



**Minutes of the
D-E NCA Advisory Council
April 16, 2014, 3:00 p.m. to 6:00 p.m.
Bill Heddles Recreation Center, Delta, CO**

Council members attending: Katie Steele, Oscar Massey, Bill Harris, Tamera Minnick, Steven Boyle, Doug Atchley, Kate Graham, Ralph Files, Kaye Simonson, and Bob Janowski.

Council members absent: None

BLM staff attending: Collin Ewing, Andy Windsor, Shane Dittlinger, and Marie Lawrence.

Members of the public attending: Sherry Schenk, Jan Potterveld, Janice Shepherd, Justin Clifton, Rich Jakino, Martin Kazlander, Mark Taylor, Mark Roeber, Fred McKee, Michael Vaughn, Therese Davis, Bruce Hovde, Pat Sunderland, Garrett Watson, Mark Richman, Richard Gore, Jason Love, Tim Gallegos, and others.

Call to order and introductory remarks

3:05 p.m.: [Chair Katie Steele called the meeting to order, made introductions, and reviewed agenda].

Steele: An ERMA [extensive recreation management area] guarantees access but not a specific experience. An SRMA [special recreation management area] guarantees experience. The Council will discuss this and consider the question of taking Sawmill Mesa from an ERMA to an SRMA.

Collin Ewing: I want to back up a little bit for the benefit of new people in the crowd. We have all three Delta County commissioners here and the sheriff and undersheriff, and law enforcement officers from CPW. I'm glad to have everybody here. The Dominguez-Escalante NCA [national conservation area] is public land managed by the BLM. It was designated in 2009 under the Omnibus Act, which directed the BLM to develop a resource management plan [RMP]. The NCA has locally and nationally important resources, such as wildlife and archeology. The Act directed BLM to develop the RMP with the help of a citizen's advisory council. That's what we're doing here today. The legislation also directed the BLM to develop a travel

management plan that limits travel to designated routes. This is the 33rd meeting of the Advisory Council, all of which have been open to the public, with many members of the public attending. The draft RMP went through a public comment period, and we're now trying to figure out what the proposed RMP will look like. We will put out the proposed RMP sometime this fall for a protest period and governor's consistency review, which is where the governor of Colorado checks to see if the proposed RMP is consistent with laws of Colorado. Protests are reviewed by the Washington office. When all protests and issues are resolved, we will make the decision on the final RMP.

Steele: [Briefly related the history of the Council]. Eighty-five or 90% of what Council and public recommended was in the Preferred Alternative of the draft RMP.

Council discussion: ERMA vs. SRMA designation for Sawmill Mesa

Ewing: We had a couple of issues that came up at last meeting that we'll be discussing today. What BLM heard about early in the process from City of Delta is that they'd like to see the development of mountain bicycle trails [referred to a handout – see attachments, nos. 1, 2, and 3]. This explains what we looked at in the plan. Through the Council and cooperating agencies, we didn't hear a strong recommendation that Sawmill Mesa needed to be an SRMA. The BLM has three ways to deal with recreation management areas: In a special RMA, the BLM focuses on providing specific outcomes. In an extensive RMA, the BLM does not focus on providing specific outcomes, but only provides the opportunity [for possibly experiencing that outcome]. The third option is no RMA at all. The option originally proposed by the City of Delta is in Alternative D in the RMP [see attachment no. 3]; i.e., manage upper Sawmill Mesa and Wagon Park as an ERMA, and lower Sawmill Mesa as an SRMA for mountain bikers.

Steele: Doug, can you speak on behalf of the Delta County citizens here?

Doug Atchley: Early on, Delta County supported the establishment of the NCA with the stipulation that grazing be included in the Act, which it was. I am disappointed that grazing wasn't emphasized in purpose and need in the draft RMP. We asked that it be included because of its historic and economic value. Recreational groups told us that they want recreation on the river, a trail system from Whitewater to Delta, and no roads closed. We looked at roads that existed before FLPMA [Federal Land Policy and Management Act of 1976] that we want to remain open. This was stated in a letter that we presented to the BLM in January. We concede that Cottonwood Canyon is a quiet-use trail area. I want to emphasize that we believe in multiple use, but we are not going to give up our grazing.

Tamera Minnick: How does grazing fit into discussion of the designation of Sawmill Mesa?

Steele: Grazing would be permitted regardless of the designation.

[There was further discussion of the importance of grazing, then Steele requested input from Delta representatives in attendance].

Public comments

Justin Clifton (Delta City Manager): The City of Delta is in favor of additional mountain bike trails, but the primary concern for the City is expanding any restrictions on motorized access. Anecdotally, people recreating here have seen diminished motorized access. To the City, this doesn't make sense. We would like to see multiple use. We don't support closing any more trails to motorized access. The BLM shouldn't trade one recreational use for another.

Atchley: The roads we are looking at are in Delta County [referred to a letter to BLM from Delta County – see attachment no. 4].

Michael Vaughn: I am here representing the Delta Area Mountain Bikers, also known as the "DAMB bikers" [laughter]. There are about six of us here today representing many more members. We're not looking for any access to change; we're looking for the development of new non-motorized trails that include biking. We hope in the future the BLM can add these. Right now we have to travel an hour to go mountain biking. [New trails] will add to our experience as bikers as well as draw bikers from other areas. We get bikers on their way to Moab wanting to know where around here they can bike. I don't know if there's a need to develop an SRMA. There are plenty of acres to go around if the trails are open to multi-use.

Oscar Massey: I feel that the rights of the permittee should be preserved, that cattle guards should be put in to prevent gates being left open. I'm not sure what folks [now] mean by multiple use; does the term include grazing? I worked for years under the multiple-use concept, and it worked fine.

Richard Gore: Recreationists disturb the sheep.

Bill Harris: What time of year are you out there grazing?

Gore: Sheep graze from December on; cattle are there from January 1.

Steele: From mid-December to mid-March, right?

Council discussion: ERMA vs. SRMA designation for Sawmill Mesa (cont'd)

Ewing: I want to clarify that the NCA's enabling legislation excluded oil and mineral leasing. The BLM makes a big commitment to SRMAs. We could build a trail system under ERMA management, but it wouldn't be our priority. The way that would work is if the local community helps the BLM with funding for resource inventories, implementation, etc.

Bob Janowski: Did what Collin said change anyone's mind about SRMA versus ERMA [for Sawmill Mesa]?

Ewing: In the Preferred Alternative, it's an ERMA [see attachment no. 2]; I have reservations about designating this as an SRMA, because of threatened and endangered species, etc.

