 3 and 14).
2. The BLM administered land bounded by State Highway 20 on the east, Rickard Road on the south, and private lands to the west and north is designated as Non-motorized Recreation Exclusive (Recreation Emphasis) and managed for non-motorized trail use on a designated trail system.
3. The area between State Highway 20 and the old highway is designated Non-motorized Recreation Exclusive (Recreation Emphasis) and managed for non-motorized trail use on a designated trail system.
4. The Skeleton Fire area is designated as Non-motorized Recreation Emphasis (see RMP Map 4) and managed for year-round non-motorized trail use with a designated trail system.
5. Roads may be realigned or closed to create a trail network for non-motorized use that provides loops and connections to Horse Ridge and the Skeleton Fire area.
6. Designate any roads in the Skeleton Fire area that will remain Closed to motor vehicles as non-motorized trails if they meet the needs of the non-motorized trail system. The designated trail system will be designed and managed to differentiate it from roads, and to reduce redundant access points, avoid trespass, and avoid sensitive resource areas. Construct additional trails as needed to complete a system that offers loops of varying lengths.
7. Develop non-motorized trails on Horse Ridge that avoid private parcels and allow continuation of existing trail use. Closed roads in the Horse Ridge area needed for a non motorized trail system will be converted into trails for non-motorized use.
8. Designated trails will be located outside the Horse Ridge RNA.
9. Trail dependent special recreation events (trail rides, races, etc.) are allowed on designated roads or trails. A maximum of 2 events (motorized or non-motorized) could be held per month, with events up to 2 days long allowed. Each permitted event will be separated by at least 12 days with no scheduled events.
10. Provide a designated trail link from Horse Ridge trails to the existing culvert trail crossing under State Highway 20.

## **La Pine Recreation Area**

The majority of the La Pine area will be managed for motorized use on designated roads only. The middle portion of the La Pine area east of State Highway 97 will be managed for motorized use on designated roads and trails year-round. This area encompasses the Rosland OHV Play area, and provides additional opportunities for designated trails and links to roads or potential future trails on the Deschutes National Forest. The northern portion of the La Pine area will be managed for motorized use on designated roads only, with additional non-motorized trails being designated if a need arises or if adjacent trail opportunities are available at La Pine State Park.

**Objective R – 3: Manage off highway motorized vehicle use on BLM administered land to provide visitor satisfaction, protect natural resources, provide visitor safety, minimize conflicts among public land visitors and adjacent land owners and integrate opportunities with adjacent land management agencies.**

**Allocations/Allowable Uses:**

1. See RMP Maps 3 and 15 for Travel Management Allowable Uses within the La Pine Recreation Area. A newly acquired parcel on the Little Deschutes River north of State Recreation Road is displayed only on Map 15.

**Guidelines:**

1. Motor vehicle travel will be limited to a designated system throughout the majority of the area
2. The area south and east of the Rosland OHV area is designated as Multiple Use Shared Facilities Recreation Emphasis. The emphasis for the area is to enlarge the trail system linked to the Rosland OHV Play area site.
3. The areas designated as Roads Only and Multiple Use Separate Facilities may contain designated OHV trails at the minimum needed to provide trail links to other adjacent designated OHV trail systems.
4. Designated OHV trail links may be allowed in the areas identified for motorized use on roads only in La Pine. Trail links will be provided to the extent practicable in order to provide access to trail or road systems on adjacent public lands or to reach the designated trail systems associated with the Rosland area.

**Objective R – 4: Provide identifiable non-motorized recreation opportunities to provide visitor satisfaction, protect natural resources, and minimize conflicts among public land visitors and adjacent land owners.**

**Guidelines:**

1. The southern portion of the La Pine block is designated Roads only Recreation Emphasis.
2. The northern portion of the La Pine block is designated Non-motorized Recreation Emphasis, and managed to provide trails for non-motorized uses and roads for motorized vehicles.
3. Isolated blocks will be managed for dispersed non-motorized use.
4. If opportunities for non-motorized trail connections exist, consider development of non-motorized trails in the northern portion of the La Pine area.
5. The Little Deschutes River parcel located north of State Recreation Road will be managed for non-motorized trail use with an emphasis on hiking trails.

**Objective R - 6: Provide developed or urban based recreation opportunities while minimizing duplication of services among agencies. Provide improvements that allow for easier pedestrian access and encourage day use and interpretive activities while minimizing conflicts with adjacent landowners where practicable.**

**Rationale:**

The unincorporated city of La Pine has, proportionally, a larger percentage of public lands within the unincorporated community urban growth boundary than other areas in the planning area. As a consequence, the area has had a long history of requests for uses of BLM - managed lands things such as parks, rodeo grounds, and other community interests.

**Guidelines:**

1. Work with Deschutes County, State Parks, and the community of La Pine to explore R&PP lease options for park development in La Pine.
2. Development of new park sites could occur under R&PP lease or if management responsibilities were assumed by another public entity.

## Mayfield Pond Recreation Area

The Mayfield Pond area will be managed to provide separate geographic areas for motorized and non-motorized use, with most of the area south of Alfalfa Market Road being managed exclusively for non-motorized trail use, and the area to the north of Alfalfa Market Road being managed for motorized use on a designated road system.

