

**United States Department of the Interior
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**Glade Run Recreation Area
Recreation and Transportation Management Plan**

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It is the mission of the Bureau of Land Management to sustain the health, diversity, and productivity of the public lands for the use and enjoyment of present and future generations.

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1. INTRODUCTION

One of the Bureau of Land Management's (BLM's) greatest management challenges is providing reasonable and varied transportation routes for access to public lands, making areas available for a wide variety of both motorized and non-motorized recreational activities, and developing recreation infrastructure to support visitors' experiences when utilizing public lands. The various landscapes, user interests, equipment options, weather conditions, transportation infrastructure, recreation facilities, and resource constraints all must be considered through recreation and travel management planning.

Management of recreation resources has, historically, been random and reactionary, pursuing recreation activities when and where it occurred, with little planning and forethought to long-term goals and objectives. The current management trend is to try to fully address recreation and visitor services through benefits-based management. This style of management focuses on outcomes to attempt to encompass all elements of the recreation program, including recreation setting, activities, programs, and visitors' services, thus providing an overall framework to guide the recreation and visitor services program.

Comprehensive travel management is the proactive management of public access, natural resources, and regulatory needs to ensure that all aspects of road and trail system planning and management are considered. This includes route planning, inventory and evaluation, innovative partnerships, user education, mapping, monitoring, and signing. Comprehensive travel management planning should address all resource use aspects, such as recreational, traditional, casual, agricultural, commercial, and educational, and accompanying modes and conditions of travel on public lands, not just motorized or off-highway vehicle (OHV) activities (BLM 2005). Though historically focused on motor vehicle use, comprehensive travel management encompasses all forms of transportation including travel by mechanized vehicles such as bicycles, as well as the numerous forms of motorized vehicles from two-wheeled (motorcycles) and four-wheeled vehicles [all-terrain vehicles (ATVs)] to cars and trucks.

The term off-road vehicle (ORV) is an outdated term that has the same meaning as OHV, which is currently in use. ORV is defined in 43 CFR 8340.0-5(a) as "any motorized vehicle capable of or designated for, travel on or immediately over land, water, or other natural terrain." This definition has been revised using the term OHV in the *National Management Strategy for Motorized Off-Highway Vehicle Use on Public Lands*, finalized by the BLM in January 2001 (BLM 2001). A *National Mountain Bicycling Strategic Action Plan* (BLM 2002) guides mechanized transport (e.g., mountain bikes, wagons) planning and use. The intent of these National Strategies was to update and revitalize management of OHV and mountain bicycle use on BLM-managed lands. These National Strategies provide guidance and recommendations to accomplish those purposes.

The Glade Run Recreation Area (GRRRA) Special Recreation Management Area (SRMA) is located in northern San Juan County (SJC), New Mexico (NM) just north of the City of Farmington. The area comprises approximately 21,500 acres, of which 17,900 acres are managed by the BLM. The entire area is located within the La Plata Travel Management Unit as identified in the 2003 Farmington RMP. In addition to the BLM acreage, the planning area includes private land in-holdings and sections of state land. Its primary access points are Piñon Hills Boulevard (from the south), Hood Mesa Trail (from the southeast), New Mexico Highway 574 (from the north), and County Road 3536 (from the east).

Located on the northern edge of the rapidly urbanizing City of Farmington in the BLM Farmington Field Office (FFO), The GRRRA's proximity to Farmington and other communities makes it a convenient place for local residents to pursue a recreation experience after work, on weekends, or when higher elevation recreation areas are still covered in snow. The area receives approximately 30,000 to 35,000 user days each year and holds three to five major recreation events throughout the year. As the population grows, so does the demand for recreational opportunities. Visitors practice a variety of recreation activities including mountain biking, motorcycling, OHV use (e.g., ATVs, utility-terrain vehicles [UTVs], and side-by-side riding), 4-wheeling (4WD), rope-based rock climbing, camping, running, hiking, and horseback riding. In addition to recreation interests, the area has other resource values and activities that must be considered when contemplating management actions. These include livestock grazing, cultural resources, wildlife habitat, sensitive species habitat, right-of-way corridors, and mineral leases.

Many local residents use the roads and trails in this area regularly for a variety of recreation pursuits. Concerns arising from this recreation use including impacts to soil and vegetation from user-created trails, impacts to cultural sites, impacts to wildlife from concentrated recreational use and habitat fragmentation. Additionally, as urban development encroaches upon public lands, city based recreation pressures can negatively impact natural and cultural resources, as well as other authorized uses, such as grazing and oil and gas activities.

In addition to the GRRRA being utilized for recreation, it is completely leased for oil and gas development. This has resulted in the development of over 641, predominately gas, well pads. Development of well pads also includes the construction of pipeline right-of-ways and access roads. These types of development add to the transportation network in the GRRRA and increase the overall access of the area to members of the public.

The purpose of the GRRRA R&TMP is to provide comprehensive guidance and direction towards providing sustainable recreation activities, and to maintain or improve the condition of unique cultural and natural resources while creating an environment to promote the health and safety of visitors. To this end, the plan:

- Identifies an appropriate system of roads and trails in the GRRRA, as per guidance in the 2003 Farmington RMP, which strives to meet the needs of the local communities.
- Provides high quality recreation opportunities and experiences in the GRRRA at developed and undeveloped recreation sites by maintaining existing amenities and by providing new recreation facilities as appropriate for recreation use and resource protection.
- Implements a travel management program that discourages the creation of new routes and reduces the number of duplicate and redundant routes while allowing for adaptive management of designated routes.
- Establishes route selection criteria for determining current route designations and future changes to the roads and trails system.

1.1. Recreation Management Plans

1.1.1. Recreation Management Areas

The GRRRA will be managed as an SRMA. SRMAs are areas that have a significant identifiable customer demand for structured recreation. The rationale for identifying an SRMA is that the area has to have an identifiable recreation-tourism market demand requiring structured (i.e., planned) recreation management that targets a particular activity to produce specific recreation experiences and desired outcomes. The use of the term significant implies that a specific type of outcome is being sought, including desired experiences and benefits and excluding undesired negative outcomes that are associated with specific recreation. The use of the term structured implies that the BLM and partners intend to produce this predetermined specific set of recreation opportunity outcomes.

SRMAs are identified when the BLM and partners are able to:

- Identify recreation-tourism markets (market niche),
- Identify activities, experiences, and outcome opportunities,
- Maintain or improve the natural resource recreation setting character (i.e., physical, social, and operational),
- Perform necessary implementation actions.

SRMAs are further subdivided into more specific units known as Recreation Management Zones (RMZs). RMZs are similar to SRMAs in that they address a very specific recreation audience and are managed for structured recreation. However, they are not identified as individual SRMAs because they have the same recreation-tourism market as the SRMA they are located in. There are four defining characteristics that are required for identifying an RMZ within an SRMA:

- RMZs serve a different recreation niche within the primary recreation market;
- RMZs produce a different set of recreation opportunities and facilitate the attainment of different experience and benefit outcomes (to individuals, households and communities, economies, and the environment);
- RMZs have distinctive recreation setting character; and
- RMZs require a different set of recreation provider actions to meet the strategically targeted primary recreation market demand.

Three RMZs are identified for the GRRRA based on public input and a desire to meet the wide variety of recreation uses.

1.1.2. The Natural Resource Recreation Setting Matrix

The Natural Resource Recreation Setting Matrix (NRRSM) is the primary tool used to describe and manage the recreation setting of an area, in order to aid management in achieving the desired benefits and outcomes. The NRRSM is a reinvention of the Recreation Opportunity Spectrum (ROS) historically used to provide managers with guidance to ensure that recreation is provided for a wide range of users.

The BLM approach to NRRSM applies criteria to a land area's physical, social, and operational parameters to describe the conditions that define a land area's capability and suitability for providing a particular range of recreation opportunities. For example, some recreationists seek an undeveloped setting, emphasizing solitude and self-reliance, while others seek an experience with more comfort, security, and social opportunities.

The physical, social, and operational elements themselves are further divided to allow a fuller description of the setting, including the ability to map these characteristics, thereby removing some of the subjective and qualitative nature of the categorization (Table 1).

Table 1. NRRSM Elements and Subdivisions

Element	Subdivisions
Physical	Remoteness
	Naturalness
	Visitor Facilities
Social	Contacts with Others
	Group Size
	Evidence of Use
Operational	Access
	Visitor Services
	Management Controls

Like ROS, the NRRSM describes a range of settings, from primitive to urban, along a spectrum for the physical, social, and operational elements of an environment. Although the full spectrum of settings exists, for convenience, each area is assigned to one of six classifications:

- **Primitive** - An essentially unmodified natural environment of fairly large size, with minimal evidence of others and very low interaction among users. Extremely high probability of isolation, independence, tranquility, and closeness to nature. Areas are essentially free from evidence of human-induced restrictions and controls, and motorized and mechanized uses are not permitted.
- **Backcountry** - A predominantly natural or natural-appearing environment of moderate to large size. Opportunities to experience isolation, independence, and tranquility exist to some degree. Interaction between users is low, with some evidence of other users. On-site controls and restrictions are minimal and subtle. Motorized use is not permitted.
- **Middle Country** - A natural-appearing environment of moderate to large size. Low concentration of users with evidence of other users. Few opportunities to experience isolation and independence. On-site controls and restrictions are minimal and subtle. Motorized use is permitted.
- **Front Country** - Predominantly natural-appearing environments with moderate evidence of the sights and sounds of man. Interaction among users is moderate with evidence of other users prevalent. Visible resource modification and use that generally harmonize with the natural environment. Conventional motorized use is provided for in facilities construction and design.
- **Rural** - A substantially modified natural environment. Resource modification and use are visible and needed to protect resources from intensive use. Sights and sounds of humans are readily evident, and user interaction is moderate to high. Facilities are provided for special activities and are designed for large numbers of people and intensified motorized use, including parking.
- **Urban** - A substantially urbanized environment with natural-appearing elements, visible renewable resource modification and use. Large numbers of users, with sights and sounds of humans predominate. Facilities available for highly intensified motor use and parking.

The NRRSM has two functions. First it allows classification of the existing recreation conditions of an area, its intrinsic and current recreational value; second it allows for a desired future condition to be prescribed. This essentially translates into the recreational objective for an area.

Within SRMAs, the NRRSM is used as the primary tool or describing and allocating the current and desired recreation setting in order to achieve the beneficial outcomes sought. The NRRSM is used to describe and prescribe at the RMZ level.

A NRRSM has been developed for the GRRAs specific to each of the settings presented in the planning area. Those matrices are displayed in Table 8 (RMZ 1), Table 10 (RMZ 2), and Table 13 (RMZ 3).

Table 2 through Table 4 represent the description (table cells outlined in **bold**) of the existing setting. The desired setting (table cells completely shaded) as described in Chapter 2 for all RMZs considered across all action alternatives.

The NRRSM for the GRRAs shows that this area falls into a middle/rural classification for the physical setting which indicated that there are frequently used roads in the area (oil & gas access roads), the area is close to highways and municipal roads and the visual characteristic of the landscape is considerably altered by industrial facilities throughout the area and residential development along the perimeter. Current recreation facilities are of a primitive nature, not well defined and lacking visitor information. The desired future condition is to maintain the rural setting for both remoteness (distance from frequently used roads) and naturalness but to increase the level of facility development to a front country classification. This means that additional facilities will be assessed for development in areas that are frequented by visitors.

Table 2. Physical Settings: Qualities of the Landscape

Classification	Remoteness	Naturalness	Visitor Facilities
Primitive	More than ½ mile from either mechanized or motorized routes.	Undisturbed natural landscape.	No structures. Foot/horse and water trails only.
Back Country	More than ½ mile from any motorized route/use area, but within ½ mile of mechanized routes.	Natural landscape with any modifications in harmony with surroundings and not visually obvious or evident (e.g. stock ponds, trails).	Developed trails made mostly of native materials such as log bridges and carved wooden signs. Structures are rare and isolated.
Middle Country	On or near motorized routes, but at least ½ mile from all improved roads, though they may be in sight.	Natural appearing landscape, except for obvious motorized routes.	Maintained and marked trails, simple trailhead developments and information kiosks.
Front Country	On or near improved roads, but at least ½ mile from highways.	Landscape partially modified by roads/trails, utilities lines, etc., but none overpower natural landscape features	Rustic facilities such as campsites, restrooms, trailheads, and interpretive displays.
Rural	Within ½ mile of paved/primary roads and highways.	Character of the natural landscape considerably modified (agriculture, residential or industrial).	Modern facilities such as campgrounds, group shelters, boat launches, and occasional exhibits.
Urban	Within ½ mile of streets and roads within municipalities and along highways.	Urbanized developments dominate landscape.	Elaborate full-service facilities such as laundry, restaurants, and groceries.

The NRRSM for the GRRAs shows this area falls into a back/middle country classification for the social setting. This indicated that while the area supports frequent visitation, only occasional encounters with other visitors occur. Overall, group sizes encountered are relatively small but the sound of people can be regularly heard. Current evidence of recreational use shows that there are areas of vegetation removal and soil compaction (play areas and along routes), but in general these areas are small. The desired future condition is to maintain the

smaller group sizes but allow for the increase frequency of encounters at developed areas, along routes and to decrease the evidence of recreation use throughout the area.

Table 3. Social Settings: Qualities Associated with Use

Classification	Contacts with Groups	Group Size (average other than your own)	Evidence of use
Primitive	Fewer than 3 encounters/day at camp sites and fewer than 6 encounters/day on travel routes.	Fewer than or equal to 3 people per group.	No alteration of the natural terrain. Footprints only observed. Sounds of people rare.
Back Country	3-6 encounters/day off travel routes (e.g., staging areas) and 7-15 encounters/day on travel routes.	4-6 people per group.	Areas of alteration uncommon. Little surface vegetation wear observed. Sounds of people infrequent.
Middle Country	7-14 encounters/day off travel routes (e.g., staging areas) and 15-29 encounters/day on travel routes.	7-12 people per group.	Small areas of alteration. Surface vegetation showing wear with some bare soils. Sounds of people occasionally heard.
Front Country	15-29 encounters/day off travel routes (e.g., campgrounds) and 30 or more encounters/day on travel routes.	13-25 people per group.	Small areas of alteration prevalent. Surface vegetation gone with compacted soils observed. Sounds of people regularly heard.
Rural	People seem to be generally everywhere.	26-50 people per group.	A few large areas of alteration. Surface vegetation absent with hardened soils. Sounds of people frequently heard.
Urban	Busy place with other people constantly in view.	Greater than 50 people per group.	Large areas of alteration prevalent. Some erosion. Constantly hear people.

The NRRSM for the GRRRA shows this area falls into the back/middle/front country classifications for the operational setting. This indicated that the area supports a wide variety of recreation activities and opportunities, has a greater level of rules and regulations, routes and areas may have restrictions or limitations associated with them but that there is little informational material available to the public (e.g., on-ground personnel, maps, and information kiosks). The desired future condition is to maintain the current variety of recreational activities and level of restrictions but increasing the amount and type of information about the GRRRA available to the public to a front country level.

Table 4. Operational Settings: Conditions Created by Management Controls over Recreation Use

Classification	Access (types of travel allowed)	Visitor Services	Management Controls
Primitive	Non-motorized and non-mechanized travel only (e.g., equestrian and pedestrian).	No maps or brochures available on-site. Staff rarely present to provide on-site assistance.	No on-site posting/signing of visitor regulations, interpretive information or ethics. Few use restrictions.
Back Country	Mountain bikes and perhaps other mechanized use, some trail based motorized use.	Basic maps, staff infrequently present (e.g. seasonally, high use periods) to provide on-site assistance.	Basic user regulations at key access points. Minimum use restrictions.
Middle Country	Four-wheel drives, all-terrain vehicles, dirt bikes, or snowmobiles in addition to non-motorized, mechanized use.	Area brochures and maps, staff occasionally (e.g. most weekends) present to provide on-site assistance.	Some regulatory and ethics signing. Moderate use restrictions. (e.g. camping, human waste).
Front Country	Two-wheel drive vehicles predominant, but also four wheel drives and non-motorized, mechanized use.	Information materials describe recreation areas & activities, staff periodically present (e.g. weekdays & weekends).	Rules, regulations and ethics clearly posted. Use restrictions, limitations and/or closures.
Rural	Ordinary highway auto and truck traffic is characteristic.	Information described to the left, plus experience and benefit descriptions, staff regularly present (e.g. almost daily).	Regulations strict and ethics prominent. Use may be limited by permit, reservation, etc.
Urban	Wide variety of street vehicles and highway traffic is ever-present.	Information described to the left, plus regularly scheduled on-site outdoor demonstrations and clinics.	Enforcement in addition to rules to reduce conflicts, hazards, and resource damage.

