

Trapper's Route Special Recreation Area Implementation Report 2012

INTRODUCTION

This implementation report was completed as part of the adaptive management approach, which requires monitoring of management actions and public accountability. Implementation reports are to be completed for the Trapper's Route Special Recreation Management Area (SRMA) on a five-year cycle or as time permits.

In 2006, the Casper Field Office (CFO) completed a recreation area management plan (RAMP) for the Trapper's Route SRMA. This adaptive management plan was incorporated into the CFO's resource management plan (RMP), which was completed the following year. The Trapper's Route SRMA includes lands largely within a ¼-mile the North Platte River between the town of Alcova and the Natrona County line. Bessemer Mountain is one of two parcels located outside the ¼-mile and are considered as part of the SRMA.

The North Platte River is the only floatable waterway in central Wyoming and has become the destination fishery for the state. Scenic and recreational values of the North Platte River are derived from a combination of environmental factors and management practices. The river is highly valued as a class 1 fishery. The Wyoming Game and Fish Department (WGFD) has rated it as a blue ribbon fishery. A blue ribbon fishery is one that is accessible to the public, with high quality water that supports natural reproduction and is able to withstand the angler pressure. Game fish species include rainbow, brown, and cutthroat trout. The most common recreation activities are fishing, floating, waterfowl hunting, and wildlife observation. There are also opportunities for picnicking and camping. This river has become a vital part of the social and economic values of central Wyoming.

ADAPTIVE MANAGEMENT

Adaptive management plans allow managing agencies more flexibility than the traditional approach to resource management. It also requires monitoring that measures management actions and the effect on resources and resource uses. Monitoring must effectively answer questions on multiple levels that are both spatial and temporal in context. Simply stated monitoring projects are applied on a site-specific level to evaluate the effectiveness of management actions and can be extrapolated to larger areas, such as the watershed level or different locations with similar resource values. Site-specific objectives connect directly to field office management guidance, which in turns links to statewide and national level policies. Moreover, the information documenting the long-term impacts of management actions is collected and maintained.

The adaptive management approach uses monitoring efforts to evaluate management activities that provide agencies with the information needed to make informed decisions and respond to changes within the environment in a timely manner.

TRAPPER'S ROUTE RECREATION AREA GUIDELINES

Goals

RAMP goals are to sustain or improve important wildlife habitats while striving to enhance individual and social benefits derived from quality recreational experiences within the defined planning area.

Objectives

- Manage to the prescribed water recreation opportunity spectrum (WROS) settings, providing for a range of recreational activities and experiences.
- Fully implement the restoration, deferred maintenance, and capital improvement projects outlined in this plan.
- Provide recreational opportunities in which individual, community, and economic benefits may be derived.
- Provide facilities that adequately meet user needs and reduces negative impacts related to increased visitation.
- Provide a transportation system that meets access needs and ensures adequate protection to natural resources.
- Meet Wyoming standards for healthy rangelands.
- Meet visual resource management (VRM) class III and WROS category objectives for visual modifications.
- Sustain or improve important riparian and wildlife habitats.
- Secure the long-term funding necessary for continued maintenance and management of the area.
- Evaluate management effectiveness.
- Cultivate cooperative and multi-agency management.
- Ensure public awareness and involvement in management decisions.
- Allow for future adaptations.

WROS Categories for BLM-Administered Surface

The WROS is a tool used to understand the type and location of six kinds of water-related recreation opportunities, otherwise known as WROS classes. The six categories range from urban, suburban, rural developed, rural natural, semi primitive, and primitive. Each category is defined by a particular set of activities, setting attributes, experiences, and benefits. The WROS categories define the allowable limits for modifications to the natural environment; define the type of recreational experience that the area is being managed for; and, how the management presence will be incorporated into the setting. WROS improves managements' understanding of the complexity of outdoor recreation management, strengthens sound professional judgment, and enables a manager to make better and more defensible decisions.