**Objective R – 2: Provide designated access points (includes entry points, parking areas, trailheads, and/or staging areas) to enhance visitor experience, protect resources, and minimize conflicts with adjacent landowners.**

### **Guidelines:**

1. Provide designated trailhead and parking facilities to support trail use in the Airport Allotment.
2. Provide designated entry points and trailheads that support trail use in the Mayfield Pond block.
3. Provide designated access/parking at Mayfield Pond.
4. Provide designated access/parking at the Route 5 entrance to the Badlands WSA or at the Reynolds Pond area with a designated road/trail link to the Route 5 entrance. This trailhead will be designed to:
  - a. Accommodate horse trailers.
  - b. Minimize the spread or expansion of user created parking areas.
  - c. Provide interpretive information on WSA resources and management.
5. Consider providing new designated access to the area south of Alfalfa Market Road from Dodds Road.
6. Relocate road and parking at Alfalfa Pond.
7. General public use, motorized access points into the area north of Alfalfa Market Road will be limited to allow better management of the area and a reduction in conflicts with adjacent landowners (e.g., one access point from Powell Butte Highway and one access point from Alfalfa Market Road).
8. Access controls will be made to support the motorized vehicle closure south of Alfalfa Market Road (e.g., fences, signs, barriers, etc.).
9. Provide a parking area/trailhead for the closed area south of Alfalfa Market Road, to allow for parking. Day use improvements such as picnic tables, group use areas, etc. may be considered. Other access points may be provided to serve surrounding residential access, but will be minor access gates, without improved parking.
10. Vehicle parking will be moved farther away from Alfalfa Pond, but still be available off Dodds Road. The road will be retained for administrative access and may be improved to provide a well marked vehicle access to the Route 5 trailhead for the Badlands WSA.
11. Relocate the existing access road to Mayfield Pond farther away from the pond to improve recreation and resource conditions at the pond site.

**Objective R – 3: Manage off highway motorized vehicle use on BLM administered land to provide visitor satisfaction, protect natural resources, provide visitor safety, minimize conflicts among public land visitors and adjacent land owners and integrate opportunities with adjacent land management agencies.**

### **Allocations/Allowable Uses:**

1. See RMP Maps 3 and 16 for Travel Management Allowable Uses within the Mayfield Pond Recreation Area.
2. Area within the fence around Mayfield Pond is closed to motorized travel (this area is too small to display on maps).

**Guidelines:**

1. The Mayfield Pond area north of Alfalfa Market Road is designated as Non-motorized Recreation Emphasis and will be managed to allow motorized use on a road network. This road system will be designed to:
  - a. Provide road loops in the area that can be used by both motorized and non-motorized recreationists and provide access for permittees.
  - b. Rerouting of the existing road away from the edge of Mayfield Pond will be a priority.
  - c. Designated roads will be located approximately 1/4 to 1/2 mile from bordering subdivisions.
  - d. Non-motorized trail connections will be considered at the surrounding subdivisions.
  - e. Roads not designated will be rehabilitated or converted to trails.
  - f. Avoid dead-end roads, and limit the number of motorized access points from adjacent roads, subdivisions or private property.
2. Roads in the area east of Dodds Road will be limited to those needed for canal maintenance access or to reach trailheads or ponds.

**Objective R – 4: Provide identifiable non-motorized recreation opportunities to provide visitor satisfaction, protect natural resources, and minimize conflicts among public land visitors and adjacent land owners.**

**Allocations/Allowable Uses:**

1. Non-motorized use south of Alfalfa Market Road and west of Dodds Road (except hiking) will be limited to designated roads and trails when a designated system is implemented.

**Guidelines:**

1. The Mayfield Pond area north of Alfalfa Market Road is designated as Non-motorized recreation emphasis.
2. The Mayfield Pond area south of Alfalfa Market Road and north of Dodds Road, and the Airport Allotment is designated as Non-motorized Recreation Exclusive (Recreation Emphasis) and will be managed for non-motorized trail use. Trails in the area will provide several different length loops for hiking, running, equestrian and mountain bike use.
3. Manage non-motorized use by developing a designated, signed, non-motorized trail system in the following areas:
  - a. The main block (north of Alfalfa Market Road).
  - b. BLM land south of Alfalfa Market Road and west and north of Dodds Road.
  - c. The Airport Allotment.
4. The trail system in the main block north of Alfalfa Market road will be designed to provide a loop around the periphery of the public land block, as well as a connection to the Mayfield Pond site. Designated and signed non-motorized access to this trail system may be provided from adjacent subdivisions.
5. To the maximum extent feasible, non-motorized trails will be located away from designated roads in the main block, to avoid conflicts between motorized and non-motorized uses.
6. Create a designated, non-motorized trail link between the Reynolds Pond parking area and the Badlands WSA Route 5 trailhead.
7. Where possible, the road system in the Airport allotment area will be modified to create a single track system that includes trail loops and avoids dead-end trails.
8. Where possible, roads will be converted to trails.
9. Provide a designated, non-motorized trail link outside of the Badlands WSA boundary to a designated parking area at Reynolds Pond to Route 5 entry point in the Badlands.

