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## Appendix Q – Public Motorized Access Designation Guidelines

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This section provides guidelines for public motorized access designations that the BLM would implement following adoption of the RMP until the BLM completes implementation-level travel management planning. The BLM has developed these interim guidelines at the district level, for designations that contain travel management opportunities (i.e., Class I, II, III, and IV motorized, mechanized, pedestrian, and equestrian travel).

Consistent with current BLM policy (USDI BLM 2011), the BLM is deferring implementation-level travel management planning during this RMP revision process. This appendix outlines the decision-making process that would be used to develop the initial transportation network, would provide the basis for future management decisions, and would set guidelines for making transportation network adjustments through the life of the RMP.

The BLM has developed these management guidelines consistent with BLM Manual H-8342 – Travel and Transportation Handbook (USDI BLM 2012). This handbook provides specific guidance for preparing, amending, revising, maintaining, implementing, monitoring, and evaluating BLM land use and travel management plans.

### Designation for Public Motorized Access

All Federal lands are required to have designations for public motorized access (as defined in 43 CFR 8340.0–5 (a)). These designations must be determined in resource management plans and classified as *open*, *limited*, or *closed* to public motorized travel activities. The BLM bases these designations on protecting natural and cultural resources and public safety, limiting visitor conflicts, and providing diverse recreational opportunities. Criteria for *open*, *limited*, and *closed* are designations are established in 43 CFR 8340.0–5 (f, g, h). The designations for public motorized access are defined as:

- **Open**– Areas where the BLM does not limit public motorized travel activities since there are no issues regarding resources, visitor conflicts, or public safety to warrant limiting cross-country travel
- **Limited**– Areas where the BLM has restricted public motorized travel activities in order to meet recreational and resource management objectives<sup>42</sup>
- **Closed**– Areas that the BLM has closed to all public motorized vehicle activities to protect resources, ensure visitor safety, or reduce visitor conflicts

Table Q-1 displays the current public motorized access designations within the decision area.

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<sup>42</sup> Restrictions may include the number or types of vehicles, the time or season of use, permitted or licensed use only, or limiting use to existing or designated roads and trails.

**Table Q-1.** Current public motorized access designations within the decision area

Travel Management Area Designation (1995 RMP)	Coos Bay (Acres)	Eugene (Acres)	Klamath Falls (Acres)	Medford (Acres)	Roseburg (Acres)	Salem (Acres)	Totals (Acres)
<i>Open</i>	562	59	29,495	133,043	43	156,460	<b>319,661</b>
<i>Limited</i>	321,185	308,169	179,413	644,283	419,357	216,539	<b>2,088,946</b>
<i>Closed</i>	3,486	3,461	3,874	32,466	3,277	16,975	<b>63,539</b>
<b>Totals</b>	<b>325,233</b>	<b>311,689</b>	<b>212,781</b>	<b>809,792</b>	<b>422,677</b>	<b>392,159</b>	<b>2,472,147</b>

Table Q-2 displays the acres of public motorized access designations by alternative and the Proposed RMP.

**Table Q-2.** Public motorized access designations in the decision area

Trails and Travel Management	No Action (Acres)	Alt. A (Acres)	Alt. B (Acres)	Alt. C (Acres)	Alt. D (Acres)	PRMP (Acres)
<i>Open</i>	319,661	-	-	-	-	-
<i>Limited</i>	2,088,946	2,345,575	2,325,663	2,296,313	2,320,987	2,322,820
<i>Closed</i>	63,539	128,757	148,551	178,001	153,305	156,036

The designations for public motorized access do not apply to non-motorized uses (e.g., hiking, biking, equestrian), though areas can be designated for non-motorized transportation systems in the land use planning process.<sup>43</sup> In the designations for public motorized access, the BLM would consider the needs for a variety of road and trail systems tailored to a variety of users including non-motorized recreational uses. These designations would be refined through implementation-level travel management planning.

## Management of Areas Designated for Public Motorized Access

The BLM will make final route designations within the decision area in comprehensive, interdisciplinary Travel and Transportation Management Plans, which are scheduled to be completed within five years after the completion of the western Oregon RMPs. Until implementation-level Travel Management Planning is complete, routes and trails would be managed in accordance with their designation of *closed* or *limited* to existing routes for public motorized travel activities, as described for each district.

<sup>43</sup> To restrict non-motorized travel to specific routes, the BLM must develop supplemental rules through a Federal Register process, consistent with 43 CFR 8365.1-6 Supplementary Rules.

## Coos Bay District Public Motorized Access Designations

**Table Q-3.** Coos Bay District public motorized access designations

Designation	No Action (Acres)	Alt. A (Acres)	Alt. B (Acres)	Alt. C (Acres)	Alt. D (Acres)	PRMP (Acres)
Open	562	-	-	-	-	-
Limited to Existing Routes	321,185	318,500	319,565	319,565	318,469	316,423
Limited to Designated Routes	-	-	1,401	1,401	1,401	4,072
Closed	3,486	5,191	2,724	2,724	3,821	3,741

**Description:** Includes all BLM-administered lands within the Coos Bay District. See additional guidelines for the Blue Ridge OHV Travel Management Area.

**Limited Area Management Guidelines:**

- The BLM will manage *limited* areas in accordance with all applicable Federal and State motorized vehicle regulations.
- The BLM will limit motorized vehicle use to administrative, commercial, and passenger vehicle traffic where not specifically signed or gated.
- Until road and trail designations are complete, all public motorized travel activities would be limited in the interim to the existing road and trail network unless closed or restricted under a previous planning effort or due to special circumstances as defined below:
  - The BLM may close or limit routes under seasonal or administrative restrictions. These restrictions may include, but are not limited to, fire danger, wet conditions, special requirements for wildlife species, protection of cultural resources, or for public safety.
- Vehicles may pull off roads or trails to park or allow others to pass, up to 25 feet from the centerline of the road or up to 15 feet from the centerline of a trail.
- Limitations apply to all Class I (all-terrain vehicles), Class II (four-wheel drive vehicles), and Class III (motorcycles) public motorized vehicles and to all activity types (e.g., recreational and commercial) unless authorized by the BLM for administrative purposes.

