

Glade Run Recreation Area Proposed Management Plan Alternatives

In 2003, the Farmington Field Office (FFO) Resource Management Plan (RMP) designated approximately 18,000 of public lands as the Glade Run Recreation Area (GRRRA). According to the 2003 RMP, the GRRRA management prescriptions provide for off-highway vehicles (OHV) and non-motorized recreation, with OHV use being limited to designated roads, primitive roads and trails.

The GRRRA is within a few minutes' drive of the City of Farmington and is a convenient and popular location for both motorized and non-motorized forms of recreation. Over the years, recreational use has increased dramatically within the GRRRA. The combined effect of population increases in the region, explosive growth in the use of all kinds of off-highway vehicles, and the advances in vehicle technology has generated increased social conflicts and resource impacts within the GRRRA.

This recreation management planning effort is aimed at improving management of all recreation related activities with the GRRRA. This planning process began in September, 2009 and has resulted in the development of proposed alternatives aimed at providing OHV and non-motorized recreation. Public comments were collected from mid-October, 2009 through January 15, 2010 and assisted in the development of these alternatives as well as the improvement of general management guidelines.

To date, as a result of internal agency review and public outreach and comments, the FFO has identified the following planning issues. These planning issues have served to guide and direct the development of planning alternatives (see "GRRRA Proposed Planning Alternatives" below).

- 1) The need to reduce use conflicts and improve visitor safety along roads and trails shared by motorized and non-motorized users.
- 2) The need for more signage, maps and public information regarding opportunities and restrictions on vehicle related recreation use.
- 3) The need to maintain motorized and non-motorized recreation opportunities and access.
- 4) The need to better control unauthorized litter and dumping of waste.
- 5) The need to protect natural resources i.e., rehabilitation of unauthorized routes and reduction of trail proliferation.
- 6) The need for a greater law enforcement presence and enforcement of rules – particularly with regard to unauthorized shooting and irresponsible motorized vehicle use.
- 7) The need to provide for adequate visitor facilities, staging areas and vehicle parking.

GRRRA Proposed Planning Alternatives

Alternative A: No Action alternative (continue under current management)

Alternative A describes the current management situation regarding recreational activities in the Glade Run Recreation Area (GRRRA). The Farmington Field Office (FFO) Resource Management Plan (RMP) designated the GRRRA to be managed to provide for off-highway vehicles (OHV) and non-motorized recreation, with OHV use being limited to designated roads and trails outside of the “Open” area. It should be noted that the RMP did not designate final route designations. Under Alternative A, OHV use would continue on all existing maintained roads, designated trails and designated washes. In addition, there would be no further designation of OHV routes and additional development or modification of facilities would not be authorized at this time. Alternative A does not address the stated need for the GRRRA management plan, which includes providing for quality recreation experiences, protection of natural resources, providing for visitor safety, and minimizing conflicts among various users.

Under Alternative A, current management of the area would continue. Alternative A is based on general management guidelines contained in the 2003 Farmington RMP for Bureau of Land Management (BLM) lands administered in northwest New Mexico and guidelines put forth in the 2005 FFO La Plata Travel Management Plan. Visitor use patterns within the GRRRA would continue to evolve with minimal BLM management and visitor contact. The BLM would provide minimal visitor services and no permanent facilities. The number of law enforcement and recreation patrols would remain similar to current conditions. Improper disposal of trash would continue to occur (and likely increase) throughout the GRRRA. At the high-use recreation sites and dispersed camping areas near the Anasazi portion of the Road Apple Rally single-track trail, and at Brown Springs, improper waste disposal and trash dumping would result in an increased risk of land and water contamination and potential health hazards to visitors. Indiscriminate target shooting throughout the GRRRA would continue to pose a risk to visitors who recreate in the area and the frequency of illegal target shooting would likely increase.

Approximately 3,811 acres designated as “Open” would continue to be available to the public motorized/non-motorized use. Cross-country travel would be allowed within this “Open” area designation pursuant to the standards set forth in 43 CFR 8341 and 8342. No trails or washes will be designated within the open area to support the concept of open cross-country travel. The rest of the GRRRA, an area of approximately 14,124 acres, would continue to be designated as “Limited” with travel restricted to existing designated trails and maintained roads. Only one trail is currently designated – the Road Apple Rally single-track trail – and it would continue to be available for single-track motorized/non-

motorized use. Signage and trail protection would continue to be developed to preserve the Road Apple Rally trail and prevent illegal OHV use. Additional trail development or modifications would not be authorized at this time.