**Objective R - 6: Provide developed or urban based recreation opportunities while minimizing duplication of services among agencies. Provide improvements that allow for easier pedestrian access and encourage day use and interpretive activities while minimizing conflicts with adjacent landowners where practicable.**

**Guidelines:**

1. Provide site improvements at ponds (toilets, hardened parking, picnic areas, shade structures, trash receptacles, etc.) as needed to increase visitor satisfaction and protect resources.

## **Millican Valley Off-Highway Vehicle Area**

Guidance that applies to Millican Plateau, North Millican, and South Millican includes the following:

**Objective R – 3: Manage off highway motorized vehicle use on BLM administered land to provide visitor satisfaction, protect natural resources, provide visitor safety, minimize conflicts among public land visitors and adjacent land owners and integrate opportunities with adjacent land management agencies.**

**Guidelines:**

1. In addition to general guidance for Objective R – 3 the following guidelines will continue to apply within the boundaries of the existing Millican Valley OHV area:
  - a. Trails, camping areas, warm up areas, and other facilities will be located away from Highway 20 to the extent feasible.
  - b. The Millican Valley OHV area is a designated use area for Class 1, 2, and 3 OHV users.

## ***Millican Plateau OHV Area***

The majority of the geographic area will be managed for year-round use on designated road and trails. The goal of OHV trail system is to provide diverse OHV opportunities by creating new trails and play areas and to provide trail opportunities when the seasonal and trail density restrictions in North Millican and South Millican areas are in effect.

The northern tip of the Millican Plateau area is Closed to motor vehicles, in response to chronic dumping and vandalism problems between the BLM boundary and the power line crossing at Millican/West Butte Road (see RMP Maps 3 and 17).

**Objective R – 2: Provide designated access points (includes entry points, parking areas, trailheads, and/or staging areas) to enhance visitor experience, protect resources, and minimize conflicts with adjacent landowners.**

**Guidelines**

1. Develop trailheads to access the Millican Plateau portion of the OHV area, while controlling parking and spread of dispersed use. Trailheads and staging areas will be provided to:
  - a. Disperse users throughout the system to avoid user conflicts.
  - b. Provide a diversity of experiences.
  - c. Minimize visual impacts from Millican/West Butte Road and Reservoir Road.
  - d. Minimize need for at-grade trail crossings of Millican/West Butte Road and Reservoir Road.
  - e. Provide facilities that serve causal use and also special event use.

**Objective R – 3: Manage off highway motorized vehicle use on BLM administered land to provide visitor satisfaction, protect natural resources, provide visitor safety, minimize conflicts among public land visitors and adjacent land owners and integrate opportunities with adjacent land management agencies.**

**Allocations/Allowable Uses:**

1. See RMP Maps 3 and 17 for Travel Management Allowable Uses within the Millican Plateau portion of the Millican Valley Off Highway Vehicle Recreation Area. The following trail loop is not displayed on the maps because the trail has not been designed: In the closed area immediately west of the Crooked River one OHV trail loop will be designated that provides scenic views of the Crooked River Canyon. This designated trail must be outside the Crooked Wild and Scenic River boundary.

**Guidelines:**

1. Designate and manage the majority of the Millican Plateau area for a Multiple Use Shared Facility Recreation Emphasis.
2. Retain and enlarge the Millican Plateau area as part of the Millican Valley OHV Area. Goals for the management of OHV use in the area include:
  - a. An increased density of trails compared to the North and South Millican Areas to provide dispersal of users.
  - b. A range of opportunities, including trails, play areas, and technical four-wheel drive opportunities.
  - c. Year-round trail connections to the North Millican Area.
3. Staging areas to disperse users and provide OHV area access from Prineville.
4. Increased development of staging areas, with provision of toilets or camping areas as needed.
5. Additional trails are designated in area between Millican/West Butte Road and Johnson Market Road.
6. Additional trails are designated in area east of Road 6555-b to allow for one or more trail loops.
7. Provide additional OHV play area opportunities in Millican Valley, with an emphasis on areas/communities not served by existing facilities (i.e., Millican Plateau/ Prineville).
8. Designate trails in the area west of Millican/West Butte Road and south of Powell Butte.
9. The trail system in the area will be revised to maintain a functional system on both sides of Millican/West Butte Road. The number of trail crossings of Millican/West Butte Road will be limited, and frontage trails may be provided to collect trail use and lead it to grade separated crossings.

**Objective R – 4:** Provide identifiable non-motorized recreation opportunities to promote visitor satisfaction, protect natural resources, and minimize conflicts among public land visitors and adjacent land owners.

**Guidelines:**

1. The area along the west rim of the Crooked River is designated as Non-motorized Recreation Exclusive and managed for non-motorized trail use.
2. The Millican Plateau area will be open year-round to non-motorized trail use.
3. The West Butte area is designated and managed as Non-motorized Recreation Exclusive (Recreation Emphasis), providing for non-motorized designated trails.

***North Millican OHV Area***

Most of the area will be managed for shared use on a designated trail system. The OHV system will allow for year-round use and maintain connections to the South Millican and Millican Plateau areas. Certain areas, such as the Dry River Canyon area along State Highway 20, a portion of West Butte, and the area west of, and adjacent to State Highway

27, will not have any motorized trails designated in them. The designated trail system will be reduced in mileage and density to allow for year-round use. To reach a relatively low trail density, the travel management priority for the area will be given to trails, and all roads not needed for administrative access may be closed and rehabilitated.