Research has shown that recreationists not only seek recreation *activities* to participate in, but also specific recreation *settings* in order to enjoy a special kind of recreation *experience* and subsequent *benefits*. These four components (i.e., activities, settings, experience, benefits) constitute a *recreation opportunity*; that is, the *opportunity for a person to participate in a particular recreation activity (ies) in a specific setting in order to enjoy a particular recreation experience and the benefits this affords*. For example, one family might desire camping in a modern, full-service campground on a lake in order to spend quality time with the family, for rest and relaxation, and to see nature's beauty. Another family might desire camping in a rural location where they can test their fishing skills, enjoy solitude, and see nature's beauty. Both families want to go camping, but in very different settings leading to different kinds of experiences and benefits; that is, they are seeking different kinds of recreation opportunities.

Site Name	Average Score	WROS Classification
Pete's Draw	RD5	Rural-Developed
Ledge Creek	P10	Semi-Primitive/Primitive
Bolton Creek	RD7	Rural-Natural
Government Bridge	RD5	Rural-Developed
Clarkson Hill #1	RD5	Rural-Developed
Clarkson Hill #2	SP8	Rural-Natural
Clarkson Hill #3	SP8	Rural-Natural
Bates Creek	SP8	Rural-Natural
Gray Cliff	P10	Semi-Primitive
Bessemer Mountain	RN7	Rural-Natural
Bessemer Bend	RD4	Rural-Developed
Emigrant Ridge	P10	Semi-Primitive/Primitive

Table 1

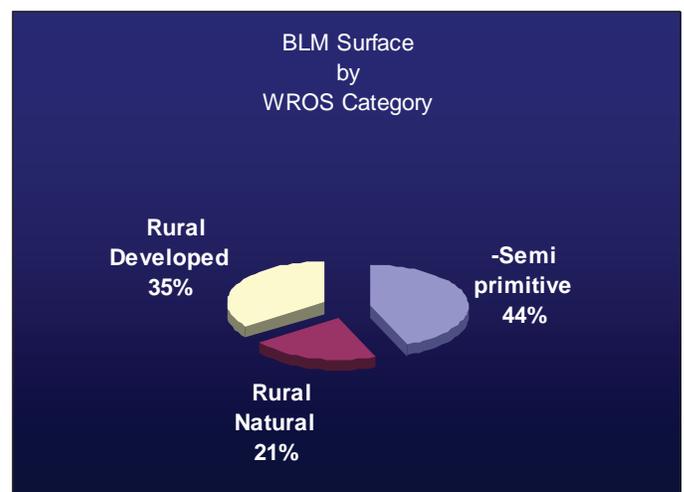


Figure 1

Table 1 displays the WROS categories assigned to different areas of the river, and figure 1 shows the percent of BLM-administered surface within the three WROS categories for the Trapper's Route area.

The goals and objectives set for the Trapper's Route RAMP provide a direct link to the CFO RMP and to national level policies for recreation, wildlife, and riparian management. The CFO maintains an Excel spreadsheet that tracks management actions for each program and documents how well management objectives are being met as well as those that need attention or additional resources. Therefore, this report will not include a link to objectives set for the Casper RMP or at higher levels. All goals and objectives discussed in this document were designed for the Trapper's Route RAMP.

The goals are to sustain or improve important wildlife habitats while striving to enhance individual and social benefits derived from quality recreational experiences within the planning area.

These goals will be met using the measurable objectives set for the SRMA and by completing specific projects outlined in the RAMP. Outcomes of each objective described in the RAMP are provided below.

Objective 1: Manage the public lands to the WROS categories as defined in the RAMP.

The WROS directs recreation development and setting, and outlines special regulations that may be required. This is discussed periodically throughout this document. The RAMP and the environmental assessment provided the detailed descriptions.

This objective will not be fully realized until the completion of all construction projects and full implementation of the transportation and recreational business plan. The CFO is within two years of full implementation. All recreation facilities projects have adhered to the WROS during construction activities. Design modifications were incorporated, reducing the contrast with natural surroundings and better adhering to the WROS category for each location. The diverse array of opportunities created by using WROS will become more evident as construction projects are being completed.

Objective 2: Fully implement the restoration, deferred maintenance, and capital improvement projects outlined in this plan.