Harris: I'm going to [bring up] what we talked about before. In June 2012 the Council discussed management of this area and released a statement supporting multiple use for recreation. We took a vote and had one dissenting vote. I had a gentleman's agreement with Mike Wilson [a former Council member] that mixed use should continue. There is a need for non-motorized trails. Most of the mountain bike development in Western Colorado has been in areas not designated an SRMA. Mountain bikers like narrow, flowing trails, but there aren't any in the Negro Gulch area.

Ewing: [Described some areas in McInnis Canyons NCA and mentioned the Lunch Loops]. Much of the trail development that has been going on around here is under old RMPs, with very little RMA guidance. In the future I would expect trail development to occur where RMPs provide specific recreation objectives.

Harris: There are bikers out there encountering motorized users. We need to add some non-motorized mixed use [trails].

Steele: The effort in Fruita was 25 years of hard work for "instant success," according to Clint Kinney, the City Administrator for Fruita. The effort was spearheaded by the owner of one of the local mountain bike shops. The secret to their success was topography, and that everybody was involved: COPMOBA, the City of Fruita, bike shops, etc. But there's grazing and sometimes there is conflict.

Ewing: We get complaints every year from bikers about hoof prints, etc., and we get complaints from grazing permittees about bikers disturbing their cows.

Massey: If they're lambing, there must be a lot of problems and conflicts. Mark can testify that desert bighorn have to have a certain area; if we have roads and trails, we're going to conflict with lambing.

Minnick: The easy thing to say is in the future, let's have bicycle trails, but that has more impact---more impact on wildlife and special resources. Putting in new routes is detrimental. Keeping it [Sawmill Mesa] as an ERMA with the idea that the BLM would build new trails would have an adverse impact on resources, and I don't know if I could support that.

Kate Graham: [Read relevant text from the draft RMP: Appendix L---SRMA Recreation Setting Descriptions (Table L.2), Sawmill Mesa SRMA, Alternative D, pages 836-838].

Minnick: I don't know if we can protect grazing and conservation and biking all together.

Graham: [Asked Atchley to repeat what he said about separate areas for separate uses].

Atchley: [Clarified what he said earlier, and discussed a good area for a bicycle single-track trail].

Steve Boyle: As Oscar and Tamera pointed out, the decision in front of us is ERMA versus SRMA [for Sawmill Mesa], and we seem to be headed into a discussion about recreation. I want to remind everybody that we're talking about a national conservation area, not a national recreation area. It is a bighorn sheep area and a mule deer severe winter range. Birds of prey nest along river. They need a lot of peace and quiet. I know there will be site-specific analysis of proposed facilities before construction, but the organic act that enabled the NCA stresses conservation.

Massey: [Pointed out incorrect labeling on map, and Collin acknowledged the mistake in the draft RMP].

Steele: If we leave this as an ERMA [versus] an SRMA, how different will the trail development look?

Ewing: In an SRMA, we would take a two-track and convert to single track. I hear County saying leave two-tracks and build new single-track trails.

Steele: So Tamera is right; there would be better protection for resources in an SRMA?

Boyle: I think that may be right. I'm in favor of whatever will allow the BLM to best manage the impacts of recreation on natural resources.

Harris: Can the BLM limit impact by repurposing trails that aren't on Doug's list? We did that up in Montrose. We took some unused jeep tracks and repurposed them.

[Further discussion of details of trail development and potential impacts].

Steele: Our discussion should be specific enough so that we can come to a recommendation for this area [Sawmill Mesa].

Atchley: The County wants ERMA's for most of the area. Delta County's point is that the area should be an ERMA. If an SRMA is going to be established, the BLM should look at the area north of the Escalante Rim Road to the Gunnison River only.

Ewing: Andy, is there anything I'm forgetting to mention.

Andy Windsor: No, I think you've covered it all.

[Steele opened the meeting for public comment].

Public comments

Mark Roeber [Delta County Commissioner]: I wish Doug a happy birthday (39 again!) [laughter]. Doug covered the County's perspective. I want to add that conservation is not preservation. Wilderness is for preservation. SRMAs are not conducive to conservation.

Janice Shepherd: I don't know if this applies, but popularity of snow mountain biking is on the rise; it's something to keep in mind.

Jan Potterveld: From my standpoint, [as a representative of] the Back Country Horsemen [of Colorado], I come down on the side with Doug, because I think you should leave that area open to all people that want to get in there. I disagree with those that think that an SRMA is for conservation; specialization will cause increase in publicity and popularity. In the conversation over all these meetings, hikers are not much discussed, despite being the largest users of area. We need to be careful of exclusive use, which is inappropriate in a national conservation area. It's better to talk about quiet use, because that is multiple use. About ground truthing: We took a group into Cottonwood Canyon, which is [quiet and scenic] like a wilderness area; if you look over into Roubideau, that is much more multiple use. I say don't touch the Cottonwood area. That's the ground truth.

Vaughn: I've used Escalante Rim Road by jeep, hiking and mountain biking. I'm not up on terms of SRMA and ERMA. I want to address couple of issues. There are economic reasons to increase use of ERMA. Regarding what Mr. Boyle said: We should consider that. The other thing is that it's been shown that well-planned trails can avoid impacts to wildlife. I'm in favor of jeep roads, but I think that multiple trails to a single point don't make sense.

Jason Love: (Delta Area Mountain Bikers) I want to echo what Mike and the Back Country Horsemen said. COPMOBA is interested in building trails that blend seamlessly with the environment. We're interested in seeing growth in that area [Sawmill Mesa] without it conflicting with anyone any more than it has too. Repurposing and a new non-motorized trail would be nice to see. This would be good for people of Delta County.

Clifton: It sounds like an ERMA still provides opportunity. An SRMA really does articulate what I see as a fascinating but narrow position. The City's position is that we would like to see an ERMA. We have a smaller area identified for more specialized use if necessary, as the County has said.

Rich Jakino: I represent [some] ATV clubs, where the average age is 60 or 70 years. There has to be a certain amount of trails left for us.

Ace Brown: I'm [that] old, and I still mountain bike; it keeps you fit.

Jere Page: What I've seen in Fruita and Vail, with people making their own trails, it's a scandal. If we don't get a good trail system out here, we will see a similar situation.

4:30 p.m.: [Steele called for a break].

4:45 p.m.: Steele: [Called meeting to order]. Happy birthday to Doug [laughter]! I would like to ask Doug for a recommendation on Sawmill Mesa.

Atchley: Sawmill Mesa should remain an ERMA; if there is an area set aside north of the Escalante Rim Road or the north side of the river or both for an SRMA, that would be acceptable; and the BLM should use present roadways, linking them together where possible, while taking biological concerns into consideration.