1.2. Travel Management Plans

Comprehensive travel management planning should address all resource use aspects, such as recreational, traditional, casual, industrial, commercial, and educational, and accompanying modes and conditions of travel on public lands, not just motorized or off-highway vehicle (OHV) activities. Traditionally, the BLM's travel management program focused primarily on motor vehicle use. Within the framework of travel planning, this program has expanded to encompass all forms of travel, including travel by foot, horseback and other livestock, and mechanized vehicles (such as bicycles).

There is considerable overlap of travel management and other BLM uses on public lands. For example, many users of public lands are there for recreation. For visitors, a route system may serve as either a route to a destination or as the recreation location itself. For destination recreation, vehicle routes are the means to get to a starting point to engage in the activity, such as a parking area, trailhead, or undeveloped camping locations. The route itself also can serve as the focus of the activity, (e.g., pleasure driving, four-wheel vehicle driving, motorcycling, all-terrain vehicle [ATV; see definition below] riding, biking, horseback riding, hiking, snowmobiling, and cross-country skiing). To reduce the duplication of narrative between recreation based travel management and the other forms of travel management, this R&TMP focuses on addressing public travel and access concerns; discussion of how other resource programs will be incorporated as needed to further explain a decision or use allocation.

For the purpose of land use planning, travel planning can be considered as two basic components, the designation of OHV area allocations and the designation of individual routes. OHV area designations represent the land use planning level decisions and can only be modified through a land use plan amendment or revision. The route designations are considered implementation level actions and occur in unison with many site-specific

actions and projects. Route designations are presented in this R&TMP to establish a baseline upon which subsequent site specific activities can work from. The travel network resulting from the route designations should be viewed as dynamic with changes and modifications occurring with new authorizations throughout the life of the plan.

1.2.1. OHV Area Designations

The CFRs requires BLM to designate all public lands as open, limited or closed for OHV use. These designations are made in land use plans or in plan amendments. Additionally, the primary criteria for route designations are established in the land use planning process (43 CFR Part 8340) as well as through the Travel and Transportation Management Handbook (H-8342). Supplementary route designation criteria is further developed through and interdisciplinary process.

The 2003 Farmington RMP designated BLM-managed land as open, limited (limited to existing roads and trails or limited to designated roads and trails), or closed to OHV use. Definitions of these designations are as follows:

- **Open** – The BLM designates areas as "open" for intensive OHV use where there are no compelling resource protection needs, use conflicts, or public safety issues to warrant limiting cross-country travel. However, motor vehicles may not be operated in a manner causing or likely to cause significant, undue damage to or disturbance of the soil, wildlife, wildlife habitat improvements, cultural or vegetative resources or other authorized uses of the public lands (See 43 CFR 8341).
- **Limited** – The "limited" designation is used in areas where OHV use must be restricted to meet specific resource management objectives. In the current guidance context, this means limited to designated roads and trails, i.e., a route network designated by the BLM in its RMP or other planning document. These routes may also be limited to: (1) a time or season of use depending on the resources in the area (i.e., T&E species' habitat or nesting areas, crucial winter ranges, etc.); and/or (2) type or width of vehicle use (ATV, motorcycle, four-wheel vehicle, etc.).
- **Closed** – The BLM designates areas as "closed" if closure to vehicular use is necessary to protect resources, ensure visitor safety, or reduce resource or use conflicts. Access by means other than motor vehicle access is generally allowed unless otherwise prohibited. The authorized officer may allow OHV use on a case-by-case basis or for emergencies.

OHV area designations identified for each RMZ will replace any OHV area designations identified in the 2003 Farmington RMP. This includes the replacement of any terminology or definitions identified in the 2003 Farmington RMP with the most recent BLM policy (currently BLM Manual 1626 – Travel and Transportation).

BLM's designation of OHV use areas is guided by 43 CFR 8342.1, which states that designations shall be based on the protection of resources, the promotion of the safety of all users of public lands, and the minimization of conflicts among various uses of public lands. Designation criteria are defined in 43 CFR 8342.1:

- areas and trails shall be located in a manner to minimize impacts to physical resources (soils, watershed, vegetation, air, and other resources) and to prevent impairment of wilderness suitability;
- areas and trails shall be located to minimize harassment of wildlife or significant disruption of wildlife habitats. Special attention will be given to protect endangered or threatened species and their habitats;
- areas and trails shall be located to minimize conflicts between off-road vehicle use and other existing or proposed recreation uses, and to ensure the compatibility of such uses with existing conditions in populated area, taking into account noise and other factors; and
- areas and trails shall not be located in officially designated wilderness areas or primitive areas, and shall be located in natural areas only if the authorized officer determines that off-road vehicle use in such locations will not adversely affect their natural, esthetic, scenic, or other values for which such areas are established.

The current national guidance for the OHV limited category designation has changed. Designating open, limited, and closed areas for OHV use continues to be mandated, but under the limited category only the "limited to designated roads and trails" sub-category is recommended. The designation of the sub-category "existing roads and trails" is no longer a recommended option. Eliminating the "existing roads and trails" sub-category prevents confusion and enforcement problems concerning new unauthorized routes being created and then used by the public because they are then "existing". By policy, (MS-1626), BLM discourages of the use of the "limited to existing" category.

Through the 2003 Farmington RMP, BLM-managed lands were designated as open; limited to maintained roads and designated routes and trails; or closed to OHV use (BLM 2003, pg. 2-15). However, very few of the designated routes have been specified for a particular use (i.e., motorized, mechanized, or non-motorized) essentially limiting travel to existing routes.

1.2.2. Route Designation

In 2006, the BLM issued IM No. 2006-173, which established policy for the use of terms and definitions associated with the management of transportation-related linear features. It also set a data standard and a method for storing electronic transportation asset data. According to the memorandum, all transportation assets are defined as roads, primitive roads, and trails.

Mode of travel refers to the mechanisms used to move across the land. It is broadly defined in three categories, those that use motors, those using some mechanical method and those reliant only the movements of the human (or animal) bodies. Examples include:

- **Non-mechanized Travel** – Cross-country skiing, snowshoeing, horseback riding, pack animal driving, hiking, boating, hang-gliding, paragliding, and ballooning.
- **Mechanized Travel** – Mountain bikes and specialized equipment such as mountain skateboards.
- **Motorized Travel** – Standard passenger vehicles on maintained roads and OHVs on primitive roads and trails. OHVs include off-road motorcycles, ATVs, jeeps, specialized 4x4 trucks, and snowmobiles.

A four-wheel drive vehicle (also called 4x4 or 4WD) is a passenger vehicle or light truck having power available to all wheels. A UTV (or side by side) is a motorized vehicle designed for off-highway use and capable of maneuvering over uneven terrain, designed with side by side seats, seatbelts, steering wheel, four or more low pressure tires, and a Rollover Protection System. An ATV is a wheeled vehicle other than a snowmobile, which is defined as having a wheelbase and chassis of sixty-five (65) inches in width or less, steered with handlebars, generally having a dry weight of 800 pounds or less, three or more low-pressure tires, and a seat designed to be straddled by the operator. A motorcycle is defined as a motorized vehicle with two tires and with a seat designed to be straddled by the operator. Many of these routes are designed more for the off-highway type of motorcycles.

The BLM transportation system is divided into three main categories; roads, primitive roads, and trails:

- **Roads** – Linear routes which are 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.
- **Primitive Roads** – Linear routes managed for use by 4WD or high-clearance vehicles. These routes do not normally meet any BLM road design standards. Primitive Roads account for the majority of the transportation system in the FFO.
- **Trails** – 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 4WD or high-clearance vehicles.

To further refine a routes importance and access function, the BLM has defined functional classes that are assigned to each route. The functional classifications are determined according to guidance in *BLM Manual 9113 Roads* and the *BLM Gold Book Standards*. Functional class is defined by collector roads, local roads, and resource roads:

- **Collector Roads** – These roads are the highest standard of BLM road. They provide primary access to large blocks of land and connect with or are extensions of a public road system. Collector roads accommodate mixed traffic and serve many uses. They generally receive the highest volume of traffic within the BLM road system. User cost, safety, comfort, and travel time are primary road management considerations. Collector roads usually require application of the highest standards used by BLM. As a result, they have the potential for creating substantial environmental impacts and often require complex mitigation procedures.
- **Local Roads** – These roads normally serve a smaller area than collector roads and connect to collector roads or public road systems. Local roads receive lower volumes, carry fewer traffic types, and generally serve fewer users. User cost, comfort, and travel time are secondary to construction and maintenance cost considerations.
- **Resource Roads** – These roads are usually spur roads that provide point access and connect to local or collector roads. They carry very low volume and accommodate only one or two types of uses. Use restrictions are applied to prevent conflicts between users needing the road and users attracted to the road. The location

and design of these roads are governed by environmental compatibility and minimizing BLM costs, with minimal consideration for user cost, comfort, or travel time.

A route inventory was conducted by BLM in the GRRRA beginning in 2005 and ending in 2006. In 2010, an effort was made to determine the accuracy of the inventory by digitizing linear disturbances visible from 2009 aerial photography. Field checks on the digitized routes were done during the summer of 2011 and were aimed at verifying route alignment, type of visible use and the native material of the trail tread. The existing transportation system in the GRRRA planning area is comprised of several county roads, four municipal roads, and about 200 miles of existing roads and trails. These routes comprising approximately 1,000 route features.

All routes were reviewed and up-dated to meet the national roads or trails data standards. As part of this process, a unique identifying number was assigned to each route based on the route type (Table 5). Unique identifying numbers beginning with T are associated with the road database and can be found in that standard. Unique identifying numbers begin with TRL or PTRL refer to a trail or a trailhead and can be found in the national trail standard.

Table 5. Description of Route Unique Identifying Numbers

Beginning Code of Unique Identifying Number	Type of Feature	Associated Database	National Data Standard
T	Road, primitive road, or trail	Transportation	Roads NDS
TRL	Trail	Trails	Trails NDS
PTRL	Trailhead	Trails	Trails NDS

A route evaluation form (Appendix A) was developed following current inventory and travel and transportation management guidance (Technical Reference 9113-1 and Handbook 8342-1, respectively) and relevant CFRs.

The routes evaluation process was conducted with the BLM Interdisciplinary (ID) Team which is composed of BLM specialists from all resources. OHV and non-motorized user organizations and other interested user groups and individuals submitted comments during meetings and associated comment periods, providing additional information of the use and need for particular routes. The evaluation identifies goals and objectives for each route and addresses multiple use and resource protection concerns relating to recreation access and travel management. Route evaluations were conducted using the route evaluation form (Appendix A) with input and review by the ID Team. Route designations were made using both designation criteria (CFR) and FFO-specific criteria based on existing information and knowledge of other resources. Incomplete information with regard to route authorizations (e.g., rights-of-way or routes authorized through an Application for Permit to Drill [APD]/Sundry notice) may result in errors in designations. Route systems were developed for each alternative, based on this evaluation process and taking into account public comments, and are presented in this plan under each alternative.

Route designations are implementation level decisions that may be altered by activity-level planning and site-specific environmental analysis. The R&TMP provides the parameters in which these alterations to the travel network may occur and the criteria to be used when making them. Route designations will change and evolve through activity-level planning over the life of the R&TMP.

Route nomenclature is consistent with current BLM guidance (BLM Road and Trails Terminology Report), utilizing the terms “road,” formerly called a two-wheel drive road; “primitive road,” formerly called 4WD road and 4WD technical road; and “trail,” formerly called ATV route or restricted access. This language replaces the nomenclature used in the 2003 Farmington RMP.

1.2.3. Route Maintenance

Maintenance intensity classes help direct maintenance work needs based on route importance, route conditions, access objectives, or resource conditions on adjacent lands. Maintenance intensity is broken down into six classes:

- **Level 0** – Existing routes that will no longer be maintained and no longer be declared a route. Routes identified as Level 0 are identified for removal from the transportation system entirely.
- **Level 1** – Routes require minimum (low intensity) maintenance to protect adjacent lands and resource values. These roads may be impassable for extended periods of time
- **Level 2** – Routes with minimum maintenance. Typically a seasonal road that provides limited passage of traffic for most of the year.
- **Level 3** – Routes require more moderate maintenance or are maintained as needed due to low volume use (such as seasonal or year-round for commercial, recreation, or administrative access). Maintenance intensities may not provide year-round access but are intended to provide resources appropriate to maintain a usable route for most of the year.
- **Level 4** – Routes require scheduled maintenance, though not necessarily every year. It is a standard road that manages a medium volume of traffic, also considered a local road.
- **Level 5** – Routes require high (maximum) maintenance due to year-round needs, high-volume traffic, or significant use. Level 5 designations may also include routes identified through management objectives are requiring high intensities of maintenance or to be maintained open on a year-round basis.

1.3. How to Read this Document

Each goal, objective, allocation, and management action in the plan is assigned a reference code to facilitate easy reference. Codes are broken into four components for easy identification of the SRMA, geographic area, decision type, and order of appearance in the document.

The first component of the reference code is to reference the Glade Run Recreation Area (i.e., GRRRA) as the SRMA addressed. The second component of the code identifies which areas of the GRRRA specific decisions apply. Decision may apply to the entire GRRRA (i.e., E) or specific Recreation Management Zones (RMZs) The codes and their corresponding areas are identified in Table 6.

Table 6. Geographic Area Codes

Code	Section
E	Entire Glade Run Recreation Area (GRRRA)
RMZ1	Recreation Management Zone (RMZ) 1
RMZ2	Recreation Management Zone (RMZ) 2
RMZ3	Recreation Management Zone (RMZ) 3

The third component of the code identifies the decision type. The codes and their corresponding decision type are identified in Table 7.

Table 7. Decision Type Codes

Code	Decision Type
G	Goal
O	Objective
A	Allocation
MA	Management Action

The fourth component of the code identifies the order in which the item appears within the SRMA, geographic area, and decision type. Sequential numbering is used for this code.

2. GLADE RUN RECREATION AREA RECREATION AND TRANSPORTATION MANAGEMENT PLAN

2.1. Glade Run Recreation Area

2.1.1. Goals

GRRR-E-G- 1. Provide for quality recreation opportunities to a variety of users.

GRRR-E-G- 2. Adaptively manage recreational opportunities offered within the Glade Run Recreation Area for enhanced use, enjoyment, and safety of present and future generations.

GRRR-E-G- 3. Manage recreation use in a manner that mitigates impacts on the ecological integrity of the planning area.

GRRR-E-G- 4. Provide opportunities for a range of motorized and non-motorized access and recreation experiences on public lands while protecting sensitive resources.

GRRR-E-G- 5. Provide for a balance between recreation activities and resource protection.

2.1.2. Objectives

GRRR-E-O- 1. Create sustainable, satisfying and environmentally responsible recreation opportunities for users to realize mental and physical benefits.

GRRR-E-O- 2. Maintain and continue to provide for the current recreation mix of designated recreation for, motorized users, non-motorized users, campers, and day-users within the recreation area that meets current and future demand.

GRRR-E-O- 3. Increase recreation opportunities for a wide range of the visiting public.

GRRR-E-O- 4. Provide and monitor dispersed day-use activities and take management actions to prevent resource damage to the recreation setting.

2.1.3. Allocations

GRRR-E-A- 1. The GRRR will be designated as an SRMA.

GRRR-E-A- 2. Manage 26,500 acres as the GRRR SRMA with three RMZs (Figure 1).

GRRR-E-A- 3. Manage new oil and gas leases under controlled surface use (CSU) constraint.

