



U.S. Department of the Interior
Bureau of Land Management
Colorado River District
Yuma Field Office

La Posa Travel Management Plan



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TRAVEL MANAGEMENT PLAN

1.0 INTRODUCTION

This Travel Management Plan (the Plan) is the product of extensive public and agency input over the past six years. Its intent is to establish a comprehensive travel network, and meet current and future access needs to the area's public lands. The plan also develops proposed actions to protect resources and to reduce conflicts between users of the travel network and public lands. This document identifies a proposed system of roads, primitive roads and trails, and the terms for their use and maintenance. It outlines facilities to be developed in support of recreation, access, and protection of resources, the creation of new routes, and closure of other routes. The travel network covers both motorized and non-motorized trails.

The Environmental Assessment (EA) that precedes this document provides analysis of the proposed plan, and the three alternatives considered during the planning process. Publication of the proposed plan will be followed by a 30-day public review period, in which additional data or information that may fundamentally alter the proposed plan will be sought. Upon completion of the review period, and if no fundamental alterations are needed for the plan, a Finding of No Significant Impact (FONSI) may be issued along with a Decision Record. Following approval of the decision by the Yuma Field Office Manager, a notice, pursuant to 43CFR8342 and 43CFR8365, will be published in the Federal Register to establish rules necessary to implement the Plan and its associated route designations.

1.1 BACKGROUND

Federal agencies are directed to manage motorized vehicle use on public lands by President Nixon's 1972 Executive Order 11644, and President Carter's 1977 Executive Order 11989; which have been incorporated into the Code of Federal Regulations, under 43 CFR 8342.1. Today's travel management on BLM administered lands focuses on establishing a network of roads, primitive roads and trails, while ensuring resource compliance to the standard required by federal regulations.

The *RMP* designated the majority of public lands in the planning area as "Limited to Existing Routes¹" until route designation can be completed. The *RMP* also designated four areas closed to vehicle use within the TMA: the 440-acre core of the Dripping Springs Area of Critical Environmental Concern, the New Water Mountains Wilderness Area and two sites totaling 1000 acres in La Paz Valley. Five open routes traverse the La Paz Valley OHV closed areas within corridors designated in the *RMP* for that purpose. The wilderness area is closed to motorized and mechanical transport (use of vehicles, bicycles, game carts, etc.) by the 1964 Wilderness Act.

Some primitive roads within the TMA are signed on the ground as numbered or "open" routes. This was done as part of the implementation of the 1997 *La Posa Interdisciplinary Management Plan and*

¹ This travel limitation was first applied to public lands in the planning area in the the1987, *Final Yuma District Resource Management Plan and EIS* (page 23).

Environmental Assessment #AZ-055-96-051 (1997 La Posa IMP). The Plan will replace those designations. The Plan will only supersede those management actions from the *1997 La Posa IMP* covering travel management.

The *RMP* deferred choosing the designation of specific roads and trails as “open,” “closed,” or “limited,” to individual travel management plans. Routes with a particular restriction, such as a vehicle size, a season of use, administrative travel only, or limited to non-motorized vehicles are designated “limited.” Individuals walking or riding horses are permitted to travel cross country on public lands (although some locations may be closed for public safety.) This plan addresses all existing and established roads, routes, and trails, including those established for hiking, biking, and equestrian uses. It also addresses existing plans for future trails. The *RMP* establishes the process to evaluate and designate the individual routes (page 2-126) and is incorporated here by citation.

1.1.1 INVENTORIES

The *1997 La Posa IDP* established an interim route inventory for the TMA and identified some very general evaluation criteria by which routes would be designated in the future. Between 1997 and 1999, additional route inventories were completed and many of the inventoried routes were signed on the ground with numbered route markers. In 1999, the first edition of the *La Posa Access Guide* (USDOI BLM 1999/2007) was published that identified approximately 850 miles of signed and numbered routes within the Planning Area.

BLM’s inventory of 1,710 miles of existing routes in the La Posa Travel Management Area² was published in the *RMP*. This inventory was based these earlier field gathered GPS data taken around 1998, photo interpretation of 2005 aerial photography and field checking by BLM staff and contractors in 2007. Finally, the inventory was updated with routes identified through the Draft *RMP/Draft EIS 2008* comment process. Public comments taken in 2012 during the scoping process for this plan added additional routes for consideration. The final inventory identified 2060 routes with a total mileage of 1782.46 miles.

1.1.2 EVALUATION PROCESS

Arizona BLM and Yuma Field Office use the route evaluation process developed by Advanced Resource Solutions (ARS) to complete the evaluation process. This process applies a systematic, standardized method to evaluate and collect data on each route. Yuma's staff conducted these evaluations for the TMA from January 2008 through August 2011 with additional sessions through the end of 2012. In this process, a team of BLM staff specialists, a representative of the Arizona Game and Fish Department, and an ARS facilitator (collectively known as the Interdisciplinary Evaluation Team (the Team)) discuss the overall area and each individual route. They create a catalog of statutorily-driven factors and other planning criteria that may be affected by the use of each route. The planning criteria³ used in this process falls under three general categories: (1) commercial, administrative, private- property and economic issues (CAPE); (2) public uses; and (3) special resource concerns.

² The La Posa Travel Management Area is larger than the earlier planning area for the 1997 La Posa IMP.

³ The planning criteria is adapted from Travel Management, Administrative Action #216, 2010 *Yuma Approved Resource Management Plan*, page2-128.

As part of the route evaluation process, the Team considers the goals and objectives for the area and for the entire travel network. They review public concerns, as well as sensitive resources that might be impacted by use of each route. Finally, the Team uses the ARS database to identify a set of alternatives for each route. In the end, they create alternatives for the network emphasizing different levels of access and resource protection. Each route requires adherence to 43 CFR 8342.1, which stipulates the criteria for the route’s designation. How a route met these criteria for the alternative designations is noted in the report produced for each route. This report also provides a statement of rationale or purpose and need for each alternative.

This Plan is not intended to provide evidence bearing on or addressing the validity of any R.S. 2477 assertions. R.S. 2477 rights are determined through a process that is entirely independent of the BLM’s planning process. Consequently, the Plan does not consider any R.S. 2477 assertions or evidence. Travel management plans are founded on an independently determined purpose and need (see proposed plan below), and associated access to public lands and waters. When a decision is made on R.S. 2477 assertions, the BLM will adjust its travel route designations accordingly.

1.2 PLAN AREA

The La Posa Travel Management Area (TMA) surrounds the community of Quartzsite, Arizona. The area covers approximately 629 square miles. The majority of the TMA is located in La Paz County (538 square miles) and a smaller portion in Yuma County (90 square miles) in Arizona. It is one of the five TMAs administered by the Yuma Field Office of the Bureau of Land Management (BLM).

TABLE 1- ACREAGE FOR LA POSA TMA

	Public Lands	State Lands	Private Lands	Total
Number of Acres	384,177	11,918	6,300	402,395 acres

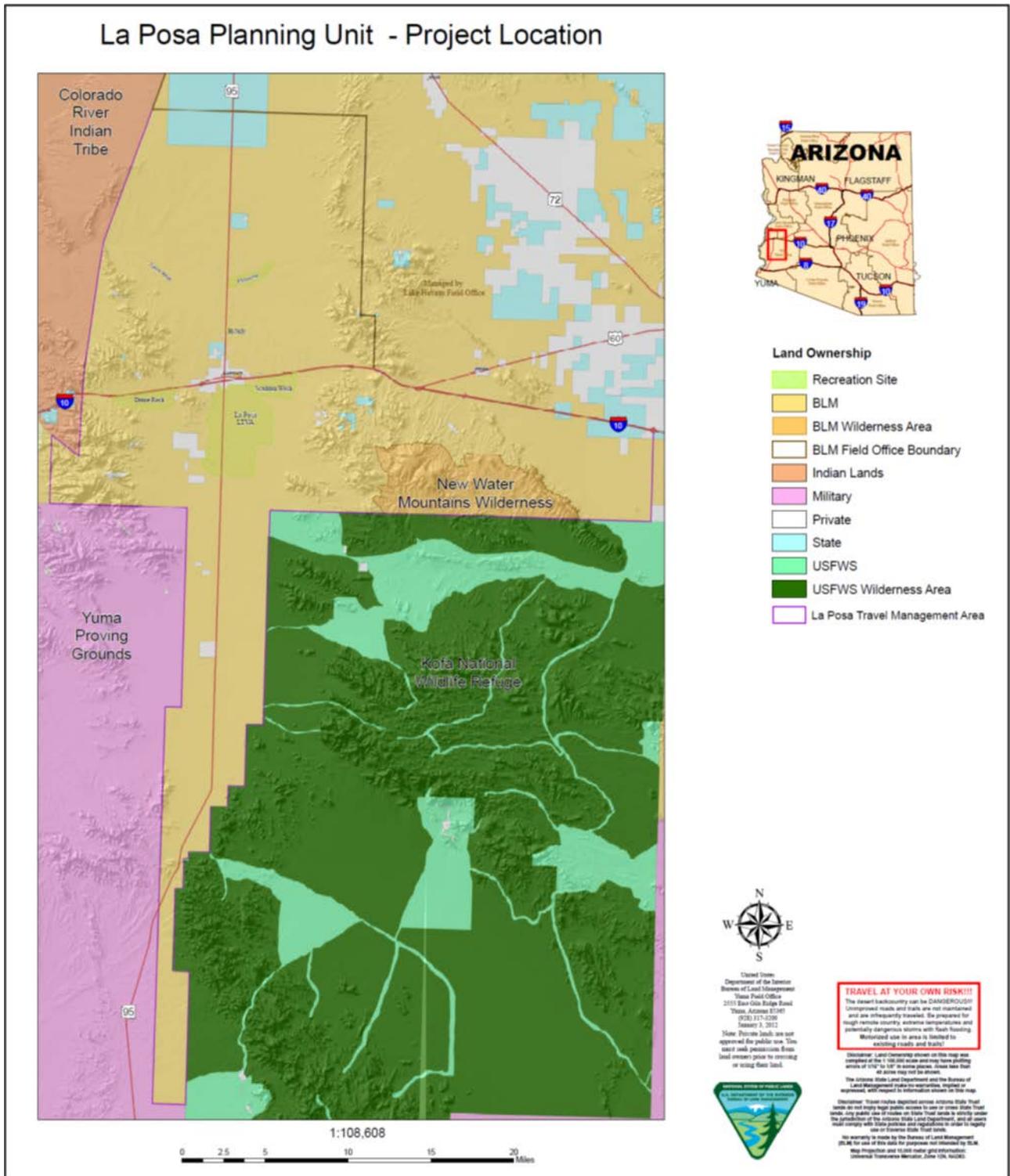
Every winter, tens of thousands of public land visitors rely on the Planning Areas existing route network to explore the surrounding backcountry in OHVs and participate in recreational activities such as hiking, rock hounding, geo-caching, hunting, dispersed camping, and viewing wildlife, scenery, wildflowers, cultural resources, and historic properties.

The major portion of the planning area is also allocated as the La Posa Special Recreation Area (SRMA) by the *RMP*. There are six Recreational Management Zones (RMZ) identified within this SRMA. Two of these management zones are special designations. Dripping Springs is an Area of Critical Environmental Concern (ACEC). This area was designated in the *RMP*. The second area, New Mountains National Wilderness Area, was designated by Congress in the *Arizona Desert Wilderness Act of 1990*. The *TMP* does not make any route designations within the New Water Mountains Wilderness. Changes in wilderness management provisions would be made through the wilderness planning process.

In the *RMP*, two roads within the planning area are recognized for nomination for National Byway designation. The first is Plomosa Road, a proposed BLM Back Country Byway; and the second is US Highway 95, a potential US Department of Transportation’s National Scenic Byway. The travel management area contains three major utility corridors; one permitted grazing allotments, active mining

operations, communication sites, private lands, state trust lands and wildlife management areas for bighorn sheep and desert tortoise. Primary access to the area is from Interstate 10, U.S. Highway 95, Plomosa Road, and from many city streets in the community of Quartzsite. The planning area is bounded to the north by public lands managed by BLM's Lake Havasu Field Office; to the northwest, the Colorado River Indian Reservation; to the southwest the Yuma Proving Ground; and to the southeast, the Kofa National Wildlife Refuge.

FIGURE 1: LAPOSA TRAVEL MANAGEMENT AREA (TMA) OVERVIEW



1.3 THE PLAN PURPOSE & CONFORMANCE

The purpose of the Plan is to identify, establish, and promote compatible recreational use of the TMA while protecting natural and cultural resources and improving public safety.

Portions of the TMA were previously managed through the 1997 La Posa Interdisciplinary Management Plan. Given the goals and objectives for recreation and other resources located within the planning area, a new holistic management framework is needed to respond to increased use, ensure goals and objectives are met, and protect valuable natural and cultural resources.

1.3.1 LAND USE PLAN CONFORMANCE

BLM's planning process is governed by the Federal Land Policy and Management Act (FLPMA) (43 USC 1711) and 43 CFR 1600; which governs the administrative review process for most of BLM's decisions. Land use plans ensure that BLM-administered public lands are managed in accordance with the intent of Congress as stated in FLPMA and under the principles of multiple use and sustained yield. BLM currently manages the La Posa TMA under the 2010 YFO RMP.

The 2010 YFO RMP indicates Desired Future Conditions (DFC), or long-term goals, for resources and uses of public lands under YFO management. BLM also sets national goals and objectives through strategic plans and manuals such as: *Recreation 2000, A Strategic Plan*, and *National Management Strategy for Motorized Off-Highway Vehicle Use on Public Lands (2001)*⁴.

The Plan is considered an implementation or action plan. The Plan specifies the measurable management objectives and actions that will be taken to produce or maintain the DFCs as described in the 2010 YFO RMP.

1.4 STATEWIDE STANDARD ARIZONA BLM OHV REGULATIONS & TRAVEL MANAGEMENT POLICIES

1. Permittees (e.g. for hunting, wood gathering, livestock operators) must comply with TMP route designations. Exceptions may be made by the authorized officer.
2. There shall be no motorized access to harvested game cross country or off of a route designated open to the public, although use of a mechanized game carrier off of an open route is permitted outside of designated wilderness areas.
3. It is unlawful for a person to camp within one-fourth mile of a natural water hole containing water or a man-made watering facility containing water in such a place that wildlife or domestic stock will be denied access to the only reasonably available water.
4. Use of motorized or mechanized vehicles off of the designated route for the purpose of working livestock is prohibited.

