

Recreation Definitions

Resource Management Plans for western Oregon

Definitions

Recreation and Visitor Service Definitions

Special Recreation Management Area (SRMA): SRMAs recognize unique and distinctive recreation values and are managed to enhance a targeted set of activities, experiences, benefits and recreation setting characteristics, which becomes the *primary management focus*.

Example: Developed Recreation Sites and River Access Areas (Fishermen's Bend Campground, Wildwood Recreation Area, Susan Creek Site)

Extensive Recreation Management Area (ERMA): ERMAs recognize existing recreation use, demand, or Recreation and Visitor Services program investments and are managed to sustain principal recreation activities and associated qualities and conditions, commensurate with other resource and resource uses.

Example: Dispersed motorized and non-motorized trail systems: (Shotgun Creek OHV area, Sandy Ridge Trail System, Cathedral Hills Trail System).

Public Lands Not Designated (PLND): All lands not established as a SRMA or an ERMA. Recreation management actions in these areas are conducted to address basic recreation and visitors and resource stewardship needs.

Recreation Management Zones: SRMAs and/or ERMAs may be subdivided into recreation management zones (RMZs) to further delineate specific recreation opportunities and recreation setting characteristics.

Recreation Opportunity Spectrum (ROS): A widely used planning and management framework for classifying recreation environments (existing and desired) along a continuum, ranging from primitive, low-use, and inconspicuous administration to urban, high-use, and a highly visible administrative presence. This continuum recognizes variation among various components of any landscape's physical, social, and operational attributes.

Recreation Setting Characteristics (RSC): RSC are derived from the Recreation Opportunity Spectrum. It is a continuum divided into a spectrum of classes from primitive to urban recreation settings. The continuum of classes is characterized by three components: physical, social and operational.

Wild and Scenic River Definitions

National Wild and Scenic Rivers System (NWSRS): A system of nationally designated rivers and their immediate environments that have outstanding scenic, recreational, geologic, fish and wildlife, historic, cultural, and other similar values and are preserved in a free-flowing condition. The system



consists of three types of streams: (1) Recreation—rivers or sections of rivers that are readily accessible by road or railroad and that may have some development along their shorelines and may have undergone some impoundments or diversion in the past; (2) Scenic—rivers or sections of rivers free of impoundments with shorelines or watersheds still largely undeveloped but accessible in places by roads; and (3) Wild—rivers or sections of rivers free of impoundments and generally inaccessible except by trails, with watersheds or shorelines essentially primitive and waters unpolluted.

Wild and Scenic River Classifications

- **Recreational River.** Those rivers or sections of rivers that are readily accessible by road or railroad, that may have some development along their shorelines, and that may have undergone some impoundment or diversion in the past.
- **Scenic River.** A river or section of a river that is free of impoundments and whose shorelines are largely undeveloped but accessible in places by roads.
- **Wild, Scenic, or Recreational.** The term used for what is traditionally shortened to wild and scenic rivers. Designated river segments are classified as wild, scenic, or recreational but cannot overlap (M-8351, BLM WSR Policy and Program).
- **Wild and Scenic Study River.** Rivers identified in Section 5 of the Wild and Scenic Rivers Act of 1968 for study as potential additions to the National Wild and Scenic Rivers System. The rivers will be studied under the provisions of Section 4 of the act (M-8351, BLM WSR Policy and Program).
- **Wild River.** Those rivers or sections of rivers that are free of impoundments and generally inaccessible except by trail, with watersheds or shorelines essentially primitive and unpolluted. These represent vestiges of primitive America.

Outstandingly Remarkable Values: Values among those listed in Section 1(b) of the Wild and Scenic Rivers Act: “scenic, recreational, geological, fish and wildlife, historical, cultural, or other similar values.” Other values that may be considered include, but are not limited to, ecological, biological or botanical, paleontological, hydrological, traditional cultural uses, water quality, and scientific values. The Wild and Scenic Rivers Act does not further define outstandingly remarkable values. Agency resource professionals develop and interpret criteria in evaluating river values (unique, rare, or exemplary) based on professional judgment on a regional, physiographic, or geographic comparative basis.