**Objective R – 2: Provide designated access points (includes entry points, parking areas, trailheads, and/or staging areas) to enhance visitor experience, protect resources, and minimize conflicts with adjacent landowners.**

**Guidelines:**

1. Develop trailhead and parking area at base of Dry River Canyon to serve the Badlands WSA and Dry River Canyon use areas.
2. Consider providing a primitive camping area at base of Dry River Canyon if needed and if this development will reduce impacts to wilderness suitability in the Badlands WSA.
3. Consider developed group use and camping site near the Central Oregon Shooting Sports Association (COSSA) shooting range, to be operated on a reservation system to support a range of activities, including shooting events, trail use events, and other group use activities.
4. Provide a non-motorized trailhead/access point to North Millican trail system at State Highway 27 if there is a demonstrated need or if user conflicts cannot be managed at other trailheads.
5. Access goals for staging areas to serve the larger trail system in North Millican are provided in the Common to Alternatives 2-7 section.

**Objective R – 3: Manage off highway motorized vehicle use on BLM administered land to provide visitor satisfaction, protect natural resources, provide visitor safety, minimize conflicts among public land visitors and adjacent land owners and integrate opportunities with adjacent land management agencies.**

**Allocations/Allowable Uses:**

1. See RMP Maps 3 and 18 for Travel Management Allowable Uses within the North Millican portion of the Millican Valley Off Highway Vehicle Recreation Area.
2. ODOT Pit Play area will be open all year.

**Guidelines:**

1. The majority of the area is designated as Multiple Use Shared Facilities and managed as part of the larger Millican Valley OHV area, with OHV trail connections to South Millican and Millican Plateau.
2. Interim guidelines for the existing Road and trail system in North Millican will include:
  - a. The interim road and trail system in North Millican will be the existing road and trail system implemented under the Millican Valley OHV Area Plan, with revisions made to the extent necessary to provide safe trail crossing locations of the upgraded Millican/West Butte Road. It will also include existing roads open to street legal vehicles year-round.
  - b. The existing designated OHV system will be subject to the pre-plan seasonal closures (Area closed from December 1 through April 30), until a final road and trail system is implemented.
3. Some portion of the area or portions of trails may be seasonally closed (December 1 to April 30) to maintain wildlife habitat objectives.
4. Increase the diversity of motorized recreation opportunities by providing trails or sites specifically for Class 1, 2, and 3 vehicles (motorcycles, quads, and jeeps/pickups).
5. The cinder pit in North Millican will be developed as a staging area. This staging area will have a graveled parking area, loading ramp, and an information bulletin board.

6. The BLM will continue to pursue a cooperative agreement to manage the area known as the ODOT pit. If acquired, the BLM will develop the site as a permanent casual-use staging area, warm up area, and the hill climb areas behind the play area will be closed, but the play area itself will be Open year-round. Improvements may include vault toilet, load up ramp, information kiosk, etc.
7. A primitive campground will be located in the North Millican area; typical improvements will include a cindered road loop, vault toilet, and a group gathering area with a fire pit. A staging area will be associated with the camping area.
8. Warm up areas will be developed with the staging areas (one at the Cinder Pit, another at the north end of the North area).
9. The hill climb at the Cinder Pit OHV Play Area will remain open for OHV use.
10. The hill climb located near Highway 20 and adjacent to the ODOT gravel pit will remain closed to public use.
11. Consider development of camping facilities to support recreation use in the SE portion of the planning area.
12. Improve ODOT pit to increase usefulness as a staging area and increase safety and user satisfaction at the play area.
13. Staging areas will be developed on each side of Millican/West Butte Road, to serve public recreational use and allow for events to be focused on one side of Millican/West Butte Road or the other.
14. Modify the OHV trail system in the area to reduce the need for at grade crossings of Millican/West Butte Road and to increase trail mileage on east side of Millican/West Butte Road.
15. Retain juniper trees in adequate numbers along trail corridors to keep riders on trails and reduce maintenance needs, consistent with other resource objectives.
16. Motorized use Road and trail density will be limited to approximately 1.5 miles per square mile.
17. Road and trail dependent special recreation events (e.g., races, trail rides) will not be allowed between December 1 and April 30. During the remainder of the year, events could be permitted up to 2 events per month, with a minimum of 12 days between events.
18. The trail system layout will also emphasize retention of large, un-fragmented habitat blocks (in a range of 1,000 to 2,500 acres or greater) throughout the area.
19. Areas or portions of the trail system may be closed during the winter; however, the trail system goals for the North Millican area will include:
  - a. A workable winter trail system that, in combination with Millican Plateau and South Millican, provides high quality, diverse riding opportunities over a variety of difficulties and terrain.
  - b. A trail system designed to encourage winding, challenging trails that increase the hours of riding opportunity per mile of trail corridor.
  - c. A range of opportunities, including trails, play areas, and technical four-wheel drive routes.
  - d. Year-round trail connections to Millican Plateau, to provide for dispersal of users and longer riding opportunities.
  - e. Multiple staging areas to disperse users throughout a less dense trail system than is currently present.
  - f. Provision of toilets and camping areas as needed.
  - g. Maintain connections to the South Millican Area.
  - h. Development of grade separated trail crossings of Millican/West Butte and Reservoir Roads.
  - i. Provide a range of riding opportunities during the best riding conditions (winter) by providing winter trails in areas of steeper topography that offer challenge and provide scenic qualities.
20. The trail system in the area will be revised to maintain a functional system on both sides of Millican/West Butte Road. The number of trail crossings of Millican/West Butte Road will be limited, and frontage trails may be provided to collect trail use and lead it to grade separated crossings.

