

**U.S. Department of the Interior  
Bureau of Land Management**

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**Environmental Assessment DOI-BLM-UT-2015-0187-EA**

**August 2015**

**Restricting Fins and Things Jeep Route to One Way and Limited Hours**

*Location: Fins and Things Jeep Route, Sand Flats Special Recreation Management Area, Grand County, Utah*

*Applicant/Address: Bureau of Land Management, 82 East Dogwood, Moab, UT 84532*

U.S. Department of the Interior  
Bureau of Land Management  
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# **CHAPTER 1**

## **INTRODUCTION AND NEED FOR THE PROPOSED ACTION**

### **INTRODUCTION**

The Moab Field Office of the Bureau of Land Management (BLM) proposes to designate the Fins and Things Jeep Route as one way only, as well as to designate a portion of it as available to daytime use only. The proposed change in designation is being considered in an effort to address public concerns that have been raised about two way use on a narrow, heavily used route, as well as concerns from campers who have been disturbed by late night use on the southern portion of the route.

The *Sand Flats Recreation Area Visitor Guide*, which is distributed to each Sand Flats visitor, recommends one direction of travel for drivers on Fins and Things. This action seeks to make that recommended direction of travel a condition of the route's designation rather than merely a recommendation.

See Appendix B for a map which depicts the Fins and Things Jeep Route and the proposed one way and timing designation considerations.

### **PURPOSE AND NEED FOR THE PROPOSED ACTION**

The Fins and Things Jeep Route is approximately 10 miles long. It is very popular with drivers of jeeps, ATV's, motorcycles and UTV's. The route is quite narrow in places with many blind corners. Since there is a recommended direction of travel, drivers are often surprised by vehicles coming in the opposite direction. There is a need to designate the Fins and Things route as one way so that public enjoyment and safety can be enhanced.

The southern portion of the Fins and Things route is about 2.5 miles long. This portion of the route leaves the Sand Flats Road directly through Campground E (traversing through a developed campsite). It also goes directly through Campgrounds F and H before joining the Sand Flats Road. Campers in these campgrounds are annoyed when vehicles drive the Fins and Things route late into the night. There is a need to consider designating the southern portion of the Fins and Things route as daytime use only to protect the experience of paying campers at the developed Sand Flats campgrounds.

The decision to be made is whether or not to designate the entire Fins and Things Jeep Route as open to one-way travel only and to designate the southern portion of the route as open for use only during daytime hours.

### **CONFORMANCE WITH BLM LAND USE PLAN**

The proposed action described below is in conformance with the 2008 Moab Resource Management Plan (RMP). The RMP states, "Where the authorized officer determines

that off-road vehicles are causing or will cause considerable adverse impacts, the authorized officer shall close or restrict such areas. The public will be notified as to these closures and restrictions” (TRV-8, page 127).

### **RELATIONSHIPS TO STATUTES, REGULATIONS AND OTHER PLANS**

The Federal Land Policy and Management Act mandates multiple use of Public Lands, including recreation use. An objective of BLM’s recreation policy is to satisfy recreation demand within allowable use levels in an equitable, safe and enjoyable manner, while minimizing user conflicts.

The Code of Federal Regulations at 43 CFR 8341.1(b) states “any person operating an off-road vehicle on those areas and trails designated as limited shall conform to all terms and conditions of the applicable designation orders.”

## **CHAPTER 2 DESCRIPTION OF ALTERNATIVES**

### **INTRODUCTION**

There are two alternatives: (a) the Proposed Action, which would designate the entire Fins and Things route as one way only and designate the southern portion of the route as open for daytime use only and (b) No Action, which is to make no changes in its designation.

### **PROPOSED ACTION**

The BLM proposes to designate the Fins and Things Jeep Route one way as shown on the map in Appendix B. The one way restriction would be mandatory, rather than the recommendation suggested in the *Sand Flats Recreation Area Visitor Guide*. The restriction would not apply to the access routes from the Sand Flats Road to the Fins and Things loop. This would allow people to do a portion of the Jeep Route, or to exit to the Sand Flats road if they had mechanical difficulties. The one way designation would be clearly signed on-the-ground at each of its intersections as well as publicized in handouts and on the internet. The one way restriction would apply to all vehicles, including bicycles.