Harris: I have a friendly suggestion to amend this to use the map to delineate [that area].

Atchley: We're only looking at Delta County.

Steele: [Repeated what Atchley said], with caveat to include grazing in the wording.

Massey: How much are we including Cottonwood Creek?

Ewing/Steele: It's excluded.

Boyle: Is there any reason to think that the BLM has more control to manage impacts of recreation in an SRMA versus an ERMA?

Windsor: It's about managing people in both environments, so the challenges are the same.

Massey: Is there some tool we can use to find out whether a decision we made has led to destruction of, say, bighorn sheep habitat? Is the BLM going to have the right to say we've got to change the road?

Ewing: We'd like to be able to say that we have that flexibility. Our intention is to change route designations throughout the life of the plan to meet our objectives. You're not going to see a specific new route system on any of these plans.

Steele: [Asked for repeat of what Atchley said. Ewing read it from his notes].

[The Council discussed the term "maximize" versus "emphasize" when referring to use of existing routes].

Steele: Emphasize utilization, where sustainable.

Ewing: [Repeated Atchley's recommendation].

Janowski: I'd hate to see this become like Ninemile Hill, where it becomes a wilderness with some bicycle use. I want to see multiple use conserved.

[There was more discussion of Delta County's position].

Kaye Simonson: I am leery of making a recommendation, as the travel management process has just started for the Dominguez-Escalante NCA.

[There was more discussion about the vote].

Ralph Files: I have another word problem: The word "sustainable" may not make sense. Don't design your trail system around a fragmented system of "sustainable" routes.

[There was more discussion about the wording of the Council's recommendation].

Steele: Should we have two votes: one for the ERMA and the other for the SRMA?

[There was more discussion/clarification of the Council's recommendation].

Steele: Let's revise the motion to say that this area should remain an ERMA except that north of Escalante Rim road should be set aside as an SRMA for non-motorized use.

Massey: If this is the case, then drones aren't allowed [laughter]?

Motion: Sawmill Mesa should remain an ERMA, with the area north of the Escalante Rim Road set aside as a non-motorized SRMA for mountain biking. The BLM should emphasize the use of existing routes, combining them to develop a new mountain bike trail system, as resource conservation needs allow.

[The motion passed with nine in favor and one opposed].

Council discussion: seasonal closures

Boyle: We saw a lot of comments regarding seasonal closures.

Ewing: Cactus Park was proposed in the draft as an SRMA for family-friendly ATV use, where children could learn about nature, etc. It would include some new routes or re-routes to make nice loop opportunities. The draft proposed a seasonal closure from December 1 to April 30 for a mule deer winter concentration area. We heard from motorized users that that's the time they want to use that area. I asked Steve and Bob to think about that.

Boyle: We recognized that CPW [Colorado Parks and Wildlife] manages the game, so we met with several CPW staff and with BLM Wildlife Biologist Heidi Plank. I will paraphrase and ask the CPW guys here to elaborate.

There are two ways to look at this. One way is to leave closed area the same but shorten the time of closure to exclude April and December. Other way is to leave timing same but reduce size of area, or a combination of the two. CPW does not favor shortening the closure.

Mark Richman (CPW): December is a crucial time for wildlife, especially deer and elk, who are trying to habituate to that area; you don't want to push them off into sub-optimal range. April time period is most critical for their body condition. They have endured the winter, are heavy with young, and the vegetation is changing, so it's very difficult on their digestive system. Creating additional stresses from use will push them beyond what their limited reserves are capable of sustaining. We've seen that with deer.

Boyle: Mule deer and elk in Colorado are limited by winter range habitat. If you want to preserve big game in Colorado, the first thing is to preserve winter range habitat. There's a new tool, a GIS model that predicts route density on the landscape and [predicts] when threshold is passed, when you have too many routes on landscape. It was developed for oil and gas, but it's applicable here also. It provides an opportunity to see where we have problems. I agree with CPW that it would be preferable to change the boundary of the seasonal closure, but not length of closure.

Janowski: I spoke to them, and they convinced me that those dates, December 1 and April 30, are the right dates.

Boyle: I forgot to mention that we also considered variable dates. CPW said they tried it with BLM in the Durango area and it didn't work very well at all. People need to know what to expect. They won't abide by the closure if they drive a long distance on the only day they have off and find the area is closed. Actual data (from a trail camera) show all kinds of violations. Seasonal closures are fixed so everybody knows what they are.

Ewing: [Projected a route density map onto the screen---see attachment no. 5. NOTE: The map presented in the meeting was incorrect. The map attached here is the correct one. It shows Alternative E with Farmer's Canyon Road open during winter closure]. What we're looking at here is route densities. The Class 1---green---is 0 to 0.5 mile of routes per square mile. The lighter green is a Class 2---one-half to two miles per square mile; the yellow is a Class 3---two to four miles per square mile; the red or Class 4 is anything above four miles per square mile.

Boyle: A good rule of thumb is you want to try to keep it at one [mile per square mile]; you could use Class 2 here in this model. If route density in an area is lower than this threshold, you

could consider leave routes open and have relatively light impacts on wintering big game. We are wondering whether this is the right way for BLM to make this decision. Using the route density model, we could look at leaving a route or two open through the winter closure period to make a good motorized loop opportunity. We would want to make sure our open route density is a Class 1 or 2.

Ewing: Within the winter closure area, on this model, only roads in white are left open all winter.

Boyle: This is the existing situation [see attachment no. 6].

Ewing: Purple areas are more than four miles per square mile. Under Alternative E [in the seasonal closure area---see attachment no. 7], only county roads are left open all winter. All other roads would be closed.

[There was more discussion of the meaning of the map colors. Janowski got up and showed the actual road on the perimeter of the winter closure area on the map (Farmers Canyon Road---see attachment no. 5). The Council discussed the idea Ewing had that garnered some support].

Janowski: In the CPW meeting, I suggested that leaving [the southwestern half of] Farmer's Canyon Road open would only have a small effect on wildlife but would be highly beneficial to the ATV community. The CPW did not express any objection.

Massey: Deer will get pushed out in this model. In the NCA, there's not much area for mule deer but a lot of area for elk.

Boyle: We're not trying to manage mule and elk competition with this. I like what you said that this is more critical for mule deer than for elk. Elk can forage in lots of places including your hay fields, Oscar! [Laughter]. I recommend that you leave the dates of seasonal closure intact and permanent and instead look at reducing the size of area such that this Farmer's Canyon Road can be left open.

Janowski: I agree with caveat that winter closure border be coincident with the road so that it's really clear.

