
RECORD OF DECISION AND APPROVED KEMMERER
RESOURCE MANAGEMENT PLAN

Appendix I

Recreation and Travel Management

**APPENDIX I
RECREATION AND TRAVEL MANAGEMENT**

1.0 Recreation Matrices

The following tables summarize the proposed Recreation Management Areas in the Kemmerer planning area. Special Recreation Management Areas (SRMAs) are Bureau of Land Management (BLM) administrative units established to direct recreation program priorities, including the allocation of funding and personnel, to those public lands where a commitment has been made to provide specific recreation activity and experience opportunities on a sustained yield basis. This includes a long-term commitment to manage the physical, social, and managerial settings to sustain these activity and experience opportunities. Delineation is based on administrative/management criteria including the existence of Congressional designations, similar or interdependent recreation values, homogenous or interrelated recreation uses, land-tenure and use patterns, transportation systems, administrative efficiency, intensity of use, high resource values, public concerns, or interagency considerations. These areas usually require a high level of recreation investment and (or) management. They include recreation sites, but recreation sites alone do not constitute a SRMA.

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Pine Creek Canyon Special Recreation Management Area

Primary Market Strategy		Market
Community		Primarily Local Residents and Visitors from adjacent states
Niche		
Camping, picnicking, hiking, snowmobiling, and driving for pleasure		
Recreation Management Objective		
To provide opportunities for visitors to engage in targeted activities to achieve experiences and benefits as indicated below. Maintain setting character as outlined below.		
Targeted Outcomes		
Primary Activities	Experiences	Benefits
Picnicking Camping Driving for Pleasure Snowmobiling Hiking Hunting	Being with friends & family Relaxing physically Enjoying scenery & natural setting Enjoying leisure activities	Personal: <ul style="list-style-type: none"> Nature/aesthetic appreciation Positive change in mood and emotion Social bonding/cohesion/cooperation Identification with a special place Community: <ul style="list-style-type: none"> Improved perceived quality of life Family bonding/better family life Improved image of the area and its recreational opportunities Improved image of land management agencies Environmental: <ul style="list-style-type: none"> Creates sense of "ownership" and stewardship of the area Better preservation of forest & riparian environment Economic: <ul style="list-style-type: none"> Contribution to Recreation & Tourism Sector of the local economy Retains recreation spending in local area Increased attractiveness of Wyoming as a place to relocate
Prescribed Setting Character		
Physical	Social	Administrative
Remoteness: Front Country (Near improved roads) Naturalness: Middle Country (Natural appearing landscapes) Facilities: Middle Country (Developed recreation facilities designed to facilitate access & use of the area)	Contacts: Middle/Front Country (2-7 encounters/day) Group Size: Back Country (4-6 people per group) Evidence of Use: Front Country (Vehicle tracks common, some noise & litter, vegetation commonly worn around public facilities)	Mechanized Use: Front Country (Two & four wheel drive vehicles, ATV snowmobiles & non-motorized/mechanized travel) Visitor Services: Front Country (Regulatory/information signs, OHV limitations) Management: Front Country (Information materials available at developed sites. Agency personnel occasionally onsite, occasional regulatory signing, periodic enforcement presence)
Implementation Strategy/Actions		
Administrative	Provide developed camping and other facilities as needed. Snowmobiling will be managed according to the Pine Creek Snowmobile EA, completed in 2004. SRPs will be evaluated for recreation/outdoor education and for commercial activities for qualified hunting guides. On developed recreation sites, unless specifically authorized, no person shall discharge firearms, other weapons, projectiles, or fireworks. The Pine Creek SRMA would be managed as VRM Class II; OHV – Motor vehicles limited to designated roads & trails.	
Management	Campground fees may be charged in the future. Current facilities include one bathroom and several primitive campsites. Snowmobiling is restricted to Pine Creek Road. The development of new facilities will be evaluated as demand dictates.	
Marketing	Support active volunteer programs and develop new partnerships (e.g., National Public Lands Day and National Trails Day events and volunteer projects for local groups).	
Monitoring	Monitor monthly through most of the year and weekly during the hunting seasons; water samples will be taken monthly; soil disturbance caused by OHVs will be reported to law enforcement; any SRPs issued will be monitored daily; camping use will be monitored to prevent degradation of riparian areas and water quality. Routine monitoring of physical facilities and visitor number collections will continue to include a counter, and periodic visitor surveys will assess achievement of management objectives.	