**Closed Area Management Guidelines:** All motorized vehicles are prohibited from entering *closed* areas unless authorized by the BLM for administrative purposes

**Process for ongoing public collaboration and outreach:**

- The principal venue for public collaboration is through public outreach and scoping during future implementation-level travel management planning efforts, special projects, and local partnership.
- The BLM would send press releases as needed informing the public of motorized travel opportunities and restrictions. The BLM would post signs where appropriate.
- Upon completion of the implementation-level transportation management plan, maps and brochures will be available to the public at the Coos Bay District office illustrating designations, describing specific restrictions, and defining opportunities.

**Process for selecting a final road and trail network:** The BLM has completed route designations for the New River ACEC and the Blue Ridge OHV Travel Management Area. The BLM would accomplish final route designations for the rest of the district through comprehensive and interdisciplinary

implementation-level travel and transportation management planning scheduled to be completed no later than 5 years after completion of the RMP revision.

The BLM's geo-database would provide information for identifying roads and trails for both motorized and non-motorized activities. The BLM would continue to conduct on-the-ground inventories if roads and trails cannot be identified using remote-sensing techniques. The BLM would evaluate proposed designations through public scoping and a NEPA analysis. The BLM would consider changes to the designated system during the implementation-level travel management planning process.

**Road and trail construction and maintenance standards:** The BLM will construct and maintain roads and trails in accordance with the standards in BLM Manual H-9114-1 – Trails (USDI BLM 1987) and other professional sources.

### **Blue Ridge OHV Travel Management Area**

The BLM completed route designations within the Blue Ridge OHV Travel Management Area through the Blue Ridge Multiple Use Trail System environmental assessment (EA OR-125-98-18). The BLM would continue to manage the Blue Ridge OHV Travel Management Area in the Coos Bay District as a Recreation Management Area with an off-highway vehicle focus. The following management guidelines apply to the Blue Ridge OHV Travel Management Area on the Coos Bay District:

**Acres:** 1,609

**OHV Designation:** Limited to designated roads and trails

**Niche:** Offers a multiple-use, single-track trail riding experience for hikers, equestrians, mountain bikers, and motorcycle riders.

#### **Management Guidelines:**

- The single-track trail system is available to Class III (motorcycles) vehicles with Oregon all-terrain vehicle permits and all non-motorized modes of travel.
- Motorized, mechanized, and equestrian use is prohibited between December and April to prevent excessive damage to the trail tread when soil moisture conditions are high. Motorized use on the trail system may be restricted during summer months due to fire hazard conditions.

**Process for ongoing public collaboration/outreach:** The principal venue for public collaboration on the trail system is through local partnership relationships. A printed trail map is available to the public at the Coos Bay District office and on the Coos Regional Trail Partnership webpage. The trail system is marked on the ground with regulatory and directional signage.

**Process for selecting a final road and trail network:** The BLM completed route designations through the Blue Ridge Multiple Use Trail System environmental assessment (EA OR-125-98-18). The BLM would use adaptive management to adjust the system for commercial timber production demands, user needs and resource protection. The BLM would accomplish these modifications in collaboration with trail partners and users and through changes to the Blue Ridge Trail system plan and an environmental assessment.

**Road and trail construction and maintenance standards:** The BLM would construct and maintain roads and trails in accordance with the design features identified in the environmental assessment, standards in BLM Manual H-9114-1 – Trails (USDI BLM 1987), and other professional sources. Trail

maintenance would be a priority within this Travel Management Area to ensure a quality riding experience for trail users and to conserve natural resource values.

## Eugene District Public Motorized Access Designations

**Table Q-4.** Eugene District public motorized access designations by alternative and the Proposed RMP

Designation	No Action (Acres)	Alt. A (Acres)	Alt. B (Acres)	Alt. C (Acres)	Alt. D (Acres)	PRMP (Acres)
Open	59	-	-	-	-	-
Limited to Existing Routes	308,169	289,796	283,963	281,750	279,757	307,503
Limited to Designated Routes	-	-	5,728	5,727	5,727	-
Closed	3,461	20,601	20,707	22,921	24,915	3,561

**Description:** Includes all BLM-administered lands within the Eugene District. See additional guidelines for the Shotgun Creek OHV Travel Management Area.

**Limited Area Management Guidelines:**

- The BLM will manage *limited* areas in accordance with all applicable Federal and State motorized vehicle regulations.
- The BLM will limit motorized vehicle use to administrative, commercial, and passenger vehicle traffic where not specifically signed or gated.
- Until road and trail designations are complete, all public motorized travel activities would be limited to the existing road and trail network unless closed or restricted under a previous planning effort or due to special circumstances as defined below:
  - The BLM may close or limit routes under seasonal or administrative restrictions. These restrictions may include, but are not limited to, fire danger, wet conditions, special requirements for wildlife species, protection of cultural resources, or for public safety.
- Vehicles may pull off roads or trails to park or allow others to pass, up to 25 feet from the centerline of the road or up to 15 feet from the centerline of a trail.
- Limitations apply to all Class I (all-terrain vehicles), Class II (four-wheel drive vehicles), and Class III (motorcycles) public motorized vehicles and to all activity types (e.g., recreational and commercial) unless authorized by the BLM for administrative purposes.

**Closed Area Management Guidelines:** All motorized vehicles are prohibited from entering *closed* areas unless authorized by the BLM for administrative purposes

**Process for ongoing public collaboration/outreach:**

- The principal venue for public collaboration is through public outreach and scoping during future implementation level travel management planning efforts, special projects, and local partnership.
- The BLM would send press releases as needed informing the public of motorized travel opportunities and restrictions. The BLM would post signs where appropriate.
- Upon completion of the implementation-level transportation management plan, maps and brochures shall be available to the public at the main office illustrating designations, describing specific restrictions, and defining opportunities.

**Process for selecting a final road and trail network:** The BLM has completed route designations for the Upper Lake Creek Special Recreation Management Area and the Shotgun Creek OHV Travel Management Area. The BLM would accomplish final route designations for the rest of the district through comprehensive, interdisciplinary implementation-level travel and transportation planning, which is scheduled to be completed no later than 5 years after completion of the RMP revision.