**Objective R – 4: Provide identifiable non-motorized recreation opportunities to provide visitor satisfaction, protect natural resources, and minimize conflicts among public land visitors and adjacent land owners.**

**Guidelines:**

1. The area immediately west of State Highway 27 will be managed as Non-motorized recreation emphasis.
2. The Dry River Canyon area in the northwest corner of North Millican area will be managed for equestrian, hiking, and mountain bicycling use on designated trails. Additional non-motorized trails may be considered to provide a loop trail incorporating Dry River Canyon and the area to the north of Dry River Canyon.
3. A designated trail link will be provided from Dry River Canyon to the Route 8 entrance to the Badlands WSA.
4. If opportunity occurs, add grade separated crossings of Millican/West Butte Road or State Highway 20 to provide additional trail connections or to separate user types on different crossings.
5. A designated trail link will be provided at the upper end of Dry River Canyon to link with trails in Horse Ridge area. Consider connection of Dry River Canyon trail routes to existing culverts under State Highway 20 to provide safe crossing of the Highway for trail users.

**Objective R - 6: Provide developed or urban based recreation opportunities while minimizing duplication of services among agencies. Provide improvements that allow for easier pedestrian access and encourage day use and interpretive activities while minimizing conflicts with adjacent landowners where practicable.**

**Guidelines:**

1. The North Millican Cinder Pit will be redesigned for better and safer OHV use if this can be done without compromising the site's effectiveness for material extraction.
2. Develop a group use and camping site near COSSA shooting range, to be operated on a reservation system to support a range of activities, including shooting events, trail use events, and other group use activities if such a development meets the objectives of this plan.
3. Consider development of a primitive camping area at base of Dry River Canyon.

***South Millican OHV Area***

South Millican will remain as an OHV use area, but will retain the existing seasonal closure (area closed to motorized use from December 1 through July 31). The existing trail system will be retained. No new trail connections will be provided between the motorized trail system in South Millican and trails in the adjacent Deschutes National Forest.

**Objective R – 2: Provide designated access points (includes entry points, parking areas, trailheads, and/or staging areas) to enhance visitor experience, protect resources, and minimize conflicts with adjacent landowners.**

**Guidelines:**

1. Maintain staging areas for OHV use in the South Millican area.
2. Provide improvements to staging areas in South Millican that accommodate both motorized and non-motorized uses.

**Objective R – 3: Manage off highway motorized vehicle use on BLM administered land to provide visitor satisfaction, protect natural resources, provide visitor safety, minimize conflicts among public land visitors and adjacent land owners and integrate opportunities with adjacent land management agencies.**

**Allocations/Allowable Uses:**

1. The South Millican Area will be designated as Limited to Designated Roads and Trails. The OHV system will be closed seasonally (open to motorized use from August 1 to November 30, closed the remainder of the year) (see RMP Maps 3 and 19).

**Guidelines:**

1. The South Millican area will be designated as Multiple Use Shared Facilities Recreation Emphasis.
2. The South Millican OHV area will be maintained for OHV use on designated roads and trails.

**Objective R – 4: Provide identifiable non-motorized recreation opportunities to provide visitor satisfaction, protect natural resources, and minimize conflicts among public land visitors and adjacent land owners.**

**Guidelines:**

1. Provide a designated trail link from Horse Ridge trails to the existing culvert trail crossing under State Highway 20.
2. Mountain bike, equestrian and other non-foot traffic trail use will be limited to a designated trail system in South Millican.

## **Northwest Recreation Area**

The area will be managed with an emphasis on development of non-motorized, designated trails that provide connectivity to a regional trail system, links to Sisters Community trails, and links to non-motorized trail systems on the Crooked River National Grassland (CRNG) to the north. Roads will be retained or developed in the main block only to the extent necessary to create or access parking areas, trailheads or developed sites, or to serve existing administrative use.

**Objective R – 2: Provide designated access points (includes entry points, parking areas, trailheads, and/or staging areas) to enhance visitor experience, protect resources, and minimize conflicts with adjacent landowners.**

**Guidelines:**

1. Identify designated access points, parking areas and trailheads to support the non-motorized trail system. Limit the number of access points through trail layout and rehabilitation efforts.
2. Provide trailhead(s) at appropriate locations to serve the local area community of Sisters.
3. Where feasible, provide trailheads in locations that connect to area or regional trails as identified by the Sisters Community Action Team, or by adjacent land management agencies.
4. The existing road on BLM administered land that connects Holmes Road to Forest Road 6360 will be retained as a BLM system road.