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**Raymond Mountain Wilderness Study Area
Special Recreation Management Area**

Primary Market Strategy		Market
Destination and Community		Visitors and Local Residents
Raymond Mountain Wilderness Study Area SRMA: Back Country Zone		
Niche		
Primarily hunting, back packing, hiking, primitive camping, trailhead facilities, access point to Raymond WSA		
Recreation Management Objective		
Manage this Back Country Zone to provide high quality hiking, back packing and hunting along with informational trailhead facilities at the access point to Raymond Mountain WSA to provide targeted experiences and benefits. Maintain setting character as outlined below.		
Targeted Outcomes		
Primary Activities	Experiences	Benefits
Trailhead for Back Country and Access to Raymond Mountain WSA Hunting Primitive Camping Picnicking/Day Use Viewing Wildlife/Natural Scenery Rock Climbing	Enjoying viewing natural scenery Relaxing physically Engaging in preferred activities with family & friends	Personal: <ul style="list-style-type: none"> Nature/aesthetic appreciation Positive change in mood and emotion Social bonding/cohesion/cooperation Personal health & fitness Community: <ul style="list-style-type: none"> Improved perceived quality of life Family bonding/better family life Better appreciation of Raymond Mountain WSA Improved image of land management agencies Environmental: <ul style="list-style-type: none"> Public learns environmental stewardship Better preservation of Raymond Mountain WSA Economic: <ul style="list-style-type: none"> Contribution to Recreation & Tourism Sector of the local economy
Prescribed Setting Character		
Physical	Social	Administrative
Remoteness: Back Country Naturalness: Back Country (Natural landscape) Facilities: Back Country (Signage at trailheads)	Contacts: Back Country (Fewer than 3 encounters/day) Group Size: Back Country (Fewer than 3 per group) Evidence of Use: Back Country (Slight vegetation trampling near camp sites, fire rings) Types of Encounters: Back Country	Mechanized Use: Back Country (None) Visitor Services: Back Country (Signs at key access points) Management Controls: Back Country (Basic maps) Domestic Animals: Middle Country
Implementation Strategy/Actions		
Administrative	Maintain trails	
Management	Continue to manage WSA under IMP, Closed to OHV, VRM Class I	
Marketing	Word of mouth only	
Monitoring	Monitor WSA boundary monthly; weekly monitoring during the deer and elk hunting seasons. Any OHV use in the WSA will be reported to law enforcement immediately; any SRPs issued will be monitored weekly. Routine monitoring of trails and use; occasional visitor contact to assess achievement of objectives.	

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**Oregon-California National Historic Trails
Special Recreation Management Area**
Includes Oregon and California National Historic Trails