BLM's geo-database would provide information for identifying roads and trails for both motorized and non-motorized activities. The BLM would continue to conduct on-the-ground inventories if roads and trails cannot be identified using remote-sensing techniques. The BLM would evaluate proposed designations through public scoping and a NEPA analysis. The BLM would consider changes to the designated system during the transportation management planning process.

**Road and trail construction and maintenance standards:** The BLM will construct and maintain roads and trails in accordance with the standards in BLM Manual H-9114-1 – Trails (USDI BLM 1987) and other professional sources.

## **Shotgun Creek OHV Travel Management Area**

Acres: 5,755

**OHV Designation:** Limited to existing roads and trails

**Niche:** Offers a multiple-use trail riding experience for motorcycle riders, all-terrain vehicle riders, and four-wheel drive enthusiasts.

### **Management Guidelines:**

- The trail system is available to Class I (all-terrain vehicles), Class II (four-wheel drive vehicles), and Class III (motorcycles) motorized vehicles with Oregon all-terrain vehicle permits.
- The BLM will sign and map routes open to OHV use.
- Routes available for OHV use may change periodically due to timber harvest activity or trail rehabilitation.

**Process for ongoing public collaboration/outreach:** The principal venue for public collaboration on the trail system is through local partnership relationships. A trail map is available to the public at the Eugene District Office and is updated as trail routes change. The trail system is marked on the ground with regulatory and directional signs.

**Process for selecting a final road and trail network:** The BLM completed route designations through two Shotgun OHV Trail System environmental assessments (EA OR 090-00-04 and EA OR 090-06-04). The BLM would consider changes to the transportation system during the route designation planning process. The BLM will accomplish these modifications in collaboration with trail partners and users.

**Road and trail construction and maintenance standards:** Trail maintenance will be a priority within this OHV area to ensure quality riding experiences for trail users and to conserve natural resource values.

## Klamath Falls Field Office Public Motorized Access Designations

**Table Q-5.** Klamath Falls Field Office public motorized access designations by alternative and the Proposed RMP

Designation	No Action	Alt. A (Acres)	Alt. B (Acres)	Alt. C (Acres)	Alt. D (Acres)	PRMP (Acres)
Open	29,495	-	-	-	-	-
Limited to Existing Routes	132,191	213,266	209,559	200,501	202,759	200,312
Limited to Designated Routes	47,222	-	-	-	-	2
Closed	3,874	494	4,201	13,260	11,001	13,771

**Description:** Includes all BLM-administered lands within the Klamath Falls Field Office.

**Limited Area Management Guidelines:**

- The BLM will manage *limited* areas in accordance with all applicable Federal and State motorized vehicle regulations.
- The BLM would limit motor vehicle use to administrative, commercial, and passenger vehicle traffic where not specifically signed or gated.
- Until road and trail designations are complete, all public motorized travel activities will be limited in the interim to the existing road and trail network unless closed or restricted under a previous planning effort or due to special circumstances as defined below:
  - The BLM may close or limit routes under seasonal or administrative restrictions. These restrictions may include, but are not limited to, fire danger, wet conditions, special requirements for wildlife species, protection of cultural resources, or for public safety.
- Vehicles may pull off roads or trails to park or allow others to pass, up to 25 feet from the centerline of the road or up to 15 feet from the centerline of a trail.
- Limitations apply to all Class I (all-terrain vehicles), Class II (four-wheel drive vehicles), and Class III (motorcycles) public motorized vehicles and to all activity types (e.g., recreational and commercial) unless authorized by the BLM for administrative purposes.

**Seasonal restrictions:**

- The Eastside seasonal OHV closure is in effect from November 1 to April 15 and applies to all BLM-administered lands within deer winter range cooperative wildlife areas, including the majority of Stukel and Bryant Mountain and portions of the Gerber Block as mapped.
- The Pokegama wildlife area seasonal OHV closure is in effect from November 20 to April 1.
- For designated snowmobile trails, wheeled vehicles are prohibited once grooming of trails begins for winter season.
- The OHV use may be limited in other areas on a seasonal basis due to special conditions such as temporary fire restrictions, special wildlife requirements, etc.

**Closed Area Management Guidelines:** All motorized vehicles are prohibited from entering *closed* areas unless authorized by the BLM for administrative purposes

**Process for ongoing public collaboration/outreach:**

- The principal venue for public collaboration is through public outreach and scoping during future implementation-level travel management planning efforts, special projects, and local partnerships.



- The BLM would send press releases as needed informing the public of OHV opportunities and restrictions. The BLM would post signs where appropriate.
- Upon completion of the transportation management plan, maps and brochures shall be available to the public at the main office illustrating designations, describing specific restrictions, and defining opportunities.
- The BLM would continue to participate with other land managers in the cooperative management of the Pokegama wildlife area and deer winter range areas.

**Process for selecting a final road and trail network:** The BLM will accomplish final route designations for the rest of the district in a comprehensive, interdisciplinary travel and transportation management plan, which is scheduled to be completed no later than 5 years after completion of the RMP revision.

The BLM's geo-database would provide information for identifying roads and trails for both motorized and non-motorized activities. The BLM would continue to conduct on-the-ground inventories if roads and trails cannot be identified using remote-sensing techniques. The BLM will evaluate proposed designations through public scoping and a NEPA analysis. The BLM will consider changes to the designated system during the transportation management planning process.

**Road and trail construction and maintenance standards:** The BLM would construct and maintain roads and trails in accordance with the standards in BLM Manual H-9114-1 – Trails (USDI BLM 1987) and other professional sources.