⁴ These documents can be found on the web, and their internet address is in the included bibliography.

5. State vehicle laws apply to motor vehicle use.
6. There are no posted speed limits on BLM roads, primitive roads or trails. The speed on primitive roads should be 15 – 25 miles per hour.
7. BLM will not develop, endorse or publish road or trail ratings. BLM may describe physical characteristics of a route.
8. Where pulling off a vehicle 100 feet from a route's centerline is allowed, impacts to natural and cultural resources shall be monitored on a continuing basis. When monitoring results show effects that exceed limits of acceptable change, motorized vehicles will not be allowed to pull off 100 feet from any designated route on either side of the centerline within the impacted area ⁵

1.5 OTHER LAWS, REGULATIONS, POLICIES & PROGRAM GUIDANCE

When developing any management action, consideration must be given to all applicable laws, regulations and policies. Detailed discussions of these tenets are found in Appendix A of the 2010 YFO RMP and were incorporated into the plan by reference. The following guidance is specific to the formation of the TMP and details can be found on the web at <http://www.blm.gov>:

- 43 CFR 8340 – Off-Road Vehicles,
- 43 CFR 9268 Law Enforcement – Recreation Programs,
- BLM, 2011 Manual 1626, Travel and Transportation,
- BLM, H-8342 Travel and Transportation Handbook.
- BLM Instruction Memorandum AZ2012-067, Clarification of Cultural Resource Considerations for OHV Designations and Travel Management,
- BLM Instruction Memorandum AZ2009-017, State Specific Guidance for Implementation of the Arizona OHV Law,
- BLM Instruction Memorandum 2008-174, Road Maintenance Agreements,
- Arizona Revised Statute Title 49 sections 400-500 governing air quality
- Memos of communication between Arizona State Land Department and Arizona State Office BLM regarding access across state trust lands.

1.6 BLM ADMINISTRATIVE DETERMINATION ON R.S. 2477 RIGHTS-OF-WAYS

The BLM does not have the authority to make binding determinations on the validity of R.S. 2477 right-of-way claims. The BLM may, however, make informal, non-binding, administrative determinations for its own land use planning and management purposes. Such determinations must be based in the particular laws of each state in which a claimed right-of-way is situated.

⁵ Instructional Memorandum AZ-2005-007.

As of February 2009, the BLM has been directed not to process or review any claims under R.S. 2477 pending further review and direction from the Secretary of the Interior.

A travel management plan is not intended to provide evidence bearing on or addressing the validity of any R.S. 2477 assertions. R.S. 2477 rights are determined through a process that is entirely independent of the BLM's planning process. Consequently, this plan does not consider any R.S. 2477 assertions or evidence. Travel management plans are founded on an independently determined purpose and need, and associated access to public lands and waters. When a decision is made on R.S. 2477 assertions, the BLM will adjust its travel route designations accordingly.

2.0 DESIRED FUTURE CONDITIONS (DFC)

This Plan incorporates the DFCs for SRMAs and the Extensive Recreation Management Area (ERMA), as set forth in the 2010 YFO RMP for long-range planning. The following outlines DFCs for travel management related to the Plan.

- | | |
|--------|--|
| TM-009 | The unauthorized proliferation of motorized and non-motorized recreation trails is reduced or halted. |
| TM-010 | OHV access within designated ACECs will be managed in a manner which does not damage important cultural resources and wildlife habitat. |
| TM-017 | Roads traversing bighorn sheep habitat may be closed, limited, or rerouted during the lambing season in specific areas consistent with safety and maintenance requirements of authorized uses in cooperation with AZGFD and CDFG. |
| TM-023 | The YFO Transportation System continues to provide essential motorized access to non-Federal lands, access across BLM-administered lands, access to private in-holdings surrounded by BLM-administered lands, and recognizes prior existing access rights. |
| TM-024 | The YFO Transportation System continues to provide adequate motorized access for the maintenance of wildlife water catchments and for dispersed recreation activities such as hunting. |
| TM-026 | The YFO Transportation System minimizes impacts to identified sensitive resource values from routes that provide non-essential access. |
| TM-027 | The YFO Transportation System is signed and mapped for public use in a manner consistent with other Federal land management agencies. |
| TM-054 | The future route designation process ensures that motorized recreational trails within the La Posa TMA provide opportunities for challenging experiences for OHV riders. |

In addition to travel management DFCs, the following DFCs apply to the development of the Plan:

National Byways

- SM-012 Byways expose visitors to local recreation opportunities and various multiple-use management programs, and interpret natural, cultural, geological, and scenic features.
- SM-014 Byways promote sustainable outdoor ethics to educate OHV users on how to reduce potential impacts to natural and cultural resources.
- SM-016 Byway plans will strive to minimize impacts to wildlife and will provide appropriate viewing opportunities.

Areas of Critical Environmental Concern (ACEC)

- SM-020 Provide protection for relevant and important resource values within designated ACECs, including special status species, wildlife, scenic, riparian, and significant cultural resources.
- SM-025 Public use and interpretation of the Dripping Springs ACEC are balanced with the conservation of the many relevant and important resource values of the area.

Vegetation Management

- VM-006 Special status species and VHAs are protected from ground-disturbing activities, such as OHV use.
- VM-046 Sensitive plant species and relict populations that are vulnerable to habitat disturbance are protected. Minimize potential threat of imperiled status as a result of land and resource uses-related disturbances on BLM-administered lands.
- VM-052 Priority plant species-populations are stable or increasing, with adequate recruitment given the ecological conditions and dynamics associated with the Sonoran Desert. No net loss of habitat or fragmentation of plant communities.

Fish and Wildlife Management

- WF-001 Priority habitats (i.e., mountain ranges, riparian areas, desert washes, sand dunes, abandoned mines, and natural caves) and associated wildlife assemblages for terrestrial ecosystem management will remain in their current quality and quantity, at a minimum.
- WF-007 Natural wildlife waters, such as unmodified tinajas and Dripping Springs, will remain in the natural state. Such waters are essential for ecological integrity and promote biological diversity. Any modifications to unmodified tinajas will be minimal to allow trapped water to escape (e.g., stairs or escape ramps), and will be analyzed through site-specific NEPA.
- WF-009 The undesirable effects to fish and wildlife populations resulting from human activities are minimized, especially during critical life stages, through mitigation of potential impacts.

WF-020	Human-caused disturbances to habitats that result in animal mortalities or undesirable effects to populations of priority species are prevented during critical stages where and when possible.
WF-026	The pollution or detrimental alteration of the environment is prevented or abated for the benefit of migratory birds, as practicable.
WF-053	Within the Wildlife Movement Corridors

2.1 AREA SPECIFIC GOALS/OBJECTIVES

Recreation is a major component of travel management on public lands. In 2007, the benefit-based approach to recreation focused on the effects of an activity rather than on the activity itself. Today, this is better described as Outcome-Focused Management (OFM). This is an approach “which focuses on positive outcomes of engaging in recreational experiences.”⁶ These outcomes are most often characterized as individual, social, economic, or environmental. This travel management plan incorporates the desired outcomes for the La Posa Special Recreation Management Areas and its six recreational management zones (RMZ), and the extensive recreation management area, as set forth in the RMP. The plan also integrates the Desired Future Outcomes for the two proposed National Byways.

TABLE 2. DESIRED FUTURE OUTCOMES FOR RECREATIONAL EXPERIENCES IN THE TMP PLANNING AREA

RMZ	Desired Future Outcome(s)	Decision # Page # / Map #
Dripping Springs Heritage	The Benefits-Based Recreation Management Objective for the Dripping Springs Heritage RMZ is to ensure that heritage-based recreation does not negatively impact the natural and cultural resource values of the RMZ. The continued integrity of identified relevant and important resource values provides the public with opportunities to learn about the area’s natural and cultural history through effective interpretation.	RR-065
Highway 95	The Benefits-Based Recreation Management Objective for the Highway 95 RMZ is to effectively educate the public about the resource values and different agency missions along Highway 95 through collaborative partnerships. The journey from Yuma to Quartzsite continues to provide scenic vistas and natural resource-based viewing opportunities.	RR-066
Intensive Camping RMZ	The Benefits-Based Recreation Management Objective for the Intensive Camping RMZ is to maintain and enhance the facilities within the La Posa LTVA and the Dome Rock, Plomosa Road, Hi Jolly, Scaddan Wash, and Road Runner 14-day camping areas as needed to meet recreational demands and public health and safety requirements. Sustainable long- and short-term camping facilities continue to provide the Town of Quartzsite with positive economic benefits.	RR-067
Intensive Day Use	The Benefits-Based Recreation Management Objective for the Intensive Day Use RMZ is to reduce the recreational impacts to the RMZ’s natural, cultural, and historical resources through effective protection, interpretation, adaptive management, and environmental education. Public lands within the RMZ continue to provide the Town of Quartzsite with positive economic benefits, and resource protection measures address on-going recreational impacts.	RR-068

⁶ BLM Manual 8320 – Planning for Recreation and Visitor Services, March, 29, 2011.

RMZ	Desired Future Outcome(s)	Decision # Page # / Map #
Plomosa Road Access	The Benefits-Based Recreation Management Objective for the Plomosa Road Access RMZ is to support and coordinate with the BLM LHFO to effectively manage the Plomosa Road Access RMZ. In collaboration interested partners, the Plomosa Road Access RMZ provides effective resource interpretation, promotes sustainable OHV ethics, and identifies vehicle safety requirements in order to protect the area's resource values.	RR-70
New Water Mountains Wilderness	The Benefits-Based Recreation Management Objective for the New Water Mountains Wilderness RMZ is to ensure that recreational activities remain compatible with the Wilderness resource values of the RMZ. Rugged and natural landscapes within the RMZ remain untrammled and undeveloped for future generations to experience as we do today.	RR-069
(ERMA)	Visitors will recognize enhanced recreation experiences and enjoyment while protecting resources. Management will be more custodial in nature in order to realize environmentally sound public land dependent recreational opportunities.	RR-33 Pg. 96/ Map 20

Additionally, the 2010 YFO RMP sets forth a number of DFCs for management of SRMAs and RMZs. These DFCs are described as six different Prescribed Recreation Settings, ranging from Primitive to Urban. Each Prescribed Recreation Setting describes a unique set of recreational experiences and opportunities the YFO would aim to provide within SRMAs and RMZs. These Prescribed Recreation Settings are described in Section 2.11.2 of the 2010 YFO RMP. The Team believed that these DFCs could be most appropriately addressed by thoroughly considering them during the formation of the Plan.

3.0 THE TRAVEL NETWORK

The ten actions listed below are meant to implement the goals and objectives presented above as well as incorporate travel management actions listed in the *RMP*.

3.1 DESIGNATION OF THE TRAVEL NETWORK

Decision TM-032 of the *2010 YFO RMP* states:

“Designate all inventoried routes within the YFO as open, closed, or limited to public use. Routes may be limited seasonally or to specific types of uses to prevent and reduce impacts to resource values and user conflicts.”

The major action in this plan is to designate the travel network. The proposed route system has been designed to create loop trails, and to maximize recreation while protecting resources.

**A decision determining route designations has not been made at this time. After the issuance of a Decision Record, information regarding route designations will be added to this section of the Plan.*

BLM defines and categorizes its travel routes into the following three “Transportation Asset” categories: roads, primitive roads, and trails. Table 3 provides a baseline of miles of routes in each category as inventoried for the Plan.

TABLE 3: INVENTORIED TRANSPORT ASSETS WITHIN THE TMA

<i>Inventoried Transport Assets within the Planning Area</i>			
Asset	Definitions	Inventoried Routes	
Road	A linear route declared a road by the owner, managed for use by low-clearance vehicles having four or more wheels, and maintained for regular and continuous use.	59	# Routes
		253.07	# Miles
Primitive Road	A linear route able to be traversed by four-wheel drive or high-clearance vehicles. Primitive roads do not normally meet any BLM road design standards.	1988	# Routes
		1524.07	# Miles
Trail	A linear route managed for human-powered, stock, or OHV forms of transportation or for historical or heritage values. Trails are not generally managed for use by four-wheel drive or high clearance vehicles.	13	# Routes
		5.32	# Miles
Totals		2060	# Routes
		1782.46	# Miles

People are invited to “walk” anywhere on public lands, unless an area is closed for public safety or specific resource protection. Therefore, routes closed to motorized use, may be used by hikers and horseback riders. Closing a route means that a trail will not be maintained and may mean that the route will be rehabilitated, abolishing all physical evidence of the route

Casual mountain biking (i.e. non-commercial, non-competitive, and non-organized) within the TMA is limited to the designated route network only.

3.2 PUBLICATION OF THE TRAVEL NETWORK

Assigning a navigational identification number to each route should be completed after the final approval of this plan. After assigning the navigational identification number, an Access Guide will be published on the web. Inventory routes that were identified during route evaluation as no longer viable or decommissioned by this plan will not be identified in the Access Guide. Routes limited to administrative or permitted motorized use will be shown, but as a non-motorized trail, open to hiking, bicycling or horseback riding. A public information campaign will be created to announce the web map. This will include contacting other public mapping sources such as Google Maps, and other agencies to request that they update their information. Finally, as soon as funding permits, the La Posa Access Guide will be re-printed with the updated information.

3.3 MANAGEMENT AND MAINTENANCE OF THE TRAVEL NETWORK

BLM’s route maintenance is directed towards maintaining a route or trail’s continued navigability. The top priorities are to protect the visitors, reduce hazards, and to prevent deterioration of resources. Standards for design⁷, construction, and maintenance of roads and trails within the system are found in BLM manuals:

- 9113- Roads (2011),*
- 9114-Trails (2011).*

⁷ No geometric design standards or guidelines exist for BLM primitive roads.

And handbooks:

H-9113-1 Road Design (2011),
H 9113-2 Roads National Inventory and Condition Assessment Guidance & Instructions (2011),
H-9113-1 Primitive Roads Design (2012),
H-9115-2 Primitive Roads Inventory and Condition Assessment Guidance & Instructions (2012)
(see Works Cited section for web links to these manuals).

Open and limited routes will be managed and maintained according to the standards presented in these manuals and handbooks consistent with BLM policy as described below.