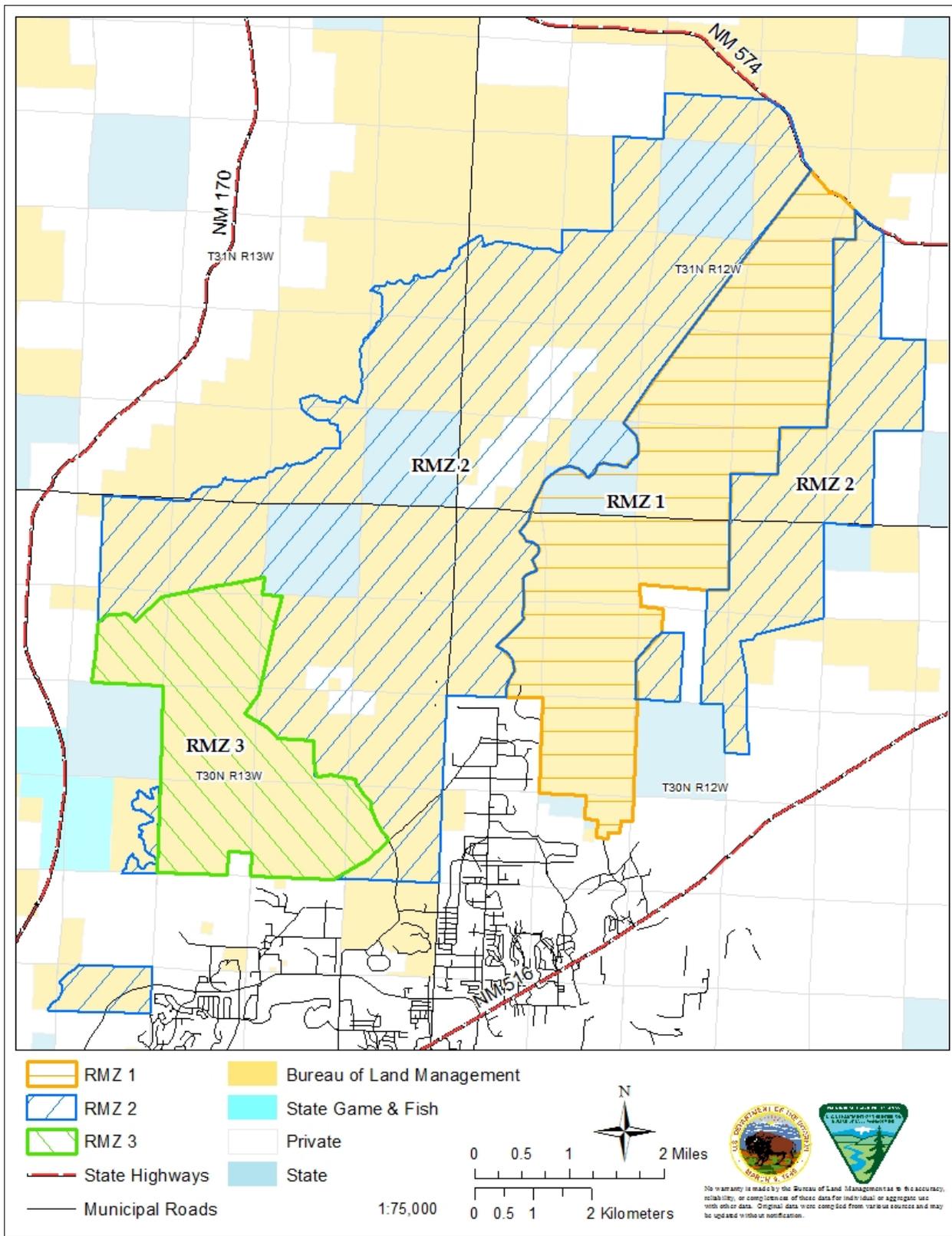
GRRR-E-A- 4. Manage the GRRR as a right-of-way (ROW) avoidance area. ROWs would be allowed only if the:

- ROWs is located away from the trail system; or ROWs is located within or adjacent to other ROWs;
- ROWs provides for the safety of area users.

The following ROWs would not be allowed:

- Surface pipelines;
- Trenches left open overnight without mitigation such as fencing and warning signs posted at trail and/or road crossings.

Figure 1. GRRRA Boundary and RMZ Allocations



GRRR-E-A- 5. Make available for disposal, approximately 980 acres located in T30N R12W portions of section 7 and T30N R13W portions of sections 12, 13, and 24 for the benefit of future Recreation and Public Purposes Act (R&PP) leases (Figure 2). Disposal would only occur if the following conditions are met:

- Identified lands, or a portion of, are requested for a R&PP lease;
- R&PP lease must enhance recreation opportunities within the GRRR;
- Plan of development (POD) for the first R&PP lease must be fulfilled completely prior to an additional R&PP leases being granted;
- Lease area must be maintained in good management order for at least five (5) years prior to any additional legal action (patent, direct sale, etc.)
- Only those portions requested under an R&PP lease would be made available for disposal.

GRRR-E-A- 6. List for disposal, approximately 500 acres in T30N R12W section 25, currently encumbered with an R&PP lease to the COF (Figure 2). BLM withholds, in perpetuity, ownership and management of the Road Apply Rally (RAR) trail located in this area. The RAR trail ROW will be the entire length of the trail corridor and a minimum width of 15 feet on either side of the trail centerline.

GRRR-E-A- 7. The GRRR will be available for livestock grazing.

2.1.4. Management Actions

Recreation

GRRR-E-MA 1. No oil and gas or ROW construction, drilling, completion, plugging, seismic exploration, and work-over activity allowed when they would interfere with authorized recreation events.

GRRR-E-MA 2. Pets must be under control at all times.

GRRR-E-MA 3. Develop and maintain recreation and transportation maps for public use and display.

GRRR-E-MA 4. Manage planning area by recreation niche using the RMZ designations discussed in the management of the RMZs. RMZs may be adaptive in nature, incorporating new policies, rules or regulations.

GRRR-E-MA 5. The discharge of firearms is prohibited with the exception of licensed hunters of game birds (with shotgun only) on identified lands (62 FR 49524-49525).

GRRR-E-MA 6. Design all facilities (e.g., parking/staging, camping areas, restrooms) using the minimum tool necessary to meet the goals of the development while minimizing resource impacts.

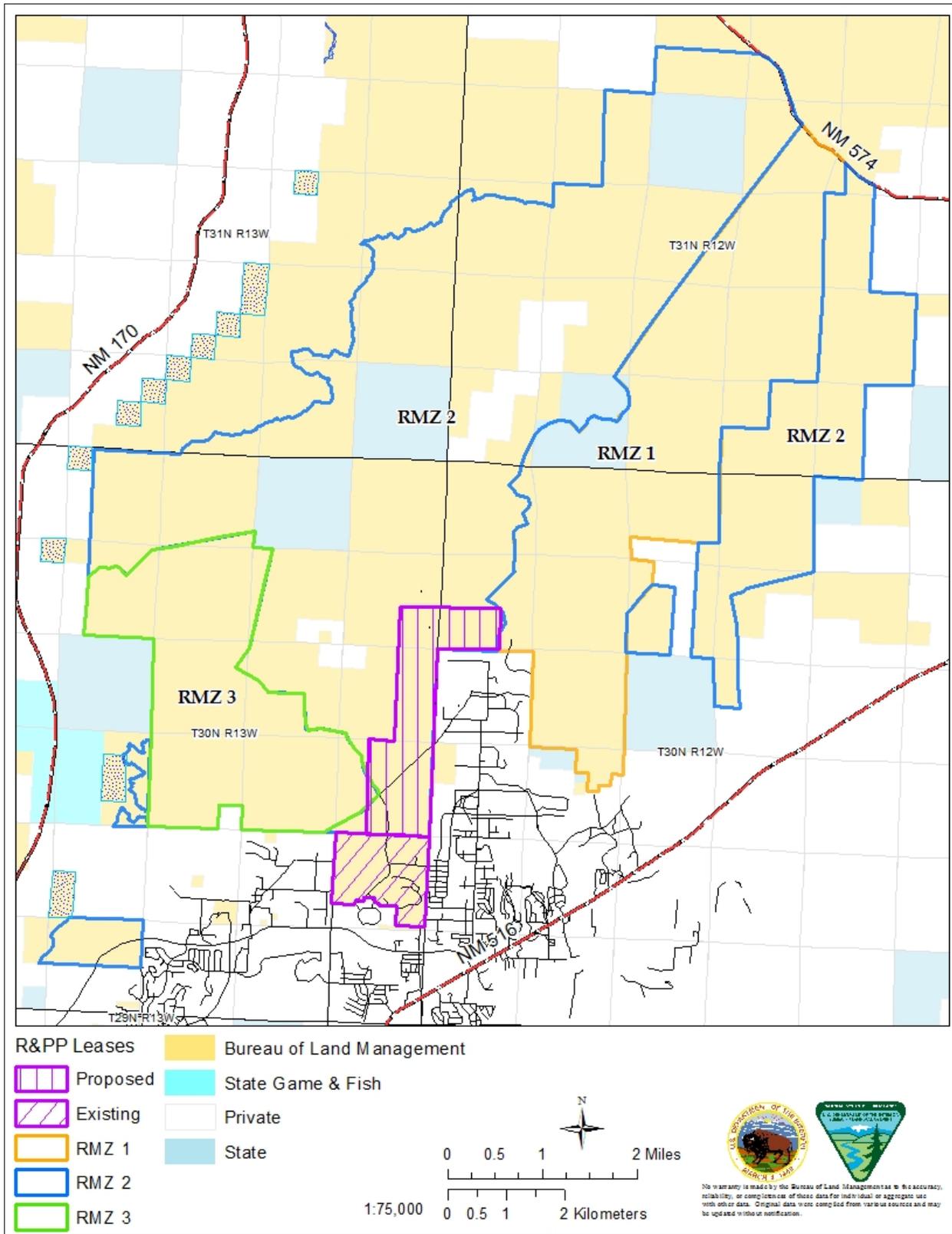
GRRR-E-MA 7. Special Recreation Permits (SRPs) would be required for all commercial, competitive, vending operations, or group events and activities within the GRRR. Definitions for commercial, competitive, and organized group events would follow the latest BLM policies. All SRPs must conform to BLM policy, currently BLM Manual 2930 Recreation Permits and Fees and BLM Handbook H-2930-1 Recreation Permit Administration Handbook.

GRRR-E-MA 8. BLM will only give consideration to complete SRP applications that are submitted a minimum of 180 days prior to the planned event/activity and are in agreement with management goals of the planning area.

GRRR-E-MA 9. All designated routes would be considered available for use during special recreation events.

GRRR-E-MA 10. Typically, SRP events/activities would not have exclusive use of an area and would be managed to ensure continued public access and public safety during the event, however, exclusive use could be considered at the request of the applicant or if BLM is concerned for public health and/or safety.

Figure 2. Proposed R&PP Lease Areas



GRRR-E-MA 11. New routes may be proposed for use during a permitted SRP event but must be analyzed following procedures outlined in this document, the National Environmental Policy Act (NEPA) process, and all other relevant rules and regulations. Routes identified for use during a permitted SRP event will not automatically be incorporated into the travel and transportation network.

GRRR-E-MA 12. New authorizations will be placed at a minimum distance of 150 feet from designated routes and trails to minimize site-specific impacts to route or trail integrity and recreational experiences.

GRRR-E-MA 13. Develop designated camping locations and camping length of stay limits as needed for the following purposes:

- Protecting resources;
- Ensuring visitor safety;
- Improving recreation experiences;
- Increasing recreation opportunities.

GRRR-E-MA 14. Camping allowed by permit only. Permits can be obtained from the FFO or online on the FFO website. All camping will follow BLM rules and regulations.

GRRR-E-MA 15. Only certified weed free hay may be used within the GRRR.

GRRR-E-MA 16. Glass is prohibited outside of a vehicle.

GRRR-E-MA 17. Fences will be maintained by the responsible party (e.g., BLM, grazing permittee, leaseholder) as specified in the fence authorization.

GRRR-E-MA 18. BLM will reassess fence concerns as necessary. If fencing issues continue along a portion of trail, the trails need and placement will be reassessed following the route evaluation form and other procedures.

GRRR-E-MA 19. Motorized group events and activities including more than 10 vehicles would require an SRP.

GRRR-E-MA 20. Non-motorized group events and activities including more than 10 persons would require an SRP.

GRRR-E-MA 21. SRPs will be evaluated on a first-come, first-served basis. Preference will be given to repeat events (annual events). Events will not overlap use days within the planning area (e.g., two events will not be held on the same day).

GRRR-E-MA 22. Additional facilities may be developed based on identified area needs, public demand, location of appropriate site for proposed facilities, and based on funding and personnel availability. This includes camping areas, restrooms, and day-use developments such as picnic tables.

Transportation and Travel

GRRR-E-MA 23. The criteria used to determine the designation (open, limit, or closed) of a specific route, the range of limitations on a route including mode/type of vehicle, seasonal closures, etc., and maintenance level of a route includes, but is not limited to:

- Is the route compatible with objectives outlined in the RMP?
- Is the route compatible with objectives outlined in other management or implementation plans?
- What is the route used for? When is it used and by whom?
- Is the route adequate to provide access for all of its intended purposes?
- Does the routes provide access to existing rights, private land, or other agency lands (e.g., Forest Service, other BLM Field Offices, State of New Mexico, county, or city).
- Is the sole purpose of the route to access private property?
- Is the route necessary for emergency services?
- Does the route pose a threat to public safety?
- Do multiple or parallel routes access the same area? Are they used by different methods of transportation?
- Is the route naturally re-vegetating and no longer receiving use?

- Is the route necessary for authorized commercial activities, including energy development, livestock grazing, and recreation?
- Is the route impacting or does it present a threat to resource values (see questions below)? If so, does its purpose justify the impacts or potential threats to resources?
 - Could the route affect areas of cultural or religious concern for Native Americans?
 - Could the route adversely affect sites that may be eligible for the National Register of Historic Places?
 - Could the route affect known or high potential paleontological sites?
 - Could the route adversely affect Threatened or Endangered species or their habitat?
 - Could the route affect special management species (SMS) or their habitat?
 - Could the route have a potential to encourage harassment or disruption to wildlife?
 - Is the route causing soil active erosion?
 - Does the route traverse soils that are easily eroded or highly susceptible to damage?
 - Does the route go through a known infestation of noxious weeds or invasive species?

These route selection criteria are captured in the route evaluation form (Appendix A). This form and the criteria in Appendix A will be applied to future travel planning efforts in the FFO. The authorized officer may adjust these criteria to reflect specific concerns in other travel planning units.

GRRR-E-MA 24. All unidentified routes (e.g., user created routes) located within the GRRR will be considered closed.

GRRR-E-MA 25. Routes are considered closed unless mapped or posted (signed) with an open or limited designation. All signage must be followed at all times. Because signs are at times vandalized or removed, the user is responsible for determining the correct mode of travel based on official maps. Official maps will be made available to the public.

GRRR-E-MA 26. Motorized and mechanized travel onto public lands from adjacent private lands would be limited to the public access points and designated routes provided in the alternatives (that is, if there is not a designated route, motorized or mechanized access would not be permitted). User created or constructed trails would not be allowed off private lands onto public lands.

GRRR-E-MA 27. Off-highway vehicle (OHV) designations and route designations apply to all OHVs, which include any motorized vehicle capable of, or designed for, travel on or immediately over land, water, or other natural terrain, excluding:

- Any non-amphibious registered motorboat;
- Any military, fire, emergency, or law enforcement vehicle while being used for emergency purposes;
- Any vehicle whose use is expressly authorized by the authorized office or otherwise officially approved;
- Vehicles in official use; and
- Any combat or combat support vehicle when used in times of national defense emergencies (43 CFR 8340-0-5(a)).

GRRR-E-MA 28. All mechanized vehicles and/or contraptions are limited to designated routes outside of any designated Open Areas. No cross country travel is allowed.

GRRR-E-MA 29. Where types of use (e.g., all-terrain vehicle [ATV], motorcycle, pedestrian) are limited, minimum restriction methods would be used. Methods of restriction might include, but are not limited to: signage, engineered physical restrictions such as bollards or boulders, or natural reclamation down to the prescribed width.

GRRR-E-MA 30. All trails and re-routed portions of designated trails will follow the trail monitoring and maintenance plan in Appendix D.

GRRR-E-MA 31. All future trails and re-routed portions of designated trails will meet the trail placement criteria in Appendix D.

GRRR-E-MA 32. New proposals for routes or developments will follow procedures outlined in this document, the NEPA process, and all other rules and regulations.

GRRR-E-MA 33. Construct of new routes will be done with the minimum construction techniques appropriate to the scale of the project.

GRRR-E-MA 34. Re-routes, trail work, or ground disturbing maintenance/development will be required to meet all NEPA procedures including cultural and threatened and endangered species clearances.

GRRR-E-MA 35. Maintenance and construction efforts for all routes could result in disturbance footprints beyond the final tread width, but would be limited to the minimum disturbance necessary to reasonably carry out these actions.

GRRR-E-MA 36. Install or establish protective barriers as necessary to protect trails, resources, parking/staging areas, and facilities and to prevent travel in areas not designated for use. Barriers may include, but are not limited to, fences and gates. Barriers may be temporary or permanent, and may be made of any suitable material that would meet the goals of the project. The design and location of barriers will be based on site-conditions.

GRRR-E-MA 37. Whenever the authorized officer determines that motorized use (43 CFR 8341.2), non-motorized, or non-mechanized use would cause or is causing considerable adverse effects on resources, the area or route designation may be amended, revised, revoked or other actions taken to reduce or remove the type of use causing the adverse effects.

GRRR-E-MA 38. Routes determined to be providing access to illegal dump sites will be reassessed using the route evaluation form and appropriate mitigation measures taken including, but not limited to, re-locating the route, limiting use, or closure.