## Medford District Public Motorized Access Designations

**Table Q-6.** Medford District public motorized access designations by alternative and the Proposed RMP

Designation	No Action (Acres)	Alt. A (Acres)	Alt. B (Acres)	Alt. C (Acres)	Alt. D (Acres)	PRMP (Acres)
Open	133,043	-	-	-	-	-
Limited to Existing Routes	26,514	715,439	730,596	734,121	769,047	695,115
Limited to Designated Routes	617,769	-	-	-	-	-
Closed	32,466	89,889	74,719	71,195	36,246	111,517

**Description:** Includes all BLM-administered lands within the Medford District.

**Limited to Existing Area Management Guidelines:**

- The BLM will manage *limited* areas in accordance with all applicable Federal and State motorized vehicle regulations.
- Paved roads are limited to licensed, street-legal vehicles only.
- Road Maintenance Level 1 and 2 routes<sup>44</sup> are open to Class I (all-terrain vehicles), Class II (four-wheel drive vehicles), and Class III (motorcycles) vehicles. Trails less than 50 inches in width are restricted to all-terrain vehicles and motorcycles.
- Roads on private property that do not have a secured public right-of-way are not necessarily open to public or recreational vehicle traffic, even if they are a “continuation” of the BLM road system or a road shown on the preliminary maps.
- Until road and trail designations are complete, all motorized vehicles will be limited in the interim to the existing road and trail network unless closed or restricted under a previous planning effort or due to special circumstances:
  - The BLM may close or limit routes under seasonal or administrative restrictions. These restrictions may include, but are not limited to, fire danger, wet conditions, special requirements for wildlife species, to protect cultural resources, or for public safety.
- In the Butte Falls Resource Area, the Jackson Access and Cooperative Travel Management Area closure (32,822 acres) is in effect from mid-October through April 30. Only those roads shown in green on Oregon Department of Fish and Wildlife maps or posted with green reflectors are open to motorized vehicles during the period of the restriction.
- Vehicles may pull off roads or trails to park or allow others to pass, up to 25 feet from the centerline of the road or up to 15 feet from the centerline of a trail.
- Limitations apply to all Class I (all-terrain vehicles), Class II (four-wheel drive vehicles), and Class III (motorcycles) public motorized vehicles and to all activity types (e.g., recreational and commercial) unless authorized by the BLM for administrative purposes.
- Non-motorized travel (e.g., horseback riding, hiking, and mountain biking) is allowed on all access routes.

<sup>44</sup> **Level 1** – This level is assigned to roads where minimum maintenance is required to protect adjacent lands and resource values. Emphasis is given to maintaining drainage and runoff patterns as needed to protect adjacent lands. Grading, brushing, or slide removal is not performed unless roadbed drainage is being adversely affected, causing erosion. Closure and traffic restrictive devices are maintained as needed.

**Level 2** – This level is assigned to roads that are passable by high clearance vehicles. Drainage structures are to be inspected within a 3-year period and maintained as needed. Grading is conducted as necessary to correct drainage problems. Brushing is conducted as needed to allow access. These are typically low standard, low volume; single lane, natural and aggregate surfaced, and are functionally classified as a resource road.

**Closed Area Management Guidelines:** All motorized vehicles are prohibited from entering *closed* areas unless authorized by the BLM for administrative purposes

**Process for ongoing public collaboration/outreach:**

- The principal venue for public collaboration is through public outreach and scoping during future implementation-level travel management planning efforts, special projects, and local partnership.
- The BLM would send press releases as needed informing the public of motorized travel opportunities and restrictions. The BLM would post signs where appropriate.
- Upon completion of the transportation management plan, maps and brochures shall be available to the public at the main office illustrating designations, describing specific restrictions, and defining opportunities.

**Process for selecting a final road and trail network:** The BLM would accomplish final route designations for the rest of the district through comprehensive and interdisciplinary implementation-level travel and transportation management planning scheduled to be completed no later than 5 years after completion of the RMP revision.

The BLM's geo-database would provide information for identifying roads and trails for both motorized and non-motorized activities. The BLM has been and would continue to conduct on-the-ground inventories if roads and trails cannot be identified using remote-sensing techniques. The BLM would evaluate proposed designations through public scoping and a NEPA analysis. The BLM would consider changes to the designated system during the transportation management planning process.

**Road and trail construction and maintenance standards:** The BLM would construct and maintain roads and trails in accordance with the standards in BLM Manual H-9114-1 – Trails (USDI BLM 1987) and other professional sources.

## Roseburg District Public Motorized Access Designations

**Table Q-7.** Roseburg District public motorized access designations by alternative and the Proposed RMP

Designation	No Action (Acres)	Alt. A (Acres)	Alt. B (Acres)	Alt. C (Acres)	Alt. D (Acres)	PRMP (Acres)
Open	43	-	-	-	-	-
Limited to Existing Routes	412,626	418,978	412,196	400,259	398,863	413,420
Limited to Designated Routes	6,731	-	-	-	-	-
Closed	3,277	3,808	10,591	22,528	23,924	10,220

**Description:** Includes all BLM-administered lands within the Roseburg District.

**Limited Area Management Guidelines:**

- The BLM will manage *limited* areas in accordance with all applicable Federal and State motorized vehicle regulations.
- The BLM will limit motorized vehicle use to administrative, commercial, and passenger vehicle traffic where not specifically signed or gated.
- Until road and trail designations are complete, all public motorized travel activities will be limited in the interim to the existing road and trail network unless closed or restricted under a previous planning effort or due to special circumstances as defined below.
  - The BLM may close or limit routes under seasonal or administrative restrictions. These restrictions may include, but are not limited to, fire danger, wet conditions, special requirements for wildlife species, protection of cultural resources, or for public safety.
- Vehicles may pull off roads or trails to park or allow others to pass, up to 25 feet from the centerline of the road or up to 15 feet from the centerline of a trail.
- Limitations apply to all Class I (all-terrain vehicles), Class II (four-wheel drive vehicles), and Class III (motorcycles) public motorized vehicles and to all activity types (e.g., recreational and commercial) unless authorized by the BLM for administrative purposes.

**Closed Area Management Guidelines:** All motorized vehicles are prohibited from entering *closed* areas unless authorized by the BLM for administrative purposes

**Process for ongoing public collaboration/outreach:**

- The principal venue for public collaboration is through public outreach and scoping during future implementation-level travel management planning efforts, special projects, and local partnership.
- The BLM would send press releases as needed informing the public of motorized travel opportunities and restrictions. The BLM would post signs where appropriate.
- Upon completion of the implementation-level transportation management plan, maps and brochures shall be available to the public at the Roseburg District office illustrating designations, describing specific restrictions, and defining opportunities.