Suitable River: An eligible river segment found through administrative study to meet the criteria for designation as a component of the National System, as specified in Section 4(a) of the Wild and Scenic Rivers Act.

Eligible River: A river or river segment found to meet criteria found in Sections 1(b) and 2(b) of the Wild and Scenic Rivers Act of being free flowing and possessing one or more outstandingly remarkable values (BLM Manual 6400, BLM WSR Policy and Program).

Comprehensive Travel and Transportation Management Definitions

Comprehensive Travel Management: Proactive interdisciplinary planning; on-the-ground management and administration of travel networks (both motorized and non-motorized) to ensure that public access, natural resources, and regulatory needs are considered. It consists of inventory, planning, designation, implementation, education, enforcement, monitoring, easement acquisition, mapping and signing, and other measures necessary to provide access to public lands for a wide variety of uses (including uses for recreational, traditional, casual, agricultural, commercial, educational, and other purposes).

BackCountry Byways: Vehicle routes that traverse scenic corridors using secondary or backcountry road systems. National backcountry byways are designated by the type of road and vehicle needed to travel the byway.

All-Terrain Vehicle (ATV): A wheeled vehicle other than a snowmobile, which is defined as having a wheelbase and chassis of 50 inches in width or less, handlebars for steering, generally a dry weight of 800 pounds or less, three or more low-pressure tires, and a seat designed to be straddled by the operator.

Off-Highway Vehicle (OHV): OHV is synonymous with Off-Road Vehicle (ORV). ORV is defined in 43 CFR 8340.0-5 (a): Off-road vehicle means any motorized/battery-powered vehicle capable of, or designed for, travel on or immediately over land, water, or other natural terrain, excluding: 1) Any nonamphibious registered motorboat; 2) Any military, fire, emergency, or law enforcement vehicle while being used for emergency purposes; 3) Any vehicle whose use is expressly authorized by the authorized officer, or otherwise officially approved; 4) Vehicles in official use; and 5) Any combat or combat support vehicle when used in times of national defense emergencies. OHVs generally include dirt motorcycles, dune buggies, sand rails, jeeps, 4-wheel drive vehicles, snowmobiles, and ATVs.

Off-Highway Vehicle Area Designations: BLM-administered lands in the western Oregon planning area are designated as Open, Limited, or Closed for OHV use.

- **Open:** Open designations are used for intensive OHV use areas where there are no special restrictions or where there are no compelling resource protection needs, user conflicts, or public safety issues to warrant limiting cross-country travel (see 43 CFR 8340.05).
- **Limited:** The limited designation is used where OHV use must be restricted to meet specific resource management objectives. Examples of limitations include: number or type of vehicles; time or season of use; permitted or licensed use only; use limited to designated roads and trails; or other limitations if restrictions are necessary to meet resource management objectives, including certain competitive or intensive use areas that have special limitations (see 43 CFR 8340.05).
- **Closed:** Areas or trails are designated closed if closure to all vehicular use is necessary to protect resources, promote visitor safety, or reduce use conflicts (see 43 CFR 8340.05).

Route Types: BLM has adopted three travel and transportation route types (e.g. road, primitive road, and trail):

- **Roads** are defined as a linear route managed for use by low-clearance vehicles having four or more wheels, and maintained for regular and continuous use.

- **Primitive Roads** are types of transportation-related linear features that are used by four-wheel drive or high-clearance vehicles or UTVs and do not customarily meet any BLM road design standards.
- **Trails** are linear routes managed for human-powered, stock, or OHV forms of transportation or for historical or heritage values. Trails are not generally managed for use by four-wheel drive or high-clearance vehicles.

Scenic Byways: Highway routes that have roadsides or corridors of special aesthetic, cultural, or historical value. An essential part of the highway is its scenic corridor. The corridor may contain outstanding scenic vistas, unusual geologic features, or other natural elements.