By maintaining current levels of BLM law enforcement and recreation patrols, there would continue to be safety risks from OHVs and oil & gas vehicles using the same BLM administered roads in the GRRRA. User conflicts could also likely continue to increase as visitor use increases. Resource impacts would continue to be monitored at current levels and as unacceptable levels of resource damage are reached, steps would be taken to reduce additional resource impacts. Trail proliferation would continue to be a problem and the BLM would work with visitors to reduce, reclaim/eliminate the number of new routes created without authorization. BLM would continue to respond to emergencies, visitor safety concerns and environmental protection.

More specific travel and recreation guidelines for the current management situation are contained in the 2003 Farmington RMP for Bureau of Land Management (BLM) and the 2005 FFO La Plata Travel Management Plan. The selection of this would not preclude signing or future road or trail maintenance as funding funds become available, nor would it preclude future site-specific proposals to develop facilities or change current routes designations and/or develop new routes (proposals subject to public review and the National Environmental Policy Act (NEPA) process).

Alternative B: Single-Track Area

Alternative B provides for a single-track motorized/non-motorized trail area as well as for motorized OHV use within the GRRRA boundary. Alternative B would reduce the overall trail density and implement project design features developed to provide protection of resources, improve visitor safety, and reduce conflicts among users. The OHV (motorized and non-motorized) trail system proposed for management under this alternative would be a dispersed trail system across BLM-administered and state lands. In addition, a BLM recreation permit system would be considered for development and administration by BLM as resources become available.

Under Alternative B, the BLM would designate and manage a single-track motorized/non-motorized trail area of approximately 8,030 acres located northeast of the main Glade wash (CR 1980). Trails within this area would be limited to single-track trails and dispersed equestrian travel. Additional single-track trail development would be considered by BLM and reviewed through the NEPA process as resources become available.

Approximately 3,811 acres designated as “Open” would continue to be available for motorized/non-motorized use. Cross-country travel would be allowed anywhere within this “Open” area designation pursuant to the standards set forth in 43 CFR 8341 and 8342. No trails would be developed or maintained within the Open area in order to support the concept of open cross-country travel. The rest of the GRRA, an area of approximately 6,094 acres, would continue to be designated as “Limited” with travel restricted to existing designated trails and maintained roads. Only one trail is currently designated, the Road Apple Rally single-track trail, and it would continue to be available for single-track motorized/non-motorized use. Signage and trail protection would continue to be developed to preserve the Road Apple Rally trail and prevent illegal OHV use of the trail. Additional trail development or modifications would be considered by BLM and reviewed through the NEPA process prior to any designation as resources become available.

BLM’s recreation permit and fee policy is outlined in BLM’s Recreation Permits and Fees Manual (2930), and is further discussed in BLM’s Recreation Permit Administration Handbook (H-2930-1).

- The objectives of the BLM’s recreation permit policy are to:
 - Establish a recreation permit program that supports the emphasis on resource-dependent recreation opportunities while responding to demonstrated needs for recreation programs and facility development which protect resource values and public health and safety.
 - Establish a recreation permit program that provides needed public services and satisfies recreation demand within allowable use levels while minimizing user conflicts and protecting and enhancing public lands and recreation opportunities and sustainable healthy ecosystems. This includes maintaining recreation programs and facilities to a standard that protects the resource, promotes public health and safety and protects the public’s investment, and that fosters pride of public ownership.
 - Issue recreation permits in conjunction with educational material on the appropriate uses of public lands, how to reduce user conflicts, and protecting public lands.

The selection of this would not preclude signing or future road or trail maintenance as funding funds become available, nor would it preclude future site-specific proposals to develop facilities or change current routes designations and/or develop new routes (proposals subject to public review and the National Environmental Policy Act (NEPA) process).

Alternative C: Non-Motorized Area

Alternative C provides for a non-motorized trail area as well as motorized OHV use within the GRRA boundary, while reducing the overall trail/route density and implementing project design features developed to provide protection of resources, improve visitor safety, and to reduce conflicts among users. The OHV (motorized and non-motorized) trail system proposed for management would be a dispersed trail system across BLM-administered and state lands. In addition, a fee based BLM recreation permit system would be considered for development and administration by BLM as resources become available.

Under Alternative C, the BLM would designate and manage a non-motorized trail area of approximately 8,030 acres located northeast of the main Glade wash (CR 1980). Trails within this area would be limited to non-motorized single-track trails and dispersed equestrian trails. Additional non-motorized trail development or modification would be considered by BLM and reviewed through the NEPA process as resources become available.