This objective is approximately 80% complete with full completion expected within two years. During the implementation phase, some of the projects were

modified slightly and are in various phases of development. A progress report including objectives reached and lessons learned is provided below.

Deferred Maintenance Projects

Pete's Draw

At the time the Trapper's Route RAMP was written Pete's Draw was the first public surface located downstream of the Grey Reef

Reservoir. The area is categorized as being a rural-developed area, which allows for substantial modification from the natural environment. Projects and facilities were constructed to enhance recreational opportunities and designed to accommodate high visitor numbers.



Overview of Pete's Draw

The reconstruction of Pete's Draw was completed using a combination of deferred maintenance funding, allocated funds, and maintenance dollars. Prior to construction, this site had a single vault toilet, two concrete picnic tables, and a small access route. The majority of use at this site during the spring spawning season is by out-of-state visitors, mainly those from Colorado and Montana. Local visitation occurs throughout the spring and summer.

Facilities at Pete's Draw were extensively upgraded. This included six defined camping units with picnic tables, fire rings, tent pads, and shelters. A double vault bathroom was also located next to the parking lot. A universally accessible trail was created providing access to the river. The trail includes a rock stairway, which provided bank stabilization while maintaining pedestrian access. While the majority of visitors appear to be using the trail, people walking down the drainages and cut banks are creating new pedestrian trails. This is having a negative impact on vegetation in these areas.

The old access route and other disturbed areas have been reclaimed, the bollards have been removed, and cottonwood poles were planted within the riparian zone. These plantings were not successful; however, large varieties of riparian plants including a number of woody species are well established along the river trail. Maintenance of this trail will require regular mowing and annual spraying for noxious weeds and vegetation on the path. The old access route has been blocked-off and grass seeding has been acceptable with some natural reclamation occurring.

View of Campground layout and Trail



Rock Stairway at Pete's Draw



A connected walk-in area is accessible from the large parking lot located in the day use portion. The old access route was replaced with a crowned and ditched loop road, which allows for better use of the available space.

Mile's Landing

Mile's Landing was partially funded using deferred maintenance funds, and improvements will be completed this year. Mile's Landing, commonly known as Government Bridge, was not equipped for high visitation numbers that are now commonplace. The existing facilities were limited to a small, undefined parking area and single lane boat ramp. The ramp location made use by drift boats difficult. Traffic coming off the river was often congested between 2:30 p.m. and 5:30 p.m. The loop-style road, completed in 2010, was been upgraded and surfaced to accommodate heavy use, and the parking area was designed for trucks with drift boat trailers. The new layout increased the size and better use of the available space. Recreation use at Mile's Landing is limited to day light hours, exclusively. Four surfaced picnic sites are located around the access route. Two shelters have been constructed, with an additional two shelters slated for construction as funding becomes available.

The installation of a vault toilet has improved sanitation at the site. The high visitation level at Mile's Landing has remained steady for a number of years. The improvements at this site have decreased congestion. A new boat ramp is slated for construction this year. New signs installed include site identification, regulations, and leave no trace principals.

Overview of Mile's Landing



The old signs detract from the appearance of the site and will be removed. A small portion of the existing fence will also be taken down. A highway sign is being considered in order to identify the site prior to egress.

Capital Improvements

Capital improvement projects that were initially identified included construction of three campgrounds and one landing. Golden Current and Chalk Bluffs campgrounds and the Whitetail and Buffalo Creek Landing sites were to be located along the Clarkson Hill section of the North Platte River. These projects were completed as follows.

Whitetail Landing

The final designs for the Whitetail Landing were altered. The site was originally planned to be a campground, but it was determined that the area was not large enough. The modifications restricted the facilities to a boat ramp, parking area, and comfort station. The design changes affect the way the site will be used and alters the site from a campground with RV parking to a boat landing. The Whitetail Landing was completed as a day use site only. This design provides the site will be used primarily by drift boats and commercial fly-fishing guides and separates the bank angler for the heavy traffic. Thus, the overall required maintenance is limited. The boat ramp was installed in the fall of 2011 and was partially funded using "Fish Wyoming" grant money.