3.3.1 FUNCTION CLASSES

Function classes indicate the relative importance of a route's transportation and access purposes. These classes are the basis for design standards and are defined as collector roads, local roads, and resource roads. The routes in the planning area are designated as resource roads/trails, unpaved, single lane, with very low traffic volume (Average Daily Traffic <150 vehicle/traveler passes) and slow traffic speeds.

3.3.2 MAINTENANCE INTENSITIES

Maintenance on BLM roads and trails within the TMA has been minimal. Authorized users (mineral materials operations, grazing permits, utilities) have performed intermittent upkeep on roads as needed for their permitted activities. Road conditions, design standards and guidelines exist for BLM roads based on average daily traffic, functional classification and terrain type. The typical vehicle or use of a given route largely dictates the physical characteristics required for a route to be passable by that vehicle (or user), and others with similar or lesser requirements. Based upon the above functional classifications and resource management needs, each road will be assigned a maintenance intensity level (see table 4). These levels have been adapted from those listed in *BLM Manual Handbook H-9113-2 Roads, Inventory and Maintenance*⁸.

The intensity of maintenance can vary from year to year, and route to route, as management and funding needs change. Under BLM policy, transportation maintenance and repairs may be conducted on Bureau routes on a case by case basis depending on need and following environmental analysis. The environmental analysis completed for this plan may be sufficient for minor maintenance or repairs, when such needed repairs fall within the foot print of an existing primitive road or trail, and the action is limited to the use of hand tools, drags, or small motorized equipment.

The maintenance classes indicated below will provide a basis for updating the facility management system for the project area, once this plan is accepted.

⁸ Not listed are Level 2 and 4 which have been "RESERVED FOR POSSIBLE FUTURE USE".

TABLE 4: INVENTORIED TRANSPORT ASSETS WITHIN THE TMA

Maintenance Intensity	Descriptions	Number of routes*	Miles*
Level 0	Existing routes that will no longer be maintained or declared as routes. Routes identified for removal from the Transportation System entirely.		
Level 1	Routes where minimal (low-intensity) maintenance is required to protect adjacent lands and resource values. These roads may be impassable for extended periods of time.		
Level 3	Routes requiring moderate maintenance because of low-volume use (e.g., seasonally or year-round for commercial, recreational, or administrative access). Maintenance Intensities may not provide year-round access, but are intended to generally provide resources appropriate for keeping the route in use for the majority of the year.		
Level 5	Routes for high (Maximum) maintenance because of year-round needs, high-volume traffic, or significant use. Also may include routes identified through management objectives as requiring high intensities of maintenance or to be maintained open year-round.		

* The number of routes and the miles within each Maintenance Intensity Level will depend on the alternative selected in the Decision Record, and this table will be filled out at that time with the appropriate quantities.

3.3.3 ESTABLISHMENT OF NEW ROADS AND TRAILS

Changes to the travel network should be rare but they may be required. Resource protection or administrative concerns might require the relocation of existing routes. The public might request new routes to improve overall goals of the network, such as creating a travel loop. New routes will be proposed through site specific project plans, permits or right-of-way requests. The route evaluation process (as discussed at the start of this plan) and environmental analysis, both of which may be done concurrently, must occur prior to implementation or construction of a new route. Upgrading a road's surface, width, or permanently raising the maintenance intensity level on a specific route are considered, like a new route, to be changes to the network, and therefore trigger the need to undergo the same evaluation process. All new roads, primitive roads, and trails will meet the standards for design, construction, and maintenance found in *BLM Manuals 9113-Roads (1985)* and *9114-Trails (1987)*. All changes to the travel network must be included in the La Posa Travel Network database, and need to be posted on the Yuma website as part of the public outreach program.

3.3.4 PRIVATE LAND OWNER ACCESS / ACCESS NEEDED

Private lands and State Lands are located within the planning area boundary. Many of the routes in the travel network cross these parcels. The designations of Bureau roads and trails are not binding on private lands, but simply follow historical use patterns. Markers will be placed on routes to indicate land ownership changes. Travelers will be instructed to respect these in-holdings.

Land owners enjoy the same ability to travel across public lands as any other casual user, and must follow the designated travel network. In the event a private land owner or permitted user needs to change the type or amount of access on a network route they will need to go through required procedures with BLM to gain that authority. These private land owners will need to contact the lands and realty staff in the BLM Yuma Field Office, to clarify their legal access needs. Exclusive right-of-ways across public lands will not be issued, unless there is a safety concern.

Access across private land is a special concern around Quartzsite. Access across such lands can be directly secured by community partners through zoning or the acquisition of easements where needed. The town of Quartzsite and BLM may work together to connect the Intensive Camping RMZ with the town by identifying trails or routes for non-motorized use, hiking and bicycling as well as, non-street legal vehicles like ATVs and UTVs to access the community. BLM and the Department of Defense and the U. S. Fish and Wildlife Service will work together to assure the public understands the access policy of the KOFA National Wildlife Refuge and Yuma Proving Ground.

3.4 FACILITIES ASSOCIATED WITH THE TRAVEL NETWORK

Decision TM-034 of the *2010 YFO RMP* states:

“Install and maintain the appropriate recreational trailhead facilities throughout the planning area once the YFO Transportation System has been established.”

To support the travel network, over the life of the plan, the Yuma Staff will identify, upgrade or create minimal facilities, including campsites, staging areas, protective fencing, barriers, information kiosks, administrative gates, trailheads and non-motorized trails. Site-specific project designs will be developed to avoid or mitigate impacts to natural and cultural resources. Project plans are subject to additional environmental review as needed. These sites may be incorporated into this plan when developed and considered part of the travel network.

4.0 IMPLEMENTATION

4.1 SPECIAL DESIGNATED AREAS

Within the core area of Dripping Springs Area of Critical Environmental Concern (ACEC) 440 acres are closed to all motorized vehicle use. BLM will designate and construct hiking trails to control access and prevent damage to cultural and natural resources. These proposed trails will be evaluated and designated and incorporated into this plan. Once the trails are established, visitors will be required to stay on designated hiking and equestrian trails within the vicinity of the spring. Two parking areas and trailhead facilities will be constructed within the ACEC to accommodate this use.

During extreme or severe drought conditions, designated trails within the Dripping Springs ACEC 640-acre core area may be temporarily closed to public use. This will be to protect desert bighorn sheep populations, as recommended by Arizona of Game and Fish Department.

Within the larger Dripping Springs ACEC, motorized use shall remain within the route with a reasonable use of the shoulder and immediate roadside for vehicle passage, parking or overnight camping, and emergency stopping.

Along the boundary of the New Water Mountains Wilderness Area on the wilderness side of primitive roads that follow the wilderness boundary, pulling a vehicle off the tread surface, except for the reasonable use of the road's immediate shoulder is prohibited.

Bicycles, wheel game carts or any other mechanized vehicles are not allowed in the New Water Mountains Wilderness Area.

4.2 TRAILS, BYWAYS AND DESIGNATED TOURING ROUTES

Two corridors were identified for nomination to the National Byways Program in the *RMP*, US Highway 95, south of the Town of Quartzsite, and Plomosa Road; a county maintained paved road. Both are not subject to BLM's travel management designation, but routes designated in this travel management plan and accessed from either road will be considered part of the recreational qualities for nomination. As interest develops, the Yuma Field Office staff will work with proposed partners to develop a Corridor Management Plan for each proposed Byway and nomination packages. Potential partners for the US Highway 95 include Department of Defense, at the Yuma Proving Ground, National Fish & Wildlife Service at Kofa National Wildlife Refuge, La Paz County, Yuma County, the Towns of Quartzsite and Yuma. Prospective partners for Plomosa Road are La Paz County, the Towns of Quartzsite and Bouse, Arizona Game and Fish Department, and BLM Lake Havasu Field Office.

Public interest in creating and adopting identified backcountry OHV touring "trails" with appropriate interpretive or education stops would be permissible over the life of this plan, using designated open routes and working with Yuma Field Office Staff. Designating criteria will be used to evaluate possible conflicts with natural, cultural, visual and administrative concerns.

Potential hiking and equestrian trails within the Dripping Spring ACEC may be developed and incorporated into this travel plan using the evaluation process. Any designated hiking and equestrian trails may be nominated to the Arizona State Trail System.

4.3 THE SIGN PLAN

Decision TM-035 of the *2010 YFO RMP* states:

"Sign designated routes throughout the planning area consistent with Federal land management agency standards."

The sign plan provides for the systematic and uniform development and maintenance of a sign program for the La Posa TMA. Signs will be designed to provide the public with clear and correct information. The objective is to avoid off-network travel and to prevent user conflict. In order to issue citations, law enforcement staff must be able to prove to a magistrate that there was ample information readily available for the visitor to do the right thing. Through monitoring and ongoing public input, strategies will be developed to improve the effectiveness of the sign plan. A sign inventory and database will be created to facilitate tracking of sign locations and maintenance. During the initial first few years as the public is adjusting to the new route system, many signs may be removed or destroyed and will need to be replaced or updated with a newer communication or engineering techniques. Size and number of signs should be kept to the minimum necessary. A Visual Resource Contrast Rating analysis will be completed for any site with more than a total of four fiberglass posts, traffic signs, regulatory signs, information signs or kiosks.

Through monitoring locations for needed additional travel management kiosks will be identified. Each of these kiosks will have maps specifically created for their location and covering approximately 10 -20

square miles of the travel network. These maps should be easily created and replaced and kiosks should be monitored during winter season for condition.

The objective of travel management sign plan is to discourage off-network travel and other misuse of the area. Priority will be given to placing and maintaining signs for all designated “Open” routes. The goal of an effective sign plan is to make the network of open primitive roads, trails, and routes more obvious and attractive to use than the “closed” routes.

Another goal of an effective sign plan is to ensure that there is ample information for the public to be able to understand where they are allowed and where they are not and what activities are allowed. If this goal is met, the public can easily comply with BLM’s regulations and route designations. Also, this goal is concerned with enforcement. In the event, a law enforcement officer should need to issue a citation, the officer will be able to prove to a magistrate that there was ample information readily available for the visitors to have understood what was required.

The following four general categories of signs will be used to establish the route network on the ground. These categories are adapted from the *2004 BLM Sign Guidebook*.

Identification signs: these are usually, large wooden signs on two posts or a stone base at major access points to specific areas like Dripping Springs Area of Environmental Concern (See Figure 1 below). These can also be as simple as small metal signs on posts that indicate entering or leaving public lands or areas.

Information signs: such as bulletin boards or kiosks that are placed at parking or pullout areas to provide maps and detailed area use information. Also included in this category are small information signs that provide stewardship or interpretive messages.

Regulatory/Warning /Safety Signs. These signs are used for the protection of visitors and environment. They are purposely concise and straight forward, and include use of international symbols where possible (See Figure 3).

Guide or Navigation Signs (commonly referred to as “route markers”). The majority of signs for this plan fall in this category. Most of these signs are fiberglass markers showing the route number and applicable limitation symbols (See Figure 2). Initially, all routes will be marked at intersections and other points that may be confusing to visitors with route markers. At the intersection of two major connector routes, larger guide signs with designations and mileages may also be used.

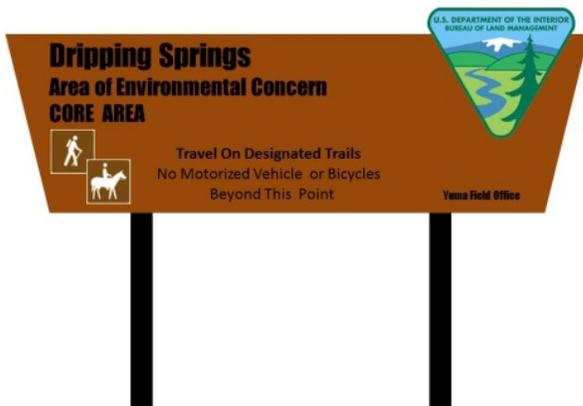


Figure 1 Identification Sign



Figure 2 Navigation Sign



Figure 3 Regulatory Sign

The sign plan for this travel management area has three major sections: Route Markers & Route Numbering, Signs and Proposed Locations, and Maintenance and Monitoring.

4.3.1 ROUTE MARKERS & ROUTE NUMBERING

Each route might have up to three identifying numbers. The original “existing route” map published in the *RMP* used the inventory numbers that were assigned in the field. During route evaluation, the ID numbers were modified and changed to clarify segments into roads, primitive roads and trails. These evaluation numbers will also be used for the route reports and maps that are part of this plan. A third and final navigational number may be assigned for the purpose of marking the routes on the ground and in future maps. All three identifying numbers will be maintained in the office’s Geographic Information System (GIS) database, to allow historical tracking of the route from inventory to navigational signing.

Navigational Numbering

Starting in the Northwest corner of the travel management area a consistent four digit numeric system will be applied to the route network. All route identifiers within the travel area will have numbers between: 0000 – 0999; 3000 – 3499; and 4100 - 4299 to denote Yuma Field Office. Long distance routes, touring loops or routes to specific places may have a route name or symbol, example: *4100 La Posa North* or *4103 Dripping Springs Trail*. Local input will be sought when naming loops and trails. The numbering system will be flexible, and numbers may not always follow in numeric order. Routes that travel between field offices or planning areas will use the navigation number of the route with the earliest designation date.

Markers:



The majority of primitive roads and trails will be marked with brown 5’ 6“by 3.75” fiberglass markers generally referred as fiberglass posts. Figure 4 provides three examples of layouts for route markers. All numbers and/or decals should be placed within the top three feet of the post. At the top of each post there will be American flag decal then an agency decal. Underneath this an international symbol that will delineate the chief recommended use. Next, the numeric route identifier will be placed and below everything will be international symbols will indicate restrictions, with the “No” red slash across the symbols.

At each intersection “open” routes will be marked with their number. In order to limit the number of markers at an intersection, two routes may be identified on one post through the use of arrow symbols and by using both sides of the double-sided fiberglass posts. When adding a route name or where more than one or two international symbols are needed to convey a restriction or use, BLM may develop specific decals which clearly identify the needed message or trail name. If a volunteer group adopts a route they may also be allowed to develop a decal to place on the markers. Trail names or “Trail Adopters” may also be

Figure 4 - Example of Layouts for Route Markers

identified and labeled on the post above the route number. Not all route markers

need both route name and numeric route identifier, such that the type of information conveyed could be alternated from route marker to route marker. A primitive road or trail should be marked at a minimum of one mile intervals along the route, or as necessary to indicate routes that are “open” for vehicle travel.