Minnick: Would it be feasible to ask BLM to revisit this to monitor for the impact of this model?

Boyle: There are many factors that will affect population size and distribution of big game; it's hard to make a determination and tie changes to this road closure action.

Massey: I have a problem with leaving Farmers Canyon Road open, because it's hard to control travel on routes that lead off Farmer's Canyon Road.

Ewing: I'm glad you brought that up, because I worry about that too [pointed out a route on the map to avoid the area even better].

Files: Are these roads open year round now?

Ewing: Yes.

Files: So this would improve the area?

Graham: Seasonal closures also relate to soil saturation; would you need to close for that too?

Ewing: Soil condition was an ancillary reason/effect of seasonal closure, but we didn't draw closure areas, for that reason.

[Oscar related the history of the road system and the resulting increase in invasives and other adverse impacts].

Public comments

Shepherd: This example of a discussion of a new bypass shows that the County prescribing what roads to keep open or closed doesn't allow much flexibility for building a better system of roads.

Steele: I don't think we are prepared to make a decision.

Boyle: I think we can recommend no change to seasonal closure dates, but a route change recommendation could be more general.

[There was more discussion about the wording of the recommendation].

Ewing: Should we keep the seasonal closure dates of Alternative E and use the route density model to make a decision regarding any routes to be left open as an exception to the seasonal closure?

Harris: I so move!

Atchley: We're still talking about Cactus Park North, right? [Laughter].

Ewing: Yes.

Massey: I still don't feel that Farmer's Canyon Road should be left open.

Graham: Why don't we hinge road closure on rehabbing so roads won't be evident?

Janowski: That's a BLM issue, to manage the roads that are closed.

Steele: How would you structure the motion?

Janowski: I think we should leave the closure dates the same (12/1-4/30) and leave Farmer's Canyon route open for year round motorized use. Fifty-percent of the total recreation in the D-E NCA is in that area, [amounting to] some 50,000 people (see page 267 of the draft RMP).

Files: I have experience helping the Forest Service implement travel plans on the south end of Uncompahgre. It usually takes two to five years to implement a closure.

Ewing: [Re-read the motion].

Motion: *The BLM should retain seasonal closures in the Dominguez-Escalante NCA as in Alternative E of the draft RMP and leave Farmer's Canyon Road open year round.*

[The motion was seconded, and the Council passed it six to four].

Graham: I'd like to just state for the record that I very much appreciate the creative thinking and collaboration shown by Steve and Bob on this. I would be more than willing to support the motion if it included language linking the opportunity to leave Farmer's Canyon Road open to collaborative efforts to implement the recommended closure and rehabilitation of spur routes shooting off Farmer's Canyon Road and into the heart of the wildlife-based seasonal closure zone. Linking these efforts together will help to ensure that wildlife needs are met and that motorized users are set up for success on the ground.

Massey: I think we should table this until the next meeting. Any road at all in there is a problem.

Janowski: Oscar, the motion passed, and you can't table a motion that is passed.

Minnick: By keeping it open, you might as well have the seasonal closure.

Final remarks and meeting adjournment

Steele: Let's revisit this issue at the next meeting, and let's talk about the BLM's potential changes to the PRMP then. Let's look at calendar for next meeting. How about Wednesday, July 16, in Grand Junction?

Ewing: The following Wednesday looks better for me.

[The Council agreed that the next meeting will be July 23 in Grand Junction].

Ewing: [Thanked everybody for coming].

6:10 p.m.: [Meeting was adjourned].

Attachments

1. *Sawmill Mesa Recreation Management Alternatives*
2. *Dominguez-Escalante NCA Draft Resource Management Plan: Alternative E: Recreation Management Areas (Figure 2-8e)*
3. *Dominguez-Escalante NCA Draft Resource Management Plan: Alternative D: Recreation Management Areas (Figure 2-8d)*
4. April 16, 2014, letter to the BLM from Delta County Board of County Commissioners
5. *Dominguez-Escalante National Conservation Area, Route Density – Alternative E: Farmers Canyon Road not Seasonally Closed* **[NOTE: This is the correct version of attachment no. 5. The version presented at the meeting was incorrect].**
6. *Dominguez-Escalante National Conservation Area, Route Density – Alternative A*
7. *Dominguez-Escalante National Conservation Area, Route Density – Alternative E*

Sawmill Mesa Recreation Management Alternatives

Preferred Alternative (E)

Extensive Recreation Management Area (ERMA):

Designate the Sawmill Mesa/Wagon Park area as an Extensive Recreation Management Area (ERMA) (58,718 acres, Map 2–8e).

Focus recreation and visitor services management on protecting and facilitating visitor opportunities to participate in hiking, horseback riding, mountain biking, motorcycle riding, ATV riding, big-game hunting, dispersed camping.

- provide the necessary recreation facilities (trails, trailheads, campsites) to facilitate activity participation;
- provides basic on-site visitor services (signage, maps, etc.);
- clearly posts conditions of use throughout the area.
- Designate BLM routes to maintain access and opportunity for motorized, mechanized and nonmotorized nonmechanized recreation where not in conflict with cultural, biological or other natural resources.
- Connect/reroute routes to make loop opportunities as necessary; reroute/repair unsustainable and eroding routes; Close redundant routes to reduce confusion by users