Primary Market Strategy		Market
Destination and Community		Local Residents and National and International Visitors
Niche		
Historic preservation, education/interpretation		
Recreation Management Objective		
Manage the Oregon-California National Historic Trails SRMA to provide opportunities for visitors to engage in targeted activities in preferred settings to achieve experiences & benefits indicated below. Preserve the physical remains of historic trails and, where possible, the physical setting in which the trails are located.		
Targeted Outcomes		
Primary Activities	Experiences	Benefits
Viewing Historic Sites Learning about the History of the Area Living History Heritage Education and Tourism Driving/Touring for pleasure where designated motorized vehicle trails exist	Viewing historic trail remains in a natural setting Studying and learning about the history of the area Engaging in preferred activities with family & friends Feeling good about the way our cultural heritage is being protected & interpreted	Personal: <ul style="list-style-type: none"> • Nature/aesthetic/historic appreciation • Greater respect for cultural heritage • Social bonding/cohesion/cooperation • Identification with a special place • Better understanding of pioneer's contribution to our way of life Community: <ul style="list-style-type: none"> • Improved perceived quality of life • Improved image of the area and its history Environmental: <ul style="list-style-type: none"> • Creates sense of ownership and stewardship of cultural/historical resources of the area • Greater protection of the area's cultural/historical resources Economic: <ul style="list-style-type: none"> • Contribution to Recreation & Tourism Sector of the local economy • Retains recreation spending in local area • Increased attractiveness of Wyoming as a place to live
Prescribed Setting Character		
Physical	Social	Administrative
Remoteness: Middle Country (Found north of Kemmerer– Rural found nearer gas fields and towns) Naturalness: Middle Country - Rural (Natural appearing – developed landscapes) Facilities: Middle Country – Rural (Maintained roads, interpretive signage, campgrounds)	Contacts: Middle – Rural (3-5 contacts/day) Group Size: Middle Country – Rural (2-6 people per group) Evidence of Use: Middle Country – Rural (Some vehicle tracks)	Mechanized Use: Middle Country (Four wheel drive prominent) Visitor Services: Middle Country – Rural (Area personnel are periodically available) Management Controls: Middle Country (Periodic enforcement presence)
Implementation Strategy/Actions		
Administrative	Encourage and develop cooperative partnerships with volunteer groups, land owners and other land management agencies to facilitate responsible recreational use of the area. SRPs may be allowed for commercial, non-commercial, and competitive events on a case-by-case basis.	
Management	Maintain integrity of setting for significant and appropriate trail segments. Developments such as access/interpretation would be authorized as needed. Conform to recommendations in revised statewide Historic Trails Management Plan.	
Marketing	Information/directional signs and interpretation along the corridor, as appropriate. Develop brochures for the area and upgrade the Internet site that describes the area.	
Monitoring	Monitor any SRPs issued daily; monitor for any physical change within the SRMA boundary. Soil disturbance caused by OHVs will be reported to law enforcement; respond to public complaints. Monitor condition of trail segments and associated sites every 2 years or as appropriate. Monitor visitor use registration forms and periodic visitor surveys to assess achievement of management objectives.	

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Dempsey Ridge Special Recreation Management Area