At the intersections of a motorized route or trailhead with “Non-Motorized Use Only” trails Fiberglass posts will indicate first that it is open to hiking, biking or horseback riders, and then will be marked with standard symbol decals, indicating that the route is closed to motor vehicles. Beyond the trailhead or intersection, these types of non-motorized trails should be marked only where needed to clarify the trail’s direction or path.

Where there is potential for a motorized route to be extended past its current-end point by vehicular travel, “Motorized Route Ends” signs or decals may be used. “Administrative Use Only” routes will be marked with standard “Closed to Motorized Use” route signs most prominently (i.e. at the beginning of the route), followed by route markers that display the standard “Administrative use only”.

Where motorized routes intersect with closed routes, the active or designated “Open” route will be posted with a directional marker (decal with arrow). The post will be placed centered on the closed route’s path to encourage continued travel on the designated open route. “Closed” route markers will be placed only where absolutely necessary for resource protection or public safety. When these closed routes are completely rehabilitated either through natural re-vegetation or reclamation efforts, and the “Closed” route markers are no longer necessary, the markers will be removed.

Double-sided white Fiberglass posts with signs stating “*Leaving (or Entering) Public Lands,*” will be placed next to routes when they leave (or enter) public lands (See Figure 5). GPS technology will be used to place these signs as close as possible to the legal boundary. A disclaimer will be placed on information bulletin boards, maps and other informational outlets that these markers are located near boundary lines and do not constitute a legal property line.

Information signs with positive messages will be used and are preferred over limitation signs. Typically no more than two markers should be placed in any one place or within 200 yards of each other. Fewer markers and signs are generally better from a visual resource management perspective, so care should be taken to prioritize the need for markers and their locations.

Table 4 estimates material costs for implementing the marker portion of the sign plan. This estimate is based upon estimating the number of intersections, number of routes over a mile long, number of “end of trail” or trailhead locations, and number of places routes cross private property lines or leaves lands within BLM’s jurisdiction within the La Posa TMA. Using these estimates, an initial cost for materials to mark the primitive roads and trails within the planning area was derived. Labor costs are not included. The use of labor supplemental to that which can be provided directly by the BLM Yuma Field Office (e.g. volunteer groups, contractors) will be needed to accomplish the initial posting and subsequent monitoring of these markers.



Figure 5 - Identifying Private Lands

TABLE 5 - ESTIMATED INITIAL COST OF MARKING ROUTES

Material Cost Estimate for Trail Markers					
	Number of Locations	Est. Markers per Location	Total Est. Markers needed.	Est. cost per-post (with basic Decals)	Est. Total Cost
Intersections	TBD	2	TBD	\$26	TBD
Routes over mile Long	TBD	1	TBD	\$26	TBD
Trailheads	TBD	1	TBD	\$59	TBD
Route ends.	TBD	1	TBD	\$59	TBD
Private Property / BLM Jurisdiction Lines	TBD	1	TBD	\$54	TBD
Boundary of Intensive Camping RMZ	TBD	1	TBD	\$54	TBD
Total					TBD

4.3.2 SIGNS AND PROPOSED LOCATIONS

The posting of route markers (i.e. guide or navigation signs) should be of the highest priority, along with posting of the regulatory signs stating: “*Entering Limited Use Area, Vehicle travel stay on designated and marked routes.*” These markers will be placed during the first phase of the plan implementation. Other signs will be placed as needed for the protection of resources and visitor compliance within the travel network during the life of this plan. All other signs within the planning area will be developed according to the 2004 *BLM Sign Guidebook*. This guidebook can be found on the web at: <http://www.blm.gov/pgdata/etc/medialib/blm/ny/signs/docs.Par.61916.File.dat/guidebook.pdf>

The following worksheets are typical of the signs that will be used within the planning area.

Additional worksheets will be added as needed to this sign plan. These are recommendations, and each type of sign and / or its content may be modified to fit the exact location or message. The objective is to provide the visitor with signs that clearly indicate that the area is managed by BLM, but are adapted to present the needed information for the specific location or use. A general location map for all proposed signs (does not include marker locations) to be placed under this plan will be provided and placed here following the Decision Record and the selection of an alternative. Plomosa Road Back Country Byway and other special areas like Dripping Spring ACEC will have their own project plan with a site-specific sign plan incorporated as part of that larger plan.

TABLE 6. SIGN WORKSHEET: 1 TYPICAL WORKSHEET EXAMPLE

Sign:	A		
Category:	3		
Shape:	Rectangle		
Size:	18"X 21"		
Sign substrates:	fiberglass		
Field Colors:	Brown White		
Est. Reading Speed:	25 MPH		
Lettering Est. Size:	2", 1.5"		
Lettering/Colors	Brown/White		
Mounting	2 Bolts		
Posts	Single Metal T		
Text:	2" = "LIMITED USE AREA" VEHICLES MUST REMAIN ON POSTED ROUTES 1.25" = NO CROSS COUNTRY TRAVEL.		

4.3.3 MAINTENANCE AND MONITORING OF TRAVEL MANAGEMENT SIGNS

Generally maintenance will be done according BLM's Sign Guidebook's Chapter 5.

<http://www.blm.gov/pgdata/etc/medialib/blm/wy/signs/docs.Par.61916.File.dat/guidebook.pdf>

An inventory of signs and all route markers will be maintained in a database with at least the following information:

- GPS Location
- Date installed (on all larger signs this information should be placed on the actual the back of the sign)
- Type of Sign: R= Route Marker B=Boundary Marker or S=Sign (include sign plan worksheet number)
- Date last monitored
- Current condition: Good, Fair; Needs Repair or Replacement
- Number of times sign has been "replaced"(via ongoing count)
- All photos of signs should be linked to the GPS location and maintained with the database in subfolders by year.

This inventory will be incorporated into this Sign Plan and maintained annually. Current markers and signs should be inventoried as soon as possible after of the acceptance of the Travel Management Plan.

All visitors should be encouraged to report missing or damaged signs. Volunteer efforts should be developed to help install, monitor and replace route markers and signs. Cost of replacement signs should be a line item in annual budget projections. These costs should be identified through the database.

4.4 RESTORATION AND REHABILITATION PLAN

Decision TM-036 of the *2010 YFO RMP* states:

“YFO’s strategy for restoring closed or unauthorized routes will be accomplished as rapidly as funding permits. Sensitive resources in immediate danger, or those that have been damaged by unauthorized use, will be a high priority for restoration. Typically, the restoration will be limited to that portion of the route of unauthorized use that is in line of sight from an open route. Each route will be evaluated on a case-by-case basis, and the most appropriate method of restoration will be used based on geography, topography, soils, hydrology, and vegetation. The methods of route restoration will include:

- Not repairing washed out routes,
- Using natural barriers, such as large boulders,
- Using rocks and dead and downed wood to obscure the route entryway,
- Employing mulching, chipping, and raking to disguise evidence of routes,
- Ripping up the route bed and reseeding with vegetation native to that area,
- Utilizing fences or barriers,
- Providing signs, including information to OHV users, on the need and value of resource protection,
- Converting motorized two-track routes into non-motorized single track routes, and
- Leaving the first 100 feet from the centerline of an open route unrestored to provide pullout areas or camping opportunities intended to discourage or prevent new ground disturbance elsewhere.”

Restoration and rehabilitation of decommissioned routes will follow the instructions listed in the preceding decision. Techniques may be used to visually obliterate routes or tracks. Techniques include hand raking and the breaking up of straight lines such as cutting of any track edges or berms, placing small rocks and mulching, with local vegetation or dead plant materials. The aim is to blend the disturbed area into the landscape. The work is limited to the existing surface disturbance. Minor manipulations of these areas should not require further environmental review. A trail that has historical significance (as determined by a qualified archaeologist) will not be subject to any surface disturbance without compliance with Section 106 of the National Historic Preservation Act.

Only after monitoring will adaptive management requiring substantial restoration actions to take place. More substantial activities should be subject to staff review to establish whether an environmental assessment is needed. These measures include posting with closed signs and/or blocking with barriers to prevent vehicle entry. Ripping the road surface with a small dozer to break up compacted soil and allow maximum moisture retention may be appropriate. These actions may draw attention to sites, so BLM should provide informative signs on the need and value of resource protection. Weed treatment and control measures will be implemented as needed to promote re-vegetation with native plants and prevent any new weed establishment and/or control of existing weed sources.

For seriously disturbed areas, a closed route could be re-vegetated or seeded where necessary to aid restoration. Only local native seed mixtures would be selected for each such site based on the individual site conditions. Broadcast seeding would generally be completed in the fall. After the seed had been distributed uniformly over the area, the ground would be raked or dragged to cover the seed. After the first year, seeded areas could be fertilized if seedling establishment is sparse. Techniques such as hydraulic seeding, seed drilling, mulching, water barring, pitting, roughening, contour furrowing, or similar methods might be used as appropriate on a case-by-case basis. A project plan with an accompanying environmental assessment would be needed to be completed for this level of action. Significant increases in the vegetative cover will require long periods of time, possibly decades, even with a substantial investment in restoration. With resources for travel management implementation limited and the outcomes of restoration efforts typically so uncertain, the engagement in extensive restoration efforts should be reserved only for the most serious disturbances.

While signing open routes, an inventory of intersections with closed routes or extended disturbed areas should be undertaken. This inventory should collect a baseline data set that would include: photo documentation, GPS points, lists of typical vegetation, and estimated plant cover. This baseline, plus first-year monitoring, will prioritize restoration projects within the travel management area. Land Health Assessments (see the Monitoring section below) as part of these and other resource management actions, will determine upland conditions and trends and serve as a baseline measure for any further monitoring required to measure management success of any restoration project.

4.5 EDUCATION AND OUTREACH PLAN

An educational and outreach program will be developed in collaboration with federal, state, and county entities, with established and emerging organizations and programs, and with public participation to educate and encourage the public to use designated routes within the La Posa TMA. This program will help to educate the public on ethical OHV use, local natural and cultural resources, and multiple trail use guidelines.

The following are five target messages or themes for this educational effort:

- Nature Rules! Stay on Roads and Trails (<http://azstateparks.com/ohv/ethics.html>)
- Share the Trail (www.azstatepark.com/trails/share/)
- Tread Lightly (www.treadlightly.org)
- Leave No Trace (www.lnt.org)
- Respect the rights of private land owners and other users of public land

Maps and publications relating to OHV travel in the TMA will be available at the YFO, as well as on display in informational kiosks. In order to foster appreciation of the natural and cultural resources of the area, educational material will be on display in kiosks throughout the TMA.

The YFO will work with local OHV users to establish an Arizona OHV Ambassador Program in the Colorado River District (CRD). This program will assist BLM in outreach efforts through direct contact with various OHV users, as well as complete monitoring and maintenance activities.

4.6 LAW ENFORCEMENT PLAN

Law enforcement coverage in the TMA is currently provided by BLM Colorado River District law enforcement officers. Periodic patrols are conducted by BLM law enforcement as well as Arizona Game & Fish Department (AZGFD) Wildlife Managers. Some of the typical law enforcement concerns related to public use in the area include accidents, DUI, firearm violations, cross country motorized vehicle use and creation of new routes and trails by visitors.

Goals for successful enforcement monitoring of the TMP:

- Increase the presence of BLM and partner agency law enforcement through the TMA
- Improve and expand interagency cooperation in the area
- Concentrate efforts on high use periods such as LTVA season (September 15 thru April 15), weekends, and holidays
- Focus targeted enforcement along the wilderness boundary and LTVA boundaries.
- Support of volunteer efforts to educate the public on rules and etiquette (AZ OHV Ambassador Program)

Partnerships with local interest groups and dealerships will be encouraged to promote safe and appropriate OHV use. Volunteer groups, such as the AZ OHV Ambassador Program, may assist with monitoring, public education, and special events.

5.0 PRIORITIZATION OF IMPLEMENTATION

5.1 PROJECT PRIORITIES

Past agency experience gives insight into effective implementation actions, as well as the order in which they should best occur. The successful implementation of this new travel management plan should proceed in the following order:

1. Publish maps on the Web. This is the first step in the effort to increase public knowledge of the travel network and plans for its future
2. Develop communication plan and initiate outreach program.
3. Pursue funding for outreach literature, signs and staff needed to implement the route and facility signing effort.
4. Establish required databases and requirements for collecting monitoring data.
5. Recruit and train volunteers to establish volunteer patrols and help in placing route markers. Set up partnerships with existing local groups and clubs.
6. Sign the open route network and inventory restoration needs. The principal goal is to make the “open” routes more attractive than the “closed” routes.
7. Monitor and maintain the open route network markers.
8. Develop and publish up-to-date, readily available, and easy-to-understand maps. Coordinate printed and web based versions of these maps.
9. Develop Dripping Springs ACEC plan with its own priority list of actions.
10. Install informational sign. Use the sign plan to install informational bulletin boards and signing where they would be most effective.

11. Pursue funding for route and site rehabilitation. Establish restoration priorities using data from inventory and monitoring.
12. Restore closed routes.
13. Monitor compliance with plan and travel network.
14. Design facilities and create project plans

When looking at specific facilities, routes or rehabilitation site priorities will be assigned by using the five factors/questions listed below. The highest priority will be given to sites or projects for which all five factors apply.

1. Would implementing the task maintain and enhance public safety?
2. Would the task be implemented in an area of high resource value (natural, cultural, historic, vegetative, scientific, scenic, or recreational)?
3. Does the task location have above-average density of important listed or sensitive species?
4. Does the task location have above-average surface disturbance?
5. Does the task have significant community or administrative interface issues?

6.0 MONITORING AND EVALUATION

The ability to evaluate monitoring data and modify management in response to results will require the maintenance of the travel management database. Like the management actions, monitoring will also have to be adaptive. For example, new procedures for use of soil aggregate stability as primary indicator of OHV impact may be available soon. Introduction of modern technology will be necessary in this and future travel management plans.

6.1 IMPLEMENTATION MONITORING

Implementation monitoring is the most basic type of monitoring and simply determines whether management actions have been implemented in the manner prescribed by the plan. There are no specific thresholds or indicators required for this type of monitoring. Progress towards plan compliance will be evaluated and reported by staff and posted on the web at a one year intervals from the plan approval date. The above monitoring would be common to all objectives and management actions.