**Objective R – 3: Manage off highway motorized vehicle use on BLM administered land to provide visitor satisfaction, protect natural resources, provide visitor safety, minimize conflicts among public land visitors and adjacent land owners and integrate opportunities with adjacent land management agencies.**

**Allocations/Allowable Uses:**

1. See RMP Maps 3 and 20 for Travel Management within the Northwest Recreation Area.

2. All BLM roads in this area (except access roads to non-motorized trailheads or developed sites) will be Closed to motorized use seasonally, from December 1 to March 31.

**Objective R – 4: Provide identifiable non-motorized recreation opportunities to provide visitor satisfaction, protect natural resources, and minimize conflicts among public land visitors and adjacent land owners.**

**Guidelines:**

1. The Northwest Area will be designated as Non-motorized Recreation Emphasis and managed to :
  - a. Provide year-round non-motorized trail opportunities.
  - b. Provide a trail link from the Sisters area through BLM administered lands to access the road leading to Alder Springs trailhead on the Crooked River National Grassland (e.g., a portion of the Cascade Mountain/Willamette Valley Wagon Road could be identified and managed as a non-motorized trail).
2. Construct new trail alignments as necessary to avoid private property.
3. Consider development of one or more loop trails off the main trail.

**Objective R – 5: Provide for projects, programs, and permits that promote a diverse range of recreation opportunities. Provide for individual, group, and competitive event recreational use that could not be reasonably accommodated on private land.**

**Guidelines:**

1. If disposal/exchange of isolated BLM parcels west of Squaw Creek is made a priority, work with local climbing organizations and national groups such as the Access Fund to maintain the Sisters Climbing Area (Fremont Canyon) as a publicly accessible climbing opportunity.
2. The Sisters Climbing Area will be managed specifically for climbing use, and will be identifiable as BLM administered land.

## **Prineville Geographic Area**

The many small isolated tracts of BLM administered land north of Prineville will be closed to motorized vehicle use. This also includes one of the larger tracts, the 640-acre parcel located adjacent to Ochoco Reservoir. BLM public lands located south of Prineville and north of the Prineville Reservoir geographic area are managed primarily for motorized use on designated roads year-round.

**Objective R – 2: Provide designated access points (includes entry points, parking areas, trailheads, and/or staging areas) to enhance visitor experience, protect resources, and minimize conflicts with adjacent landowners.**

**Guidelines:**

1. If legal access is obtained, provide trailheads for Powell Butte.

**Objective R – 3: Manage off highway motorized vehicle use on BLM administered land to provide visitor satisfaction, protect natural resources, provide visitor safety, minimize conflicts among public land visitors and adjacent land owners and integrate opportunities with adjacent land management agencies.**

**Allocations/Allowable Uses:**

1. See RMP Maps 3 and 21 for Travel Management within the Prineville Area.

**Guidelines:**

1. See general guidelines for Objective R – 3.

**Objective R – 4: Provide identifiable non-motorized recreation opportunities to provide visitor satisfaction, protect natural resources, and minimize conflicts among public land visitors and adjacent land owners.**

**Guidelines:**

1. The scattered parcels north of Prineville are designated as Non-motorized Recreation Exclusive (Recreation Emphasis).
2. The majority of the parcels south of Prineville are designated as Roads Only Recreation Emphasis.
3. If legal access is obtained, designate a non-motorized trail system in Powell Buttes and manage all non-motorized (except foot traffic) use as limited to this system. Close and rehabilitate other user created trails.

**Objective R – 5: Provide for projects, programs, and permits that promote a diverse range of recreation opportunities. Provide for individual, group, and competitive event recreational use that could not be reasonably accommodated on private land.**

**Guidelines:**

1. BLM will work with the City of Prineville and Crook County to explore R&PP lease options for park development around Prineville, and specifically for management of Barnes Butte.

### **Prineville Reservoir Recreation Area**

The area will be managed primarily for motorized use on a limited designated road system, with the trails focus being the development of non-motorized trails adjacent to the Crooked River and Prineville Reservoir. The area between the County Boat Ramp and the Chimney Rock Trail on the Crooked River will be managed exclusively for non-motorized use only. The northeastern portion of the area (the Sanford Creek drainage) will be managed for motorized use on roads that are open seasonally. The remainder of the area including lands on each side of the Bear Creek arm of Prineville Reservoir will be limited to designated roads only year-round. These BLM administered lands will have designated, non-motorized trails that link to BOR/State Park managed sites at Prineville Reservoir.

**Objective R – 2: Provide designated access points (includes entry points, parking areas, trailheads, and/or staging areas) to enhance visitor experience, protect resources, and minimize conflicts with adjacent landowners.**

**Guidelines:**

1. Designated non-motorized trails will utilize State Park/BOR trailhead facilities where feasible.
2. Consider development of a trailhead for non-motorized use off State Highway 27 at Taylor Butte.
3. Consider development of a trailhead on the east side of State Highway 27 south of Powderhouse Cove.
4. Consider development of trailheads for non-motorized trail use in the Eagle Rock area and the area between Prineville Reservoir and the Chimney Rock segment of the Wild and Scenic Crooked River.