The BLM also proposes to designate the southern 2.5 miles of the Fins and Things Route (i.e., that portion which is south of the Sand Flats Road) as open to daytime use only. Drivers would be restricted from starting the trip in Campground E between one-half hour before sunset and one half hour after sunrise. The northern part of the route could still be accessed from the Sand Flats Road and the timing designation would not apply to those portions of the route that are north of the Sand Flats Road. The timing restriction would be clearly posted at the start of the Fins and Things Jeep Route (i.e., Campground E), as well as publicized in handouts and on the internet.

### **NO ACTION**

The BLM would not designate the Fins and Things Jeep Route as one way travel only (although the recommended direction of travel would remain in informational material).

In addition, there would be no timing designation on the use of the southern portion of the route.

#### **ALTERNATIVE CONSIDERED BUT ELIMINATED FROM FURTHER ANALYSIS**

The BLM considered an alternative which would have restricted the entire Fins and Things Jeep Route to daytime use only. This alternative was eliminated because it did not meet the purpose and need for part of the proposed action, which is to protect campers from the noise of nighttime travel. There are no developed campgrounds near the northern portion of the Fins and Things route. It was determined that the northern portion of the Fins and Things route is far enough away from the campgrounds that the noise of the vehicles and the gleam of their headlights would not cause annoyances for the campers.

### **CHAPTER 3 AFFECTED ENVIRONMENT**

#### **INTRODUCTION AND GENERAL SETTING**

The affected environment of the Proposed Action and No Action alternatives was considered and analyzed by an interdisciplinary team as documented in Appendix A, the Interdisciplinary Team Analysis Record Checklist. The checklist indicates which resources of concern are either not present in the project area, or would not be impacted to a degree that requires detailed analysis. Critical Elements of the Human Environment are those elements that are subject to the requirements specified in statute, regulation, or executive order, and must be considered in all EAs (BLM H-1790-1, Appendix 5). Critical Elements of the Human Environment are included in Appendix A. Resources, including Critical Elements, which would be impacted to a level requiring further analysis are described in Chapter 3 and impacts on these resources are analyzed in Chapter 4 below.

The following Critical Element of the human environment, Recreation, is present in the project area, and would be impacted by the proposed action, because the recreation experience of the majority of recreationists would be enhanced.

The following Critical Elements of the human environment would not be negatively impacted to a degree that requires detailed analysis by the proposed action: Air Quality, Floodplains, Soils, Water Resources, Visual Resources, Cultural Resources, Native American Religious Concerns, Socioeconomics, Environmental Justice, Wastes, Threatened Endangered or Candidate Animal Species, Threatened, Endangered or Candidate Plant Species, Migratory Birds, Utah BLM Sensitive Species, Fish and Wildlife, Invasive Species, Rangeland Health Standards, Woodlands/Forestry, Fuels, Geology/Mineral Resources, Vegetation, Lands, Paleontology.

The following critical elements are Not Present: Wetlands, Areas of Critical Environmental Concern, Livestock Grazing, Wild and Scenic Rivers, Lands with Wilderness Characteristics, BLM Natural Areas, and Wilderness/WSA.

### **Recreation**

The Sand Flats Special Recreation Management Area (SRMA) is just 2 miles east of Moab. It is quite popular with recreationists, both motorized and non-motorized. The SRMA hosts about 115,000 visitors per year, and it is estimated that about one third of these visitors travel on the Fins and Things route.

The recommended direction of travel for the Fins and Things route is listed in the *Sand Flats Recreation Area Visitor Guide*, as well as on signs along the route. Sand Flats staff estimates that well over 90% of the drivers follow the recommended direction of travel.

The south side of the Fins and Things route starts by going through a campsite in Campground E. The southern portion also traverses two other campgrounds, Campgrounds F and H. Many complaints from paying campers were received by Sand Flats staff about this situation, as drivers would start on the Fins and Things road during nighttime hours. The noise of the vehicles and the gleam of the headlights were not seen as conducive to a pleasant camping experience. In addition, the beginning of the route requires drivers to pass directly through a designated campsite, which is usually occupied during spring and fall evenings. In Fall of 2014, the Sand Flats staff put up a courtesy sign on this section of the Fins and Things route. The sign states: "As a courtesy to our campers, please don't use this trail after dusk". Since that sign was put in, complaints from campers have been reduced, apparently because fewer drivers attempt to drive the south side of Fins and Things during nighttime hours.

The Fins and Things route is generally quite narrow. It is very sandy, and the road has "sunk" in locations; the high embankments on both sides of the road make sight lines particularly problematic. In many locations, any traffic coming in the opposite direction cannot be seen until the vehicles are immediately upon one another. There was a fairly serious head-on collision along the route in the spring of 2015 because the driver going in the "recommended" direction assumed that all traffic was going in that direction.