6.2 EFFECTIVENESS MONITORING

Effectiveness monitoring helps to determine whether management actions taken in accordance with this travel management were productive, and if so, how effective were they in achieving the goals. This monitoring will quantify OHV user compliance. Effectiveness monitoring will also help to evaluate route conditions, public safety and changes in visitor demand/preference. The result of this type of monitoring will be evaluated and also incorporated into the annual report, which will be posted on the web.

Effectiveness monitoring will be accomplished through field verification of the planned route closures and will include:

- The utilization of organized user groups, clubs, and partners to help monitor and to promote acceptable practices;
- Photographically document implementation or establishment of closure practices (signs, gates, berms, rocks, etc.) or any other road decommissioning actions;
- Photo-monitoring points will be established to monitor long term effectiveness of “closed” routes, elimination of “cross- country” travel, success of rehabilitation projects, success of projects specifically minimize or mitigate soil erosion, as well as monitoring the total extent of routes that do not have problems.
- Install and maintain vehicle and pedestrian traffic counters on BLM-administered lands with high public use to improve the accuracy of visitor use monitoring data.
- Check route conditions, including for example the number of new bare soil areas attributable to visitor use and additional litter or trash.
- Administer a survey on recreation demand, preferences, uses, satisfaction, and information needs in the La Posa TMA. Survey to be accomplished after installation of signs marking the route network. Survey approximately every five years thereafter in one of the Yuma Field Office Travel Management Areas. Work with partners such as universities and user groups to conduct the surveys. Base survey schedule on each TMA’s conditions, the acquisition of survey authority from the Director’s Office of the BLM, and available funding resources.

6.3 RESOURCE OR VALIDATION MONITORING

Resource monitoring will document how implementation of the Plan has influenced natural and cultural resources over time. The choice of the metrics monitored to document change is critical if resource monitoring is to have a reasonable chance of success in documenting long-term impacts within the travel management area.

Documenting the effect management actions have on natural and cultural resources is more difficult than determining whether there is compliance to the plan. Monitoring, as well as management, will be adaptive. Monitoring protocols or techniques will be adjusted as new methods are developed or if it is discovered current monitoring is not meeting management informational needs. Monitoring will be accomplished through protocols such as:

- Resource monitoring will initially consist of an ecological site inventory following the guidelines of the Arizona Standards for Rangeland Health. Most ecological sites established throughout the state have already been inventoried, so the work required here will usually be limited to identification of the sites within the TMA on which monitoring is needed. Some new monitoring sites may be required specifically for the travel management program. These transect sites should be set up by resource specialists in the first year of this plan.
- On a recurring basis, transects, utilizing the line-intercept method, will be taken from sites identified from above. Both reference and affected sites will be monitored. Core indicators to be monitored should include: percent bare ground, vegetative composition, percent vegetative cover,

soil aggregate stability, and percent tracked by OHV or at least record the presence or absence of OHV tracks. Additional monitoring information that may be collected as part of the core data collection could include vegetation height and non-native invasive species composition.

- Monitor for proliferation of non-native species in specific locations, to be determined by resource staff.
- Monitor the known Sonoran Desert Tortoise burrows and the associated animals occupying those burrows to determine health and welfare of the individual desert tortoises. Continue the telemetry study in the TMA, if needed, to determine the movements of the Sonoran Desert Tortoise.
- Survey cultural resource sites. Sites to be specified by Yuma Field Office's Archaeologist. Sites may include both publicly known sites near designated routes and reference sites that are not located near any travel network assets. BLM may work with authorized universities and cultural contractors to accomplish needed monitoring.

7.0 BEST MANAGEMENT PRACTICES

The following best management practices will be implemented during all phases of plan implementation.

General

- Any significant future modifications of this plan could only occur through NEPA compliance, public involvement, interagency coordination, and the preparation of a decision document for the amendment.
- A visitor access guide will be published and made available as full-size hard copy maps for sale; smaller maps will be available for free and posted virtually on the internet.
- Appropriate NEPA analysis will be obtained prior to any ground disturbance not discussed in this plan, as well as impacts to cultural resources, or other resource values, that may be discovered which will be mitigated or avoided.

Routes

Standards and guidelines will be developed for BLM road and primitive road maintenance, new construction, or reconstruction. The standards and guidelines for primitive roads will be based on the functional requirements of the various types of recreational motorized users. The BLM will not develop, endorse or publish road or trail ratings. The BLM will simply describe the physical aspects of a route or recreation site such as those for technical vehicles.

- Maintenance standards for each designated route will be documented with route modifications identified and recommended, if necessary. Maintenance will be completed only to the identified maintenance intensity level to support resource and public protection.

- Maintenance of routes may be done to minimize soil erosion and other resource degradation. This maintenance will be done on a case-by-case basis, depending upon annual maintenance funding.
- Maintenance procedures for physical barriers will be developed, once the number and type of barriers is determined.
- In view of these limitations, “minor realignments” of the route network would be considered to be Plan Maintenance. The term “minor realignment” refers to a change of no more than one quarter (1/4) mile of one designated route. It could include the opening of an existing, but previously “closed” route that serves the same access need as the “open” route that is to be “realigned”. It does not include the construction of a new route involving new ground disturbance, except where new construction is necessary to avoid a cultural resource site or sensitive species. “Minor realignments” include the following:
 - Minor realignments of a route where necessary to minimize effects on cultural resources.
 - Minor realignments of a route necessary to reduce impact on sensitive species or their habitats.
 - Minor realignments of a route that would substantially increase the quality of a recreational experience, while not affecting sensitive species or their habitat, or any other sensitive resource value.
 - Minor realignments must be documented in the official record. The reason for the alignment change shall be recorded and kept on file in the Yuma Field Office.
 - Opening or “limited” opening of a route where valid rights-of-way or easements of record were not accurately identified in the route designation process.
- Any person, organization or governmental body may propose that any current route designations be changed to another designation. This means from “open”, “closed” or “limited” to another designation of “open”, “closed” or “limited.” Until such time that specific application materials are developed, request to change route designations must be submitted in writing to the field manager.
- Upon receipt of a route change proposal, it will be reviewed by the authorized officer. Since the designation of routes is a discretionary action the authorized officer may determine whether the proposal has merit, and whether the proposal constitutes a significant or minor modification. If the application is rejected, a letter will be sent to the applicant indicating the reasons for rejection. If accepted, the application will be forwarded to the appropriate BLM staff. The application will be reviewed and a recommendation shall be made to the authorized officer as to appropriateness of the proposal and magnitude of NEPA requirements. Further, a recommendation shall be forwarded as to whether the proposed action is significant or minor.

If the authorized officer determines that staffing/funding is lacking, the authorized officer may reject one or all proposals.

- The proposed BLM Roads consist of roads or primitive roads that provide the principal access from the public highway system to public lands in the planning area. These routes are the main connectors of the planning area's existing travel route network under current and foreseeable traffic patterns. These routes function as BLM Local, although road standards may vary depending on type of use or to meet specific management objectives. These routes will generally be the priorities for pursuing legal access acquisition (or adjudicating existing access rights) across non-Federal land, and for completing maintenance to ensure long term, legal public access to the public lands in the planning area. These routes will generally be the highest transportation maintenance priority. Road segments from the public highways to the public land may be posted with 'Public Land Access Route' signs.
- When accepting a proposal, the authorized officer should consider cost recovery. Only after NEPA analysis has occurred will a formal decision to accept or reject a specific route change be made.
- Proactive route rehabilitation work would be utilized where the first phase has not proven to be successful or where route conditions were clearly beyond the capability of the first phase to be addressed.

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8.0 TMP REVISION AND AMENDMENT

The Plan will be in effect until rescinded or amended by a future management action or a revision of the *RMP*. Adaptive management measures may be undertaken with plan maintenance actions and implementation progress.

Any person, organization or governmental body may propose that any current route designation be changed to another designation (open, limited or closed). Changes to the travel network must meet specific needs, and cannot solely be for the enhancement of recreation opportunity.

APPENDICES

A. ARIZONA RESOURCE ADVISORY COUNCIL OHV GUIDELINES

The Arizona BLM oversees a Resource Advisory Council (RAC) comprised of citizens from around the state representing various interests and geographic areas. The RAC formed a subcommittee to study policy and create suggested guidelines to address recreation management. The extent possible and considering current policy, Arizona BLM attempts to use these guidelines in the preparation of plans such as Travel Management Plans. The following guidelines represent the recommendations from the RAC that have been incorporated into BLM's planning.

Arizona BLM Guidelines for OHV Recreation Management February 24, 2007

Introduction

OHV recreation, as well as commercial use, has become increasingly more popular and prevalent on public lands. Arizona's population growth has placed ever greater demands on outdoor recreation opportunities, and BLM managed public lands are frequently the premier outdoor destination for both urban and rural recreational users. The range of OHV users includes not only the dirt bike, all-terrain vehicle (ATV), and four wheel drive jeep riders, but also recreationists such as hikers, hunters, and birders who use OHVs such as sport utility vehicles (SUVs) and pickup trucks to access their favorite hiking, hunting, or bird watching destination. Thus, OHV recreation spans virtually all recreational uses of the public lands. Recognizing the growing significance of OHV use, the Bureau of Land Management, Washington, DC office, published the National Strategy for Motorized OHV Use on Public Lands, dated January, 2001. The National Strategy emphasizes that the BLM should be proactive in seeking motorized OHV management solutions that conserve natural resources while providing for appropriate motorized recreation opportunities. Soon after publication of the 2001 Strategy, BLM realized that it must manage all modes of travel. Public land users travel by a variety of modes: motorized, mechanized, animal, pedestrian and over water and snow. However, the most critical travel management priority currently facing the Arizona BLM is OHV recreation. Thus, this set of guidelines will deal primarily with OHV recreational use and actions necessary to assure rangeland health, as well as broader, more strategic OHV recreation management implementation strategies.

These guidelines were developed in a collaborative process with the Arizona Resource Advisory Council (RAC) similar to the process that resulted in the Standards for Rangeland Health and Guidelines for Grazing Administration (USDI 1997) (copy included at the Appendix to these OHV Guidelines).

The OHV guidelines are presented in two sections. The first section addresses OHV guidelines that directly relate to the Arizona BLM rangeland health standards. Each standard is listed along with its associated OHV guidelines. As a comparison, see Appendix which defines the Grazing Guidelines, developed in 1997. These OHV guidelines deal primarily with on-the-ground actions necessary to assure that OHV use and travel activities are managed in a manner to assure achievement of the rangeland health standards, or that significant progress is being made toward attainment. Inherent in the application of these guidelines is the need to conduct monitoring and evaluation of their effectiveness. Through adaptive management, new or modified guidelines may be required to enable

attainment of the rangeland health standards. Specific application of the rangeland health standards and OHV guidelines will be governed by the Resource Management Plan.

The second section addresses a broader and more strategic set of OHV recreation management implementation strategies that are largely derived from the BLM National OHV Strategy (USDI 2001) and consider OHV “best practices” adopted by other western states. These strategies identify successful practices for managing OHV recreation, including user education and outreach, land use planning considerations, OHV partnerships, route maintenance, law enforcement and monitoring, and visitor services information.

These guidelines and implementation strategies are intended to provide an initial toolbox for management of OHV recreation on Arizona BLM public lands. Recognizing the dynamic nature of OHV recreation, this document may be modified or augmented in the future as dictated by lessons learned from field offices’ implementation.

I. Arizona Standards for Rangeland Health and Guidelines for Management of OHV Use

A. Standard 1: Upland Sites

Upland soils exhibit infiltration, permeability, and erosion rates that are appropriate to soil type, climate and landform (ecological site).

Criteria for meeting Standard 1:

Soil conditions support proper functioning of hydrologic, energy, and nutrient cycles. Many factors interact to maintain stable soils and healthy soil conditions, including appropriate amounts of vegetative cover, litter, and soil porosity and organic matter. Under proper functioning conditions, rates of soil loss and infiltration are consistent with the potential of the site. Ground cover in the form of plants, litter or rock is present in pattern, kind, and amount sufficient to prevent accelerated erosion for the ecological site; or ground cover is increasing as determined by monitoring over an established period of time.

Signs of accelerated erosion are minimal or diminishing for the ecological site as determined by monitoring over an established period of time. As indicated by such factors as:

- Ground Cover
- Litter
- Live vegetation, amount and type (e.g., grass, shrubs, trees, etc.)
- Rock
- Signs of erosion
- Flow pattern
- Gullies
- Rills
- Plant pedestaling
-

Exceptions and exemptions (where applicable): none

OHV Guidelines:

1-1. Route Design and Location. Locate and manage OHV travel use to conserve soil functionality, vegetative cover, and watershed health. Consider the following factors when designing and locating roads, primitive roads, and trails (hereafter referred to as routes) or when approving/designating existing routes for inclusion in a transportation plan:

- **Grade:** Routes should be designed to cross any slopes rather than go straight up or down the fall line. Grade should not exceed 50% of the cross slope of the area being crossed to avoid channeling water. To the extent practicable, route grade should change frequently enough to diminish or dissipate the erosive energy of overland water flow.
- **Water Control:** Water control structures should be incorporated into the route grade. Construct or reconstruct routes with rolling dips, undulating route design or route grade breaks.
- **Location:** Main route networks should disperse users away from environmentally sensitive or heavily used areas. Locate routes on stable soils and avoid areas with highly erosive soils. Avoid route proliferation by designing routes with adequate mileage distance, suitable access to desired destinations, and diversity of experiences. Use signs and barriers to delineate approved routes.
- **Curves and Switchbacks:** Turns and curves can be used as a design feature to reduce sight distances, increase difficulty and therefore control speed. When multiple turns are necessary to gain elevation in steep country, use climbing turns rather than switchbacks if possible. Climbing turns have a longer radius, are preferentially used to maintain route integrity and soil stability, and provide for a more useable and enjoyable turn.
- **Vegetation and Clearing:** The type of clearing on a route can also be used to maintain route integrity, control speed or increase the level of difficulty on a route. To protect against erosion and to maintain natural conditions, leave trees and woody vegetation in place where possible. Narrow routes provide a better rider experience and minimize loss of soil cover and vegetation.