**Objective R – 3: Manage off highway motorized vehicle use on BLM administered land to provide visitor satisfaction, protect natural resources, provide visitor safety, minimize conflicts among public land visitors and adjacent land owners and integrate opportunities with adjacent land management agencies.**

**Allocations/Allowable Uses:**

1. See RMP Maps 3 and 22 for Travel Management within the Prineville Reservoir Recreation Area.
2. A localized developed OHV play area with small trail loop system may be allowed in the area north of Prineville Reservoir where the travel management designation is Limited to Designated Roads Only.

**Guidelines:**

1. Prior to development of OHV opportunities north of Prineville Reservoir consider the following:
  - a. Orient development toward local residents, not as a draw to regional users.
  - b. The development can be located in a defined area with clear boundaries.
  - c. The development can be located outside of areas designated as Closed to motorized use.
  - d. Consider first suitable areas within Secondary wildlife emphasis. Primary wildlife emphasis areas should be avoided if possible.
  - e. Do not locate development in the Eagle Rock area or immediately adjacent to the upper portion of Prineville Reservoir Recreation Area.

**Objective R – 4: Provide identifiable non-motorized recreation opportunities to provide visitor satisfaction, protect natural resources, and minimize conflicts among public land visitors and adjacent land owners.**

**Guidelines:**

1. The areas immediately north and south of Prineville Reservoir are designated as Non-motorized Recreation Emphasis.
2. The Area north of Prineville Reservoir and immediately east of the Crooked River is designated as Non-motorized Recreation Exclusive (Recreation Emphasis).
3. The southernmost portion of the area will be designated as Roads Only Recreation Emphasis.
4. Designated, non-motorized trail systems will be developed throughout the geographic area. The goal of the non-motorized trail systems in this geographic area will be for year-round non-motorized trail use, with connections made to Prineville Reservoir State Park and the Crooked Wild and Scenic River where appropriate.
5. Work with BOR and State Parks to implement a trail system that provides recreation opportunities consistent with BOR and State Park's management goals for Prineville Reservoir.
6. The trail system will be designed to provide viewpoints of the reservoir and other scenic features.
7. The area north of Prineville Reservoir and immediately east of the Crooked River will be managed for non-motorized trail use on designated trails. If roads Closed to motorized travel are suitable for a non-motorized trail system, they may be converted to non-motorized trails. Roads not needed will be obliterated.
8. The existing Chimney Rock trail will be extended into a trail system with several loops that ultimately connects to a BOR and State Parks managed trailhead near the County Boat Ramp.
9. A non-motorized trailhead and parking area will be developed on the north side of this area; other access points will be the Chimney Rock Trailhead, and a trailhead near the County Boat Ramp.
10. Develop designated, non-motorized trails in the Taylor Butte/Powderhouse Cove area that will connect to BOR/State Park facilities, provide loops in the Powderhouse Cove area, and link Roberts Bay to the Bear Creek site.
11. A designated, non-motorized trail system will be developed in the Eagle Rock area, with a trail link to Prineville Reservoir. The intent of this trail system will be to

provide year-round non-motorized trail access. Access points closed seasonally to motor vehicles will have provisions made to allow for non-motorized access into the area.

### **Smith Rock Recreation Area**

The entire block will be Closed to motorized vehicles. Additional non-motorized trails may be created, both to solve resource issues at climbers' trails and to meet demand for hiking, mountain biking, and equestrian trail opportunities.

**Objective R – 4: Provide identifiable non-motorized recreation opportunities to provide visitor satisfaction, protect natural resources, and minimize conflicts among public land visitors and adjacent land owners.**

#### **Allocations/Allowable Uses:**

1. Allow development of additional trails to reduce impacts at climbing areas and to provide additional mountain bike, hiking, and equestrian use opportunities.
2. Limit mechanized and horse travel to designated routes.

#### **Guidelines:**

1. Develop alternative access to BLM administered lands adjacent to Smith Rock State Park if:
  - a. Trails in Smith Rock State Park are closed to mountain bikes, or
  - b. The North Unit Canal is identified as a regional trail corridor.
2. Coordinate trail development with Smith Rock State Park and the Crooked River National Grassland.
3. Design and locate trails to protect resources and scenic values.

### **Steamboat Rock Recreation Area**

The majority of the main block of public land in the Steamboat Rock area will be managed for both motorized and non-motorized use on a shared trail system. While this area will be open to OHV (Class I and III, i.e., motorcycles and quads), it will be closed to full size vehicles in an effort to reduce conflicts between adjacent landowners and public land visitors and to reduce illegal dumping prevalent in the area. The existing high density (approximately 8 miles of roads per square mile) of roads in the main Steamboat Rock block will be reduced, with many roads being closed and rehabilitated while others will be managed as trails. A separate trail system for non-motorized use will be developed along the Deschutes River in the main block. The river parcels adjacent to Crooked River Ranch will continue to be managed to emphasize non-motorized use. Isolated parcels northwest of Redmond are managed exclusively for non-motorized use.

**Objective R – 2: Provide designated access points (includes entry points, parking areas, trailheads, and/or staging areas) to enhance visitor experience, protect resources, and minimize conflicts with adjacent landowners.**

#### **Rationale:**

High use demand, increased developments adjacent to the area, continuing trespass and social conflicts, unmarked and unmaintained trails, large scale dumping of trash, enlarging and expanding access points.