GRRR-E-MA 39. All areas/routes identified as closed will be reclaimed.

GRRR-E-MA 40. All areas/routes identified for reclamation or reduced to bare soil that result from implementation of the amendment would be reclaimed following existing field office policy. Currently, that policy is contained in the FFO Bare Soil Reclamation Procedure (February 5, 2013).

GRRR-E-MA 41. Trail monitoring and maintenance will follow the guidance outlined in the Trail Monitoring and Maintenance Plan in in Appendix D, unless otherwise provided for in this document.

GRRR-E-MA 42. As trail evaluation and monitoring is completed (following guidelines in in Appendix D, erosion associated with routes will be assessed and a monitoring plan may be developed, if needed, based on the methods outlined in *Technical Note 438 – Upland Soil Erosion Monitoring and Assessment: An Overview* (BLM 2011e).

GRRR-E-MA 43. Cross-country motorized vehicle use for lease and permit holders is not allowed unless specifically authorized.

GRRR-E-MA 44. New trails may be designated in the Glade Run Recreation Area based on inventory and public demand after appropriate environmental analysis.

GRRR-E-MA 45. Trails may be designated "one-way." All such trails will be adequately signed.

GRRR-E-MA 46. Having the right of way does not absolve a user from the responsibility of avoiding a collision. All trail users crossing roads will yield to road traffic.

Water Resources

GRRR-E-MA 47. Any surface disturbing activity that impacts a United States Army Corps of Engineers jurisdictional waterway would require a Clean Water Act Section 404 permit.

Upland Vegetation

GRRR-E-MA 48. Prohibit forest product removal including, but not limited to, wood products, firewood, cutting of fence posts, Pinion nut gathering, collection of wildlings, or any commercial uses with the exception of the following:

- Scientific collection of plant specimens, seeds and/or plant parts as permitted on a case-by-case basis;
- Administrative collection or vegetation removal;
- Removal of plant materials for traditional, religious, and/or cultural uses as permitted on a case-by-case basis;
- Small amounts of hand collected dead and downed wood for immediate use in campfires with valid camping permit. Wood collected for this purpose may not be removed from the area. Campers are encouraged to bring their own firewood as dead and down firewood are limited.

GRRR-E-MA 49. Vegetation treatments or rehabilitation must support enhancing recreation experiences, rangeland health, and strive to meet the desired future condition as outlined in the Natural Resource Recreation Setting Matrix in the Glade Run Recreation Area Recreation and Travel Management Plan Environmental Assessment (DOI-BLM-F010-2013-0197-EA; Table 5 through Table 7).

Migratory Birds

GRRR-E-MA 50. Develop a monitoring plan for routes designated near documented nest sites for raptor species. This plan will address an impact threshold that could result in changes in route characteristics, limitations on route use (temporary seasonal timing restrictions), or closure of the route.

Special Status Species

GRRR-E-MA 51. Any portion of the GRRR may be fenced and closed at any time to protect Aztec gilia or Brack's cactus populations (or other threatened, endangered, or sensitive species). Protection may also include, but is not limited to, trail re-routing, to be determined on a case-by-case basis.

Cultural Resources

GRRR-E-MA 52. Any portion of the GRRR may be fenced and closed at any time to protect archaeological sites. Protection may also include, but is not limited to, trail re-routing, to be determined on a case-by-case basis.

GRRR-E-MA 53. Future route designation will comply with Section 106 of the *National Historic Preservation Act*. These routes will be assessed for the presence of and potential for cultural resources. The extent of cultural surveys/identification efforts will be determined in consultation with the SHPO and may result in any combination of no survey, sampling, or full inventory.

Paleontological Resources

GRRR-E-MA 54. If paleontological resources are discovered along a designated route, the route may be temporarily closed to allow for further assessment. Potential mitigation could include, but is not limited to, barriers, relocation, and/or closure of the route.

Mineral Development

GRRR-E-MA 55. Limited development of leasable and salable with site-specific management constraints that protect the integrity of the trail system and other recreational activities in the GRRR and provide for safety of users. No construction or maintenance activity allowed when it would interfere with authorized recreation events.

GRRR-E-MA 56. Limited development of locatable with site-specific management constraints that protect the integrity of the trail system and other recreational activities in the GRRR and provide for safety of users. No construction or maintenance activity allowed when it would interfere with authorized recreation events.

GRRR-E-MA 57. Valid existing rights will be recognized.

Land Tenure

GRRR-E-MA 58. Seek to acquire lands within the GRRR boundary from willing landowners. Any proposed acquisitions will follow the BLM Acquisition Handbook (H-2100-1) and all applicable laws, regulations and policy requirements.

GRRR-E-MA 59. Seek to acquire lands adjacent to the GRRR and over which the Old Spanish National Historic Trail (OSNHT) crosses from willing land owners. Any proposed acquisitions will follow the BLM Acquisition Handbook (H-2100-1) and all applicable laws, regulations and policy requirements.

GRRR-E-MA 60. Not available for disposal unless doing so would enhance trail recreation opportunities.

GRRR-E-MA 61. If an R&PP application is submitted, all applicable laws, regulations, and policies will be followed including any Federal Land Policy and Management Act (FLPMA) or NEPA requirements.

GRRR-E-MA 62. If an R&PP lease is granted under GRRR-E-A- 5, those acres will be excluded automatically from the boundary of the GRRR. Area designations made in other parts of this plan will automatically be modified to comply with these boundary adjustments.

GRRR-E-MA 63. If an R&PP lease is granted under GRRR-E-A- 5, BLM retains complete ownership and management of all designated trails located in the affected acres. Trail ROWs will be the entire length of the route and a minimum width of 15 feet on either side of the trail centerline.

Livestock Grazing

GRRR-E-MA 64. If a grazing permit is relinquished or terminated, it would not be renewed.

National Historic Trails

GRRR-E-MA 65. Management of the OSNHT will be consistent with the National Trails Act. At the completion of the joint BLM/National Park Service (NPS) Comprehensive Old Spanish National Historic Trail Management Plan, this plan will be automatically amended to incorporate relevant management prescriptions.

Education and Outreach

GRRR-E-MA 66. Partner with agencies distributing public information (e.g., New Mexico Department of Game and Fish, visitor centers) to effectively communicate rules, regulations, and relevant natural and human history.

GRRR-E-MA 67. Engage in collaborative land management by working in partnership with private and public entities, organizations, and recreational user groups.

GRRR-E-MA 68. Implement the Sign Plan in Appendix C.

GRRR-E-MA 69. Informational/directional signs would be installed where needed throughout the planning area, which could include kiosks on entry routes as appropriate. Signing for designated routes would be implemented by BLM over time and as funding allows.

GRRR-E-MA 70. Available recreational opportunities would be publicized by utilizing technological advances in marketing (e.g., placing scan bar codes on trail markers, providing Keyhole Markup Language (KML) files on website for viewing trails in Google Earth, engaging in social media).

Monitoring

GRRR-E-MA 71. Recreation monitoring will follow the guidance outlined in the Recreation Monitoring Plan in Appendix E.

GRRR-E-MA 72. Implementation and monitoring are dependent on funding (internal or external) and specialists' capability to work with contractors and volunteers. All implementation and monitoring projects would require BLM oversight and administration.

GRRR-E-MA 73. All monitoring and evaluation procedures and forms may be amended and/or updated as new information, procedures, and methods become available.

2.2. RMZ 1

2.2.1. Goal

GRRR-RMZ1-G- 1. Support non-motorized recreation on designated trails.

2.2.2. Objective

GRRR-RMZ1-O- 1. Manage RMZ 1 to provide opportunities for visitors to engage in non-motorized trail based and dispersed recreation opportunities in a quiet, semi-rural setting (Table 8).

2.2.3. Allocations

GRRR-RMZ1-A- 1. Manage 6,100 acres as RMZ 1 (Figure 1).

GRRR-RMZ1-A- 2. Motorized and non-motorized use in RMZ 1 would be limited to designated routes (Figure 1).

2.2.4. Management Actions

Recreation

GRRR-RMZ1-MA- 1. Management strategies and target opportunities for RMZ 1 are identified in Table 8.

GRRR-RMZ1-MA- 2. Develop the following parking/staging areas:

- If legal access is granted across the private property located at T30N R12W, section 18, collaborate with the COF to develop a parking area. Name of location: Road Apple Rally South.
- In T31N R12W, section 14, SW ¼, develop a primitive parking area. Location to be named: Road Apple Rally North.

Transportation and Travel

GRRR-RMZ1-MA- 3. Routes are designated as they are displayed in Figure 3 and route specific information can be found in the *Route Comparison Table for the Glade Run Recreation Area Recreation and Travel Management Plan* (BLM 2013). More detail on specific route segments can be accessed through KML files viewable in Google Earth. These files can be downloaded from the Glade Run Recreation Area Management Plan website (http://www.blm.gov/nm/st/en/prog/recreation/farmington/Glade_Run_Recreation_Area/grra_improvement_public.html) or by requesting a CD from the FFO.

GRRR-RMZ1-MA- 4. Trail designations and allowed mode of travel are displayed in Figure 4 and Table 9. Bold underlining indicates the mode of travel focus for construction and maintenance.

Land Tenure

GRRR-RMZ1-MA- 5. Seek to acquire legal access across the private property located in T30N R12W sec. 18, NW ¼ for non-motorized access to the Road Apple Rally trail to ensure long term access and usability. Potential access could be as an easement, sale, or other form of acquisition from willing land owners.

GRRR-RMZ1-MA- 6. Work to secure access across private, City of Farmington (COF), or State of New Mexico lands to the Sherriff's Posse horse trail loop. Potential access could be as an easement, sale, or other form of acquisition from willing land owners.

GRRR-RMZ1-MA- 7. Collaborate with the COF and/or Sherriff's Posse to establish a corral parking/staging area on private, COF State of New Mexico lands to provide for a trailhead for the Sherriff's Posse horse trail loop.

Table 8. RMZ 1 Management Strategy

Targeted Opportunities and Outcomes		
Activities	Experiences	Benefits
Mountain Biking Hiking, running Horseback riding Dispersed camping	Developing skills and abilities Testing personal endurance Savoring the total sensory experience of a natural landscape Enjoying needed physical exercise	<i>Personal:</i> Greater self-reliance; improved skills for outdoor enjoyment; closer relationship with the natural world <i>Community:</i> Greater freedom from urban living <i>Economic:</i> More positive contributions to local and regional economies <i>Environmental:</i> Increased awareness and protection of natural landscapes; reduced negative human impacts such as litter, vegetative trampling, and unplanned trails
Prescribed Setting Character Conditions		
Physical	Social	Operational
<i>Remoteness:</i> Front Country <i>Naturalness:</i> Rural <i>Facilities:</i> Middle Country	<i>Contacts:</i> Backcountry <i>Groups Size:</i> Backcountry <i>Evidence of Use:</i> Middle Country	<i>Access:</i> Backcountry <i>Visitor Services:</i> Middle Country <i>Management Controls:</i> Middle Country
Implementation (Activity) Planning Framework		
Management	Maintain and improve network for recreation facilities, including trails and staging areas. Install signage to reduce use conflict.	
Marketing	Develop community collaboration and partnerships.	
Monitoring	None identified.	
Administration	Apply special rules to restrict mechanized travel to designated trails.	

Table 9. Trail Designations for RMZ 1

Trail	Segment Location	Allowable Mode of Travel ¹					
		OHV ≤ 84"	OHV ≤ 65"	OHV ≤ 24"	Mechanized	Equestrian	Pedestrian
Road Apple Rally	T31N R12W secs. 14, 15, 22, 27, 28, 29, 31, 32, 33; T30N R12W secs. 4, 5, 6, 7, 8, 17; T30N R13W sec. 12, 13, 24, 25				X¹	X	X
Sherriff's Posse Equestrian Trail	T30N R12W secs. 17 and 20				X	X¹	X
OHV Trail	T31N R12W secs. 21, 22, 34; T30N R12W secs. 5, 7, 8, 9		X¹	X	X	X	X

¹ Bold underlining indicates the mode of travel focus for construction and maintenance.

Figure 3. Route Designations for RMZ 1

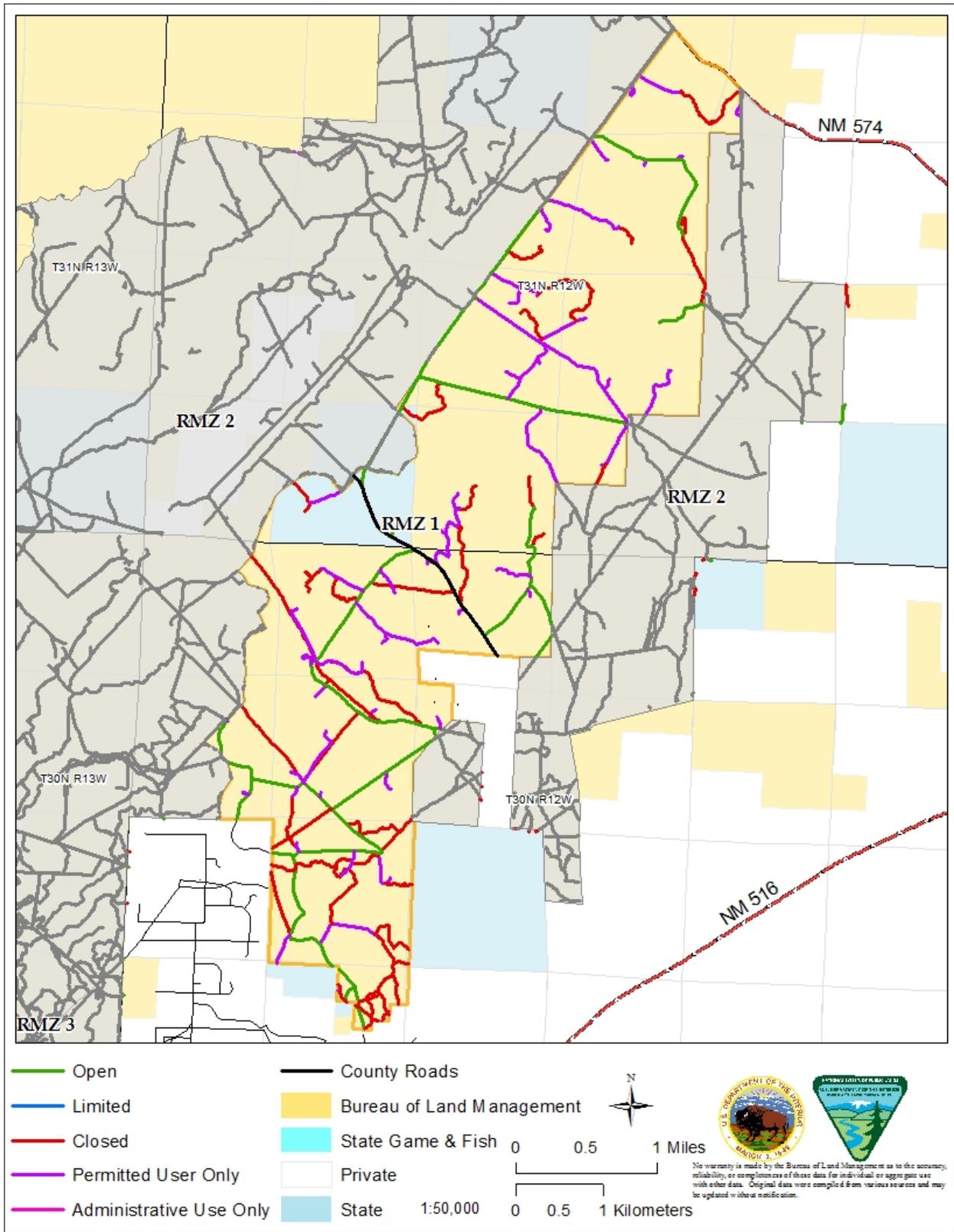
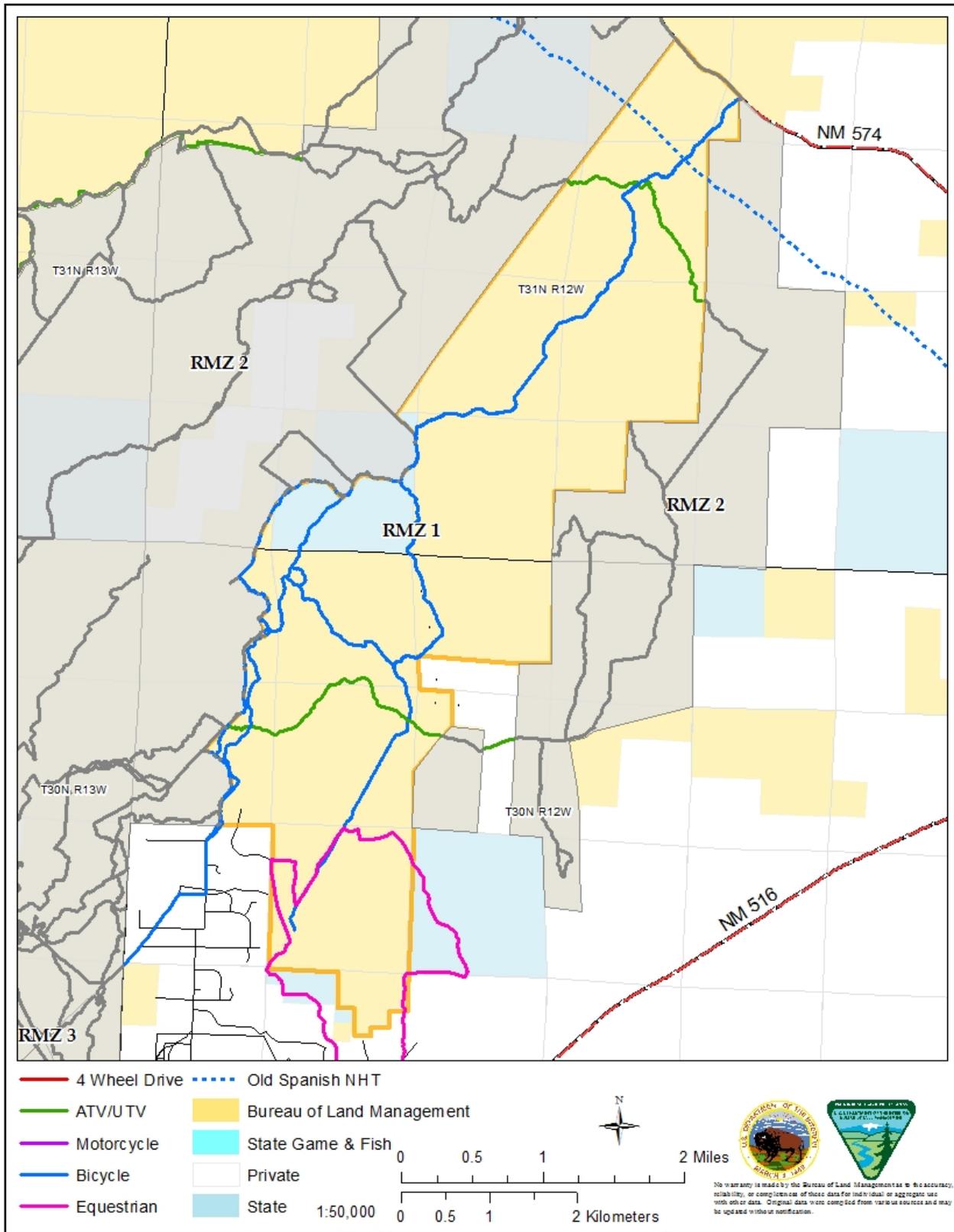