1-2. Route Maintenance. Regular maintenance, condition assessment, and monitoring are key to controlling erosion and protecting desired soil conditions. Erosion problems such as headcuts should be addressed early on and may require route re-construction or rehabilitation.

1-3. Route Stabilization and Hardening. Use stabilization materials to repair and improve tread integrity.

1-4. Re-vegetation (or Reclamation). Where land use plan/implementation decisions dictate closure of non-system routes, re-vegetate closed routes using natural materials. Some routes would be required. Employ vertical mulching to the visual horizon, where appropriate.

B. Standard 2: Riparian-Wetland Sites

Riparian-wetland areas are in properly functioning condition. Criteria for meeting Standard 2: Stream channel morphology and functions are appropriate for proper functioning condition for existing climate, landform, and channel reach characteristics. Riparian-wetland areas are functioning properly when adequate vegetation, land form, or large woody debris is present to dissipate stream energy associated with high water flows. Riparian-wetland functioning condition assessments are

based on examination of hydrologic, vegetative, soil and erosion deposition factors. BLM has developed a standard checklist to address these factors and make functional assessments. Riparian-wetland areas are functioning properly as indicated by the results of the application of the appropriate checklist.

The checklist for riparian areas is in Technical Reference 1737-9 "Process for Assessing Proper Functioning Condition." The checklist for wetlands is in Technical Reference 1737-11 "Process for Assessing Proper Functioning Condition for Lentic Riparian-Wetland Areas." As indicated by such factors as:

- Gradient
- Width/depth ratio
- Channel roughness and sinuosity of stream channel
- Bank stabilization
- Reduced erosion
- Captured sediment
- Ground-water recharge
- Dissipation of energy by vegetation

Exceptions and exemptions (where applicable): Dirt tanks, wells, and other water facilities constructed or placed at a location for the purpose of providing water for livestock and/or wildlife and which have not been determined through local planning efforts to provide for riparian or wetland habitat are exempt. Water impoundments permitted for construction, mining, or other similar activities are exempt.

OHV Guidelines:

2-1. Route Design and Location. Routes should be located, or relocated, to avoid/minimally impact sensitive areas such as riparian and wetland areas. Avoid placement of routes longitudinally along riparian-wetland areas. Perpendicular crossings are acceptable as long as the size or frequency of crossings does not significantly affect proper functioning condition or where effect can be mitigated, e.g. with hardening or bridging the crossing to reduce sediment delivery.

2-2. Route Maintenance. Regular maintenance, condition assessment, and monitoring are key to controlling erosion and protecting stream bank stabilization. Erosion problems such as headcuts should be addressed early on and may require route re-construction or rehabilitation.

2-3. Route Stabilization and Hardening. Use stabilization materials to repair and improve tread integrity.

2-4. Re-vegetation (or Reclamation). Where land use plan decisions dictate closure of non-system (i.e. non-designated) routes, re-vegetate closed routes using natural materials in order to retard erosion and stabilize soils. Employ vertical mulching to the visual horizon, where appropriate.

2-5. OHV Facilities (e.g., staging areas and campgrounds). New facilities should be located away from riparian-wetland areas if they conflict with achieving or maintaining riparian wetland function. Existing facilities must be used in a way that does not adversely impact riparian-wetland functions or are relocated/modified when incompatible with proper riparian wetland functions. Ensure that facilities are not located in a flood zone.

C. Standard 3: Desired Resource Conditions

Productive and diverse upland and riparian-wetland plant communities of native species exist and are maintained.

Criteria for meeting Standard 3:

Upland and riparian-wetland plant communities meet desired plant community objectives. Plant community objectives are determined with consideration for all multiple uses. Objectives also address native species, and the requirements of the Taylor Grazing Act, Federal Land Policy and Management Act, Endangered Species Act, Clean Water Act, and appropriate laws, regulations, and policies.

Desired plant community objectives will be developed to assure that soil conditions and ecosystem function described in Standards 1 and 2 are met. They detail a site-specific plant community, which when obtained, will assure rangeland health, State water quality standards, and habitat for endangered, threatened, and sensitive species. Thus, desired plant community objectives will be used as an indicator of ecosystem function and rangeland health. As indicated by such factors as:

- Composition
- Structure
- Distribution

Exceptions and exemptions (where applicable): Ecological sites or stream reaches on which a change in existing vegetation is physically, biologically, or economically impractical.

OHV Guidelines:

3-1. As appropriate, manage OHV travel use by type, season, intensity, distribution, and/or duration to minimize the impact on plant and animal habitats, especially those containing threatened, endangered or candidate species. If seasonal closures become appropriate to minimize adverse OHV travel impacts on public lands resources, designate alternative routes to preserve public access where possible. Provide clear and timely information to the public when closures, seasonal use, and other regulations or limits are placed on OHV travel on public lands.

3-2. Protect wildlife and/or habitat by:

- Preserving connectivity and minimizing fragmentation during design or approval of transportation systems.
- Using kiosks, signs, maps, and barriers to delineate approved routes and to educate users about sensitive areas.
- Managing OHV travel activities to minimize interference with critical wildlife stages such as nesting, reproduction, or seasonal concentration areas/ wildlife waters.
- Avoiding creation of artificial attractions such as the intentional and un-intentional feeding of wild animals or improper disposal of garbage.

3-3. Avoid or minimize the establishment and/or spread of noxious or other weeds from intensive recreation, including the use of riding and pack animals, hiking, motorized, or other mechanized vehicles.

Conduct an educational campaign to inform recreational users about the damage caused by noxious weeds and how their spread can be minimized.

Where appropriate, apply restrictions, e.g. don't permit surface disturbing activities.

3-4. Assign higher priority to route monitoring and law enforcement, especially during high-use times such as hunting seasons and holiday periods. Work to coordinate and improve enforcement to deter violations.

3-5. Manage OHV travel activities to conserve watershed and water quality. Manage recreational uses in coordination with other uses on public lands to meet or exceed applicable water quality standards. Control water quality impacts resulting from recreational use, such as erosion, bank degradation, human waste, trash, and other elements. Monitor non-point source pollution particularly in high use areas.

3-6. Manage OHV travel activities to preserve significant cultural, historical, archaeological, traditional, and paleontological resources. Use information and interpretative services as major tools to protect cultural resources. As appropriate, improve public knowledge by locating kiosks, interpretive signs, and visitor information facilities at visitor contact points. Design OHV routes for placement at an adequate distance away from sensitive sites to reduce/eliminate potential damage.

II. OHV Recreation Management Implementation Strategies

A. Coordination, Communications, and Collaboration.

Successful management of OHV recreation relies on pro-active outreach and collaboration with OHV users. Field offices should form local coordinating groups comprised of OHV users and other interested parties to address OHV issues and develop collaborative solutions.

B. Education and Training.

Expand and improve educational efforts to foster responsible-use ethics among OHV users. Use resources from national organizations, such as the National OHV Conservation Council, Tread Lightly, Inc., and Leave No Trace. The Bureau has signed National Memoranda of Understanding with Leave No Trace (2001) and Tread Lightly! (1998). BLM is committed to abiding by and instructing public land users to likewise abide by these land use ethics principles.

Disseminate information about regulations, penalties, consequences for irresponsible behavior, and impacts to resources from inappropriate use. Utilize high use areas and special events such as OHV dealer expositions to maximize the dissemination of responsible use education materials and concepts to the public and OHV dealers. Set up a booth and greet visitors at entry routes to popular OHV destinations to disseminate educational information and maps/brochures. Incorporate information about public land values and user ethics into the terms and conditions of permits and land use authorizations.

Provide OHV management and land use ethics education and training for managers, staff, partners, and volunteers.

C. Land Use Planning. (See USDI 2005: Appendix C, p. 17-8).

Place a high priority on analysis of OHV travel issues, including user needs, trends, and resource impacts during the land use planning process. Collaborate with the public, including OHV users and other interest groups, when conducting and evaluating route inventories and developing the transportation system and OHV designations, i.e., open, closed, or limited per 43 Code of Federal Regulations 8342. In this regard, the Arizona BLM endorses the use of a systematic route evaluation process that is fully informed by systematic and comprehensive input from the public when preparing transportation plans.

Identify easements and acquisitions where appropriate and necessary to resolve lack of legal access to BLM lands.

Consider designating new OHV use areas, route systems, and camping areas (with adequate support facilities) where appropriate to focus OHV use away from sensitive areas, to disperse heavy OHV use concentrated in too small an area, to provide a diversity of experiences for different types of OHV users, and to meet current and future demands, especially in the urban interface areas. As stated in the National Strategy (USDI 2001: p. 18), where demand exists and land resources can accommodate OHV use, field offices should provide OHV recreation sites to be used for destination-type facilities.

Include in land use plans, social/economic effects of OHV recreational use, including special recreation events (USDI 2001: p.12-13).

Plan and locate OHV travel activities to minimize user conflicts and to segregate motorized from non-motorized recreational uses. For example, OHV travel activities should be located to avoid or minimize contact with non-motorized trail users such as birders, hikers, or equestrians who desire a quiet, natural environment to enjoy their recreational pursuits. Also, establish appropriate speed limits on the designated transportation network to enable safe travel by all users.

D. Partnerships and Volunteers.

Leverage the use of volunteers through challenge cost-share projects. Seek OHV grant funding available through Arizona State Parks such as the Recreation Trails Program.

Develop partnerships with user groups to assist with route maintenance and monitoring through the Adopt-A-Trail program. Enhance opportunities for citizen involvement in OHV management issues by working directly with the public, local communities, user groups, and partnership organizations such as the National OHV Conservation Council. Consider use of prison crews to complete planned projects.

E. Route Maintenance.

As stated in the National OHV Strategy USDI 2001, route design, maintenance, and restoration techniques need to be improved to enhance resource conditions and visitor experiences on public lands. Document deferred maintenance needs and seeks partnerships with other agencies and user groups to address critical issues.

Document deferred maintenance budget requirements and identify resource impacts if not addressed. The Adopt-a-Trail program is one way to get maintenance done by volunteers and it also develops some rider “ownership” in the route. Volunteer workdays are an effective way to get larger projects done.

Partnerships with user groups and environmental organizations can provide volunteers to help reclaim and restore closed routes.

F. Law Enforcement.

Strengthen on-the-ground presence of law enforcement personnel to monitor compliance with OHV regulations and speed limits, particularly during high use periods. Where illegal equipment is suspected, check vehicles for compliance with federal and Arizona state regulations, such as presence of spark arresters and mufflers that comply with sound limits.

G. Monitoring and Adaptive Management.

Use volunteers to patrol the designated transportation network to greet visitors and disseminate information in a positive, less threatening environment. Increase on-the-ground presence and encourage the use of volunteer trail patrols. Develop patrol standards and facilitate education of OHV user groups.

Encourage organized OHV groups and responsible users to provide peer pressure to educate non-compliant users and help mitigate adverse resource impacts.

Monitoring forms the basis of “adaptive management”. Areas that experience heavy or illegal use will be closely monitored and given priority for law enforcement patrols. If irresponsible use is creating resource damage, then management is adapted to compensate. It is important to intervene and mitigate early before a growing pattern of illegal use is established. OHV travel routes may be restricted, relocated, or even closed to deal with adverse impacts. Use signs to explain closures for mitigation of resource damage. Install additional signs and/or barriers to steer use away from inappropriate areas. Generally, management actions should be taken sequentially in a gradual fashion ranging from minor/temporary to major/permanent restrictions until the problem is resolved or mitigated. There may be instances when proper function has degraded and immediate action is necessary to correct the problem.

Monitoring objectives should include, but not be limited to:

- meeting land health standards (e.g. watershed conditions)
- condition assessment (e.g. erosion, washouts, vegetation)
- use (e.g. intensity, type, consistency with planned use)

H. Signs, Maps, and Brochures.

Users are frequently confused about the appropriate use of their vehicles on public lands because of inadequate signs, maps, brochures, and other interpretive products. Field offices should disseminate visitor services information (i.e appropriate vehicle use) through kiosks, signs, maps, brochures, and other publications.

Provide travel information on websites with downloadable mapping capabilities for at-home trip planning.

Cooperate and coordinate with adjacent land managers so that there is seamless travel management transition among land jurisdictions.

I. Congressionally Designated Wilderness Areas.

OHV routes that are located near or adjacent to designated wilderness areas may pose special challenges. Some wilderness areas are accessed by OHV routes that are legally cherry-stemmed and surrounded by wilderness. In some cases, OHV routes lay alongside the boundaries of wilderness areas. These routes may be part of an approved transportation plan; however, adequate signing of wilderness boundaries is critical to ensure users are aware of the legal limits of motorized travel.

If OHV use is in trespass of a wilderness boundary, early intervention with increased law enforcement, monitoring, and mitigation of resource damage will help prevent a potentially growing pattern of illegal trespass. Where there are dead-end OHV routes that lead only to a wilderness trailhead or campsite, it may be appropriate to manage OHV use by type, e.g., exclude use by non-street legal dirt bikes, ATVs, and sand rails.

Collaboration with OHV users and the general public should be done before restrictions are imposed.

Notification and education should also be conducted in an effort to reduce and avoid closures

J. Noxious Weed Abatement.

Avoid or minimize route location in areas vulnerable to invasive species, particularly in riparian areas and washes that show such conditions.

Require vehicle wash protocols for permitted events, where appropriate and practicable.

Require vehicle wash protocols in areas vulnerable to invasive species where appropriate and practicable.

References

- USDI, Bureau of Land Management
- 1997 *Arizona Standards for Rangeland Health and Guidelines for Grazing Administration.*
- 2001 *National Management Strategy for Motorized Off-Highway Vehicle Use on Public Lands.*
- 2005 *Handbook 1601-1, Land Use Planning Handbook*

B. GLOSSARY

Access Points: Designated areas and passageways that allow the public to reach a road, primitive road, or trail from adjacent streets or community facilities.

Adaptive Management: A process for continually improving management policies and practices by learning from the outcomes of operational programs and new scientific information. Under adaptive management, plans and activities are treated as working hypotheses rather than final solutions to complex problems.

Adverse Visual Impact: Any modification in land forms, water bodies, or vegetation, or any introduction of structures, which negatively interrupts the visual character of the landscape and disrupts the harmony of the basic elements (i.e., form, line, color, and texture).