**Process for selecting a final road and trail network:** The BLM would accomplish final route designations for the rest of the district through a comprehensive and interdisciplinary implementation-level travel and transportation management plan, which is scheduled to be completed no later than 5 years after completion of the RMP revision.

The BLM's geo-database would provide information for identifying roads and trails for both motorized and non-motorized activities. The BLM would continue to conduct on-the-ground inventories if roads and trails cannot be identified using remote-sensing techniques. The BLM will evaluate proposed designations through public scoping and a NEPA analysis. The BLM would consider changes to the designated system during the implementation-level transportation planning.

**Road and trail construction and maintenance standards:** The BLM would construct and maintain roads and trails in accordance with the standards in BLM Manual H-9114-1 – Trails (USDI BLM 1987) and other professional sources.

## Salem District Public Motorized Access Designations

**Table Q-8.** Salem District public motorized access designations by alternative and the Proposed RMP

Designation	No Action (Acres)	Alt. A (Acres)	Alt. B (Acres)	Alt. C (Acres)	Alt. D (Acres)	PRMP (Acres)
Open	156,460	-	-	-	-	-
Limited to Existing Routes	48,771	389,595	361,780	346,806	340,067	378,497
Limited to Designated Routes	167,768	-	6,684	6,185	10,626	7,434
Closed	16,975	8,774	29,881	45,374	47,672	13,226

**Description:** Includes all BLM-administered lands within the Salem District. See additional guidelines for the Upper Nestucca OHV Area.

**Limited to Existing Area Management Guidelines:**

- The BLM will manage *limited* areas in accordance with all applicable Federal and State motorized vehicle regulations.
- The BLM would limit motorized vehicle use to administrative, commercial, and passenger vehicle traffic where not specifically signed or gated.
- Until road and trail designations are complete, all public motorized travel activities would be limited in the interim to the existing road and trail network unless closed or restricted under a previous planning effort or due to special circumstances:
  - The BLM may close or limit routes under seasonal or administrative restrictions. These restrictions may include, but are not limited to, fire danger, wet conditions, special requirements for wildlife species, protection of cultural resources, or for public safety.
- Vehicles may pull off roads or trails to park or allow others to pass, up to 25 feet from the centerline of the road or up to 15 feet from the centerline of a trail.
- Limitations apply to all Class I (all-terrain vehicles), Class II (four-wheel drive vehicles), and Class III (motorcycles) public motorized vehicles and to all activity types (e.g., recreational and commercial) unless authorized by the BLM for administrative purposes.

**Closed Area Management Guidelines:** All motorized vehicles are prohibited from entering *closed* areas unless authorized by the BLM for administrative purposes

**Process for ongoing public collaboration/outreach:**

- The principal venue for public collaboration is through public outreach and scoping during future implementation-level travel management planning efforts, special projects, and local partnership.
- The BLM would send press releases as needed informing the public of motorized travel opportunities and restrictions. The BLM would post signs where appropriate.
- Upon completion of the implementation-level management plan, maps and brochures shall be available to the public at the main office illustrating designations, and describing specific restrictions.

**Process for selecting a final road and trail network:** Route designations have been completed for the Upper Nestucca Travel Management Area. The BLM would accomplish final route designations for the rest of the district through a comprehensive and interdisciplinary implementation-level travel and

transportation management plan scheduled to be completed no later than 5 years after completion of the RMP revision.

The BLM's geo-database would provide information for identifying roads and trails for both motorized and non-motorized activities. The BLM has been and would continue to conduct on-the-ground inventories if roads and trails cannot be identified using remote-sensing techniques. The BLM would evaluate proposed designations through public scoping and a NEPA analysis. The BLM would consider changes to the existing system during implementation-level travel planning.

**Road and trail construction and maintenance standards:** The BLM would construct and maintain roads and trails in accordance with the standards in BLM Manual H-9114-1 – Trails (USDI BLM 1987) and other professional sources.

## Upper Nestucca OHV Travel Management Area

**Acres:** 9,579

**Designation:** Limited to existing roads and trails

**Niche:** Located 20 miles northwest of McMinnville, Oregon, this area provides Class I (all-terrain vehicles), and Class III (motorcycles) OHV riding experience along a designated road and trail network.

### Management Guidelines:

- Designated trails and maintained roadways are limited to Class I and Class III motor vehicle use within the boundaries of the OHV area.
- All Class I and Class III vehicles must be equipped with approved spark arresters, an Oregon all-terrain vehicles sticker for the appropriate vehicle class, and must meet posted noise requirements.
- Class II vehicle use is only authorized on Road Maintenance Level 3 and Level 4 roadways<sup>45</sup>.
- The BLM may restrict motorized use on the trail system during summer months due to fire hazard conditions.
- The BLM may be permanently or temporarily close areas or trails for administrative use, extreme wet conditions, construction and reconstruction requirements, or other environmental concerns.

**Process for ongoing public collaboration/outreach:** The principal venue for public collaboration on the trail system is through local partnership with the Applegate Rough Riders Motorcycle Club. Trail maps are available to the public at the Salem District Office and Tillamook Field Office. The trail system is marked on the ground with regulatory and directional signage.

**Process for selecting a final road and trail network:** The BLM has completed route designations

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<sup>45</sup> **Level 3** – This level is assigned to roads where management objectives require the road to be open seasonally or year-round for commercial, recreational, or administrative access. Typically, these roads are natural or aggregate surfaced, but may include low use bituminous surfaced road. These roads have a defined cross section with drainage structures (e.g., rolling dips, culverts, or ditches). These roads may be negotiated by passenger cars traveling at prudent speeds. User comfort and convenience are not considered a high priority. Drainage structures are to be inspected at least annually and maintained as needed. Grading is conducted to provide a reasonable level of riding comfort at prudent speeds for the road conditions. Brushing is conducted as needed to improve sight distance.

**Level 4** – This level is assigned to roads where management objectives require the road to be open all year (except may be closed or have limited access due to snow conditions) and which connect major administrative features (recreational sites, local road systems, administrative sites, etc.) to County, State, or Federal roads. Typically, these roads are single or double lane, aggregate, or bituminous surface, with a higher volume of commercial and recreational traffic than administrative traffic.

through the Upper Nestucca Motorcycle Trail System Environmental Assessment (EA OR 086-97-05). The BLM will use adaptive management to adjust the system for timber management, user needs, and resource protection.