Figure 4. Trail Designations for RMZ 1



National Historic Trails

GRRR-RMZ1-MA- 8. Pursuant to additional cultural inventory and/or the publication of the Joint BLM/NPS Comprehensive OSNHT Management Plan, management of the OSNHT would include the following:

- Development of an interpretive station near or at the proposed parking/staging area identified in T31N R 12W, section 14 SW ¼ pursuant to appropriate funding and personnel.
- Manage a ¼ mile corridor centered on the congressionally designated trail as a NSO area for new mineral leases and/or future renewable energy development.
- This ¼ mile corridor will serve as the official National Trail Right-of-Way until such time as new information becomes available and/or the corridor is modified.
- New routes designated within the ¼ mile corridor must meet the intent of the National Trail System Act (NTSA), be non-motorized in nature, and attempt to maximize the vicarious experience of the OSNHT.
- As additional information is acquired by BLM, modifications may be made to the size, location and/or management prescriptions of the corridor and/ or OSNHT.
- This segment of the OSNHT may be managed independently from the trail as a whole.

Education and Outreach

GRRR-RMZ1-MA- 9. Information kiosks, interpretive stations, and other educational or informative infrastructure could be developed within or near any or all parking/staging areas.

2.3. RMZ 2

2.3.1. Goal

GRRR-RMZ2-G- 1. Support motorized and non-motorized recreation on designated trails.

2.3.2. Objective

GRRR-RMZ2-O- 1. Manage RMZ 2 to provide opportunities for community residents and visitors who use the area to engage in sustainable trail based day-use opportunities and gain appreciation of the natural setting of the GRRR through self-discovery, dispersed camping opportunities, and OHV touring on designated routes (Table 10).

2.3.3. Allocations

GRRR-RMZ2-A- 1. Manage 17,000 acres as RMZ 2 (Figure 1).

GRRR-RMZ2-A- 2. Motorized and non-motorized vehicle use in RMZ 2 would be limited to designated routes (Figure 1).

GRRR-RMZ2-A- 3. Approve a 700-acre R&PP lease to the COF (Figure 5). The COF proposes are to provide public green space, connect the Anasazi loop (TRL167 and TRL151) to the southern portion of the Kinsey leg of the RAR Trail (TRL142), and develop a neighborhood park. The following conditions of approval (COAs) would apply:

- OHV use in the area would be limited to designated roads and trails to allow for access from the Foothills area.
- BLM would be co-owners of any trail development that occurred at no charge.
- Developed trails would be available for use during speciation recreation events (SRP event). Stipulations for such events would be developed in consultation with COF.
- BLM would be the sole, independent, manager of all SRP events utilizing these trails.
- SRP events held on R&PP leased land trails may require additional permits from the COF.

2.3.4. Management Actions

Recreation

GRRR-RMZ2-MA- 1. The management strategy and target opportunities for RMZ 2 are displayed in Table 10.

GRRR-RMZ2-MA- 2. Develop the following parking/staging areas:

- One on Hood Mesa at the current COF parking lot. Name of location will be: East Hood Mesa Parking Lot.
- One west of the COF parking lot off of Hood Mesa to accommodate vehicles with trailers. Name of location will be: West Hood Mesa Staging Area.
- Two east of CR 1980 in T31N R12W sec. 10 and sec. 15. Names of the locations will be: Glade Wash Staging Area (sec. 10) and Roller Coaster Staging Area (sec. 15).
- At the intersection of Pinion Hills Boulevard and CR 1980 in T 30N R13W sec. 33. Name of location will be: Pinion Hills Staging Area.

Transportation and Travel

GRRR-RMZ2-MA- 3. Routes are designated as they are displayed in Figure 5 and route specific information can be found in the *Route Comparison Table for the Glade Run Recreation Area Recreation and Travel Management Plan* (BLM 2013). More detail on specific route segments can be accessed through KML files viewable in Google Earth. These files can be downloaded from the Glade Run Recreation Area Management Plan website (http://www.blm.gov/nm/st/en/prog/recreation/farmington/Glade_Run_Recreation_Area/grra_improvement_public.html) or by requesting a CD from the FFO.

GRRR-RMZ2-MA- 4. Trail designations are displayed in Table 11 and Figure 6. Bold underlining indicates the mode of travel focus for construction and maintenance.

GRRR-RMZ2-MA- 5. Existing trailhead markers will be used to designate Cliff Hanger trailheads. These markers will be modified to meet information standards identified in the Sign Plan (Appendix C) and to include the GPS coordinates of the trail start and end locations.

GRRR-RMZ2-MA- 6. Collaborate with the COF, NMDGF and other interested parties to develop areas around Farmington Lake to connect into the GRRR trail system to increase future trail diversity.

GRRR-RMZ2-MA- 7. The trailheads and associated trails displayed in Table 12 are designated for technical OHVs greater than 65 inches in width but the trail tread is not to exceed 84 inches in width and may be used by smaller vehicles.

Special Status Species

GRRR-RMZ2-MA- 8. OHV routes that transverse portions of the designated sensitive species habitats for Brack's cactus and Aztec gilia will be assessed at least once annually for compliance with restrictions and in conjunction with the Trail Monitoring and Maintenance Plan (Appendix D). If the route(s) are determined to be out of compliance, appropriate mitigation measures will be taken including, but not limited to, re-locating the route, further limiting use, installation of barriers, or closure. The following occurrences will result in immediate reassessment:

- Development of user created routes;
- Continued use of routes that are identified for closure;
- Degradation or impairment of habitat along route path;
- Change in designation of the sensitive species habitat.

Table 10. RMZ 2 Management Strategy

Targeted Opportunities and Outcomes		
Activities	Experiences	Benefits
OHV Trail Riding Mountain Bike Trail Riding Driving For Pleasure Dispersed camping	Developing skills and abilities Testing personal endurance Enjoying risk-taking adventure Savoring the total sensory experience of a natural landscape Escaping everyday responsibilities for awhile	<i>Personal:</i> Greater self-reliance; improved skills for outdoor enjoyment; closer relationship with the natural world <i>Community:</i> Providing a place near but outside the community to recreate; removing unwanted uses from industrial areas; addressing health and safety concerns. <i>Economic:</i> Improved local economic stability; maintenance of community's diverse recreation tourism market <i>Environmental:</i> Increased awareness and protection of natural landscapes; reduced negative human impacts such as litter, vegetative trampling, and unplanned trails
Prescribed Setting Character Conditions		
Physical	Social	Operational
<i>Remoteness:</i> Front Country <i>Naturalness:</i> Rural <i>Facilities:</i> Middle Country	<i>Contacts:</i> Middle Country <i>Groups Size:</i> Middle Country <i>Evidence of Use:</i> Rural	<i>Access:</i> Middle Country <i>Visitor Services:</i> Middle Country <i>Management Controls:</i> Middle Country
Implementation (Activity) Planning Framework		
Management	Establish an OHV staging area (parking, loading/unloading ramps), information kiosks. Develop high quality trail system, including maintenance of existing trail. Install signage to reduce use conflict.	
Marketing	Encourage strong stewardship ethic among users, through dissemination of information via kiosks and brochures. Coordinate management with local communities and user groups. Establish a system of grading trail experience/difficulty.	
Monitoring	Encourage local volunteer groups to actively monitor trail network, use and compliance.	
Administration	Apply special rules to restrict mechanized travel to designated trails. Acquire public access across private and State of NM lands.	

Figure 5. Route Designations for RMZ 2

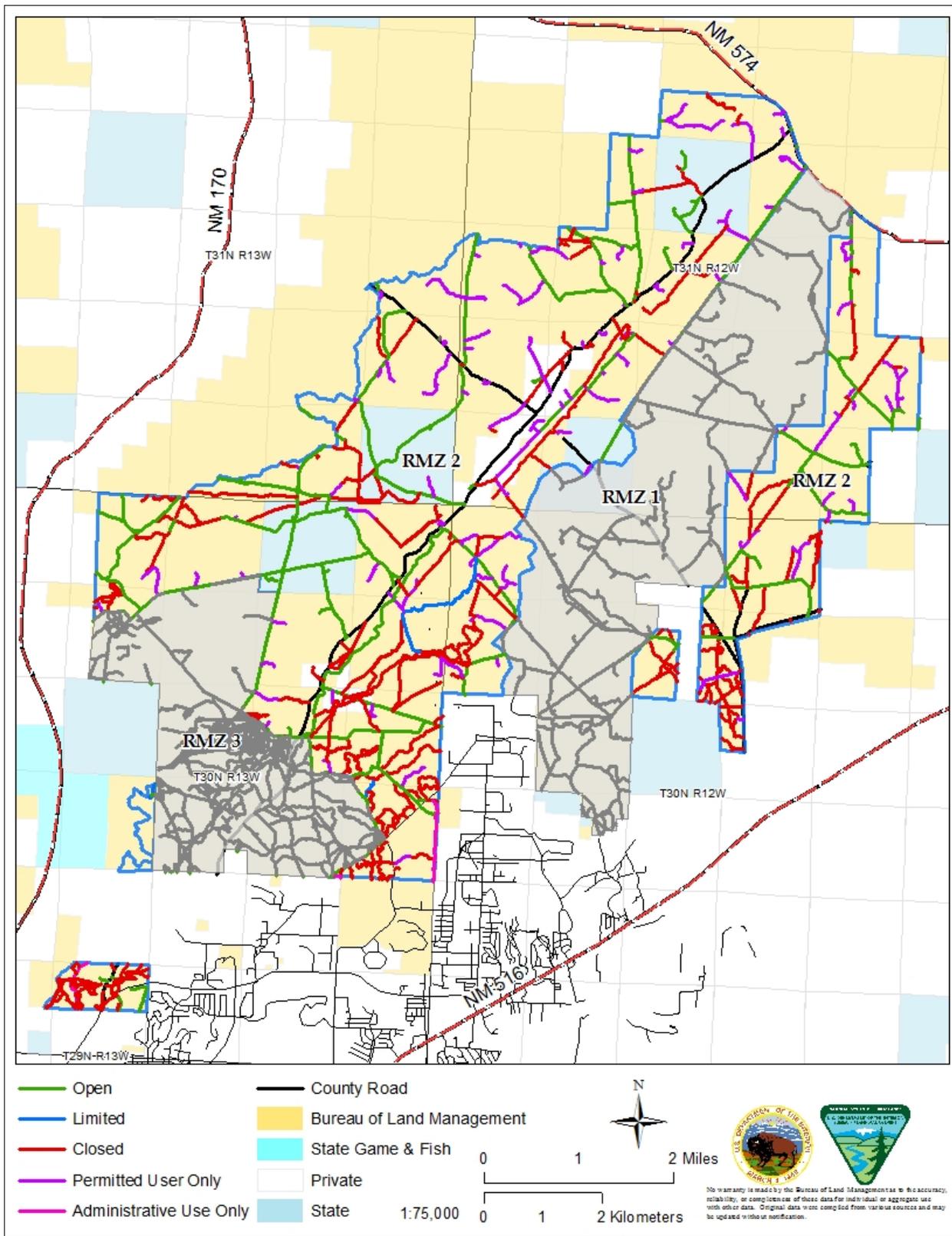


Table 11. Trail Designations for RMZ 2

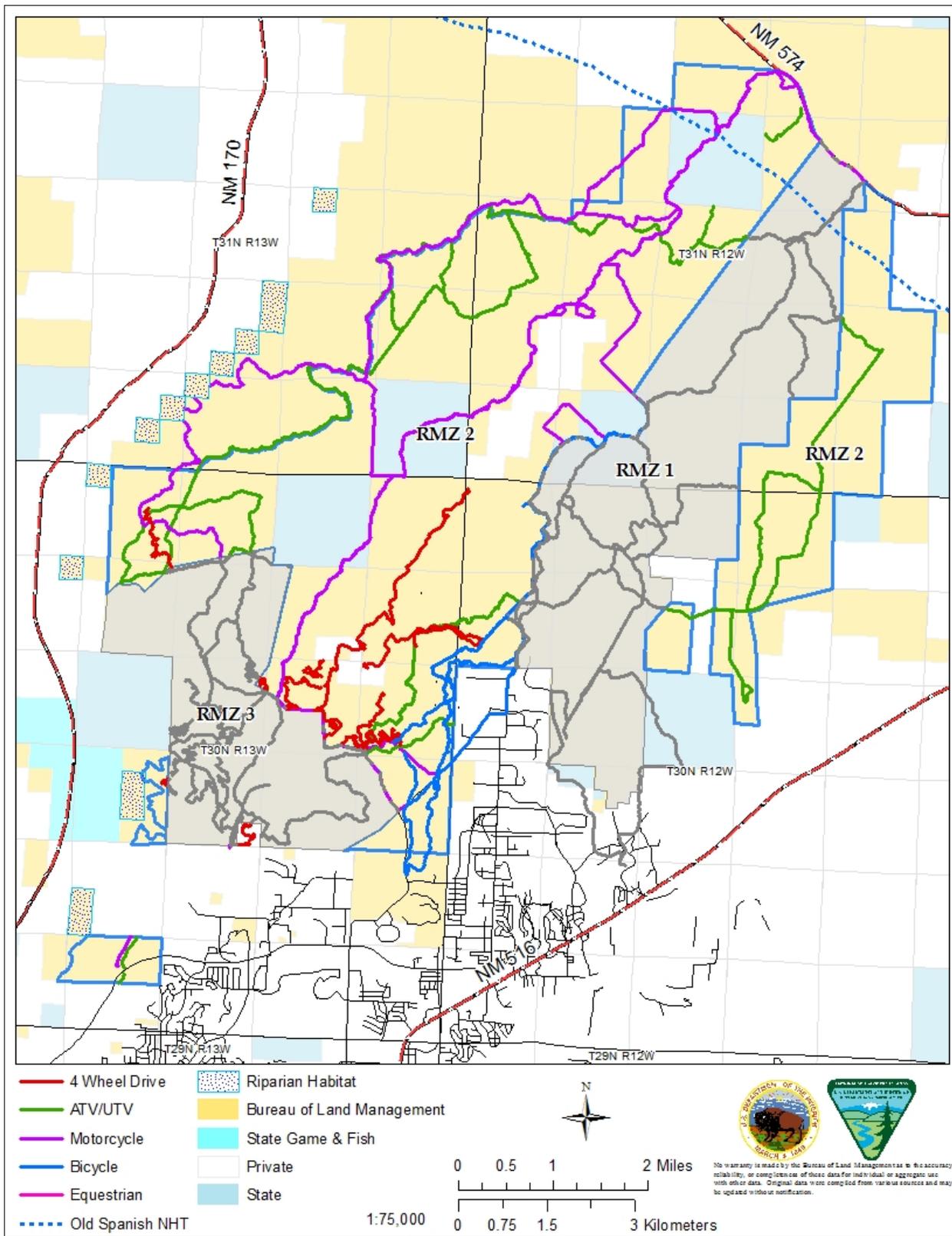
Trail	Segment Location	Allowable Modes of Travel ¹					
		OHV ≤ 84"	OHV ≤ 65"	OHV ≤ 24"	Mechanized	Equestrian	Pedestrian
Road Apple Rally	T31N R13W sec. 36; T31N 12W sec. 9, 10, 16, 20, 21, 29, 30, 31, T30N R13W sec. 1, 2, 11, 13, 14, 24			<u>X</u> ¹	<u>X</u> ¹	X	X
Motorcycle Trail	T30N R 13W sec. 1, 2, 3, 4, 10, 11, 14, 15, 22, 33; T31N 12W sec. 9, 10, 16, 17, 18, 19, 20, 21, 29, 30; T31N 13W sec. 24, 25, 26, 34, 35, 36			<u>X</u> ¹	X	X	X
OHV Trail	T31N R13W sec. 23, 24, 25, 26, 34, 35; T31N R12W sec. 19, 20, 21, 26, 34; T30N R12W sec. 3, 9, 10, 15; T30N R13W sec. 3, 4, 12, 13		<u>X</u> ¹	X	X	X	X
Cliffhanger Trails	T30N R13W sec. 1, 13, 14	<u>X</u> ¹	X	X	X	X	X

¹ Bold underlining indicates the mode of travel focus for construction and maintenance.