Because the road is very sandy, drivers often go faster than one might normally go on an unimproved road. There are very few rock obstacles and other impediments to higher speed travel that might be found on unimproved roads.

## **CHAPTER 4 ENVIRONMENTAL IMPACTS**

### **DIRECT AND INDIRECT IMPACTS**

#### **PROPOSED ACTION**

This section analyzes the impacts of the proposed action to those resources described in the Affected Environment, Chapter 3, above.

#### **Recreation**

If Fins and Things were one-way, the impacts to recreationists would be beneficial. Drivers would not meet traffic coming the other way, thus increasing their safety. In

addition, the imposition of one-way restrictions would make the Fins and Things route *seem* less crowded, as all travel would proceed in the same direction and drivers would not meet each other. One way travel would mean that drivers would not have to find a place to pass, lessening resource damage on the sides of the designated road. The narrowness of the road would be able to more readily accommodate the estimated 40,000 visitors that use it each year if all traffic proceeded in the same direction.

Restricting the south side of the Fins and Things road to daytime use only would benefit those who choose to camp at Campgrounds E, F and H (including those in the reservable group site). Some drivers who wish to drive the southern parts of Fins and Things during the night would be limited to daytime hours. Drivers who want a nighttime driving experience could still go on the majority of the Fins and Things route, which is on the north side of the Sand Flats Road.

#### **NO ACTION**

The No Action alternative would mean that Fins and Things Jeep Route would not be restricted to one way traffic and that nighttime use on the southern portion of Fins and Things would not be disallowed.

#### **Recreation**

The Fins and Things route would remain “recommended” to one-way travel, but one way travel would not be required. The possibility of vehicles meeting head-on would continue, with its possible safety consequences. Drivers would not have a less crowded experience on this backcountry motorized route, as they could still encounter vehicles coming the other way. Resource damage would continue to occur as drivers would have to pull over on the side of the narrow road to pass one another.

Campers in Campgrounds E, F and H would continue to be bothered by those vehicles on the south side of Fins and Things during nighttime hours. The noise and glare of the vehicles would continue to intrude upon a pleasant camping experience for those paying to camp at these Sand Flats campgrounds.

#### **CUMULATIVE IMPACTS**

Cumulative impacts are those impacts resulting from the incremental impact of an action when added to other past, present, or reasonably foreseeable actions regardless of what agency or person undertakes such other actions.

## **CHAPTER 5 PERSONS, GROUPS, AND AGENCIES CONSULTED**

The BLM initially received the request to make the Fins and Things Jeep Route one way from the Sand Flats Recreation Area Management Team on behalf of their recreating public. Many visitors have complained to Sand Flats staff about people going the “wrong” way on the recommended one-way route. BLM and Sand Flats met and agreed to explore making the route officially one way (rather than just a recommendation).

During that meeting, the issue of nighttime use of the southern portion of Fins and Things that utilized the campgrounds came to the fore. Sand Flats personnel reported that many campers have complained about vehicle use at night in the campgrounds, especially prior to the installation of the courtesy sign in Campground E.

In addition, an individual had had a head-on collision on the Fins and Things route personally visited the BLM and requested that the one-way suggestion become a requirement.

On June 8, 2015, the BLM met with the President and Treasurer of the Red Rock 4-wheelers Jeep Club to show them the proposed restrictions. The club expressed no reservations about the restrictions. The Sand Flats manager informed the Grand County Sheriff of the proposed restrictions; the Sand Flats Stewardship Committee was also informed of the proposed restrictions and had no issues with the idea.

During preparation of this EA, the public was notified of the proposed action by posting on the ePlanning website on June 1, 2015. A public comment period on the EA was held from August 1 to August 14, 2015. The comment period was posted on the BLM’s ePlanning website and the BLM’s public websites (both Moab Field Office and Utah State Office). The comment period was also announced in the Moab *Times Independent* (August 6, 2015), the Moab *Sun News* (August 5, 2015) and the Salt Lake City *Deseret News* (August 4, 2015). The BLM received 23 comments by the end of the comment period. Public comments and BLM responses are summarized in the table below.