**Road and trail construction and maintenance standards:** The BLM will construct and maintain roads and trails in accordance with the design features identified in the Monitoring and Maintenance Plan for the Upper Nestucca OHV Trail System. Trail maintenance will be a priority within this OHV area to ensure a quality riding experience for trail users and to conserve natural resource values.

## **Implementation-Level Travel Management Planning**

Implementation-level TMP is the process of establishing a final travel and transportation network that includes route-specific designations within the broader land use planning level designations for public motorized access. In accordance with current BLM policy, the delineation of the BLM's final travel and transportation network is being deferred. The BLM would complete this process in the planning area within 5 years of completion of this RMP revision.

As part of this process, the BLM may additionally delineate Travel Management Areas to address particular concerns and prescribe specific management actions for a defined geographic area. The BLM typically identifies Travel Management Areas where travel and transportation management (either motorized or non-motorized) requires particular focus or increased intensity of management. While designations for public motorized access are a mandatory land use plan allocations, Travel Management Areas are an optional planning tool to frame transportation issues and help delineate travel networks that address specific uses and resource concerns. Dividing an area into Travel Management Areas can allow for higher priority areas to go through the implementation-level travel management process first, deferring areas with lower resource or user conflict concerns for later travel planning efforts. Travel Management Areas also provide the opportunity to establish a link between Recreation and Transportation Management Areas. To help ensure that that travel decisions support program-specific management objectives, the BLM may identify Travel Management Area boundaries that correspond with the Recreation Management Areas defined for various outcomes.

### Travel Management Land Use Planning

While delineation of Travel Management Areas is optional, designation of all lands public motorized access is a required to occur when conducting land use planning. The BLM will base all designations for public motorized access on the protection of resources, the promotion of safety for all users, and the minimization of conflicts among various users of BLM-administered lands. Additionally, areas and trails for all types of travel must support the goals, objectives, and management actions contained in the resource management plan, and applicable laws and policies. The BLM has designated all lands within the decision area as *open*, *limited*, or *closed* for the management of public motorized vehicle areas and trails under the alternatives and the Proposed RMP in accordance with the following criteria (43 CFR 8342.1):

- a) Areas and trails shall be located to minimize damage to soil, watershed, vegetation, air, or other resources of the public lands, and to prevent impairment of wilderness suitability.
- b) Areas and trails shall be located to minimize harassment of wildlife or significant disruption of wildlife habitats. Special attention will be given to protect endangered or threatened species and their habitats.
- c) Areas and trails shall be located to minimize conflicts between off-road vehicle use and other existing or proposed recreational uses of the same or neighboring public lands, and to ensure the compatibility of such uses with existing conditions in populated areas, taking into account noise and other factors.



- d) Areas and trails shall not be located in officially designated wilderness areas or primitive areas. Areas and trails shall be located in natural areas only if the authorized officer determines that off-road vehicle use in such locations will not adversely affect their natural, esthetic, scenic, or other values for which such areas are established.

Travel designations in the action alternatives and the Proposed RMP include *limited* and *closed*. Lands designated as *open* areas only occur under the No Action alternative.

Limited designations restrict travel in specified areas and/or on designated routes, roads, vehicle ways, or trails. This designation is used where public travel use must be restricted to meet specific resource management objectives. Examples of limitations include number or type of conveyance; time or season of use; permitted or licensed use only; use limited to existing roads and trails; use limited to designated roads and trail; 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 8340.0–5).

There are three distinct uses of the *limited* designation in the RMPs for Western Oregon. The three types of limited designations are:

- Travel limited to existing roads and trails; areas where public travel is restricted to existing roads and trails. This designation is an interim designation until route-specific planning can occur. At the point at which travel planning occurs, motorized travel in the area would be refined to identify appropriate areas, seasons, or types of conveyance for which to limit public travel uses.
- Travel limited to designated roads and trails; areas where specific types of public travel (e.g., motorized, mechanized, pedestrian) are restricted to designated roads and trails. Areas with this designation are identified where implementation-level travel management planning has occurred prior to this plan revision.
- Travel limited to designated roads and trails and limited seasonally; in these areas, specific types of public travel (e.g., motorized, mechanized, pedestrian) are restricted to seasonal use periods and to designated roads and trails. Areas with this designation are identified where implementation-level travel management planning has occurred prior to this plan revision.

Closed designations identify areas where public motorized vehicle travel is prohibited. Access by means other than motorized vehicle, such as mechanized or non-motorized use is permitted. Areas are designated *closed* if closure to all public motorized vehicular use is necessary to protect resources, promote visitor safety, or reduce use conflicts (see 43 CFR 8340.0–5).

### Future Implementation Planning Guidance

The designations defined above require an additional level of effort and planning prior to implementation. Implementation-level decisions generally constitute the BLM’s final approval allowing on-the-ground actions to proceed. These types of decisions require site-specific planning and environmental (e.g., NEPA) analysis. The implementation-level travel management planning will be conducted using an interdisciplinary team approach to address all resource uses, including administrative, recreation, commercial and associated modes of travel (motorized, mechanized and non-motorized types).

The designation of the individual roads, primitive roads and trails are addressed as an implementation-level plan tiered from the RMP. Travel and transportation decisions can be developed as a stand-alone Travel Management Plan (TMP) or incorporated into activity management plans, such as those for recreation or energy. A TMP is the document that describes the decisions related to the selection and management of the transportation network. Route-specific decisions in a TMP support the RMP goals, objectives, and management actions, and the designation criteria in 43 CFR 8342.1. Individual route

designations would occur during subsequent implementation-level travel management planning efforts. Upon the completion of implementation level travel management plans OHV management areas designated as *limited* to existing roads and trails would transition to *limited* to designated roads and trails as identified through the implementation level travel management analysis.