Golden Current Campground

Golden Current Campground

The Golden Current Campground was completed in 2009, using a combination of allocated funds, volunteers, and fee revenues. The design changes were minimal. The Golden Current Campground provides a more natural setting with use limited to tent camping. A small parking area is located above the riparian area and ruts created by motorized vehicles have been filled in. This area has naturally vegetated and was in good condition prior to

flooding. The impacts to this site came from motorized use and livestock grazing. Removing these uses has significantly improved the site. Livestock use continues to cause problems when trailing occurs during periods of low flows or soil saturation. The Golden Current Campground has been open to the public for two seasons and is very popular with local anglers and families looking to be away from the larger visitor populations found at the reservoirs.

Chalk Bluffs Campground

Chalk Bluffs Campground will be built to accommodate larger vehicles, RV, and higher user numbers than the other campgrounds in the area. This campground was designed to have ten sites, a day use parking area, vault toilet facilities, and a boat ramp. The access road is a longer winding loop road that is bisected to create a smaller loop for parking trailers and additional camping sites. The majority of this campground will meet ADA accessibility standards and opened for use in spring of 2010.

All facilities have been completed except the boat ramp and picnic shelters which will be completed over the next two years.



Campground Road prior to Construction of the Chalk Bluffs Campground

Additional amenities that will be constructed at this site include picnic shelters and landscaping. This campground is currently not well known but is growing in popularity and was used as the primary location during the 2011 Two-Fly completion. The Chalk Bluffs Campground provides for a wide range of visitor opportunities with primary benefits being derived by individuals and groups.

Buffaloberry Campground

Buffaloberry Campground, located near Bates Creek, is managed to provide a rural-natural setting. This category allows for limited recreational developments with the primary focus being on the natural environment. The campground area is small with only four sites on the riverbank and a trailhead type facility located on the upland portion. This will become important as we complete road closures and limit some of the routes to non-motorized activities. The public lands immediately downstream from this site will be managed to provide a semi-primitive setting and walk-in access.



Acquisitions

In addition to the projects listed in the RAMP, the CFO was successful at acquiring new parcels along this section of the river. The public land within the Trapper's Route SRMA is now connected to the Grey Reef recreation site, which is managed for the Bureau of Reclamation by Natrona County Parks and Recreation. These acquisitions have been crucial to management of the area and have greatly contributed to public access in the area.



The Redds Area

The Redds Day Use Area

The first property acquired after the completion of the recreation management plan was the VanRensselaar property. This is now known as the Redds Day Use Area and is within the rural-developed category.

Developments within the area have been limited to an interpretive trail and a small parking area. This design preserves a greenbelt along this section of river while maintaining access. The condition of the wildlife habitat at this site was poor at the time of purchase. Heavy pedestrian traffic had created gully, reels, and loss of vegetation. The soils on this site are very susceptible to erosion from spring run-off and heavy rains. The final placement of the interpretive signs and a pedestrian bridge has been completed. The Redds Day Use Area has become a popular location for bank anglers.

The CFO acquired the Bretey property located along this same section of the river. BLM held a sale for the buildings, and they have been removed. The disturbed area has been recontoured and will be seeded. The public comment period for the environmental assessment expired and the decision record has been signed. The facilities that are proposed for this site include a vault toilet, picnic sites, a parking area, and the extension of the existing interpretive trail. A second pedestrian bridge will be needed to link the Blue Gulch Trailhead to the Redds Day Use Area. The acquisition and proposed development on this site is within the scope of the rural-developed category, mitigates problems with public parking along the county road, and decreases the risk to public health and safety.

Additional acquisitions are being completed and will substantially increase public lands along the river corridor. National Environmental Policy Act analysis will be needed to outline management objectives for these areas.



Reclamation at Bretey Property

Two recent properties were acquired include the McMurry property (30 acres), which blocked up larger sections of BLM lands along the Clarkson Hill portion of the management area and the Miles property. The Miles property is approximately 398 acres and was once a walk-in area adjacent to Clarkson Hill. These acquisitions are vital to management of the area and maintain contiguous public access, along this stretch.