All-Terrain Vehicle (ATV): A wheeled or tracked vehicle, designed primarily for recreational use or for the transportation of property or equipment exclusively on trails, undeveloped road rights-of-way, marshland, open country, or other unprepared surfaces.

Area of Critical Environmental Concern (ACEC): Acreage within public lands where special management attention is required to protect and prevent irreparable damage to important historical, cultural, or visual values, fish and wildlife resources, or other natural systems or processes, or to protect life and safety from natural hazards.

Backcountry: A recreation setting classification characterized by a naturally appearing landscape with human modifications not readily noticeable.

Casual Use: Is defined in various places in 43 CFR and is uniformly based on the principal that the activity will “not ordinarily lead to appreciable disturbance or damage to lands, resources or improvements.”

Closed OHV Designations: Areas or trails are designated closed if closure to all vehicular use is necessary to protect resources, promote visitor safety, or reduce use conflicts (see 43 CFR 8340.05).

Closed OHV Area: An area designation made in a land use plan, such as RMP, where off-road vehicle use is prohibited.

Code of Federal Regulations (CFR): The Code of Federal Regulations is the codification of the general and permanent rules published in the Federal Register by the executive departments and agencies of the Federal Government.

Codification: The systematic arrangement and/or reduction of laws to a code.

Collector Roads: usually double-lane, graded, drained and surfaced with a 20 to 24 foot travel way. They serve large land areas and are the major access route into development areas.

Common impact terms:

Negligible Impacts are those impacts that occur or may occur and have little or no visible trace on the resource or for which mitigation actions exist and acceptable.

Minor Impacts are those impacts that occur or may occur and have some visible trace on the resource or for which mitigation actions exist and are not acceptable or for which no mitigation impacts exist.

Moderate Impacts are those impacts that occur or may occur and have some visible trace on the resource or for which mitigation actions exist and are not acceptable or for which no mitigation impacts exist.

Major Impacts are those impacts that occur or may occur and have a large visible trace on the resource or may even eradicate the resource or cause its value as a resource to deteriorate to such a level that the resource may no longer qualify for protection or use.

Short-Term Impacts are those effects that are not permanent or can be changed/remediated back to a prior condition in a short amount of time.

Long-Term Impacts are those permanent or unchangeable effects such as the loss of a resource and other than permanent or unchangeable that cannot be changed/remediated back to a prior condition in a short amount of time.

Cooperating Agency: Assists the lead Federal agency in developing an Environmental Assessment or Environmental Impact Statement. Any Federal, State, or local government with jurisdiction may become a cooperating agency by agreement with the lead agency.

Cross-Country Travel: Travel not on a road, primitive road, or trail.

Cumulative Impact: See “Cumulative Effect.”

Decision Record (DR): The BLM document associated with an Environmental Assessment that describes the action to be taken when the analysis supports a finding of no significant impact

Desert Mountains Wildlife Habitat Management Area (WHA): The Desert Mountains WHA includes the overlapping habitat areas of desert bighorn sheep and desert tortoise.

Dispersed Recreation: Various kinds of recreation occurring in individual, scattered, and unstructured settings throughout a large area (i.e. not confined to a specific place or developed facilities).

Direct Effect: Those effects which are caused by the action and occur at the same time and place as the initial cause or action.

Direct Impact: See “Direct Effect.”

Dual-Sport Motorcycle: A dual-sport motorcycle compromises the light weight and off-road capabilities of the typical dirt bike in order to offer a safer, more comfortable ride on the road and comply with regulations that affect street motor vehicles.

Dunes Wildlife Habitat Management Area (WHA): The Dunes WHA includes sensitive and unusual habitat in the low deserts and hosts a variety of plants and wildlife, many of which occur in no other habitat.

Effects (or Impacts): The biological, physical, social, or economic consequences resulting from a proposed action or its alternatives. Effects may be adverse (detrimental) or beneficial, and cumulative, direct, or indirect.

Effects, Cumulative: The impact on the environment which results from the incremental impact of the action when added to other past, present, or reasonably foreseeable future actions regardless of what agency (Federal or non-Federal) or person undertakes such actions taking place over a period of time.

Effects, Direct: Effects on the environment which occur at the same time and place as the initial cause or action.

Effects, Indirect: Effects also caused by the action, but occurring later or further removed in distance. **Environmental Impact:** The positive or negative effect of any action upon a given area or source.

Emergency Action: The immediate steps or response taken by the BLM to prevent or reduce risk to public health or safety or important resources.

Environmental Assessment (EA):

Environmental Justice: The fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies.

Evaluation Number: Identification number for routes assigned during evaluation process. The evaluation number could be a continuation of the inventory number, or changed to completely new number to clarify the proposed network of routes. See also **Inventory Number** or **Navigation Number**.

Extensive Recreation Management Areas (ERMA): A public lands unit identified in land use plans containing all acreage not identified as a Special Recreation Management Area RMA. Recreation management actions within an ERMA are limited to only those of a custodial nature. Detailed planning is not usually required for these areas.

Executive Order (EO): A presidential policy directive that implements or interprets a federal statute, a constitutional provision, or a treaty. To have the effect of law, executive orders must appear in the Federal Register, the daily publication of federal rules and

regulations. The president's power to issue executive orders comes from Congress and the U.S. Constitution. Executive orders differ from presidential proclamations, which are used largely for ceremonial and honorary purposes. (See <http://legal-dictionary.thefreedictionary.com/Executive+Order>)

Facility Asset Management System (FAMS): The BLM's official database for the management of transportation system assets.

Federal Register: Daily publication which provides a uniform system for making regulations and legal notices issued by the Executive Branch and various departments of the Federal government available to the public.

Federal Land Policy and Management Act (FLPMA): Was passed in 1976 by congress for the purposes of establishing a unified, comprehensive, and systematic approach to managing and preserving public lands.

Field Office: It is the administrative subdivision whose manager has primary responsibility for day-to-day resource management activities and resource use allocations and is, in most instances, the area for which resource management plans are prepared and maintained.

Finding of No Significant Impact (FONSI): A finding that explains that an action will not have a significant effect on the environment and, therefore, an Environmental Impact Statement will not be required (40 CFR 1508.13).

Four-Wheel Drive Vehicle (4x4, 4WD): A passenger vehicle or light truck having power available to all wheels.

Freedom of Information Act (FOIA): Allows all US citizens and residents to request any records in possession of the executive branch of the federal government.

Free-riding: The concept of free riding is that there is no set course, goals or rules to abide by.

Goal(s): Statement(s) of what a plan or action in a plan hopes to accomplish in the long term. Goals state the preferred situation, and usually are not quantifiable and may not have established time frames for achievement.

Geographic Information System (GIS): A system of computer hardware, software, data, people and applications that capture, store, edit, analyze, and graphically display a potentially wide array of geospatial information.

Herd Areas (HA): HAs are limited to areas of the public lands identified as being habitat used by wild horses and burros at the time of the passage of the Wild Horse and Burro Act, as amended (16 U.S.C. 1331-1340).

Herd Management Area (HMA): HMAs are established only in HAs, within which wild horses and/or burros can be managed for the long term.

Human Environment: Includes the natural and physical environment and the relationship of people with that environment. When economic or social effects and natural or physical environmental effects are interrelated, then the analysis must discuss all of these effects on the human environment (40 CFR 1508.14)

Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA): Federal legislation authorizing highway, highway safety, transit, and other surface transportation programs. It provided new funding opportunities for sidewalks, shared use paths, and recreational trails. ISTEA was superseded by the Transportation Equity Act for the 21st Century (TEA-21) in 1998 and reauthorized in 2005 as SAFETEA-LU.

Implementation Decisions: Decisions that take action to implement land use plan decisions; generally appealable to the Interior Board of Land Appeals under 43 CFR 4.410.

Implementation Plan: A site-specific plan written to implement decisions made in a land use plan. An implementation plan usually selects and applies best management practices to meet land use plan objectives. Implementation plans are synonymous with “activity” plans.

Indian Tribe: See “Tribe.”

Indirect Effect: Effects that are caused by the action and are later in time or farther removed in distance, but are still reasonably foreseeable see also “Effect.”

Indirect Impact: See “Indirect Effect.”

Instruction Memorandum (IM): A temporary directive that supplements the Bureau Manual Sections. IMs contain new policy or procedures that must reach BLM employees quickly, interpret existing policies, or provide one-time instructions.

Interior Board of Land Appeals (IBLA): The IBLA is part of the Office of Hearings and Appeals of the Department of the Interior, which by regulation has been designated as an authorized representative to carry out and decide the hearings, appeals, and other review functions on behalf of the Secretary of the Interior.

Inventory numbers: Identification number for linear features assigned in the field or during the inventory process. See also **Evaluation Number** or **Navigation Number**.

Land Management Agency: Any agency or organization that manages lands, many managed as recreation and/or wilderness areas. Examples include federal agencies such as the USDI Bureau of Land Management, USDA Forest Service, and the USDI National

Park Service as well as state, county, and local park system agencies: as well as organizations such as The Nature Conservancy.

Land Manager: Any person who makes decisions regarding land use.

Land Use Plan (LUP): A set of decisions that establishes management direction for land within an administrative area, as prescribed under the planning provisions of the Federal Land Policy Management Act of 1976; an assimilation of land use plan-level decisions developed through the planning process outlined in 43 CFR 1600, regardless of the scale at which the decisions were developed.

Land Use Plan Allocations: The identification in a land use plan of the activities and foreseeable development that are allowed, restricted, or excluded for all or part of the planning area, based on desired future conditions.

Land Use Plan Decisions: Establishes desired outcomes and actions needed to achieve them. Decisions are reached by using the planning process in 43 CFR 1600. When these decisions are presented to the public as proposed decisions, they can be protested to the BLM Director. They are not appealable to the IBLA.

Limited Area: As defined in Title 43 Part 8340, means an area restricted at certain times, in certain areas, and/or to certain vehicular use. These restrictions may be of any type, but can generally be accommodated within the following type of categories: Numbers of vehicles; types of vehicles; time or season of vehicle use; permitted or licensed use only; use on existing roads and trails; use on designated roads and trails; and other restrictions.

Limited OHV Designations: The limited designation is used where OHV use must be restricted to meet specific resource management objectives. Examples of limitations include: number or type of vehicles; time or season of use; permitted or licensed use only; use limited to designated roads and trails; or other limitations if restrictions are necessary to meet resource management objectives, including certain competitive or intensive use areas that have special limitations (see 43 CFR 8340.05).

Long-Term Visitor Area (LTVA): A designated US Fee Area, managed for extend camping between September 15 and April 15th. A special-use -permit is required.

Maintenance Intensity: provide guidance for appropriate “standards of care” to recognized routes within the BLM.

Management Area: An area selected for management of an emphasized natural resource, and common management objectives.

Mechanized Travel: Moving by means of mechanical devices such as a bicycle; not powered by a motor.

Mining Claim: Any unpatented mining claim, millsite, or tunnel site authorized by the U.S. mining laws.

Mining Operations: All functions, work, facilities, and activities in connection with the prospecting, development, extraction, and processing of mineral deposits and all uses reasonably incident thereto including the construction and maintenance of means of access to and across lands subject to 43 CFR 3800 et seq., whether the operations take place on or off the claim.

Mitigation: Measures or procedures which could reduce or avoid adverse impacts and have not been incorporated into the proposed action or an alternative. Mitigation can be applied to reduce or avoid adverse effects to biological, physical, or socioeconomic resources.

Monitoring: Collecting and assessing data to evaluate the effectiveness of planning decisions.

Motorized Travel: Moving by means of vehicles that are propelled by motors such as cars, trucks, OHVs, motorcycles, and boats.

Motorized Vehicle: Synonymous with OHV. Examples of this type of vehicle include all-terrain vehicles (ATV), Sport Utility Vehicle (SUV), motorcycle, and snowmobiles.

Multiple Use: The management of the public lands and their various resource values so that they are utilized in the combination that will best meet the present and future needs of the American people;... that takes into account the long-term needs of future generations for renewable and non-renewable resources, including recreation, range, timber, minerals, watershed, wildlife, and fish; natural scenic, scientific, and historical values; and harmonious and coordinated management of the various resources without permanent impairment of the productivity of the land ... (FLMPA, 42 U.S.C. 1702, Sec. 103 [c]).

National Environmental Policy Act (NEPA): Federal law (established by Congress in 1969), which requires that every Federal agency with public involvement assess the environmental impacts of all federal actions, evaluate if there will be any significant environmental impacts of the proposed project, and disclose the findings to the public.

National Wildlife Refuge (NWR): is a designation for certain protected areas of the United States managed by the United States Fish and Wildlife Service as habitat. The Kofa National Wildlife Refuge is just outside of the travel management area and is a destination for many of the primitive roads found within the planning area.

Native American Tribe: See “Tribe.”

Navigation Number: Final identification number assigned to designated road, primitive road, or trail to be used on public maps and route signs or markers. This number is

assigned to meet a statewide numbering standard for open routes. See also **Inventory Number** or **Evaluation Number**.

Necessary Tasks: are defined as work requiring the use of a motorized vehicle and only if such travel does not result in resource damage.

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

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

Official Use: use by an employee, agent, or designated representative of the Federal government or one of its contractors, in the course of his employment, agency, or representation.

OHV Area Designations: Used by federal agencies in the management of OHVs on public lands. Refers to the land use plan decisions that permit, establish conditions, or prohibit OHV activities on specific areas of public lands. All public lands are required to have OHV designations (43 CFR 8342.1). The CFR requires all BLM-managed public lands to be designated as open, limited, or closed to off-road vehicles and provides guidelines for designation. The definitions of open, limited, and closed are provided in 43 CFR 8340.0-5 (f), (g), and (h), respectively.

OHV Recreation: All uses of motorized vehicles on public lands are not considered OHV recreation. Commercial use of motorized vehicles, such as haul trucks and utility company vehicles are not motorized recreation. OHV recreation is more closely associated with the use of specialized two, three and four wheel vehicles, intended for recreation or racing uses, i.e. dirt bikes, quads, go carts, utility terrain vehicles (UTV's or side-by-sides) and specially prepared 4x4 units. This form of motorized use is more correctly categorized as OHV recreation, particularly when the specialized vehicle is used to test ones abilities or equipment or is specifically brought to the area to ride for the pleasure of the ride itself.