Table 12. Cliffhanger Trailheads and Trails Designated for OHV Use in RMZ 2

Trail Name	Unique ID
Casanova Mount	PTRL18
Collard's Climb	PTRL22
Cotton Wood	PTRL26
Coyote Cat Canyon	PTRL27
Joe Brown's Canon	PTRL45
Last Boy Scout Trail	PTRL48
Overland Express	PTRL55
Reptile	PTRL60
Stupid	PTRL74

Figure 6. Trail Designations for RMZ 2



National Historic Trails

GRRR-RMZ2-MA- 9. Pursuant to additional cultural inventory and/or the publication of the Joint BLM/NPS Comprehensive OSNHT Management Plan, management of the OSNHT would include the following:

- Development of an interpretive station near or at the proposed parking/staging area identified in T31N R 12W, section 14 SW ¼, pursuant to appropriate funding and personnel.
- Manage a ¼ mile corridor centered on the congressionally designated trail as a no surface occupancy (NSO) area for new mineral leases and/or future renewable energy development.
- This ¼ mile corridor will serve as the official National Trail Right-of-Way until such time as new information becomes available and/or the corridor is modified.
- New routes designated within the ¼ mile corridor must meet the intent of the National Trails System Act (NTSA), be non-motorized in nature, and attempt to maximize the vicarious experience of the OSNHT.
- As additional information is acquired by BLM, modifications may be made to the size, location and/or management prescriptions of the corridor and/ or OSNHT.
- This segment of the OSNHT may be managed independently from the trail as a whole.

Land Tenure

GRRR-RMZ2-MA- 10. If an R&PP application is submitted, all applicable laws, regulations, and policies will be followed including any FLPMA or NEPA requirements.

Outreach and Education

GRRR-RMZ2-MA- 11. Information kiosks, interpretive stations, and other educational or informative infrastructure could be developed within or near any or all parking/staging areas.

Monitoring

GRRR-RMZ2-MA- 12. OHV route(s) will be monitored at least once every three years to determine if trail maintenance is warranted and if route(s) is (are) in compliance with use restrictions. If route(s) is/are determined to be out of compliance, appropriate mitigation measures will be taken including, but not limited to, re-locating the route(s), further limiting use, installation of barriers, or closure.

2.4. RMZ 3

2.4.1. Goal

GRRR-RMZ3-G- 1. Provide immediate access for local communities to open, unconfined space.

2.4.2. Objective

GRRR-RMZ3-O- 1. Manage RMZ 3 to provide opportunities for community residents and visitors who use the area to engage in cross-country travel opportunities with few management restraints (Table 13).

2.4.3. Allocation

GRRR-RMZ3-A- 1. Manage 3,300 acres as RMZ 3 (Figure 1).

GRRR-RMZ3-A- 2. RMZ 3 would be open to cross-country motorized vehicle use (Figure 1).

2.4.4. Management Actions

Recreation

GRRR-RMZ3-MA- 1. The management strategy and target opportunities for RMZ 3 are displayed in Table 13.

Table 13. RMZ 3 Management Strategy

Targeted Opportunities and Outcomes		
Activities	Experiences	Benefits
OHV Riding OHV Event Area Driving For Pleasure Dispersed Camping	Developing skills and abilities Testing personal endurance Enjoying risk-taking adventure	Personal: Greater self-reliance; improved skills for outdoor enjoyment; closer relationship with the natural world Community: Providing a place near but outside the community to recreate with few management restraints Economic: Improved local economic stability; provide opportunity to attract OHV events Environmental: Increased awareness and protection of natural landscapes; reduced negative human impacts such as litter, vegetative trampling, and unplanned trails
Prescribed Setting Character Conditions		
Physical	Social	Operational
Remoteness: Rural Naturalness: Rural Facilities: Middle Country	Contacts: Middle Country Groups Size: Middle Country Evidence of Use: Rural	Access: Middle Country Visitor Services: Middle Country Management Controls: Middle Country
Implementation (Activity) Planning Framework		
Management	Establish an OHV staging area (parking, loading/unloading ramps), information kiosks. Develop high quality sign system to clearly mark community trails.	
Marketing	Encourage strong stewardship ethic among users, through dissemination of information via kiosks and brochures. Coordinate management with local communities and user groups. Establish a system of grading trail experience/difficulty.	
Monitoring	Encourage local volunteer groups to actively monitor trail network, use and compliance.	
Administration	Random enforcement presence.	

Transportation and Travel

GRRM-RMZ3-MA- 2. Routes are designated as they are displayed in Figure 7 and route specific information can be found in the *Route Comparison Table for the Glade Run Recreation Area Recreation and Travel Management Plan* (BLM 2013). More detail on specific route segments can be accessed through KML files viewable in Google Earth. These files can be downloaded from the Glade Run Recreation Area Management Plan website (http://www.blm.gov/nm/st/en/prog/recreation/farmington/Glade_Run_Recreation_Area/grra_improvement_public.html) or by requesting a CD from the FFO. These designations do not preclude cross-country travel by motorized vehicles.

GRRM-RMZ3-MA- 3. Users of routes that potentially cross property boundaries are required to follow New Mexico Statute Annotated (NMSA) 30-14-1 through NMSA 30-14-6.

GRRM-RMZ3-MA- 4. Trail designations are displayed in Figure 8 and Table 14. Bold underlining indicates the mode of travel focus for construction and maintenance. Designating trails within an open area allow BLM to provided additional resource to the maintenance and identification of these trails. However, these designations do not preclude cross-country travel by motorized vehicles throughout the open area.

Figure 7. Route Designations for RMZ 3

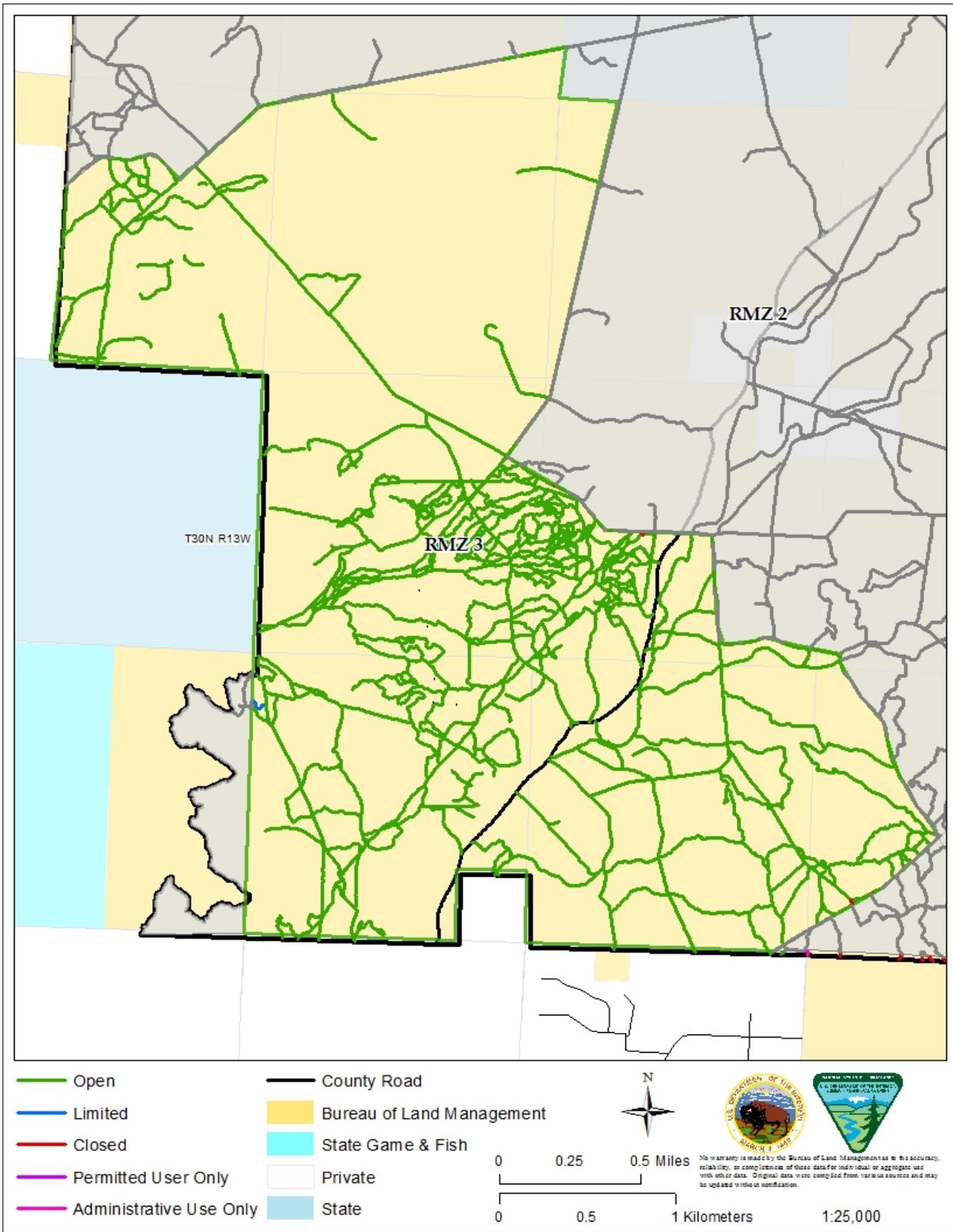


Figure 8. Trail Designations for RMZ 3

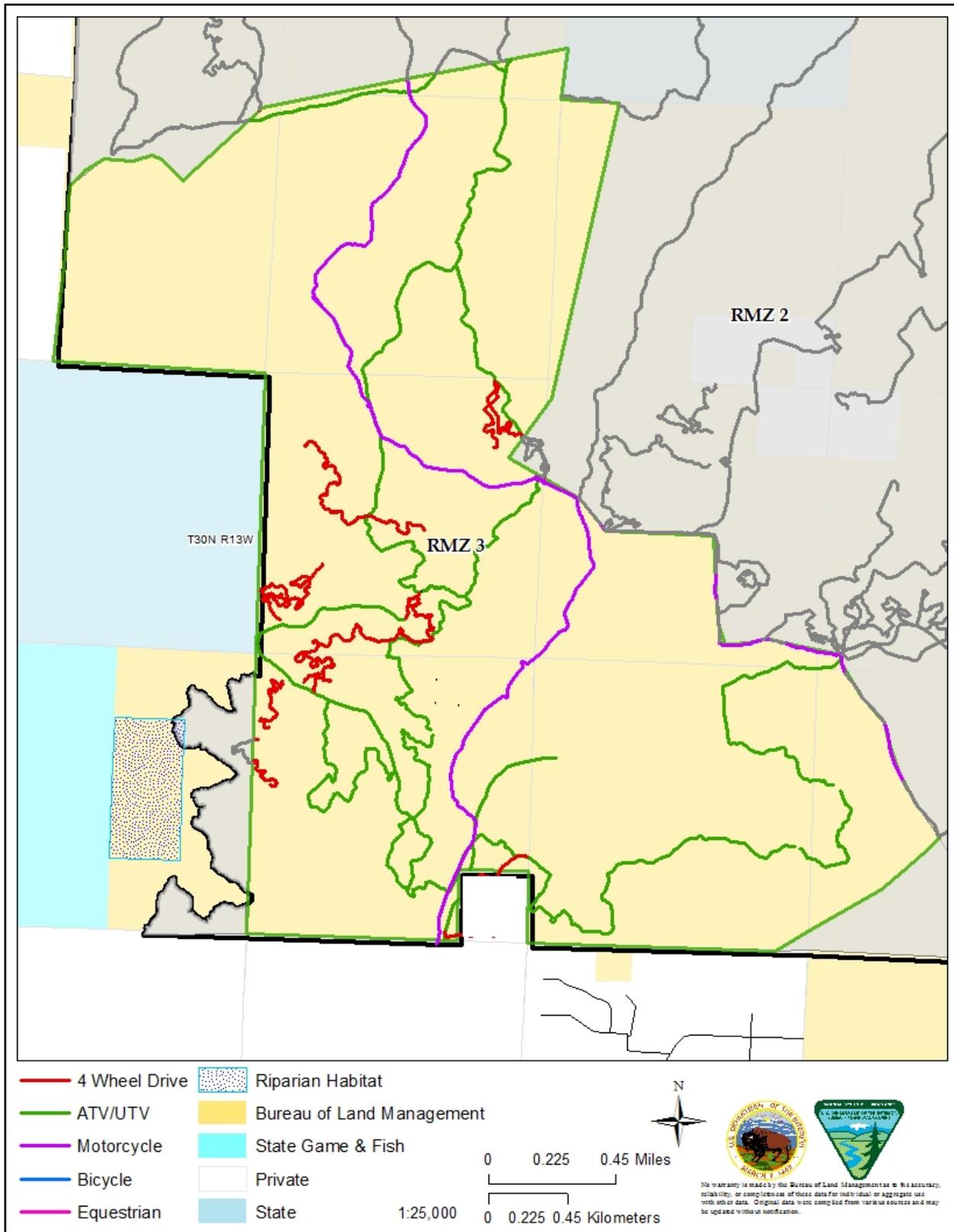


Table 14. Trail Designations for RMZ 3

Trail	Segment Location	Allowable Modes of Travel ¹					
		OHV ≤ 84"	OHV ≤ 65"	OHV ≤ 24"	Mechanized	Equestrian	Pedestrian
Road Apple Rally	T30N R13W sec. 14, 24			<u>X</u> ¹	<u>X</u> ¹	X	X
Motorcycle Trail	T30N R13W sec. 10, 14, 15, 22, 23, 24			<u>X</u> ¹	X	X	X
OHV Trail	T30N R13W secs. 9, 10, 13, 14, 15, 22, 23, 24; T31N R13W sec. 3		<u>X</u> ¹	X	X	X	X
Cliffhanger Trails	T30N R13W sec. 3, 9, 10, 13, 14, 15, 21, 22, 23	<u>X</u> ¹	X	X	X	X	X

¹ Bold underlining indicates the mode of travel focus for construction and maintenance.

GRRR-RMZ3-MA- 5. Existing trailhead markers will be used to designate Cliffhanger trailheads. These markers will be modified to meet information standards identified in the Sign Plan (Appendix C) and to include the GPS coordinates of the trail start and end locations.