Approximately 3,811 acres designated as “Open” would continue to be available for motorized/non-motorized use. Cross-country travel would be allowed anywhere within this “Open” area designation pursuant to the standards set forth in 43 CFR 8341 and 8342. No trails would be developed or maintained within the Open area in order to support the concept of open cross-country travel. The rest of the GRRA, an area of approximately 6,094 acres, would continue to be designated as “Limited” with travel restricted to existing designated trails and maintained roads. Only one trail is currently designated, the Road Apple Rally single-track trail, and it would continue to be available for single-track motorized/non-motorized use. Signage and trail protection would continue to be developed to preserve the Road Apple Rally trail and prevent illegal OHV use of the trail. Additional trail development or modifications would be considered by BLM and reviewed through the NEPA process prior to any designation as resources become available.

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- Issue recreation permits in conjunction with educational material on the appropriate uses of public lands, how to reduce user conflicts, and protecting public lands.

The selection of this would not preclude signing or future road or trail maintenance as funding funds become available, nor would it preclude future site-specific proposals to develop facilities or change current routes designations and/or develop new routes (proposals subject to public review and the National Environmental Policy Act (NEPA) process).

Features/Actions Similar to All Action Alternatives

- Development of recreation staging areas and management would be based on the guidelines set forth within the Recreation Opportunity Spectrum (ROS) system. Three staging areas would be designed to require minimal maintenance.
 - Staging areas
 - Piñon Hills (north of the intersection of Piñon Hills Boulevard and County Road 1980) approximately 1.45 acres that would be formalized into a staging area for unloading and loading recreational vehicles. Development would include minor surface modification, installation of pipe-and-cable fencing to define the parking area and to prevent unauthorized trail development, and the installation of an information kiosk station to provide general area information.
 - Hood Mesa Trail (on the northwest side of road) at the city-developed parking area is approximately 0.2 acres and would not require additional surface work. The installation of pipe-and-cable fencing and an information kiosk station would occur when an agreement with the city could be reached.
 - North Glade Road (south of the intersection of NM 574 and County Road 1980) would contain approximately 0.5 acre of land that would be formalized into a staging area for unloading and loading recreational vehicles. Development will include minor surface modifications and the installation of pipe-and-cable fencing to define the area and prevent unauthorized trail development, and an information kiosk station to provide general area information.
 - Information kiosk stations would provide visitor information and regulatory information to recreation area users. Additional area information such as area

geology, plants and animals of interest, and notifications would be posted as approved by BLM.

Table A: Summary of Staging Area Facilities

Staging Area	No. Vehicles	Sanitation Facilities	Information Kiosk Maps & Regulations
Piñon Hills	20-35	No	Yes
Hood Mesa Trail	7-10	No	Yes
North Glade Road	10-15	No	Yes

- Threatened and endangered and special status species would be managed consistent with the policies applicable at the time of the action. Any portion of the GRRA may be fenced and closed at any time to protect Aztec gilia (*Aliciella Formosa*) plant populations (or other threatened and endangered species) and archaeological sites. Protection measures could also include trail re-routing or removal, this would be determined on a case-by-case basis.
- Educational programs would be developed with local schools and interested groups to promote visitor awareness of safety, appropriate recreational uses, consideration for other recreationists, and resource protection and values. Adopt-a-trail programs would be developed with local volunteers as funding becomes available.
- Non-mechanized recreation would continue to be available throughout the GRRA. Trails targeted for jogging, hiking, or other forms of non-mechanized recreation would be considered for development by BLM. All trails would be subject to full NEPA analysis.
- Trail development
 - Proposed trails would be considered for designation by BLM as resources become available. Undesignated trails currently found within the GRRA that have been identified by the public would undergo NEPA analysis. All trails would be inventoried and classified and repetitive trails would be eliminated and included in a trail rehabilitation plan. Proposed trails identified by the public for designation are listed in Appendices, pending NEPA analysis.
 - Maintenance that would occur as part of this recreation area management plan (RAMP) as resources become available would be intended to:

- Improve the quality of OHV experiences by reducing or eliminating roughed and eroded sections of trail found through monitoring or public information.
 - Reduce the potential for trail widening or braiding as a result of recreation trail users reacting to poor trail conditions, thus reducing impacts to soils and vegetation.
 - Reduce the potential for soil erosion on and within the vicinity of select trail segments.
 - Reduce the potential for new trail development as a result of limited or unacceptable trails.
- Information services
 - On-site signing, off-site education, and recreation maps for distribution and posting can improve visitor enjoyment and protection of the GRRRA and associated trail system. Specifically:
 - The BLM would post GRRRA entry signs at entrances not already sited for an information kiosk station.
 - The BLM would use signage to define the boundary between “Open” and “Limited” portions of the GRRRA.
 - The BLM would use signage to define the boundary of the entire GRRRA to maximize awareness of the recreation area’s limits.
 - The BLM would place signs on all designated trails.
 - GPS location signs would be established at major intersections and trails to facilitate emergency response and help users find their locations within the GRRRA.
 - Recreational maps would be updated as changes to the GRRRA or trails occur. Maps would be posted in information kiosk stations and be available for dispersal from the BLM.
 - Designated roads would be established after a road inventory is completed. Any undesignated roads not associated with oil & gas production – identified after the inventory – would be closed and rehabilitated as funding becomes available.
 - Law enforcement