Primary Market Strategy		Market	
Destination/ Community		Residents and National and International Visitors	
Niche			
Driving/touring for pleasure, hunting, camping, historic interpretation			
Recreation Management Objective			
By 2010, manage this area to provide opportunities for visitors to engage in targeted activities, providing no less than 90 percent of visitors a realization of targeted benefits.			
Targeted Outcomes			
Primary Activities	Experiences	Benefits	
Driving/Touring for Pleasure Camping Hunting Viewing Wildlife/Natural Scenery Horseback Riding Heritage Tourism Visiting Historic Trails and Sites	Being with friends and family Enjoying natural scenery and wildlife Enjoying leisure activities in a natural setting Testing and improving driving skills Reestablishing connections to past	Personal: <ul style="list-style-type: none"> • Positive change in mood and emotion • Social bonding/cohesion/cooperation • Natural /aesthetic appreciation • Identification with special place Community/Social: <ul style="list-style-type: none"> • Improved perceived quality of life • Social bonding • Improved image of area and its recreational opportunities Environmental: <ul style="list-style-type: none"> • Creates sense of "ownership" and stewardship of the historic area • Provides natural habitat and open space Economic: <ul style="list-style-type: none"> • Retains recreation spending in local area • Increased contribution to the local economies • Increased attractiveness of Wyoming as a place to relocate 	
Prescribed Setting Character			
Physical	Social	Administrative	
Remoteness: Middle Country (On and near four-wheel drive road) Naturalness: Middle Country (Natural landscape except primitive road) Facilities: Front Country (Maintained road, interpretive signage, fences around graves)	Contacts: Primitive Country (Fewer than 3 encounters/day) Group Size: Primitive Country (2-4 people per group) Evidence of Use: Back Country (Noise and litter infrequent, vegetation tramping near sites)	Mechanized Use: Middle Country (Four-wheel vehicles predominate, ATV and nonmotorized travel) Visitor Services: (Basic maps but information rarely available on site) Management : (Signs at key access points, enforcement rare)	
Implementation Strategy/Actions			
Administrative	Encourage and develop cooperative relationships with volunteer groups, landowners and other land management agencies to facilitate responsible recreational use of the area. SRP will be allowed for commercial, noncommercial and competitive on a case-by-case basis. Maintain the interpretive signs at both graves.		
Management	Most of the area will be managed as VRM Class II and NSO for fluid minerals within ¼ mile of National Historic Trails. Maintain existing facilities include two graves and 20 miles of improved roads.		
Marketing	Develop cooperative relationships with local groups, upgrade Internet site describing the site and continue to make brochures of the area available off site.		
Monitoring	SRPs will be monitored weekly. Routine monitoring of physical facilities, and trails, visitor number collections will continue to include registration forms; periodic visitor surveys to assess achievement of goals.		

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Remainder of the Kemmerer Planning Area Extensive Recreation Management Area

Primary Market Strategy		Market	
Destination and Community		Local Residents and Visitors	
Niche			
Driving/touring for pleasure, hunting, camping, fishing, four-wheeling			
Recreation Management Objective			
By 2010, manage this zone to provide opportunities for visitors to engage in targeted activities, providing no less than 70 percent of visitors a realization of targeted benefits.			
Targeted Outcomes			
Primary Activities	Experiences	Benefits	
Driving/Touring for pleasure Camping Hunting Fishing Viewing Wildlife/Natural Scenery Horseback Riding Cross-country Skiing Four-Wheeling	Being with friends and family Enjoying natural scenery and wildlife Enjoying leisure activities in a natural setting Testing and improving outdoor skills	Personal: <ul style="list-style-type: none"> Positive change in mood and emotion Social bonding/cohesion/cooperation Natural/aesthetic appreciation Identification with special place Community/Social: <ul style="list-style-type: none"> Improved perceived quality of life Social bonding Improved image of area and its recreational opportunities Environmental: <ul style="list-style-type: none"> Creates sense of ownership and stewardship of the area Provides natural habitat and open space Economic: <ul style="list-style-type: none"> Retains recreation spending in local area Increased contribution to the local economies Increased attractiveness of Wyoming as a place to relocate 	
Prescribed Setting Character			
Physical	Social	Administrative	
Remoteness: Primitive-Urban (On and near four-wheel drive roads, mixed) Naturalness: Primitive-Urban (Mixed, gas field and natural landscape with primitive road) Facilities: Primitive-Urban (Mixed)	Contacts: (2-6 encounters/day, ranges greatly) Group Size: Primitive-Urban (2-6 people per group) Evidence of Use: Primitive-Urban (Ranges greatly, occasional noise and litter)	Mechanized Use: Primitive-Urban (All types of travel found four-wheel vehicles predominate) Management : Back-Front Country (Ranges greatly, personnel occasionally onsite) Visitor Services: Back-Front Country (Ranges greatly)	
Implementation Strategy/Actions			
Administrative	Work with private landowners and other land management agency to improve access. Allow for non-commercial and commercial SRPs and would allow for competitive OHV trails events on a case-by-case basis.		
Management	Provide regulatory and interpretive signs where appropriate and funding allows.		
Marketing	Develop cooperative relationships with local groups, upgrade Internet site describing the area.		
Monitoring	Periodically review tourist's surveys completed by state and local groups; monitor access and recreational complaints. Note the establishment of any additional new two-track routes. Monitor SRPs and OHV events. Map any new roads and trails.		