The Ledge Creek Landing Area

One key acquisition that has not been completed is obtaining an administrative easement to the Ledge Creek Landing site. Ledge Creek is a small landing accessed solely by the river. Commercial guides and non-commercial drift boats are the main users of the area. The CFO has maintained a portable comfort station at this location for a number of years. The portable toilet mitigates use of the bank, and litter complaints from the private landowner have dropped dramatically. A permanent administrative easement needs to be acquired before a vault toilet can be installed. The funding requirements would be less over the long term and an annual rental and cleaning contract would not be required.

Restoration Projects

To date restoration projects have been limited to planting cottonwood poles, closing roads, and reseeding dispersed areas near developed sites. These projects were designed to improved wildlife habitats, vegetation communities, and visual resources. The poles have been planted in several locations along the riverbank with varying success. Overall, approximately 20% of the trees survived for more than two years while others have been replanted.

Fences have been constructed to limit motorized use and to remove livestock from the riparian areas. Maintenance of these fences has proven to be difficult; cows have pushed through the fence in different locations. However, the riparian areas near Clarkson Hill and along the spawning beds have improved as a direct result of these fences. The CFO continues efforts to improve the success of these projects.

The largest ongoing restoration project is at Bolton Creek. Two new culverts were installed in 2011, and sheet pilings will be used to dissipate water before it enters the river channel. A water-well has been installed near the Bolton

Creek site, and the cattle are to be fenced from the riparian areas. The amount of sedimentation coming into the river from Bolton Creek has a direct effect on the quality of fishing opportunities downstream from this location. This is the limiting factor in creating a voluntary redistribution of recreation use within Trapper's Route SRMA. However, the amount of sediment is directly related to soil types and the quality of the upland soils.

A detailed long-term restoration plan is required to provide a holistic landscape approach to the area. This plan will provide a map of existing conditions, future desired conditions, and habitat types. The completed plan will prioritize projects and provide some cost benefit analysis. Detailed descriptions of current and ongoing projects are described below.

Objective 3: Provide recreational opportunities in which individual, community, and economic benefits may be derived.

Meeting this objective requires the BLM to manage the river in such a manner as to provide a wide range of sustainable recreation opportunities. Several WROS categories have been defined for the Trapper's Route SRMA, ranging from rural-developed at Pete's Draw Campground and the Redds Day Use Area to rural-natural and semi-primitive. These management categories provide a range of opportunities. The benefits derived are based on user expectations, the recreational site



Pete's Draw

designs, and locations, as well as the implementation of supplementary rules.

Actions that have helped to meet this objective include increasing public awareness of the environment by using environmental education projects and managing special recreation permits (SRPs). The BLM designed and installed signs marking public lands and providing a BLM presence at public landing and overnight facilities. This helps to improve public awareness and availability of recreation opportunities in cooperation with the WGFD. The signs have been well received, and the remaining signs will be installed before the end of the year. Signing has been very effective in managing transportation routes and in providing on-site information. Additionally, a BLM float guide has been completed and was well accepted by the public. The guide was offered at the field office, on the web, and was distributed free to all local fly shops and sporting goods stores. This float guide is being updated to include new facilities and acquisitions and should be published in this year.

Environmental education and volunteer events have substantially increased public awareness and community-based benefits. Over the past few years, events have been youth-orientated and included National Trails Day, Wyoming Conservation Corp projects, and volunteer events. Over 50 children attended an annual environmental education day held in 2011.



Anglers enjoying a float down the river

Visitor satisfaction surveys were completed in 2005 and 2009. The results showed visitor satisfaction has improved. The BLM received an overall satisfaction score of 79% in 2005. This score increased to 92% in the follow-up survey. This improved rating is contributed to the intensive management practices derived from completion of the RAMP, increased public access, and new facilities and road improvements as well as better public information. Personal communication with survey participants provided clarity and brought forth concerns with management of the Trapper's Route area. The survey was not limited to the casual visitor and allowed for comments by commercial guides and their clients. Most people felt the BLM was doing a good job managing the river. New facilities, road upgrades, and the signing program were appreciated and met most user expectations. The most common issues related to lack of law enforcement and garbage collection.