Off-Road Vehicle (ORV): The legal term used in the CFR 8340 regulations. See the Off-Highway Vehicle definition.

Open OHV Designations: Open designations are used for intensive OHV use areas where there are no special restrictions or where there are no compelling resource

protection needs, user conflicts, or public safety issues to warrant limiting cross-country travel (see 43 CFR 8340.05).

Plan, Resource Management (RMP): A planning document that presents systematic guidelines for making resource management decisions for a planning area. It identifies which lands are preserved, which lands can be used under conservation-oriented provisions, and which lands are available for more intensive commercial development.

Plan Amendment: The process of considering or making changes in the terms, conditions, and decision of approved plans. Usually only one or two issues are considered that involve only a portion of the planning area.

Planning Criteria: Factors that managers and interdisciplinary teams develop to form judgments about decision making, analysis, and data collection during planning. Planning criteria streamline and simplify the resource management planning actions to ensure that the actions are tailored to the issue(s) previously identified and to ensure that unnecessary data collection and analysis are avoided.

PM10: Particulate matter pollution consists of very small liquid and solid particles floating in the air. These particles are less than 10 microns in diameter (about 1/7th the thickness of a human hair) and are known as PM10.

Prescribed Recreation Settings: The distinguishing recreational qualities of any landscape, objectively defined along a continuum ranging from primitive to urban landscapes, expressed in terms of the nature of the component parts of its physical, social and administrative attributes. These recreational qualities can be both classified and mapped. The La Posa Travel Management Area have prescribed recreation settings ranging from urban to primitive.

Primitive Roads: A linear route managed for use by four-wheel drive or high-clearance vehicles. These routes do not formally meet any BLM road design standards.

Proposed Action: This is the proposition for the BLM to authorize, recommend, or implement an action to which will address a clear purpose and need required in managing public lands. A proposal may be generated internally or externally.

Public: Individuals, including consumer organizations, public land resource users, corporations and other business entities, environmental organizations and other special interest groups, and officials of State, local, and Indian tribal governments affected or interested in public land management decisions.

Public Land: Any land and interest in land owned by the United States and administered by the Secretary of the Interior through the Bureau of Land Management.

Recreation, Developed: Outdoor recreation requiring significant capital investment in facilities to handle a concentration of visitors on a relatively small area. Examples are ski areas, resorts, trailheads, and campgrounds.

Recreation, Dispersed: Outdoor recreation activities that occur outside of developed recreation facilities in which visitors are diffused over relatively large areas away from maintained roads. This type of recreation is also referred to as unstructured recreation. Where facilities or developments are provided, they are more for access and protection of the environment than for the comfort or convenience of the people.

Recreation Management Area: Recreation management areas are sub-units of resource areas that are the basic land units of recreation management. Each area is identified and managed as a unit based on similar or interdependent recreation values, homogenous or interrelated recreation use, land tenure and use patterns, or administrative efficiency. There are two types of recreation management areas, Extensive and Special

Recreation Management Zones (RMZ): Subunits within a Special Recreation Management Area managed for distinctly different recreation opportunities, the natural resource and community settings within which they occur.

Special Recreation Management Areas (SRMA): Recreation Management Areas where congressionally recognized recreation values exist or where significant public recreation issues or management concerns occur. Special or more intensive types of management are typically needed. Detailed recreation planning is required in these areas and greater managerial investment (e.g. facilities, supervision, etc.) is likely. There may be none to several of these areas within a resource area. The size of these management units is typically over 1,000 acres, but exceptions can occur for smaller sites (e.g., very large campground units, trail segments, historic sites, etc.).

Recreation Site, Developed: A site developed primarily to accommodate specific intensive use activities or groupings of activities such as camping, picnicking, boating, swimming, winter sports, etc. These sites include permanent facilities which require continuing management commitment and regular maintenance, such as roads, trails, toilets, and other facilities needed to accommodate recreation use over the long term.

Recreational Trails Program (RTP): Federal program first established in 1991, RTP returns a portion of federal gasoline taxes, generated by non-highway recreation, to the states, which in turn provide grants for trail-related purposes to private organizations, state and federal agencies, and municipalities (www.fhwa.dot.gov/environment/rectrails).

Resource Damage: Significant undue damage or disturbance including erosion or water pollution, creating undue degradation of wildlife or vegetative resources (including the spread of noxious weeds). This definition of resource damage applies to areas designated as open, limited or closed to ORV use. The on-the-ground determination of whether resource damage has occurred is left to the discretion of the authorized officer.

Resource Management Plan (RMP): The BLM considers Resource Management Plans synonymous with land use plans (as defined previously), so the terms may be used interchangeably. Land use plan decisions made in RMPs establish goals and objectives for resource management (such as desired future conditions), the measures needed to achieve these goals and objectives, and parameters for using public lands. Land use planning decisions are usually made on a broad scale and customarily guide subsequent site-specific implementation decisions.

Resource Road: local roads are low-volume, single-lane roads. They normally have a 12 to 14 foot travelway with “invisible turnouts,” as appropriate, where approaching drivers have a clear view of the section of road between the two turnouts and can pull off to the side to let the approaching driver pass. They are usually used for dry weather, but may be surfaced, drained, and maintained for all-weather use. These roads connect terminal facilities, such as a well site, to collector, local, arterial, or other higher class. They serve low average daily traffic (ADT) and are located on the basis of the specific resource activity need rather than travel efficiency. These roads collect traffic from resource or local roads or terminal facilities and are connected to arterial roads or public highways.

RMP Area: Most RMPs cover a large planning and management area. As a result, the planning area may be divided into smaller areas, each with differing values, issues, needs, and opportunities that may warrant differing management prescriptions.

Right-of-Way: A linear corridor of land held in fee simple title or as an easement over another's land, for use as a public utility (highway, road, railroad, trail, utilities, etc.) for a public purpose. Usually includes a designated amount of land on either side that serves as a buffer for adjacent land uses.

Right of Way: The right of one trail user or vehicle to proceed in a lawful manner in preference to another trail user or vehicle.

Risk Management: Evaluating the effects of potential hazards of an action or non-action. A level risk is measured through considering acceptance, control, or elimination of such hazards with respect to expenditure of resources.

Roads: A linear route declared a road by the owner, managed for use by low-clearance vehicles having four or more wheels, and maintained for regular and continuous use.

Road and Trail Selection: For each limited area, the BLM should choose a network of roads and trails that are available for motorized use, and other access needs including non-motorized and non-mechanized use, consistent with the goals, objectives, and other considerations described in the LUP.

Road and Trail Identification: For the purposes of this guidance, road and trail identification refers to the on-the-ground process (including signs, maps, and other means of informing the public about requirements) of implementing the road and trail network

selected in the land use plan or implementation plan. Guidance on the identification requirements is in 43 CFR 8342.2 (c).

Routes: Multiple roads, trails, and primitive roads; a group or set of roads, trails, and primitive roads that represents less than 100% of the BLM transportation system. Generically, components of the transportation system are described as “routes.”

Scoping: The process by which the BLM solicits internal and external input on the issues and effects that will be addressed, as well as the degree to which those issues and effects will be analyzed in a National Environmental Policy Act document.

Sediment: Solid material that originates mostly from disintegrated rocks and is transported by, suspended in, or deposited from water. Sediment includes chemical and biochemical precipitates and decomposed organic material such as humus.

Settings:

- **Physical Setting:** The component of setting opportunity determined by the on-the-ground condition, or degree of environmental modification, resulting from human activity.
- **Social Setting:** The component of setting opportunity determined by the level and types of contacts between individuals or groups which can be expected in a particular area.
- **Managerial Setting:** The component of setting opportunity which reflects the kind and extent of management services and facilities provided to support recreation use, and the restrictions placed on peoples’ actions by the administering agency.

Single Track: Trails wide enough for just one vehicle at a time, usually 18 inches wide.

Significant Impact: The effects of sufficient context and intensity that an environmental impact statement is required. The CEQ regulations at 40 CFR 1508.27(b) include ten considerations for evaluating intensity.

Sonoran Desert Tortoise: A second species of Desert Tortoise (*Gopherus morafkai*) found east of the Colorado. This species unlike the Mojave Desert Tortoise (*Gopherus agassizii*) is not currently listed as a threaten species.

Sonoran Desert Tortoise Category II Habitat: A habitat area designation. This area may be essential to maintenance of viable populations and has currently a stable or decreasing population. Tortoise populations are considered either to be medium to high density within the area.

Sonoran Desert Tortoise Category III Habitat: A habitat area designation. This area not essential to maintenance of viable populations and has currently a stable or decreasing population. Tortoise populations are considered either to be low to medium density within the area

Special Management Area (SMA): SMAs include Wilderness Study Areas, Wild and Scenic Rivers, Research Natural Areas, and Areas of Critical Environmental Concern Areas.

Special Recreation Management Area: A public lands unit identified in land use plans to direct recreation funding and personnel to fulfill commitments made to provide specific, structured recreation opportunities (i.e., activity, experience, and benefit opportunities). Both land use plan decisions and subsequent implementing actions for recreation in each Special Recreation Management Area (SRMA) are geared to strategically identified primary market—destination, community, or undeveloped.

Special Recreation Permit (SRP): A permit issued under established laws and regulations to an individual, organization, or company for occupancy or use of federal lands for some special purpose such as a motorcycle race, outfitter guide, etc.

Special Status Species: Includes proposed species, listed species, and candidate species under the Endangered Species Act; state-listed species; and BLM State Director-designated sensitive species (see BLM Manual 6840, Special Status Species Policy). Definition from USDOJ BLM 2005.

Specifications: Written provisions and requirements (standards) for the performance of work and type of materials to which trails (tread, clearing, grade) and trail structures (bridge, culvert, puncheon) are built and maintained according to type of use.

Sport Utility Vehicle (SUV): A street legal, high clearance vehicle used primarily on-highway but designed to be capable of off-highway travel.

Standard(s): A statement and/or illustration describing a design recommendation or principle that recommends a preferred development technique for use as a rule or basis of comparison in measuring maximum or ideal requirements, quantity, quality, value, etc.

Stewardship: Taking responsibility for the well-being of land and water resources and doing something to restore or protect that well-being. It usually involves cooperation among people with different interests and sharing of decision-making. It is generally voluntary. It is oriented towards assessment, protection, and rehabilitation of trails and roads as well as sustainable use of resources.

Sustainable (Sustainability): Use of natural resources in a way that allows for long term use while minimizing impacts to resources and need for continuing maintenance.

Sustainable Development: Development that maintains or enhances economic opportunity and community well-being while protecting and restoring the natural environment upon which people and economies depend. Sustainable development meets the needs of the present without compromising the ability of future generations to meet their own needs.

Technical: A section along a trail that is difficult to navigate; used by mountain bikers and other trail users to describe challenging sections of trail.

Technical Assistance: Help (advice and knowledge; usually not financial) offered by federal and state agencies to local groups.

Trail: Linear routes managed for human-powered, stock, or OHV forms of transportation or for historical or heritage values. Trails are not generally managed for use by four-wheel drive or high-clearance vehicles.

Trail Design: Designing and layout of trails requires special training, knowledge, experience, and skill. When designing trails, many different factors are taken into account including hydrology, topography, soils, flora, fauna, management objectives, user expectations and characteristics, and trail design standards. The designer will utilize data collected from area site analysis, environmental assessments, public meetings, and area trail and management plans.

Trailhead: An access point to a trail or trail system often accompanied by various public facilities, such as hitching posts for horses, a horse or OHV unloading dock or chute, parking areas, toilets, water, directional and informational signs, and a trail use register. Designed and managed for those embarking on an overnight or long-distance trip, whereas a staging area caters to trail day use.

Transportation Enhancement: Projects that include: providing bicycle and pedestrian facilities; converting abandoned railroad rights-of-way into trails; preserving historic transportation sites; acquiring scenic easements; mitigating the negative impacts of a project on a community by providing additional benefits; and other non-motorized projects.

Transportation Linear Disturbance: Term utilized to identify man-made linear features that are not part of the BLM's transportation system. Linear disturbances may include engineered (planned) as well as unplanned single and two-track linear features that are not part of the BLM's transportation system.

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

Transportation System: Represents the sum of the BLM's recognized inventory of linear features (roads, primitive roads, and trails) formally recognized, designated, and approved as part of the BLM's transportation system. Once approved, this travel management plan and environmental assessment will establish the La Posa TMA transportation system.

Travel Management Area (TMA): TMAs are polygons or delineated areas where travel management (either motorized or non-motorized) needs particular focus. These areas may be designated as open, closed, or limited to motorized use and will typically have an identified or designated network of roads, trails, ways, and other routes that provide for public access and travel across the planning area. All designated travel routes within TMAs should have a clearly identified need and purpose as well as clearly defined activity types, modes of travel, and seasons or times for allowable access or other limitations.

Travel Network (TN): The network of roads, primitive roads, and trails (motorized and nonmotorized) that are selected (recognized, designated, or authorized) for use through the comprehensive travel and transportation planning process.

Travel Management Plan: The document that describes the process and decisions related to the selection and management of the Transportation Network.

Tribe: Any Indian group in the conterminous United States that the Secretary of the Interior recognizes as possessing Tribal status.

Utility Type (or Terrain) Vehicle (UTV): Any recreational motor vehicle other than an ATV, motorbike or snowmobile designed for and capable of travel over designated unpaved roads, traveling on four (4) or more low-pressure tires of twenty (20) psi or less, maximum width less than seventy-four (74) inches, maximum weight less than two thousand (2,000) pounds, or having a wheelbase of ninety-four (94) inches or less. Utility type vehicle does not include golf carts, vehicles specially designed to carry a disabled person, implements of husband.

Visual Resource Management Classes: Categories assigned to public lands based on scenic quality, sensitivity level, and distance zones. There are four classes. Each class has an objective which prescribes the amount of change allowed in the characteristic landscape

Wilderness Area: Uninhabited and undeveloped federal land to which Congress has granted special status and protection under authority of the Wilderness Act of 1964. Mechanized and motorized transports are prohibited in designated wilderness.

Wildlife Movement Corridor Wildlife Habitat Management Area (WHA): The Wildlife Movement Corridor WHA includes areas identified by the Arizona Game and Fish Department and the Arizona Wildlife Linkages Group as being used by wildlife to move between habitats. Migration corridors are traditional movement paths between adjacent mountain ranges.