2.0 Natural Resource Recreation Settings

Table I-1 represents a generalized conceptual framework of available recreation settings. Within the desired recreation setting, recreation management actions are prescribed to achieve targeted activities, experiences, and benefits.

Table I-1. Natural Resource Recreation Settings: Criteria for Classification and Prescriptions

	Primitive		Back Country	Middle Country	Front Country	Rural	Urban
	Pristine	Transition					
Physical – Resources & Facilities: <i>Character of the natural landscape</i>							
a. Remoteness	More than 10 miles from any road	More than 3 miles from any road	More than ½ mile from any kind of road, but not as distant as 3 miles, and no road is in sight	On or near four-wheel drive roads, but at least ½ mile from all improved roads, though they may be in sight	On or near improved country roads, but at least ½ mile from all highways	On or near primary highways, but still within a rural area	On or near primary highways, municipal streets, and roads within towns or cities
b. Naturalness	Undisturbed natural landscape		Naturally appearing landscape having modifications not readily noticeable	Naturally appearing landscape, except for obvious primitive roads	Landscape partially modified by roads, utility lines, etc., but none overpower natural landscape features	Natural landscape substantially modified by agriculture or industrial development	Urbanized developments dominate this landscape
c. Facilities	None		Some primitive trails made of native materials, such as log bridges and carved wooden signs	Maintained and marked trails, simple trailhead developments, improved signs, and very basic toilets	Improved, yet modest, rustic facilities, such as campgrounds, restrooms, trails, and interpretive signs	Modern facilities, such as campgrounds, group shelters, boat launches, and occasional exhibits	Elaborate full-service facilities, such as laundry, groceries, and book stores
Social – Visitor Use & Users: <i>Character of recreation and tourism use</i>							
d. Group Size (other than your own)	Fewer than or equal to three people per group		Four to six people per group	7-12 people per group	13-25 people per group	26-50 people per group	Greater than 50 people per group
e. Contacts (with other groups)	Fewer than three encounters/day at campsites and fewer than six encounters/day on travel routes		Three to six encounters/day off travel routes (campsites) and 7-15 encounters/day on travel routes	7-14 encounters/day off travel routes (e.g., staging areas) and 15-29 encounters/day en route	15-29 encounters/day off travel routes (e.g., campgrounds) and 30 or more encounters/day en route	People seem to be everywhere, but human contact is still intermittent	Other people constantly in view
f. Types of Encounters	Users plan trips to avoid others altogether	Take evasive actions for face-to-face avoidance	Users step aside to avoid unsafe conditions or user conflicts, sometimes grudgingly	Users may be unnerved but may not necessarily move off routes, areas, or sites to accommodate others	Users here routinely expect, welcome, and accommodate other visitors	Because crowd tolerance is a necessary condition for being here, encounters tend to be impersonal	People accept, but routinely ignore, multiple crowd interactions
g. Personal Gear & Equipment	Very basic gear, cell phones usually don't work here	Convenience gear (cell phones) but not radios	Expect hiking, climbing, and mountain bike gear (e.g., colorful sportswear, bicycle helmets, etc.), radios also may be playing	Expect to see gear associated with vehicle or off-highway vehicle use (e.g., coolers, body armor, etc.), radios and music also	Variety of traditional camper trailers, pop-up tents and conventional tents, radios and music common	Upscale motor homes common, dependant on utility hookups or having generators to support home conveniences and gadgetry	Very specialized gear dependent on service provider assistance (e.g., boat slips, grounds keepers, caretakers)

Table I-1. Natural Resource Recreation Settings: Criteria for Classification and Prescriptions (Continued)