Alternative D

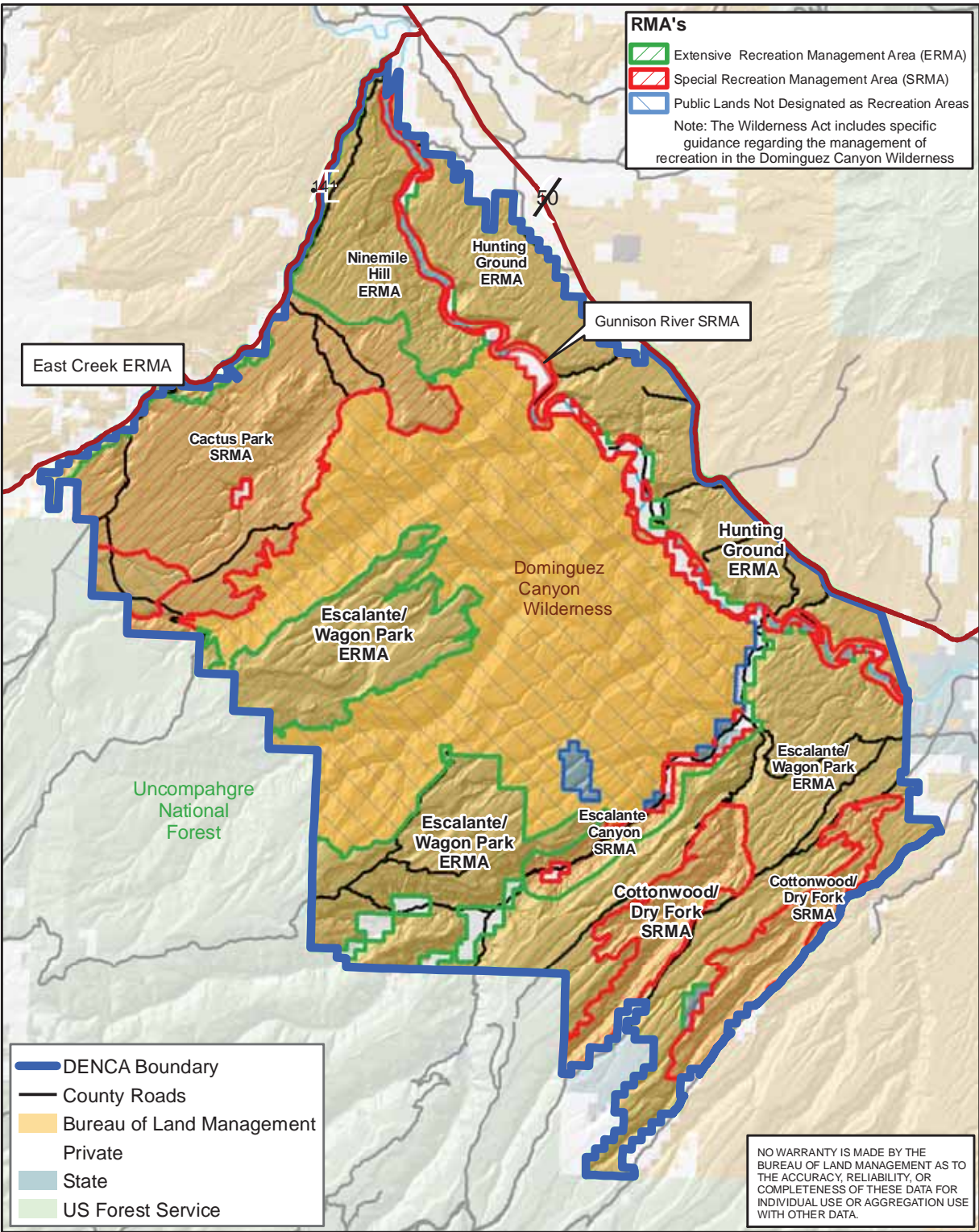
Upper Sawmill Mesa/Wagon Park - Same as Above (ERMA)

Lower Sawmill Mesa (Club Gulch/Negro Gulch/Escalante Rim area)- Special Recreation Management Area (SRMA):

Objective: Manage the recreation area targeting mountain bikers who seek the outcomes described below. Target the following activities: mountain biking and camping.

- Getting some needed physical exercise, experiencing natural surroundings, enjoying frequent access to outdoor recreation activities
- Improved physical and mental health, living a more outdoor-oriented lifestyle Reduced health care costs
- increased desirability as place to live or retire,
- improved local recreation-tourism economy
- Increased awareness and protection of recreation resources
- Designate BLM routes to meet RMA objectives. Close two-track routes in order to make area more remote. Routes that are left open will be rehabbed to a single-track trail.
- With partners (e.g. user groups, retail shops, service providers) develop a mechanized "Loop" trail system consistent with RMA objectives. During implementation, as new routes are constructed, existing routes would be closed and rehabbed.
- Limit overnight camping to designated campsites (outside of developed campgrounds).