**Table 1: Comments Received from the Public and BLM Responses**

<b>Comment (and number of times mentioned)</b>	<b>BLM Response</b>
I am a motorized user who supports the one way and daytime restrictions. The level of use supports these restrictions. (3)	The level of use, as well as the specific complaint of a local driver, prompted the BLM and the Sand Flats Management Team to propose the restrictions addressed in the EA.
I am the Campground Host at Campground E and I support both aspects of the proposal. Many times people come up to Campground E to drive Fins at night; they often arrive drunk and feel the need to rev their engines in the campground prior to starting in on the trail. Sometimes the drivers even yell and honk in the middle of the night while they are near the campground. Campers have expressed their frustration to me about this situation. (1)	Thank you for the first hand account of what sometimes occurs as drivers attempt to start Fins and Things from Campground E in the middle of the night.
Off-route damage occurs at night because drivers cannot see. I have gone out the day after nighttime use and seen this for myself while serving as Campground Host. (1)	Prevention of off-road damage is one of the primary reasons the BLM is seeking the change.
Off route damage occurs because people cannot pass	This impact is included in the

each other and stay on the roadbed – one way would help this problem (1)	EA.
One way is good for jeeps and UTVs, but not for motorcycles: motorcycles are not the problem (1)	The restriction would apply to all vehicles, including bicycles. Wording has been added to the Proposed Action for clarity.
I am a motorized user who supports the one way restriction, but not the daytime use only on the southern part. Campers need to understand that they are camped near a jeep trail; Fins is one of the few trails that can safely be done at night. (2)	The majority of the Fins trail (7.5 miles of the 10 mile total) would remain open to nighttime travel.
I suggest that the one way restriction be imposed only during Easter Jeep Safari. (1)	Thank you for the suggestion; the level of use on Fins is high during the entire season, and not just during Jeep Safari
<p>The Utah 4-Wheel Drive Association supports one-way designation of the southern 2.5 miles of the route, as well as the daytime restriction of that portion of the route.</p> <p>On the northern portion of the route, the U4WDA asks that two way access be retained from the west at least to Morning Glory Bridge. The U4WDA agrees that the most westerly loop (known as Kenny's Climb or Frenchie's Fin) should be designated as one way due to its narrow nature.</p> <p>Dead end spurs off the Fins and Things trail should remain open and two way. They are wide and well suited to two way traffic. (1)</p>	<p>The BLM has removed the one way proposal from the easternmost end of the route, as shown in the map in the EA.</p> <p>On the west side, it is only 0.25 miles further to access Morning Glory Bridge from the two way radio tower road than from the Sand Flats western exit. The map has been altered to clearly show the two way entrances and midpoints.</p> <p>The dead end spurs are not under consideration for one way use – their use would be impossible if two-way travel were not retained.</p>
Consider keeping the westernmost 0.5 miles of the trail two way, as people like to go out to this destination at the end of the day to watch the sunset.(1)	Keeping a portion of the route one way makes signage very difficult; in addition, Sand Flats staff report that keeping a portion of the exit two way would be confusing for visitors.
Opposition expressed for one way use and for nighttime restrictions. (13)	The BLM appreciates the interest of the public.
Those who camp near a jeep trail have to expect some noise. Move the campers if you have to. (6) It is the campers who make the noise, not the drivers. (1) We like to get the campsite right near the trail entrance	The restriction on those who wish to drive the southern portion of Fins during the nighttime has been noted in the

and watch the drivers going on it all night long. (1)	EA. While some campers may enjoy the activity, the campground host reports that the majority of them do not.
The Fins trail should be rerouted to avoid the campgrounds. Moab Friends for Wheelin' would be glad to help reroute the trail. (1)	The southern portion of the Fins trail would be restricted only during nighttime hours. A nighttime Fins experience would still be available on the longer northern portion of the route.
If BLM has to restrict the timing, I would suggest limiting the last start time to 9 pm and to open the trail up at 8 am. (1)	The proposed restriction is from between one-half hour before sunset and one half hour after sunrise. Depending on the time of the year, the trail could open up earlier than 8 am.
The BLM always restricts and never supports the motorized community. (3) The BLM only supports bike trails. (1)	The BLM has 3,694 miles of dirt road available for motorized users. New routes have been added for motorized users since the initial Travel Plan. The BLM supports motorized, as well as non-motorized recreation.
One way routes are less safe because people just go faster. (7) Instead, there should be better signage at the blind curves. (2) Our Club will help install these signs. (1)	The nature of the Fins and Things route is that only so much speed can be attained due to terrain, curves and other features. Imposing a one way restriction is unlikely to cause drivers to go any faster than they are now.
I have never had a problem with two way traffic on Fins. (5)	The problems of safety and of widening the route to pass are noted in the EA and are the reasons for the proposal.
If a driver can't do an obstacle, how can the driver get off the trail if the trail is made one way? (1)	The worst obstacles on Fins are Kenny's Climb and Frenchie's Fin. These are optional, as a driver may bypass this section altogether and still retain one way travel.
If there is an emergency, a rollover or a breakdown, how can the driver get out if the trail is made one way? (5) Will Search and Rescue have to do the whole trail one way? (2)	Just as on a city street, emergency situations would override the one way restriction.
This is just the beginning of a closure. (1)	The proposal is to enhance user enjoyment of the trail; there is no