GRRR-RMZ3-MA- 6. The trailheads and associated trails displayed in **Error! Not a valid bookmark self-reference.** are designated for technical OHVs greater than 65 inches in but may be used by smaller vehicles.

Table 15. Cliffhanger Trailheads and Trails Designated for OHV Use in RMZ 3

Trail Name	Unique ID	Trail Name	Unique ID
After The Fifth	PTRL3	Marble Rock	PTRL52
Anasazi Refrigerator	PTRL4	No Name Yet	PTRL85
ARCA #1	PTRL5	No Name Yet	PTRL96
ARCA #2	PTRL6	Nova 63	PTRL53
ARCA #3	PTRL7	One Sock Rock	PTRL90
ARCA #4	PTRL8	Out Back	PTRL54
Arch Trail	PTRL9	PHYSMF	PTRL57
Beaver Falls	PTRL11	Rattle Snake	PTRL59
Bebo's Bypass	PTRL84	Rif Raff	PTRL83
Bone Crusher	PTRL12	Rim Trail	PTRL61
Brown Springs	PTRL13	RJ's Trail	PTRL62
Bud Sickle	PTRL14	Road Runner	PTRL63
Bull Snake Trail	PTRL15	Second Playground	PTRL65
Casper	PTRL19	Seven Water Falls	PTRL66
Cobra	PTRL21	Spider Wash	PTRL69
Collard's Loop	PTRL88	Stone hedge	PTRL72
Comfort Me Phil	PTRL24	Story Rock	PTRL73
Crow's Nest	PTRL28	Swirl Rock	PTRL93
Dirty Dozen	PTRL30	Tent Campsite	PTRL89
Don't Go	PTRL31	The Big Johnson	PTRL75
Enemy Mine	PTRL33	The spot	PTRL92
EOT	PTRL97	Triple Whammy	PTRL95
Fox Bird	PTRL35	Water Fall	PTRL79
Gauntlet	PTRL37	Water Fall	PTRL87
Git It Billy	PTRL86	Zeb's Trail	PTRL82
Gladiator	PTRL38	Keeling's Corner	PTRL91
Graffiti Bowl	PTRL39	Lake View	PTRL47
Greased Owl	PTRL40	Leather Hat	PTRL49
H.D.S.P.F.	PTRL41	Lower Rim Trail	PTRL50
Hook It Up	PTRL94	Marble Rock	PTRL52
Intimidator	PTRL44	No Name Yet	PTRL85
Keeling's Corner	PTRL91	No Name Yet	PTRL96
Lake View	PTRL47	Nova 63	PTRL53
Leather Hat	PTRL49	One Sock Rock	PTRL90
Lower Rim Trail	PTRL50		

3. REFERENCES

BLM. 2001. *National Management Strategy for Motorized Off-Highway Vehicle Use on Public Lands*.

BLM. 2002. *A National Mountain Bicycling Strategic Action Plan*.

BLM. 2005. *Procedures for Performing Cultural Resources Fieldwork on Public Lands in the Area of New Mexico BLM Responsibilities*. BLM Manual Supplement H-8100-1. New Mexico, Oklahoma, and Texas.

APPENDIX A. ROUTE EVALUATION FORM

BLM Minimum Documentation Standards for Interdisciplinary Route Evaluations							
1	Route ID(s)						
2	Location						
3	Route Type	Road		Primitive Road		Trail	Maintained
4	Route Length						
5	Purpose & Need <ul style="list-style-type: none"> Identify all recognized uses of the route that are encompassed by the BLM's multiple-use mission, including, but not limited to, commercial, administrative, and recreational uses of the route. Refer to attached checklist. If there is no recognized purpose and need for the route, then it should be closed under all alternatives. 						
	Any Additional Comments Regarding the Purpose & Need						
6	Designation Criteria <ul style="list-style-type: none"> Identify all potential resource values encompassed by the BLM's multiple-use mission that could be affected by OHV travel on the route. Refer to attached checklist for suggestions. Resource values that MUST be addressed for every route include, but are not limited to: <ul style="list-style-type: none"> Resources identified in 43 CFR 8342.1, Any Critical Elements of the Human Environment present, Desired future conditions for resources established in the applicable RMP, and Any other local issues that should be addressed. Identify all potential use conflicts that could occur from OHV use on the route. 						
	Any Additional Comments Regarding the Designation Criteria						
7	Alternative Route Decisions <i>Potential Route Decisions include, but are not limited to: Open, Closed, Seasonally Limited, or Limited to Non-Motorized Travel.</i>						
	No Action		Alternative B		Alternative C		Alternative D

Checklist of Interdisciplinary Route Evaluation Criteria

- This checklist should be modified by the interdisciplinary team to meet the local conditions as needed.
- * Indicates an evaluation that **MUST** be made for every route as required by federal regulation, law, or policy.
- The locations of cultural resource sites should not be provided to the general public as a part of the Administrative Record.

Purpose & Need Criteria				Designation Criteria			
Administrative Uses				Recreational Uses Continued			
Use	Yes	No	Comment	Use	Yes	No	Comment
Compliance/Enforcement Monitoring				OHV Use			
Monitoring Site (weather station, vegetation plots, etc.)				4X4 (Standard/Stock) Vehicle			
Research Natural Area Access				ATV/UTV Use/Trails			
Private Land Access				Motorcycle Use/Trails			
Training Area/Facility (e.g. Search & Rescue, Fire Suppression)				Christmas Tree Cutting Areas			
Resource Treatment Area				Cultural/Historical Sightseeing			
Wildlife Water/Guzzlers/Developments				Dual Sport Touring			
Other Administrative Uses				Filming			
Commercial Uses/ Right of Ways				Geocaching			
Use	Yes	No	Comment	Helipads/Landing Zones			
Ranching				Hill Climbing – Motorcycle			
Allotment Boundary Fence Line				Hunting/Scouting (Antler/Wildlife)			
Water Development (base, spring, tank, trough, windmill, well, water pipelines, etc.)				Special Recreation Permits			
Corral/Trailer Facilities				Rock Climbing/Repelling			
Fence Line				Staging Areas (load/unload/parking)			
Gate				Permitted Paleontological Exploration			
Mining				Public Safety			
Mineral/Materials				Information Kiosk			
Fluid Minerals				Interpretive Panel			
Renewable Energy				River/Stream Access (Put in/out)			
Right-of-Way				Seed Collecting			
Utility				4X4 Modified Vehicle, Technical			
Special Recreation Permits				Technical, Site Specific (Extreme/Rock Crawling within Specified Area(s), Not a Trail)			
Other Commercial Uses				Technical, Trail (Extreme/Rock Crawling within Trails)			
Public Uses				Wilderness Access			
Use	Yes	No	Comment	Wilderness Study Area Access			
Property Access				Scenic Vistas			
RS 2477 Road				Wildlife Watching/Birding			
Other Public Uses				Wetland Access			
Recreational Uses				Woodcutting (Firewood)			
Use	Yes	No	Comment	Other Recreational Uses			
Astronomy/Night Sky				Pullouts/Pull Offs			
Trailhead Access				Picnicking			
Rock hounding							
Loop Trail				Miscellaneous Uses			
Dispersed Camping				Use	Yes	No	Comment
Developed Camping							
* Hunting							
* Recreational Shooting							
* Fishing							
* Equestrian							
* Mountain Biking							
* Hiking							
OHV Events							
Wildlife Viewing							

Checklist of Interdisciplinary Route Evaluation Criteria				
Checklist of Interdisciplinary Route Evaluation Criteria				
<ul style="list-style-type: none"> <i>This checklist should be modified by the interdisciplinary team to meet the local conditions as needed.</i> <i>* Indicates an evaluation that MUST be made for every route as required by federal regulation, law, or policy.</i> <i>The locations of cultural resource sites should not be provided to the general public as a part of the Administrative Record.</i> 				
Recommended Mitigation				
Resource	Direct Impact?	Indirect Impact?	Comment	
* Air Quality - Dust				
* Air Quality - Non-Attainment Area				
* Wildlife				
* Special Status Species Habitat				
* Proximity to Special Status Species Habitat				
In a Wash/Arroyo				
Wash/Arroyo Crossing				
Proximity to a Wash/Arroyo				
Ephemeral Wash/River Tract				
100-Year Floodplain				
Other Wildlife				
Geological Type Locality				
Weed Abatement Area				
Facilities				
Wildlife Habitat Area				
Wildlife Movement Corridor				
Herd Management Area (Wild Horse)				
* Vegetation				
* Special Status Plant Species #1				
* Special Status Plant Species #2				
Invasive Non-Native Vegetation				
Other Vegetation				
* Soils				
Erosive Soils				
Other Sensitive Soils				
* Watershed				
Water Quality				
Stream Crossing				
* Cultural Resource Site				
Proximity to Cultural Resource Site				
High Probability Cultural Resource Area				
* Paleontological Resources				
* Visual Resource Management Class				
Known Visual Scar				
* ACEC				
* Wilderness				
* Wilderness Study Area				
* Natural Area				
Wilderness Characteristics				
Other Wilderness Characteristic Considerations				
* Wild & Scenic River				
* National Historic Trail				

Checklist of Interdisciplinary Route Evaluation Criteria			
Special Recreation Management Area			
Prescribed Recreation Setting (ROS)			
* Conflicts with Other Recreational Users			
* Noise			
* Adjacent Communities			
Other Criteria			

APPENDIX B. CRITERIA FOR TRAIL PLACEMENT

The following criteria are used to determine suitable locations for new trails and trail reroutes within the Farmington Field Office. This document utilizes terminology from the “Roads and Trails Terminology” (Technical Note 422, Nov. 2006). These criteria are to be followed as guidelines. Not all of the criteria can be met on every segment of every trail. Their purpose is to help create sustainable, low maintenance trails that provide quality recreation experiences based on predetermined trail management objectives (TMOs) Specialty trails requiring higher maintenance may be allowed in appropriate locations.

- Know and understand trail management objectives. TMO's provide the framework for what the trail will look like, who will be using the trail, and how the trail will be managed. Different TMO's may allow different applications of the criteria below.
- Create loops and avoid dead end trails. All trails should begin and end at a trailhead or another trail. A well-planned stacked loop trail system offers recreationists a variety of trail options. Easier, shorter loops are arranged close to the trailhead, with longer, more challenging loops extending further beyond the trailhead. Occasionally, destination trails to a point of interest will require an out and back trail, but only if they cannot be reasonably incorporated into a loop.
- Identify control points and use them to guide trail design and layout. Control points are specific places or features that influence where the trail goes. Basic control points include the beginning and end of the trail, property boundaries, intersections, drainage crossings, locations for turns, and other trails.
 - Positive control points are places where you want users to visit, including scenic overlooks, historic sites, waterfalls, rock outcroppings, lakes, rivers and other natural features or points of interest. If the trail does not incorporate these features, users will likely create unsustainable social trails to get to them.
 - Negative control points are places you want users to avoid, such as low-laying wet areas, flat ground, extremely steep cross slopes or cliffs, unstable soils, environmentally sensitive areas, sensitive archaeological sites, safety hazards, and private property.
- Knowing these control points provides a design framework. Try to connect positive control points while avoiding the negative control points.
 - Use cross slope and avoid flat ground whenever possible. The trail tread should generally run perpendicular to the cross slope and should utilize frequent grade reversals. This is the best way to keep water off the trail. Use curvilinear design principles to create a trail that follows the natural contours of the topography, sheds water, blends with the surrounding terrain, and provides fun recreation opportunities.
 - The following grade guidelines will help determine appropriate tread locations.
 - The Half Rule: “A trail's grade shouldn't exceed half the grade of the hillside or side slope (cross slope) that the trail traverses. If the grade does exceed half the side slope, it's considered a fall-line trail. Water will flow down a fall-line trail rather than run across it. For example, if you're building across a hillside with a (cross slope) of 20 percent, the trail tread grade should not exceed 10 percent.” (IMBA 2004). Steeper cross slopes allow more flexibility for sustainable tread grades while flat or low angle cross slopes can be problematic. There is an upper limit to this rule. Sustaining a 24 percent tread grade, even on a 50 percent cross slope is unlikely. Additionally, trail segments may break this rule on durable tread surfaces such as solid rock.
 - The Ten Percent Average Guideline: The average trail grade over the length of the trail should be 10 percent or less for greatest sustainability. Short sections of the trail may exceed this, but overall grade should remain at 10 percent or less.

- Maximum Sustainable Grade: This is the upper grade limit for those short trail segments that push the limits of the previous two guidelines. It is determined by a site-specific analysis based on TMO's, environmental conditions, and observations of existing trails – what's working and what's not?
 - Grade Reversals: Frequent changes in direction of tread grad (gentle up and down undulations) will ensure that water is forced off the trail at frequent intervals.
- Locate trails in stable soils. Avoid clay, deep loam and soils that do not drain rapidly. Consider season of use and type of use. A trail on a south aspect will have greater usability and sustainability for winter use. The capabilities of motorized vehicles to function in wet/muddy conditions make it imperative to avoid unstable or poorly drained soils. Trails that are less likely to be used when wet may be located in less desirable soils if necessary. In northwestern New Mexico's arid environment, the best soil conditions for trails are those with high rock content. Utilize slick rock for trail tread when possible. Sand is acceptable in dry washes, but otherwise should be avoided.
 - Drainage crossings are key control points and should be selected carefully. Consider both the trail's impact on the drainage (erosion and sedimentation), and the drainage's impact on the trail (changing tread surface, water channeling onto trail). The trail should descend into the drainage to prevent water from flowing down the trail. Avoid long or steep entries into drainages. Design grade reversals into the trail on each side of the approach to minimize water and sediment entering from the trail. Look for drainage crossings on rock.
 - Dry washes can be excellent travel ways. They are well defined, contain noise, and are periodically resurfaced by flowing water. As long as the wash does not support riparian vegetation and has no major safety problems, like water falls, they are well suited to be part of a recreational trail system.
 - Avoid switchbacks. Switchbacks are difficult, time-consuming, and expensive to construct, and require regular maintenance. Users often cut them, causing avoidable impacts. Utilizing curvilinear design principles eliminates the need for most switchbacks. Climbing turns are easier to construct and maintain and utilize natural terrain features (benches, knolls, rock outcrops) to change the direction of a trail.
 - Avoid ridge tops. Ridge tops are often primary transportation corridors for wildlife, and were often used by Native Americans as travel routes. Noise from ridge top trails is broadcast over a wide area. Locate trails on side hills, off ridge tops, using ridges and watersheds as natural sound barriers to isolate noise.
 - Use vegetation and other natural features to conceal the trail and absorb noise. This can be difficult in a desert environment. Try to minimize the visual impact of the trail by following natural transitions in vegetation or soil type. A trail near the base of a side slope or on rimrock is usually less visible than a mid-slope trail. Denser vegetation will hide a trail, lessen noise transmission, and can dissipate the energy of falling raindrops on the bare soil of the trail tread.

Appendix A. Carefully design intersections to avoid safety problems. When locating bicycle or motorized vehicle trails be aware of sighting distance and sight lines. Collisions can be avoided if riders can see each other. Avoid four way intersections. Offsetting the cross traffic helps reduce speeds and reduces the risk of collisions.

APPENDIX C. SIGN PLAN

C.1. Sign Inventory Guidelines

C.1.1. Sign Inventory Methodology

The sign inventory will record the location and basic condition of specific trail sign types located at a trailhead or anywhere along a trail. There are approximately 7 different types of signs found throughout the GRRRA. A data dictionary will be created to document sign locations and associated information.

Field Data Collection

When one of the specific sign types is located at a trailhead or along the trail, stand next to the sign and record the location as a point feature. Record the following information:

- Sign Types: (choose one)
 - Information Kiosk
 - Boundary
 - Trailhead
 - Informational
 - Regulatory
 - Interpretive
 - Carsonite
- Unique ID: Record the trails unique ID number.
- At trailhead? Yes/No
- Trail Name: Record the name of the trail where the sign is located.
- Need Repair? Yes/No
- Condition: comment field
- Recorder:
- Date:

All sign data will be included as a GIS layer related to the associated trail, facility, or other feature.

C.2. Sign Management Objectives

- Quality signing and mapping will be provided to promote visitor safety and user knowledge of their location. Signing on the ground that matches information on maps and vice-versa will be emphasized.
- Signing will be kept to a minimum to increase the trail experience and improve aesthetics. Reassurance markers will be placed after each junction, at all road crossings, and at any point where there may be confusion as the continuing direction of the trail.
- Caution signs or trail crossing will be used as needed where trails cross other trails or roads.
- Travel management signs will be placed at trailheads and other key areas to inform the public, which uses are allowed on particular trails and other regulations.

C.3. Sign Maintenance

Any trail signs that are vandalized would be replaced as soon as practicable. Replacing safety and regulatory signs will be a priority.