There are 22 commercial fly-fishing guides authorized to operate on public lands in the area. This number adheres to the decision record for the Trapper's Route RAMP. The guides have helped to increased national and international awareness of opportunities along the North Platte River and have made this area a destination fishery. Overnight stays have increased in the communities of Casper and Alcova. This economic boost has made several local papers and was significant enough to be noted in the Wyoming Board of Travel and Tourism's annual report.

Administration of the SRPs has had positive and negative impacts on social ecology of the river. Commercial guides provide additional opportunities that would not otherwise be available. Clients generally appeared to be satisfied with the company that they had selected and expressed a desire to return. Many of the companies are demonstrating a desire to be more involved with management issues, improvement projects, and with communities as a whole. Issues related to commercial guides are generally associated with the large number of guides and competitive behaviors. Some members of the public are feeling crowded off public lands. A number of complaints pertained to non-permitted versus permitted guides and the lack of enforcement. The BLM will

be completing allocation studies before allowing any new permits or making any major changes in commercial use. The allocation study will assess social and economic values related to commercial guides as well as impacts, including those to the natural and man-made environments.

Objective 4: Provide facilities that adequately meet user needs and reduces negative impacts related to increased visitation.

All of the constructions projects listed in the RAMP are near completion. Additional projects that are needed include the installation of Americans with Disabilities Act (ADA) accessible fishing piers and the possibility of providing trails for non-motorized uses such as mountain bikes, equestrian trails, and the development of water trails. The improvements to existing facilities and the construction of new campgrounds, surfaced trails, and parking areas have reduced soil compaction and erosion. The developments focus on recreational activities in specific sites that are designed for high use levels and provide a range of recreational opportunities.

Impacts from dispersed recreation have dropped dramatically with the removal of rock fire rings, litter, and larger debris items. The accumulation of trash has not reached previous levels in over five years, and dumping has stopped. Complaints related to trespass has also dropped. This can be attributed to signing efforts, road closures, and improved relationships with landowners, and completion of acquisitions.



Pedestrian Bridge at the Redds

Bolton Creek Day Use Area is managed to provide a rural-natural setting with limited developments. The BLM has installed bollards to keep motorized traffic off the riparian area. Soils at this site are still heavily compacted, and natural seeding of the area has not occurred due to the nature of the soils.

Objective 5: Provide a transportation system that meets access needs and ensures adequate protection to natural resources.

Completion of route designations provides a transportation network that allows access to the river on surfaced or flat-bladed roads. Access roads have been upgraded and are being maintained to meet user needs without undue degradation to the vegetation communities or increasing the rate of erosion and soil compaction. Motorized vehicles have paid attention to routes signed as

“closed.” Natural reseeding has occurred, and the majority of these routes are no longer visible. The signs will be pulled over the next few years. The transportation network is approximately 85% complete.

The area of the river located near Bates Creek is to be managed as semi-primitive. This provides for non-motorized recreation opportunities. Individual benefits are derived from lower visitation numbers, the opportunity for solitude, and the sights and sounds of the natural environment. The area has been fenced from motorized vehicles but will require reclamation including the treatment of Russian olives and cheatgrass brome. Native species grasses and forbs are not abundant in this location, and the area is in poor to fair condition. The BLM is seeking cooperation with the Wyoming State Land Board and the private landowner for the reclamation of this area.

Objective 6: Sustain or improve important riparian and wildlife habitats.

Many of the development projects described throughout this document have had positive effects on riparian and other types of wildlife habitats. Developed sites focus recreational activities in specific areas, while leaving larger areas available for dispersed activities and wildlife habitats. The greatest benefits were directly related to removing motorized vehicle access and fencing livestock from the riparian areas. Riparian vegetation such as rushes and sedges are returning to locations such as Golden Current Campgrounds and the Redds Day Use Area. Other habitat improvement projects include the placement of artificial nesting structures and bat boxes.



Upgraded Access Road along North Platte River

Although there have been improvements in riparian and wildlife habitats throughout the entire area, there have been no measured or documented review of reclamation efforts. The success of reclamation on past projects will be reviewed using photo documentation during the 2012 field season. The BLM will begin mapping the existing habitat types and condition. This documentation will be used to measure the success of management actions and to quantify meeting the corresponding objectives.