#### **Guidelines:**

1. Provide permanent toilet facilities at high use trailheads such as Steelhead Falls.
2. Work to acquire easement or other mechanism to allow foot traffic to both sides of the Deschutes River within the BLM parcel near Crestridge Estates.

3. Designate trailheads for hiking access to Deschutes and Crooked Rivers. Move existing access points away from private residences if feasible and provide marked, defined parking areas and signed trails to public portions of river.
4. Consider providing a designated parking and trailhead area for the Deschutes River area closed to motor vehicles located south of Lower Bridge Road.

**Objective R – 3: Manage off highway motorized vehicle use on BLM administered land to provide visitor satisfaction, protect natural resources, provide visitor safety, minimize conflicts among public land visitors and adjacent land owners and integrate opportunities with adjacent land management agencies.**

**Allocations/Allowable Uses:**

1. See RMP Maps 3, 23A, and 23B for Travel Management within the Steamboat Rock Recreation Area
2. Vehicle access to Steamboat Rock will be limited to designated parking areas, in order to control the expansion of cleared areas surrounding the rock.

**Guidelines:**

1. Hill-climbs south of Tetherow Crossing subdivision will be rehabilitated and reseeded as will hill climbs and shooting target areas at the Steamboat Rock formation.
2. Work with the City of Redmond to provide trail connectivity between the Redmond area and the Steamboat Rock block.
3. In consultation with Deschutes County Road department and Crooked River Ranch, upgrade and provide maintenance for the emergency exit route. Consider realigning this route and exit point onto Lower Bridge Road if it provides a safer route and improved resource and recreation management on BLM administered lands.
4. Designate shared use trails in the main block. The goals of the trail system will include:
  - a. Include a reduction in the number of access points, and provision of designated trailheads.
  - b. Any access points needed solely for administrative access (e.g., at power line corridors) may be gated and not available as public access points.
  - c. New roads or trails will be created as needed to link existing roads back to common access points or trailheads.
  - d. Trails will be routed to avoid private lands and minimize conflicts with adjacent landowners.
  - e. Provide multiple loops and a variety of difficulty levels and trail conditions.

**Objective R – 4: Provide identifiable non-motorized recreation opportunities to provide visitor satisfaction, protect natural resources, and minimize conflicts among public land visitors and adjacent land owners.**

**Allocations/Allowable Uses:**

1. The Deschutes River corridor adjacent to Crooked River Ranch is designated Closed to motor vehicles.
2. The Crooked River corridor adjacent to Crooked River Ranch is limited to designated roads only.
3. The Deschutes River corridor located south of Lower Bridge Road is designated Closed to motor vehicles.
4. Small parcels located northwest of Redmond are designated Closed to motor vehicles.

**Guidelines:**

1. The Deschutes and Crooked River corridors adjacent to Crooked River Ranch is designated Non-motorized Recreation Exclusive and managed for non-motorized trail use and river access.
2. The Deschutes River corridor located south of Lower Bridge Road is designated Non-motorized Recreation Exclusive and managed for non-motorized trail use and river access.
3. Small parcels located northwest of Redmond are designated Non-motorized Recreation Exclusive.
4. Provide a designated trail system within the main Steamboat Rock block. Emphasis on road and trail system development in this area will be on reducing density from the current range of approximately 8 miles per square mile to a lower range that provides understandable and useable recreation opportunities and reduces social and resource conflicts.
5. A separate trail system for non-motorized use will be designated along the Deschutes River in the main Steamboat Rock block. Non-motorized recreationists may also use the other designated roads and trails in the area.

**Tumalo Recreation Area**

Roads will be retained or developed in the Tumalo block only to the extent necessary to create or access parking areas, trailheads or developed sites, or to serve administrative use. Roads not needed for administrative access may be closed and rehabilitated or modified to serve as trails. Designated trails will be developed in the area.

**Objective R – 2: Provide designated access points (includes entry points, parking areas, trailheads, and/or staging areas) to enhance visitor experience, protect resources, and minimize conflicts with adjacent landowners.**

**Guidelines:**

1. Identify designated access points, parking areas and trailheads to support the non-motorized trail system.
2. Limit the number of access points through trail layout and rehabilitation efforts.

**Objective R – 4: Provide identifiable non-motorized recreation opportunities to provide visitor satisfaction, protect natural resources, and minimize conflicts among public land visitors and adjacent land owners.**

**Allocations/Allowable Uses:**

The Tumalo area is closed to motorized use. See RMP Maps 3 and 24.

**Guidelines:**

1. The Tumalo area is designated as Non-motorized Recreation Exclusive.
2. Trail system goals for the area include:
  - a. Roads will be retained in this area only to the extent necessary to create or access parking areas and trailheads.
  - b. Roads not needed for administrative access will be either closed or converted to designated trails.
  - c. Trails will be available for year-round use.
  - d. Provide links to trail systems on adjacent lands.
  - e. Provide a variety of loops that offer a diversity of trail experiences and serve to disperse users and reduce user conflicts.
  - f. Trails will take advantage of scenic and interpretive opportunities.
3. Designate a system of non-motorized trails in both the main Tumalo Block and the area south of Tumalo Reservoir.
4. Work with Deschutes National Forest, Deschutes County and others to provide regional trail link opportunities between Bend and Sisters, and between Tumalo and Cline Buttes.