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APPENDIX D. TRAIL MONITORING AND MAINTENANCE PLAN

Trail monitoring provides managers with information to strategically allocate staffing and materials, and to prioritize trail maintenance projects. Trail monitoring describes the condition of trails and trail features, enabling managers to document and communicate the extent and location of regular trail maintenance needs. Trail monitoring will occur at least once every three years or as time, personnel, equipment and funding allow.

D.1. Monitoring Objectives

Monitoring is intended to provide information to make trail maintenance more efficient and effective. In an attempt to address this objective staff considered both point sampling and problem assessment approaches to trail condition monitoring (Marion 2001). In weighing the costs (e.g., time) and benefits (e.g., improvements to trail maintenance efficiency and effectiveness), BLM determined that knowing the nature, location and extent of specific trail sustainability issues was of greater value than a set of precise measurements. For this reason, the approach to monitoring trail condition is focused upon locating areas and features out of compliance with appropriate trail design parameters and describing the nature of non-compliance. In addition, the monitoring will also provide prescriptions for addressing the sustainability issues observed in the field. In summary, trail monitoring will consist of three components:

- **Document** and **assess trail conditions** to determine if trails are being maintained in functional condition.
- **Inventory** the location and condition of **constructed trail features** (e.g. water bars and retaining walls).
- **Prescribe** maintenance **actions** to mitigate selected problems.

D.2. Trail Condition Assessment

The first component of trail monitoring is a condition assessment of the trail segments. This assessment will be comprised of measuring and describing a set of trail indicators at selected locations. These indicators provide information about the physical sustainability of the trail, as well as visitor safety and convenience.

List of Measurable Indicators (Table D- 1):

- Tread width
- Maximum sustained trail grade
- Maximum sustained tread out slope
- Clearing width
- Clearing height
- Turn radius
- Surface material
- Presence of erosion/drainage indicator conditions

Table D- 1. Indicators of trail condition and associated measurement

Indicators	Description
Tread Width	Tread width between trail’s edges defined by pronounced changes in tread cover or composition. <i>Measured to the nearest ½ foot.</i>
Trail Grade	Slope of the trail tread parallel to the direction of travel. <i>Measured to the nearest one percent</i>
Tread Out slope	Side-to-side slope of the trail tread perpendicular to the direction of travel. <i>Measured to the nearest one percent</i>
Clearing Width	A three-dimensional envelope across and above the trail tread needing to be free of vegetation and obstructions.
Clearing Height	Measured to the nearest foot
Turn radius	The distance between the innermost center location of a turn to the outermost most center location of a turn. <i>Measured to the nearest 1/2 foot.</i>
Surface material	Compositions of the trail tread. Select from a list
Erosion/Drainage Condition Indicator	Presence of muddy ground, water flowing on the tread, gullied out areas, trail braiding, exposed roots, exposed rocks. <i>Measurements vary depending on the specific condition indicator</i>

D.3. Constructed Features Assessment

The second component of the monitoring effort is to determine the location and condition of constructed features associated with trail segments.

Objective:

- Record the location of constructed features
- Assess their condition

D.4. Prescriptions for Maintenance

The third component of trail condition monitoring is the development of field prescriptions for non-compliant/maintenance issue areas (areas of concern) and constructed features.

Objective:

- Describe the maintenance actions recommended to bring the trail or feature into compliance with appropriate trail standard.
- Determine is a construction feature should be include in the trail to mitigate future issues (i.e., install water bars, re-tread the trail surface).

D.5. Methodology

D.5.1. Trail Condition Assessment

The following methodology will be used to assess trail condition:

- Become familiar with the trail segment’s design parameters (tread width, maximum sustained grade, maximum sustained out slope, clearing width and height, turn radius, and surface material).
- Walk the length of the trail segment stopping when one of the indicators is judged to be out of standard for a distance of at least 30 feet.
- Record, as a point feature, the location where the trail begins to be out of compliance for the indicator, record the indicator and the measurement (see below), and the Unique ID number for that portion of trail.

- Using this same point, take photos looking up-trail and down- trail to document conditions.
- Record the location when (if) the indicator returns to the acceptable range/value for the indicator as well as the indicator name and measurement.

The following methods will be used to measure indicators:

- Tread Width: Use a tape measure to obtain the length (feet – nearest ½ foot) between the trail’s edges.
- Braided Trails: Use the above procedure for tread width to measure the width (feet – nearest ½ foot) of each braided trail. Record the beginning and end point locations with a resource grade GPS receiver.
- Maximum Sustained Trail Grade: Measure the maximum sustained grade for sections of trail out of standard. Use a digital level to record the grade of a trail. Set a digital level to take readings in percent. Place a digital level on the tread, parallel to the direction of travel, at 3 different locations along the trail to be measured. Record the average of the 3 readings as the maximum sustained grade. A clinometer should be used when constructed features, such as steps, have been installed.
- Maximum Sustained Out slope: Measure the maximum sustained out slope for sections of trail out of standard. Use a digital level (inclinometer) to record the side to side slope of the tread. Place the inclinometer on the trail surface, perpendicular to the direction of travel, at the sampling point. Record the reading to the nearest one percent.
- Corridor Clearing: Use a tape measure to record the distance (feet) of the vertical and horizontal clearance from any trailside vegetation located at the sample point. Horizontal measurement should be taken from about 2 feet above ground.
- Turn Radius: Use a tape measure to record the distance from the center point located on the inside edge of a turn to the center point along the outer edge of a turn. Record the measurement to the nearest foot.
- Surface material: Record the composition of the tread surface
- Erosion/Drainage Indicators: In addition to logging the start and end point for the maintenance issue area, write a brief description of the situation, including: width, depth, # of braids, nature, quantity, size, etc., and the source of the problem.

D.5.2. Constructed Features Assessment

To determine the location and condition of constructed features, use the following methodology:

- Using a GPS, estimate the mid-point of a constructed feature and take a location reading there.
- Using this same point, take photos looking up-trail and down- trail to document conditions.
- Record the condition of constructed features or components on or associated with the trail segment. Record the dimensions of all constructed features, including water bars, drain dips, and check dams.

D.5.3. Prescriptions for Maintenance

Identify and document all maintenance needs along trail length.

D.6. Trail Maintenance Objectives and Maintenance Guidelines

The purpose of trail maintenance is threefold: protect user safety; maintain the trail in a condition where the width, depth, drainage, and control of the riders are adequate to protect adjacent resources; and keep the trail within the parameters of the designed trail management objectives.

Maintenance needs are dynamic as they are constantly changing and growing. This plan outlines the work anticipated to meet the above objectives, but at no time will a large trail system be in a condition of being 100% maintained. Trails will require periodic maintenance to ensure continued ride ability and compliance with the criteria set forth in this plan. Some trail treads will be in very good condition, some

will be in good condition, and some will be in poor condition. Those in poor condition will be identified and placed on the maintenance list, unless there is a safety or resource concern that dictates immediate attention.

D.6.1. Trail Management Objectives

General

- The user will be provided a variety of quality trail experiences that produce a high fun factor. This can be accomplished by providing a mix of tight trails and open trails that provide a variety of settings, appropriate speeds, and challenges.
- A trail experience will be provided, not a highway experience. This will be accomplished through tighter alignment, narrower clearing, leaving more obstacles in the trail, and other methods that produce slower speeds. Available trees and brush would be taken advantage of to make the trail as curvilinear as possible.
- Trails will be designed and located, to the extent possible, in a manner that maximizes the views of the region's outstanding natural features and take advantage of changes in settings, vegetation, soils, and topography.
- Trails will be constructed and maintained, to the extent possible, to blend with the topography by curving and flowing with the natural contour. They will be self-draining where possible with rolling grades where possible. Where grades cannot be rolled, erosion-controlling structures will be installed. Removal of vegetation, rocks, and other features will be kept to a minimum.
- New trails, re-routes and some maintenance actions will follow the General Criteria for the Placement of Trails as well as appropriate trail building and maintenance manuals.

Trail Treads

- Trail treads when constructed, will be constructed at the minimum required width or less depending upon difficulty level. Narrow treads and narrow clearing reduces speed and increases the trail experience. Reducing speeds increases safety, reduces trail maintenance because moguls develop slower, and increases the amount of time users are on the trail.
- All trails will be two-way use except where undesired. This helps to reduce speeds by forcing the trail user to be defensive; other users should be anticipated around every turn. This also helps to create a trail experience rather than a racetrack experience.

Clearing

- An acceptable clearing width will be maintained in order to further reduce speeds and provide a natural experience. Safety will not be compromised. Green limbs and flexible brush that encroach within the clearing limits will generally be left in place if they do not unduly infringe on sight distance or form a safety hazard.

D.6.2. Trail Maintenance Guidelines

General

- All identified maintenance needs will be placed on the maintenance list and will be completed as time, equipment, personnel, and funding allow.
- The Adopt-A-Trail Program will be utilized to help maintain and monitor portions of trails within the GRRRA. These volunteers will work closely with BLM to report any issues, concerns, or needs associated with their section of trail. BLM will support the program by providing necessary clearances (cultural, threaten and endangered species, etc.) and equipment, if available and as funding and other projects allow.

Trail Tread Maintenance

- Results of physical monitoring as outlined in the monitoring plan will direct annual trail maintenance and the trails/areas to be worked on and the recommended treatments. All maintenance performed will be recorded in a maintenance log to facilitate future planning and accounting of the maintenance work performed.
- Trail condition surveys and monitoring will be performed to identify maintenance needs. Any undue hazards that are identified will be treated as a priority.
- It is extremely important not to over-maintain the trails. These are trails, not roads, so
- Any off-trail tracks will be restored to a natural state or obliterated whenever practicable.
- Garbage and litter along roads, trails, and in trailheads will be removed.

D.7. References

Marion, J.L. and Y. Leung. 2001. Trail resource impacts and an examination of alternative assessment techniques. *Journal of Park and Recreation Administration*. 19(3):17-37.

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APPENDIX E. RECREATION MONITORING PLAN

The Recreation Monitoring Plan contains the monitoring approach that will be used in the GRRRA to ensure that management actions meet the recreation management goals and objectives described in the approved R&TMP. This Recreation Monitoring Plan is organized by resource area, followed by resource goals, objectives, and actions, and finally a description of the monitoring methods.

E.1. Resource Monitoring

Monitoring is the process of collecting information to evaluate the effects of selected management actions, public actions and interests, and impacts in relation to the R&TMP goals and objectives and to ensure compliance with applicable laws, regulations, and policy. Data describing changing trends over time are collected and used to determine whether desired outcomes are being met.

Though monitoring was included as part of the 1996 GRTS-RAMP, it was poorly executed. Consequently only limited specific resource and visitor use baseline data exist. In addition, visitor use is expected to change as local communities continue to grow around the GRRRA, trails and facilities are developed, and the GRRRA transitions and management decisions contained in the RMP are implemented.

This Recreation Monitoring Plan is designed to be outcome-based, technically feasible, affordable, and operationally attainable. Three types of monitoring will occur to determine the current status of the GRRRA baseline and to measure changes to it:

- **Baseline Monitoring** – What are the current baseline conditions?
- **Implementation Monitoring** – Were the decisions and actions developed during planning implemented?
- **Effectiveness Monitoring** – Did the implemented action result in changes to resource condition, visitor numbers, activity types, and duration of stay? Did changes in the indicators exceed thresholds established for achieving the objectives?

To monitor change within the GRRRA, BLM staff would identify and track indicators, which are specific elements of the GRRRA setting that change in response to human activities. Indicators provide quantitative documentation on how much conditions have changed, serve as tools for examining trends and highlighting problems, and can act as an early warning to predict future conditions. When compared with standards that describe the acceptable limits of change, indicators can signal the need for corrective action, evaluate the effectiveness of management actions, and help determine whether desired conditions are being achieved. To accommodate the need for management flexibility as this development occurs, a baseline would be established and used to determine appropriate indicators and limits of acceptable change. The indicators would be monitored frequently as the GRRRA facilities are developed. As visitation and recreation opportunities stabilize, the monitoring frequency would become more static.

E.1.1. Recreation Monitoring

Two different aspects would be considered during recreation monitoring: the social setting and the physical setting. The number of people and the number and type of encounters that take place in defined settings characterize the social setting. The physical setting includes the physical landscape and environment, ranging from primitive areas where the landscape is remote, pristine, and shows minimal evidence of human presence, to more developed areas that are manipulated to provide a desired setting and include an abundance of facilities to accommodate heavy recreational use. Monitoring methods and indicators are broken into these two categories.

Social Setting

Basic questions of interest to management related to social components of the GRRRA:

- How much use is occurring on the trail system?

- What are the demographic of visitors?
- What benefits are visitors seeking?
- What are the user motivations to visit Lewis County OHV Trail System?
- What problems have the users encountered and what managerial actions do the users recommend?

Survey and Monitoring Approaches

The formal method of monitoring the social setting would be through visitor satisfaction surveys. These comprehensive surveys would include information concerning visitor demographics, preferred activities, recreation experiences and benefits, and setting preferences, as well as evaluation of BLM management, facilities, and services. Visitor surveys would be conducted within 3 years of the R&TMP completion, as staff time and funding allows, to establish baseline data for the seasonal variation in visitation, and regularly thereafter as the plan is implemented and visitation increases.

Monitoring would also be performed on an informal basis by BLM field personnel, volunteers, and through public participation. BLM field staff and volunteers will have training to gather data through visitor contacts and observation of social conditions. Comments from the public in the form of letters, telephone calls, e-mails, public meetings, feedback from special interest groups, or office visits will be collected and reviewed. When informal monitoring begins to indicate that the desired condition of the social setting is not being met, the next formal visitor survey should be implemented as soon as possible.

List of Social Indicators:

- Number of users/group
- Type of use (OHV, non-motorized, etc.)
- User types (family, friends, organized group, etc.)
- Length of stay
- Frequency of visits to the GRRRA
- First time vs. returnee
- Home location (local, regional, national visitor)
- Benefits/motivations/expectations Met
- Economics (amount spent on food, gas, lodging, other)
- User encounters (less than expected, more than expected, about what was expected)
- Problems encountered

Thresholds:

- Thresholds for social indicators will be developed based upon use levels negatively impacting recreation users as indicated by negative feedback from user surveys.
- Results from use level monitoring in conjunction with results from physical and biological monitoring will be considered as an indication for a need for social adaptive management strategies as well.

Adaptive management strategy:

- Modify user survey to include on-site surveys and increase frequency to determine specific reasons for negative feedback.

Potential mitigation:

- Consider limitations on use or seasonal restrictions.
- Modify trail system or management strategy based upon results from surveys.

Physical Setting

Basic questions of interest to management related to physical components GRRRA R&TMP:

- What are the recreational impacts to resources base related to OHV use?

- How significant are the recreation impacts on the impacted resource?
- Are the recreation impacts increasing, decreasing, or staying the same?
- How do we know when to implement recreation management prescriptions on-site to protect the integrity of other resources?
- What are our immediate maintenance needs?

Survey and Monitoring Approaches

Indicators used for monitoring recreation would include visitor use, evidence of human and dog waste, vandalism, areas of impact, and camping locations. Methods used for monitoring would include visitor surveys for numbers of encounters, trail counters, trailhead registers, ongoing management observations, recreation site and facility measurements, and special recreation permit evaluation and compliance. The frequency of monitoring would vary as development and visitation increase.

A team comprising appropriate BLM resource specialists would conduct formal monitoring for the physical setting. The resource specialists would determine the frequency of monitoring, but during the first phase, a comprehensive assessment would be conducted within 3 years following the completion of the R&TMP to establish baseline data for the seasonal variation in visitation. Volunteers and BLM field personnel would conduct informal monitoring on a routine basis. Monitoring would occur by performing a visual assessment during normal field operations and implementing a photo monitoring program of sites or facilities, as needed. If informal monitoring results in resource concerns, an appropriate resource specialist would be notified and additional monitoring or mitigation would be assessed.

List of Physical Indicators:

- Designated Trailheads
 - Elements of use vs. over-use
 - Standard recreation impacts
 - Impacts beyond the trailhead limits
- Off Trail Impacts
 - History/Frequency/Destination Factors
- Road/Trail Intersection Impacts
- Unauthorized use (e.g., 4-wheel drive vehicle on ATV (50" in width or less) trail)
- Cross-Cutting Trails
- Other Recreation Impacts Noted Along the Trail
 - Campsites/Day Use Areas/Barren Cores
 - Campfires
 - Litter
 - Sign Damage
 - Other Vandalism

Adaptive management strategy:

- Develop mitigation to address corrective action necessary to bring trail back into compliance with management goals and objective.

Potential mitigation:

- Carry out maintenance activities as necessary to meet mitigation requirements or the management goals and objectives of the route system.

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