Dominguez-Escalante NCA Draft Resource Management Plan

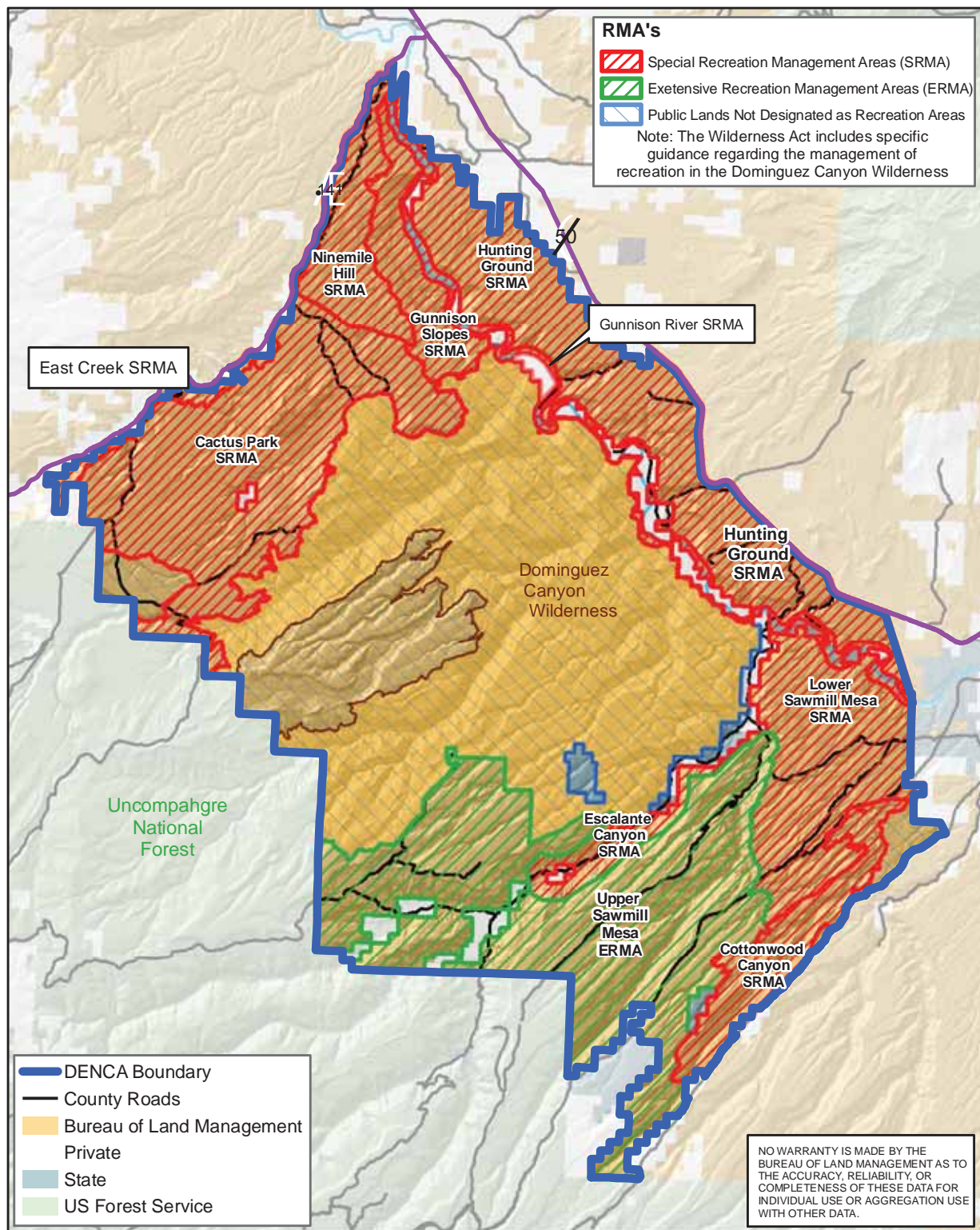


Alternative E: Recreation Management Areas



Figure 2-8e

Dominguez-Escalante NCA Draft Resource Management Plan



Alternative D: Recreation Management Areas



Figure 2-8d



DELTA COUNTY, COLORADO

BOARD OF COUNTY COMMISSIONERS

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Dist. 1: C. Douglas Atchley - Dist. 2: C. Bruce Hovde - Dist. 3: J. Mark Roeber

ACCEPTED FOR RECORD

APR 17 2014

BUREAU OF LAND MANAGEMENT
GRAND JUNCTION FIELD OFFICE

BY 

April 16, 2014

Colin Ewing, Manager
Bureau of Land Management
Dominguez-Escalante National Conservation Area
2815 H Road
Grand Junction, CO 81501

To: Colin Ewing

From: Delta Board of County Commissioners

Re: Roads within the Dominguez-Escalante National Conservation Area

Delta County Board of Commissioners submitted comments on the Dominguez-Escalante National Conservation Area (DENCA) during the designated comment period indicating that we are not in favor of any road closures within the DENCA unless they were a parallel road or a road that was a route around an existing road. Additionally, Commissioner Doug Atchley has reiterated Delta County's preference that no roads would be closed unless it met the above mentioned criteria with constituents and the City of Delta.

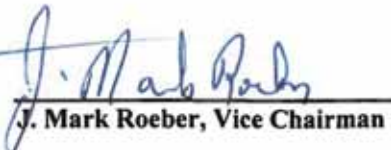
Delta County has researched Department of Interior maps published in 1969 and 1973 for roads that are within the DENCA. The 1969 and 1973 roads were overlaid on the current DENCA maps and particularly Alternative E.

Delta County requests that the BLM not close the roads listed in the attached list within the DENCA and that the BLM develop supplemental alternatives that provide for multiple use and recreation via existing routes.

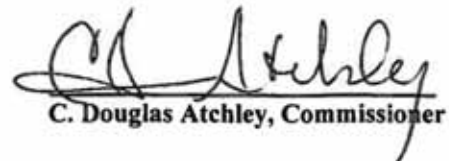
Sincerely,
Delta Board of County Commissioners



C. Bruce Hovde, Chairman



J. Mark Roeber, Vice Chairman



C. Douglas Atchley, Commissioner

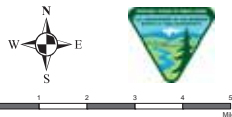
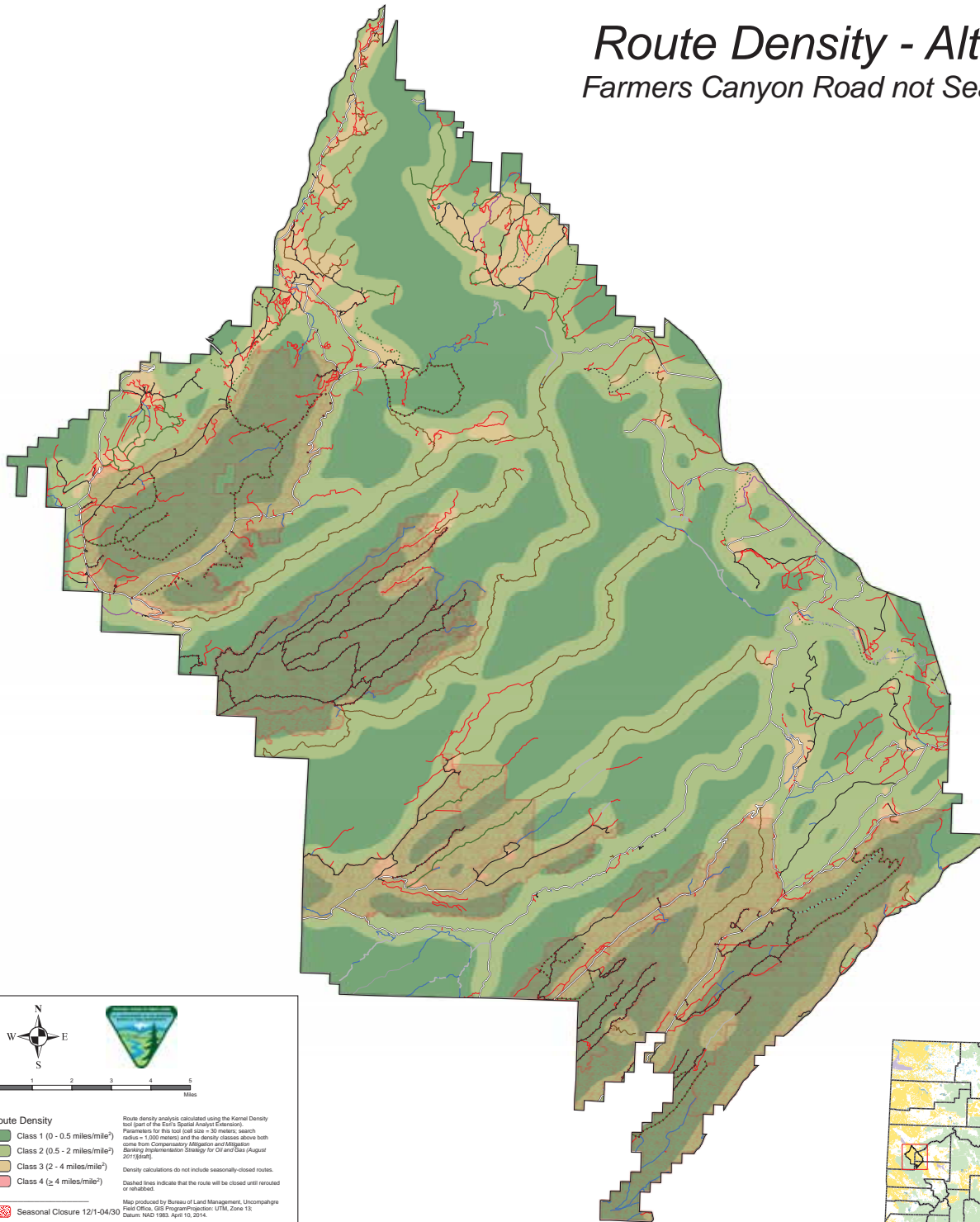
Delta County Input to Roads in the BLM Dominguez Esclante NCA
1-Apr-14