In western Oregon, district staff would complete implementation-level travel planning and would delineate route-specific decisions to support RMP goals, objectives, and management direction, and the designation criteria in 43 CFR 8342.1. In addition, districts would consider the following criteria:

- The BLM would consider public land roads or trails determined to cause considerable adverse effects or to continue a nuisance or threat to public safety for relocation or closure and rehabilitation after appropriate coordination with applicable agencies and partners.
- Routes that are duplicative, parallel, or redundant would be considered for closure. Eliminate parallel roads travelling to the same destination when the destination can be accessed from the same direction and topography and user experience.
- All routes would undergo a route evaluation to determine its purpose and need and the potential resource and/or user conflicts from motorized travel. Where resource and/or user conflicts outweigh the purpose and need for the route, the route would be considered for closure or considered for relocation outside of sensitive habitat.
- Routes that do not have a purpose and need would be considered for closure.
- Consider limiting over snow vehicles (OSV) designed for use over snow and that run on tracks and/or skis, while in use over snow to designated routes or consider seasonal closures on routes in sensitive areas.
- Routes not required for public access or recreation with a current administrative/agency purpose or need would be evaluated for administrative access only.
- Consider prioritizing restoration of routes not designated in a Travel Management Plan.
- Consider using seed mixes or transplant techniques that would maintain or enhance habitat when rehabilitating linear disturbances.
- Temporary closures would be considered in accordance with 43 CFR 8364 (Closures and Restrictions); 43 CFR 8351 (Designated National Areas); 43 CFR 6302 (Use of Wilderness Areas, Prohibited Acts, and Penalties); 43 CFR 8341 (Conditions of Use).
- Temporary closure or restriction orders under these authorities are enacted at the discretion of the authorized officer to resolve management conflicts and protect persons, property, and public lands and resources. Where an authorized officer determines that off-highway vehicles are causing or would cause considerable adverse effects upon soil, vegetation, wildlife, wildlife habitat, cultural resources, historical resources, threatened or endangered species, wilderness suitability, other authorized uses, or other resources, the affected areas shall be immediately closed to the type(s) of vehicle causing the adverse effect until the adverse effects are eliminated and measures implemented to prevent recurrence. (43 CFR 8341.2) A closure or restriction order shall be considered only after other management strategies and alternatives have been explored. The duration of temporary closure or restriction orders shall be limited to 24 months or less; however, certain situations may require longer closures and/or iterative temporary closures. This may include closure of routes or areas.

When developing implementation-level Travel Management Plans, the BLM would consider the following when determining the compatibility of different types of public travel opportunities:

- Other resource values and uses
- Primary travelers
- Emerging uses such as growing recreational-use types
- Setting characteristics that are to be maintained, including recreation setting characteristics and VRM settings

- Primary means of travel allowed to accomplish the objectives and to maintain the setting characteristics
- Social conflicts between different travel types
- Social conflicts between public land visitors and adjacent property owners
- Number and types of access points
- Existing right-of-ways (ROWs) and future ROW requests
- Existing geographic identify and public knowledge of the area
- Identifiable boundaries of the Travel Management Area based on topography, major roads, or other easily discernible elements

Implementation-level travel management planning would be completed within 5 years of completion of these RMP revisions. Districts would be responsible for identifying timelines to complete travel planning efforts. These timelines would identify areas in order of priority for completion, and would be updated regularly in all relevant planning areas to accelerate the accomplishment of data collection, route evaluation and selection, and on the ground implementation efforts including signing, monitoring and rehabilitation. Prioritization of areas for completion of implementation-level travel management planning would follow the criteria included in this appendix.

The implementation-level travel management planning process includes development of a public outreach strategy. Consultation with interested user groups, Federal, State, county and local agencies, local landowners, and other parties would be done in a manner that provides an opportunity for the public to express itself and have its views given consideration. A public outreach strategy to engage fully all interested stakeholders would be incorporated into future travel management plans.

A complete TMP includes or addresses—

- Criteria to select or reject specific transportation linear features in the final travel management network; to add new roads, primitive roads or trails; and to specify limitations. The criteria must include those identified in 43 CFR 8342.1
- A map of roads, primitive roads, and trails for all travel modes and uses, including motorized, non-motorized, and mechanized travel
- Definitions and additional limitations for specific roads, primitive roads, and trails
- Guidelines for managing and maintaining the travel management system. This includes, at a minimum, the development of route-specific roads, primitive roads, and trail management objectives, a sign plan, and education/public information plan, an enforcement plan, and a process requiring the application of engineering best management practices; and
- Indicators to guide plan maintenance, amendments, or revisions related to the travel management network.
- Needed easements and rights-of-way (ROW) (to be issued to the Bureau of Land Management [BLM] or others) to maintain the existing road, primitive road, and trail network providing public land access
- Provisions for new route construction or adaptation or relocation of existing routes
- A plan for decommissioning and rehabilitating closed or unauthorized routes
- A monitoring plan
- Classification of all roads, primitive roads, and trails, designated for travel in a TMP, as assets in the Facility Asset Management System. All roads, primitive roads, and trails will also be identified as such in the Ground Transportation Linear Feature geospatial database.

## Existing Motorized and Non-Motorized Trails

The BLM is currently working on an inventory of all user-created motorized and non-motorized routes within the decision area. The BLM will use this inventory as a baseline to guide future route designations through implementation-level travel management planning within the areas that are designated *limited* to existing routes.

Recreation routes (authorized and unauthorized) have been created in response to demand for trail-based recreation. **Table Q-9** displays the current authorized trails within the decision area. As demand for trail-based recreation (especially OHV riding) increased, the number of routes increased. The routes developed for administrative and resource uses provide primary access routes throughout most of the decision area. These primary access routes were created for administrative and resource uses, not for recreation. As a result, the routes are not always providing the recreation experience users are looking for. Over time, recreation use extended, connected, or pioneered new routes from the administrative and resource use routes. This pattern of route development has resulted in high route densities where the administrative and resource use routes provided access for recreation use.