Non-Motorized Travel: Moving by foot, stock or pack animal, boat, or mechanized vehicle such as a bicycle.

Single Track Trail: Trails that are wide enough for just one motorcycle or mountain bike at a time, with a maximum tread width of 24 inches.

Trail: A linear route managed for human-power (e.g., hiking or bicycling), stock (e.g., equestrian), or off-highway vehicle forms of transportation, or for historical or heritage values. Trails are not generally managed for use by four-wheel drive or high-clearance vehicles.

Transportation Linear Features: “Linear features” represent the broadest category of physical disturbance (planned and unplanned) on BLM land. Transportation related linear features include engineered roads and trails, as well as user-defined, non-engineered roads and trails created as a result of the public use of BLM land. Linear features may include roads and trails identified for closure or removal as well as those that make up BLM’s defined transportation system.

Transportation System: The sum of BLM’s recognized inventory of linear features (roads, primitive roads, and trails) formally recognized, designated, and approved as part of BLM’s transportation system.

Travel Management Areas: Polygons or delineated areas where a rational approach has been taken to classify areas open, closed, or limited, and have identified and/or designated a network of roads, trails, ways, and other routes that provide for public access and travel across the planning area. All designated travel routes within travel management areas should have a clearly identified need and purpose as well as clearly defined activity types, modes of travel, and seasons or timeframes for allowable access or other limitations (BLM Manual H1601-1 Land Use Planning Handbook).

Utility Type Vehicle (UTV): A type of off-highway vehicle that travels on 4 or more low-pressure tires, has a steering wheel or tiller, provides side-by-side seating, and is of various widths.

Visual Resource Inventory Definitions

Visual Resources: The visible physical features on a landscape, (topography, water, vegetation, animals, structures, and other features) that comprise the scenery of the area.

Visual Resource Management: The inventory and planning actions taken to identify visual resource values and to establish objectives for managing those values, and the management actions taken to achieve the visual resource management objectives.

Visual Resource Management Classes: Define the degree of acceptable visual change within a characteristic landscape. A class is based on the physical and sociological characteristics of any given homogeneous area and serves as a management objective. Categories assigned to public lands are based on scenic quality, sensitivity level, and distance zones. Each class has an objective that prescribes the amount of change allowed in the characteristic landscape (from H-1601-1, BLM Land Use Planning Handbook).

The four classes are described below:

- **Class I** provides for natural ecological changes only. This class includes primitive areas, some natural areas, some wild and scenic rivers, and other similar areas where landscape modification activities should be restricted.
- **Class II** areas are those areas where changes in any of the basic elements (form, line, color, or texture) caused by management activity should not be evident in the characteristic landscape.
- **Class III** includes areas where changes in the basic elements (form, line, color, or texture) caused by a management activity may be evident in the characteristic landscape. However, the changes should remain subordinate to the visual strength of the existing character.
- **Class IV** applies to areas where changes may subordinate the original composition and character; however, they should reflect what could be a natural occurrence within the characteristic landscape.

Visual Sensitivity: Visual sensitivity levels are a measure of public concern for scenic quality and existing or proposed visual change.

Lands with wilderness characteristics Definitions

Wilderness Characteristics: The attributes enumerated in the “definition of wilderness” found in Section 2(c) of the Wilderness Act of 1964. The wilderness characteristics are the area’s size, apparent naturalness, outstanding opportunities for solitude or primitive recreation, and any supplemental features or values present.

Primitive and Unconfined Recreation: Non-motorized, non-mechanized (except as provided by law), and undeveloped types of recreational activities. Bicycles are considered mechanical transport, so their use is not considered primitive and unconfined recreation (H-6310-1, Wilderness Inventory and Study Procedures).

Naturalness: Refers to an area that “generally appears to have been affected primarily by the forces of nature, with the imprint of man’s work substantially unnoticeable” (Section 2[c] of the Wilderness Act of 1964).

Primitive Route: Any transportation linear feature located within a WSA or lands with wilderness characteristics designated for protection by a land use plan and not meeting the wilderness inventory road definition.