<u>Road Number</u>		<u>Map</u>	<u>Comments</u>
1585		1969	
1593		1969	
1683		1969	
1684		1969	
1704		1969	
1756		1969	
2006		Open	
2007		Open	
2008		Open	
2010		Open	
2062		Open	
2062		Open	
2065		1973	
2065		1973	
2070		1973	
2078		1973	
2089		1973	
2187		Open	Extend past existing black line
2297		Open	
2298		Open	
2299		Open	
2307		See comment	To loop route 2349 and 2039
2417		1973	
2426		1973	
2426		1973	
2443		1973	
2444		1973	
2445		1973	
2457		1973	
2467		Open	
2560		Open	
2581		1973	
2581		1973	
2582		1973	
2583		1973	
2585		1973	
2587		1973	
2588		1973	
2590		1973	
2590		1973	
2591		1973	

2595			1973		
2622			1973		
2691			1973		
3010			1973		
3033			1973		
3036			1973		
3053			1973		
3097			Open		
3131			1973		
3189			1973		
3192			See comment		To loop route 2349 and 2039
3193			See comment		To loop route 2349 and 2039

Dominguez - Escalante National Conservation Area

Route Density - Alternative E
Farmers Canyon Road not Seasonally Closed



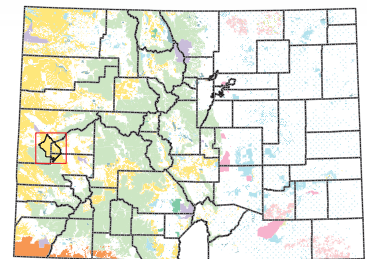
- Route Designations**
- ATV
 - Administrative
 - Horse and Foot
 - Motorcycle
 - Open
 - Seasonally Closed
 - Closed
 - County
 - Private, Other
- Route Density**
- Class 1 (0 - 0.5 miles/mile²)
 - Class 2 (0.5 - 2 miles/mile²)
 - Class 3 (2 - 4 miles/mile²)
 - Class 4 (≥ 4 miles/mile²)
- Seasonal Closure 12/1-04/30**

Route density analysis calculated using the Kernel Density tool (part of the Esri's Spatial Analyst Extension). Parameters for this tool (cell size = 30 meters; search radius = 1,000 meters) and the density classes above both come from Compensatory Mitigation and Mitigation Banking Implementation Strategy for Oil and Gas (August 2011) (Bart).

Density calculations do not include seasonally-closed routes. Dashed lines indicate that the route will be closed until rerouted or rehabilitated.

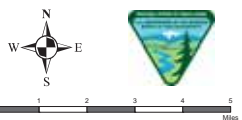
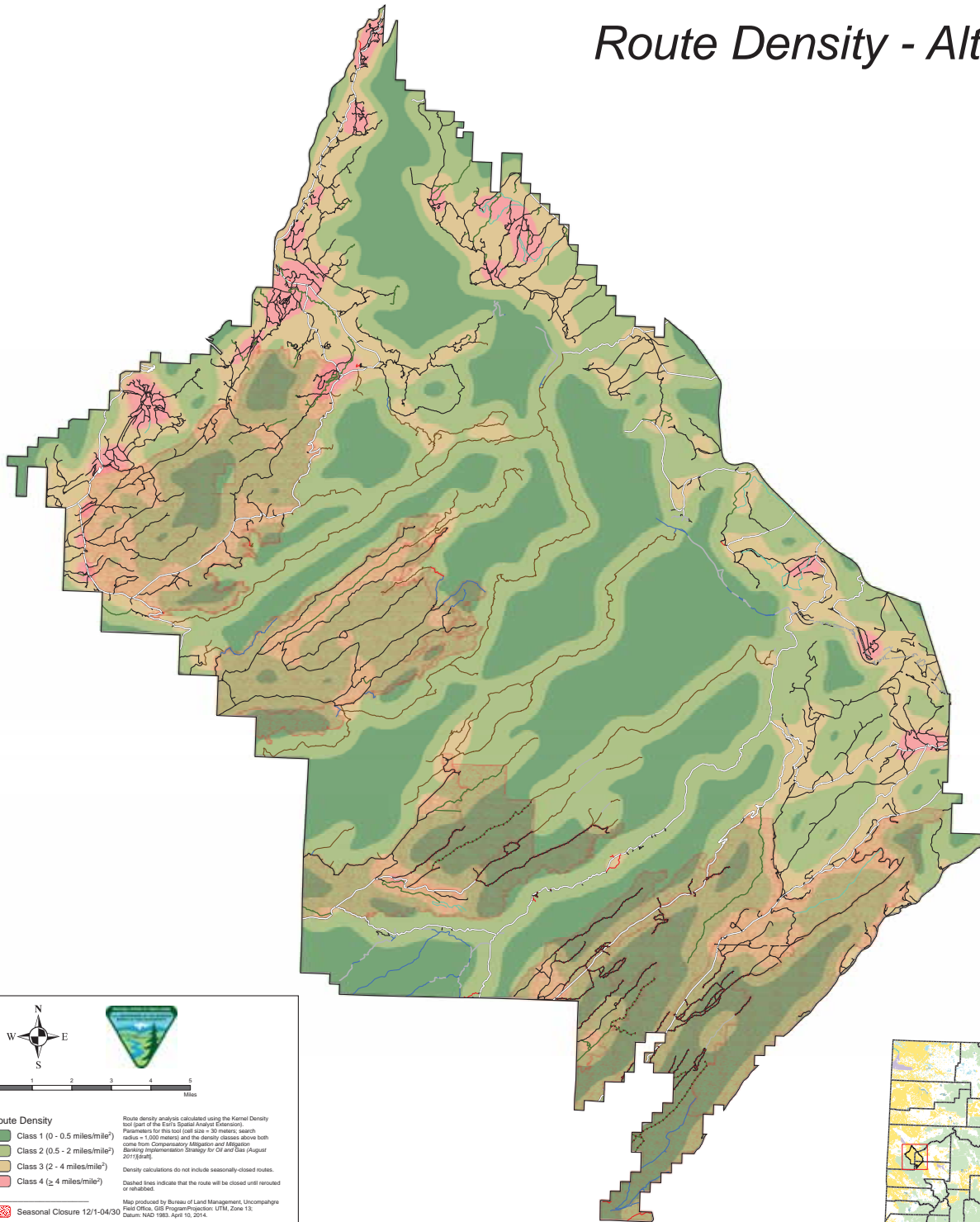
Map produced by Bureau of Land Management, Uncompahgre Field Office, GIS Program/Projection: UTM, Zone 15, Datum: NAD 1983, April 10, 2014.