	Primitive		Back Country	Middle Country	Front Country	Rural	Urban
	Pristine	Transition					
h. Evidence of Use	Only footprints may be observed		Footprints plus slight vegetative trampling at campsites and travel routes, only infrequent litter	Vehicle tracks and occasional litter and soil erosion, vegetation becoming worn	Well-worn soils and vegetation, but often gravel surfaced for erosion control	Paved routes protect soils and vegetation, but noise, litter, and facility impacts are pervasive	A busy place with what seems like constant noise; unavoidable litter seems to be a lifestyle choice
Administrative – Administrative & Service Setting: How public land managers, county commissioners and municipal governments, and local businesses care for the area and serve visitors and local residents							
i. Visitor Services	None is available onsite		Basic maps, but area personnel seldom available to provide onsite assistance	Area brochures & maps, plus area personnel occasionally present to provide onsite assistance	Information materials describe recreational areas and activities, area personnel are periodically available	Everything described to the left in this row area; personnel give onsite education	Everything described to the left in this row, plus regularly scheduled on-site outdoor skills, demonstrations, and clinics
j. Management Controls	No visitor controls apparent, enforcement presence very rare		Signs at key access points on basic user ethics; may have back-country user restrictions; enforcement presence rare	Occasional regulatory signing; motorized and mechanized use restrictions; random enforcement presence	Rules clearly posted with some seasonal or day-of-week use restrictions; periodic enforcement presence	Regulations prominent; total use limited by permit, reservation, etc; routine enforcement presence	Continuous enforcement to redistribute use and reduce user conflicts, hazards, and resource damage
k. Domestic Animals	No domestic animals allowed	Dogs and pack livestock on designated routes in designated areas only	Livestock (horses and llamas) allowed but, only on designated routes and areas. Dogs under control and pack routes	No controls on dogs and pack livestock other than standard regulations prohibiting wildlife harassment, etc.	Dogs on leashes and pack livestock only in designated areas within recreation sites; both under control elsewhere	Dogs on leashes everywhere and pack livestock allowed only in designated areas	Dogs on leashes everywhere and pack livestock allowed only under specific use restrictions (e.g., horse diapers, parades)
l. Individual User Fees	No individual user fees		Individual user fees charged within certain back-country areas	Additional fees charged individuals at some developed recreational sites, but not for any dispersed recreation uses	Individual user fees charged at all developed sites, but not yet for any dispersed recreation use	Individual user fees charged at all developed sites and for dispersed use within high-use areas only	Individual user fees routinely charged for recreation use
m. Mechanized Use	None		Mountain bikes and perhaps other mechanized use, but all are nonmotorized	Four-wheel drives, all terrain vehicles, dirt bikes or snowmobiles, in addition to non-motorized, mechanized use	Two-wheel drive vehicles predominant, but also four-wheel drives and non-motorized, mechanized use	Ordinary highway auto and truck traffic is characteristic	Wide variety of street vehicles and highway traffic is ever-present

3.0 Detailed Descriptions of Off-Highway Vehicle Designations Used in the Kemmerer Resource Management Plan

The Kemmerer Resource Management Plan (RMP) includes off-highway vehicle (OHV) designations as follows:

- Area Open to All Motor Vehicle Travel
- Motor Vehicle Travel Limited to Existing Roads and Trails
- Motor Vehicle Travel Limited to Designated Roads and Trails
- Area Closed to All Motor Vehicle Travel
- Motor Vehicle Travel Closed During Certain Times of the Year

This appendix provides clear definitions of what each designation means so that the potential for misunderstanding is minimized. These designations apply on a sub-area basis, with the specific designations shown on the maps.

Designation: Open to All Motor Vehicle Travel

- OHVs may be operated off-road on the public lands as long as this activity neither causes nor is likely to cause significant, undue damage to or disturbance of the soil, wildlife, wildlife habitats, improvements, cultural, or vegetative resources or other authorized uses of the public lands.
- In open areas, motor vehicle travel is allowed off-road at all times.
- Activities such as hill climbing or organized OHV events may be allowed if the area is approved for such activities.