**Table Q-9.** Current authorized motorized and non-motorized trails within the decision area

<b>District/Field Office</b>	<b>Recreation Trail</b>	<b>Miles</b>
<b>Coos Bay</b>	Blue Ridge	10.0
	Doerner Fir	0.5
	Euphoria Ridge OHV Trail System	4.0
	Floras Lake	1.0
	Four Mile Creek	0.3
	Loon Lake Waterfall	0.5
	Lost Lake	1.0
	New River/Storm Ranch	2.0
	New River Water Trails	5.0
	New Fork Hunter Creek	2.0
	North Spit Trail System	9.0
	<b>Subtotal</b>	<b>35.3</b>
<b>Eugene</b>	Clay Creek Trail	0.6
	Eagles Rest Trail	0.2
	Lake Creek Falls Trail	0.2
	Row River Trail	13.5
	Shotgun Creek Non-Motorized Trails	6.2
	Shotgun Creek OHV Trail System	23.2
	Tyrrell Forest Succession Trail	1.0
	Whittaker Creek Trail	1.0
<b>Subtotal</b>	<b>45.9</b>	
<b>Klamath Falls</b>	Gerber-Miller Creek Potholes Trail	13.0
	Keno Spencer Snowmobile Trail	6.0
	Pacific Crest National Scenic Trail	1.0
	Pederson Snowmobile Trail	5.0
	Surveyor Peak Snowmobile Trail	3.0
	Wood River Wetland Trail	1.0
<b>Subtotal</b>	<b>29.0</b>	
<b>Medford</b>	Armstrong Gulch Trail	1.0
	Baker Cypress	< 1.0
	Beacon Hill	1.0
	Bolt Mountain	3.0
	Buck Prairie Cross Country Trails	17.0
	Cathedral Hills Trail System	11.0
	Eight Dollar Mountain Boardwalk/Trail	0.3
	Enchanted Mountain/Felton	5.0
	Grayback Mountain Trails	6.5
	Grizzly Peak	5.0
	Hidden Creek	1.0
	Jacksonville Woodlands	2.5
	Jeffrey Pine Loop	1.0
	Kelsey Peak	3.0
Kerby Peak	4.0	

District/Field Office	Recreation Trail	Miles
	King Mountain	1.0
	Lake Selmac	3.0
	Layton Ditch	2.0
	London Peak Accessible	0.3
	Lower London Peak	2.0
	Lower Table Rock	2.0
	Mountain of the Rogue Trail System	8.0
	Mule Creek	3.0
	Pacific Crest National Scenic Trail	22.4
	Rainie Falls	2.0
	Rogue River National Recreation Trail	23.0
	Rough and Ready	0.5
	Sterling Mine Ditch Trail	21.0
	Tunnel Ridge	1.0
	Upper Table Rock	2.0
	Wagner Creek	0.5
	Wolf Gap	4.0
	<b>Subtotal</b>	<b>159.5</b>
Roseburg	China Ditch Trail	0.4
	Emerald Trail	1.3
	Miner-Wolf Creek WW Trail	0.2
	North Bank Ranch Trail System	8.0
	North Umpqua Trail	12.3
	Sawmill Trail	12.3
	Susan Creek Trails	2.0
	Susan Creek Falls Trails	1.0
	Wolf Creek Falls Trails	1.2
	<b>Subtotal</b>	<b>38.7</b>
Salem	Alsea Falls Trail System	8.0
	Baty Butte-Silver King Trail	3.4
	Boulder Ridge Trail	0.2
	Eagle Creek Trail	0.5
	McIntyre Ridge Trail	0.5
	Molalla River Trail System	24.6
	Nasty Rock Trail	1.0
	Sandy Ridge Trail System	15.4
	Table Rock Wilderness Trails	20.4
	Upper Nestucca OHV Trail System	25.0
	Valley of the Giants Trail	0.8
	<b>Subtotal</b>	<b>99.8</b>
	<b>Grand Total</b>	<b>395.1</b>

The BLM still requires additional data and information on site-specific travel routes to be able to complete implementation-level travel management planning across the entire planning area. Route

identification and comprehensive route inventories have been and are continuing to be collected to have this complete information available to complete all implementation-level travel management planning within 5 years after the completion of these RMP revisions.

### Criteria to Prioritize Implementation Level Travel Planning

The BLM would prioritize implementation-level travel management planning by reviewing lands within each district at the scale of areas designated for public motorized access or Travel Management Areas. The BLM would prioritize the order for completion of implementation-level travel management planning by prioritizing those areas meeting most of the following criteria first:

- Areas where damage to soil watershed, vegetation, air, or other resources of the public lands, and to prevent impairment of wilderness suitability is occurring
- Areas where harassment to wildlife or substantial disruption to wildlife habitats are occurring; Prioritize areas where harassment to threatened and endangered species and their habitats are occurring
- Areas where conflicts between motorized and non-motorized recreational uses are occurring
- Areas where route, type of use, or season of use designations are necessary to support management objectives or management direction for the RMP-designated land use allocations
- Areas that have secured legal public access
- Areas also identified as Special Recreation Management Areas where a strong linear asset component is identified (e.g., mountain biking, hiking, equestrian, OHV)
- Areas with completed route inventories

Areas not meeting any of these criteria would be scheduled to be completed last, but not more than 5 years after completion of these RMP revisions. Where multiple areas meet an equal number of criteria for prioritization listed above, BLM districts would apply local knowledge of public concerns, interests, or controversies to prioritize areas to respond to local stakeholders and interested publics.

### **Plan Maintenance and Changes to Route Designations**

The RMP would include indicators that would guide plan maintenance, amendments, or revisions related to designations for public motorized access or the approved road and trail systems within *limited* to existing areas. Future conditions may require the designation or construction of new routes or closure of routes to better address resources and resource use conflicts. The BLM would be able to modify actual route designations within the *limited* category through implementation-level travel management planning without necessitating an RMP amendment, although compliance with NEPA would still be required.

The BLM would accomplish implementation-level travel management planning through plan maintenance. The BLM would collaborate with affected and interested parties in evaluating changes to the existing and designated road and trail network in *limited* area designations and changes to the broader Recreation Management Area designations that emphasize motorized OHV recreation. In conducting such evaluations, the BLM would consider the following:

- Routes suitable for various categories of OHVs and opportunities for shared trail use
- Needs for parking, trailheads, informational and directional signs, mapping and route profiles, and development of brochures or other materials for public dissemination
- Opportunities to tie into existing or planned route networks
- Measures needed to meet other resource objectives in the RMP

## References

USDI BLM. 1987. BLM Manual Handbook H-9114-1 – Trails. Available at BLM district offices.

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