No warranty is made on the accuracy, reliability and completeness of these data for individual use or aggregate use with other data. Spatial data may not meet National Map Accuracy Standards. This information may be updated without notification.



Dominguez - Escalante National Conservation Area

Route Density - Alternative A



Route Designations

- ATV
- Administrative
- Horse and Foot
- Motorcycle
- Open
- Seasonally Closed
- Closed
- County
- Private, Other

Route Density

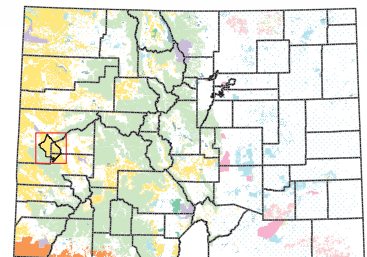
- Class 1 (0 - 0.5 miles/mile²)
- Class 2 (0.5 - 2 miles/mile²)
- Class 3 (2 - 4 miles/mile²)
- Class 4 (≥ 4 miles/mile²)

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Density calculations do not include seasonally-closed routes. Dashed lines indicate that the route will be closed until rerouted or rehabilitated.

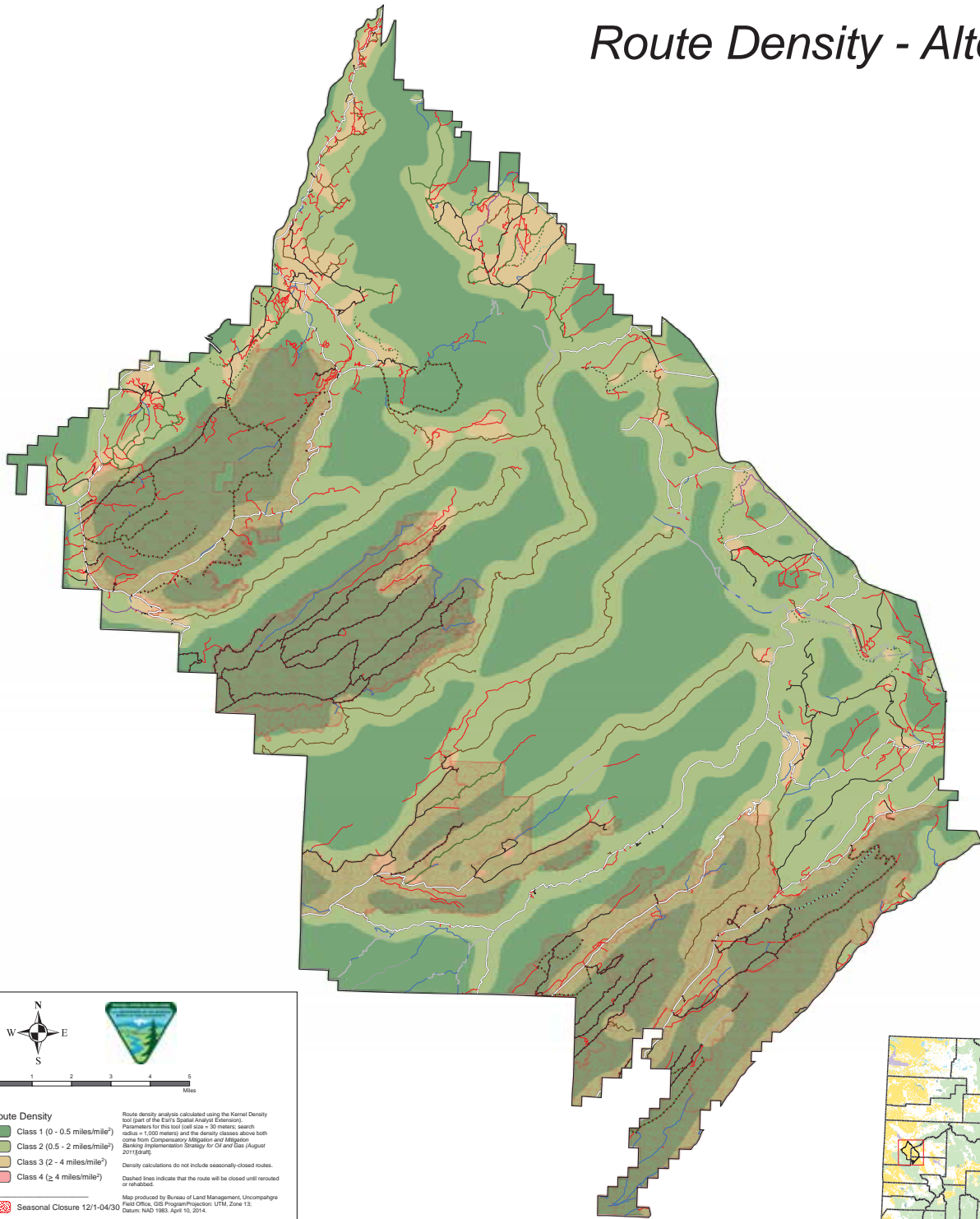
Map produced by Bureau of Land Management, Uncompahgre Field Office, GIS Program/Projection: UTM, Zone 15, Datum: NAD 1983, April 10, 2014.

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Dominguez - Escalante National Conservation Area

Route Density - Alternative E



Route Designations

- ATV
- Administrative
- Horse and Foot
- Motorcycle
- Open
- Seasonally Closed
- Closed
- County
- Private, Other

- Class 1 (0 - 0.5 miles/mile²)
- Class 2 (0.5 - 2 miles/mile²)
- Class 3 (2 - 4 miles/mile²)
- Class 4 (≥ 4 miles/mile²)

Route density analysis calculated using the Kernel Density tool (part of the Esri's Spatial Analyst Extension). Parameters for this tool (cell size = 30 meters; search radius = 1,000 meters) and the density classes above both came from Compensatory Mitigation and Mitigation Banking Implementation Strategy for Oil and Gas (August 2011) BLM.

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