Currently, the BLM FFO staffs one law enforcement ranger and will be adding an additional ranger in late summer 2010. Both rangers will be responsible for patrolling over 1.8 million surface acres of BLM administered lands throughout San Juan, Rio Arriba and McKinley counties. BLM rangers are charged primarily with enforcement of federal laws/rules/regulations that pertain to the use, management, and development of public lands and their resources. Rangers can issue citations for various violations

including (but not limited to) littering, resource damage, careless and reckless driving, and failure to possess OHV registration. Rangers are also deputized by the respective counties and can enforce state and county laws as they apply to motorized vehicles and OHVs. In addition, law enforcement agreements (LEA) exist between the BLM FFO office of law enforcement and security (OLES) and local city, county and state law enforcement agencies. This allows for additional law enforcement presence on federal lands.

- Land tenure adjustment & easements:
 - Land status within the GRRRA is presented in Appendices. Legal descriptions of parcels mentioned below can be found in Appendices. Any development that could occur due to a BLM realty action would undergo the NEPA process, including a public comment period. Management actions that would be taken are:
 - BLM would review any recreation and public purposes proposals from all prospective applicants as per the Recreation & Public Purposes Act of 1954 (44 Stat. 741).
 - Private and state land within the GRRRA would be reviewed for possible land acquisition. Land acquisitions would be pursued only on a voluntary basis on the part of the land owner. BLM could offer only a fair market value of the land to be acquired. Setting priorities for land acquisitions within the boundary would be based on how critical the parcel is to the recreational activities in the area and the likelihood of completing the exchange. Land acquisitions would occur only as resources become available. Lands that could be pursued for acquisition:
 - Private parcels on the main Glade wash, from southwest to northeast.
 - State sections in the order of: Secs. 16 and 32 T31N R12W, Sec. 2 T30N 13W, and Sec. 36 T31N R13W.
 - Private parcels north of Farmington Lake: Secs. 4 and 9 T30N R12 W.

Appendix

Proposed Routes and Trails

1. Class 1 trails
 - a. Develop an OHV trail through T30N R13W sections 2, 3, 4, 9, 10, 11, 12, 13, 14, 15, ½ 21, 22, 23, 24; T31N R13W sections 23, 24, 25, 26, 34, 35; T31N R12W sections 14, 20, 21, 22, 23, 26, 27, 33, 34; T30N R12W sections 4, 5, 7, 8.
 - b. Conveyance Routes to be determined
2. Class 2 trails:
 - a. Reptile
 - b. Leather Hat
 - c. Coyote Cat Canyon
 - d. Casanova's Mount
 - e. Cottonwood
 - f. Jo Brown Canyon
 - g. Last Boy Scout Trail
 - h. Collard's Climb
3. Class 3 trails
 - a. Develop trail connection between Anasazi trails in T30N R13W sections 24 and 25 to Rigor Mortis trail in T30N R12W section 7. Trail would be developed on BLM lands through T30N R13W sections 25, 24, 13, 12 and T30N R12W section 7. Trail to be named Clark's Bypass and will follow existing disturbance.
 - b. Develop additional new trails to create a one-way loop system in the Northeast corner T31N R12W sections 9, 10, 15, ½ 17, 20, 21, 22, 27, 28, 29 and T30N R12W sections 4, 5, 6, 7, 8, ½ 17.
4. Equestrian
 - a. Develop the Sherriff's Posse trail from Farmington Lake into T30N R12W sections 9, 17, and 20.
 - b. Develop a Choke Cherry Canyon trail as proposed by equestrian
5. Designated washes to be determine by BLM

Trail classifications:

- A trail is defined as 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.

- Class 1: Trail specifications for Class 1 trail types are designed to accommodate 3-4 wheel machines that are 50 inches wide or less. Tread width varies from about 48-to-60 inches, with clearing widths up to 72 inches wide.
- Class 2: Trail specifications for Class 2 trail types are designed to accommodate vehicles that are greater than 50 inches wide. Generally these are 4-wheel drive sport utility vehicles (SUVs), side-by-side utility vehicles, and pickup trucks requiring a wider tread and clearing width than Class 1 vehicles.
- Class 3: Trail specifications for Class 3 trails are designed to accommodate vehicles on two wheels (motorcycles or mountain bicycles). The tread width varies from 12-to-30 inches with a clearing width of up to 60 inches wide.