The acquisitions of private lands ensure that these areas will not be subdivided and will be managed to sustain and improve wildlife habitats. Recreation

developments have been dispersed to provide large open spaces where management will focus on the wildlife needs and sustainable habitats.

Objective 7: Meet Wyoming Standards for Healthy Rangelands.

Much of the public lands were in poor conditions in 2006 when the RAMP was completed. Rangeland health studies have not been completed. These types of detailed studies require an allocation of personnel and administrative resources. Completion of rangeland health studies will be required for baseline information that will be included in the reclamation plan.



Ducks near the Golden Current Campground

Objective 8: Meet VRM class III and WROS category objectives for visual modifications.

All construction and recreational facilities projects have been designed to create the least amount of visual intrusions possible and to repeat the basic elements of form, line, color, and texture. The pedestrian trails follow the curve and sinuosity of the river and signs are low profile. Facilities such as picnic tables and comfort stations are painted to fit the natural landscape and placed into the landscape to blend into the surrounding environmental. The BLM has received positive response regarding the layout and design of the recreation sites.

The removal of buildings and ancillary facilities on newly acquired public lands has greatly improved visual resources near Grey Reef.

Objective 9: Secure the long term funding necessary for continued maintenance and management of the area.

The BLM has been successful at obtaining some allocated funding for projects along the river and has diversified funding by successfully obtaining two "Fish Wyoming" grants, one grant which is available from the Federal Highway Department. Two additional grants are being prepared and will be used to complete work on the Trapper's Route SRMA.

A business plan has been completed which allows the CFO to collect fees for certain recreational activities. All revenues collected will remain within the field office and will be used to enhance recreational opportunities. Revenues

collected from overnight camping will be added to the permit fees collected from river guides to help complete recreation projects and to help facilitate the completion of a long-term funding strategy. The revenues will provide the CFO with more flexibility and will go a long way toward reaching the objectives for long-term funding. For further information on the Casper Recreation Business Plan, please visit the BLM official website.

Objective 10: Evaluate management effectiveness.

This objective is being met as the CFO engineering staff evaluates each project prior to the start of construction and monitors it throughout the year. The engineer and recreation staff meet with management at the beginning of the field season to review all projects and administrative changes that have been made and to evaluate the overall management of the Trapper's Route SRMA. Traffic counters have been installed at all developed sites and along two of the county roads providing the BLM with additional use data, beginning in the spring of 2012.

All objectives that have been set for this area are reviewed and administrative adjustments required to improve the success of projects are identified. This document meets the requirement to monitor and produce a report on implementation of the RAMP.

Objective 11: Cultivate cooperative and multi-agency management.

This objective will be an ongoing process in which the BLM constantly strives to improve relationships and foster cooperative management. The WGFD, the City of Casper, Natrona County Weed and Pest, and the Natrona County Parks Department have long-term investments in the North Platte River and to the watershed as a whole. The Conservation Fund supported the BLM in the acquisition of riverfront properties and conservation easements.

We have worked successfully with these groups on numerous occasions and hope that our partnerships continue to grow in order to streamline the progress and improve everyone's ability to manage the area.

Objective 12: Ensure public awareness and involvement in management decisions.

The CFO has tried to improve these efforts and for the most part has been successful. Press releases have gone out in a timely manner, and the staff has held at least one public meeting pertaining to each additional EA completed for projects in the area. An annual meeting is held with SRP holders to discuss projects and other administrative issues. An annual newsletter has been

completed and has been made available on the web. The BLM issues visitation surveys every three to five years. The results of these surveys have been included in this report and are published in the annual newsletter.

Objective 13: Allow for future adaptations.

The RAMP was written as an adaptive management plan and provides for administrative flexibility within the scope of each WROS category defined for the area. Future adaptations that the BLM is currently working on include the adoption of new acquisitions into the RAMP and the completion of the *Federal Register* notice required for implementation of "expanded" amenity fees and supplementary rules necessary for successful implementation of the proposed fee structure.