Designation: Motor Vehicle Travel Limited to Existing Roads and Trails

- This designation includes all roads and trails that were in existence and mapped when the RMP was approved.
- Portal signs will be placed on main travel routes entering the area from highways or other public roads.
- Maps or brochures showing OHV designations will be published.
- This designation is effective on the date the RMP is approved.

Designation: Motor Vehicle Travel Limited to Designated Roads and Trails

When this designation is implemented, motor vehicle travel will be allowed on all roads designated as open to such travel. All other roads in the area, if any, are closed to motor vehicles.

- Signs will be placed on main travel routes entering the area.
- Signs will be placed on individual “designated” roads in the area.
- Closed roads will be marked or will be obliterated and reclaimed.
- Maps and (or) brochures will be published to show the network of authorized roads and vehicle routes.
- Between the time of publication of the RMP and implementation of this designation, all motor vehicle travel would be limited to existing roads and trails.

Designation: Closed to All Motor Vehicle Use

Motor vehicle access is allowed only upon approval of the authorized officer.

- Motor vehicle travel may be allowed for firefighting and emergencies only.
- This designation applies to all resource uses.

Designation: A Seasonal Limitation on Motor Vehicle Access Has Been Established

Motor vehicle travel is not allowed for a portion of the year, usually to protect wintering wildlife on crucial winter ranges.

- The area is closed to all motor vehicles from (date to date); e.g., January 1 – April 30.
- Nonmotorized access/travel is authorized the entire calendar year.
- Seasonal closure to motor vehicle access is necessary to protect big game species on crucial winter range.
- Signs would be placed on all roads on public land entering the seasonal closure area.
- Maps or brochures showing the area would be published
- Seasonal closures are usually coordinated with other management agencies, such as the Wyoming Game and Fish Department (WGFD).

The above could “overlap” parts or all of other OHV decisions. It may be appropriate to close certain roads seasonally for a variety of resource-related reasons.

Exempted Activities

The seasonal closure affects public lands in the identified areas. Except for travel on highways or county roads, motorized vehicle travel within the areas will be allowed only by written authorization from the Kemmerer Field Manager. Personnel of the BLM, Wyoming Game and Fish Department, U.S. Department of Agriculture-APHIS and Forest Service, U.S. Fish & Wildlife Service, and law enforcement personnel are exempt from this closure only when performing official duties. Operators of existing oil and gas facilities may perform maintenance and pumping, as approved, current ROW holders may perform necessary maintenance, and livestock operators holding a current grazing permit may perform permitted activities.

OHV Access for Persons with Disabilities

Section 504 of the Rehabilitation Act (Public Law 93-112, as amended) requires federal land-managing agencies to provide reasonable opportunities for access for persons with disabilities. Accordingly, during hunting seasons, individuals possessing a valid WGFD “Permit for Hunters with Qualifying Disabilities” will be allowed to use an OHV to retrieve harvested big game and trophy game animals in LIMITED areas beyond the 300-foot travel zone without any additional authorization, providing resource damage or the creation of new roads do not occur.

In addition, field managers will consider requests by persons with disabilities for authorization for cross-country travel for the purposes of gaining access to the public lands for recreational purposes. These requests will be considered on a case-by-case basis. Decisions will be based on a combination of factors, including need, other available opportunities, resource management considerations, and the assurance that the activity can be carried out without causing resource damage. If OHV use authorizations are granted, the above criteria will be included in the written authorization.

Travel Management Planning

Travel management planning is an ongoing function at the field office level. It includes developing inventories that serve as the basis for travel and transportation decisions. It will address issues such as the need for additional access, additional roads or trails, or the need to upgrade or reroute existing roads, the need to close certain roads, or the need to update or change OHV or other travel and transportation-related designations. Travel and transportation decisions will be based on resource management and development needs, public involvement, and coordination with state and local governmental agencies and the public. Travel management planning includes motorized, nonmotorized, mechanized, equestrian, over-snow, and other modes of travel.

From time to time, roads are built on public lands for the purposes of facilitating resource development, such as oil and gas operations. These roads are authorized by the BLM under valid RMP decisions. In such cases, they are added to the authorized system of roads and incorporated into the existing OHV designations.

Glossary Definitions

Resource Damage: Defined as leaving signs of vehicle use, such as wheel ruts in wet meadows, visual scars on hillsides, or soil erosion. Additional examples include surface disturbance that causes the loss of vegetative cover, degradation of wildlife habitats, the creation of new roads, and the introduction of noxious weeds. Damage to vegetation also includes crushing or uprooting trees and shrubs. The determination of whether resource damage has occurred is left to the discretion of field managers and law enforcement personnel based on resource monitoring and recommendations from staff.

Dispersed Recreation: Recreational activities are considered “dispersed” when they do not depend on developed facilities, such as campgrounds, playgrounds, or developed park areas. User density is often low relative to developed or intensive recreation. Activities thought of as examples of dispersed recreation include, but are not limited to primitive camping, hunting, hiking, and off-highway driving. Dispersed recreation is usually noncommercial.

Dispersed Uses: Certain activities occur on BLM-administered lands that do not require specific authorizations and do not necessarily cause any appreciable disturbance or damage to the public lands. Dispersed camping, parking, picnicking, and recovering a harvested big game animal are examples. These are activities that can normally be accomplished within a minimal distance of roads and vehicle trails. The public is allowed to pursue these activities up to 300 feet away from roads and trails as long as such activities do not cause resource damage or create new roads or extend existing roads.

Existing Roads and Trails: Routes existing prior to the date the OHV designation is announced in the *Federal Register*. These routes may have been constructed and maintained, or may be two-track routes created and maintained, by the passage of motor vehicles and receive regular use.

Designated Routes: Designated routes are a network of roads and trails, specifically identified as the official travel and transportation network for a given area. Designated roads and trails are identified on maps, identified by signs in the field, and may be assigned road numbers for inventory and identification purposes. This may include routes on the official BLM transportation plan that are routinely maintained, as well as routes that were user-created and receive no regular maintenance.

Trails: The term “trails,” when used in the phrase “roads and trails” in association with OHV designations means motor vehicle trails only. These include distinct two-track vehicle trails or single-track motorcycle trails created by the passage of motor vehicles and which receive continuous use. Cow paths, foot trails, mountain bike trails, and game trails are not motor vehicle trails; therefore, motor

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vehicle travel is not allowed on them. Vehicle traces created by the unauthorized passage of a few motor vehicles are not legal motor vehicle trails.

Mechanical Transport: Nonmotorized vehicles, devices, or contrivances for moving people or material over land, water, snow, or air that have moving parts are considered mechanical transport. This includes, but is not limited to, sailboats, sailboards, hang gliders, parachutes, bicycles, game carriers, hand carts, wheel barrows, and wagons. The term does not include wheelchairs, nor does it include horses or other pack stock, skis, snowshoes, nonmotorized river craft including, but not limited to, drift boats, rafts, and canoes, or sleds, travois, or similar devices without moving parts. The terms “mechanical transport” and “motor vehicle” are not synonymous.

Off-Road Travel: The term “off-road travel” means travel off of existing roads and trails or driving cross-country.

Closed Areas: Areas under the “closed” designation are closed to all motor vehicle use. Motor vehicle access is allowed only for emergencies or by special authorization from the authorized officer.

Necessary Tasks: Necessary tasks are actions that support commercial or industrial uses of public lands and need to be accomplished by a person or organization seeking or holding an authorization from the BLM. These include tasks that are sometimes accomplished without formal written approval or in advance of receiving an authorization.