	thought to closure of the trail.
Nighttime restriction of the trail to benefit campers would set a bad precedent – will Highway 128 be shut down at night because of the campgrounds? (3)	Restricting 2.5 miles of Fins would benefit campers in three of the Sand Flats campgrounds while restricting very little of Fins’ use. The remaining 7.5 miles of Fins remains open to nighttime use.
Have there been studies done on this trail about the need for one way; have there been accidents? (2)	The concept of making Fins and Things one way came from a local driver who had been in a head-on collision on Fins and Things. He requested that the BLM do something about it.
On-coming traffic will always be a problem, even if the route is made one-way, due to mechanicals, etc. (1)	There may be isolated incidents of two-way travel, but the majority of the traffic would proceed in the recommended fashion.
Fins and Things has ten intersections and all would need signs. (1)	If Fins is made one-way, each and every intersection would be clearly signed as such.
Making the trail one-way will mean that users will take less responsibility for themselves. (1)	There is no evidence that the assertion of the commenter is correct.
As a substitute for making the trail one-way, the trail should be better signed especially at blind curves. An educational video could be developed to educate people about passing etiquette, sharing with other users, slowing down etc. (1)	Signing blind corners would not make the trail any less visible or wide; it might perhaps reduce the speed. It is very difficult to force people to watch an educational video prior to entering any particular jeep route.
The EA does not specify if non-motorized users would have to adhere to the one-way restriction (1)	The one way would apply to all wheeled vehicles, including bikes. It would not apply to hikers or horses. Wording has been added to include bikes in the proposed one-way designation.
Implementing one way rules cuts the trail opportunity in half, as two way travel provides two types of challenge and two types of scenery. (1)	The various entries still would provide for a variety of loops on the trail.
Nighttime use on Fins is a negative impact to the campers, but Implementing daytime-only use cuts the opportunity that Fins provides. The campsites need more of a buffer during both daytime and nighttime.	The BLM appreciates that use of the southern portion of Fins could affect campers during the day. However, the cost and the

<p>Fins could be relocated to the west and avoid Campground E. The situation at Campground F could be improved by closing the road that connects the campground with Fins. Campground H could be relocated altogether. This idea would solve daytime as well as nighttime conflicts between campers and the Jeep route.(1)</p>	<p>additional surface disturbance involved with moving the campgrounds would make this option difficult to implement.</p>
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**BLM Preparers**

Name	Title	Responsible for the Following Section(s) of this Document
Ann Marie Aubry	Hydrologist	Soil, Air Quality, Floodplains, Water Resources, Wetlands
Bill Stevens	Outdoor Recreation Planner	Socioeconomics, BLM Natural Areas, Wilderness/WSA, Lands with Wilderness Characteristics, Environmental Justice
Pamela Riddle	Wildlife Biologist	T&E Animals, Wildlife, Migratory Birds, Utah BLM Sensitive Species
Jared Lundell	Archeologist	Cultural, Native American
Katie Stevens	Outdoor Recreation Planner	Team Leader, Recreation, VRM, ACECs, Wild and Scenic Rivers
David Williams	Rangeland Management Specialist	Threatened, Endangered or Candidate Plant Species
Jordan Davis	Rangeland Management Specialist	Invasive Species, Livestock Grazing, RHS, Vegetation, Woodlands
Josh Relph	Fuels	Fuels
David Pals	Geologist	Wastes, Geology
Jan Denney	Realty Specialist	Lands
ReBecca Hunt Foster	Paleontology	Paleontology

**APPENDICES**

Appendix A: Interdisciplinary Team Analysis Record Checklist

Appendix B: Map: Map of Fins and Things with Proposed Restrictions



## INTERDISCIPLINARY TEAM CHECKLIST

**Project Title:** Restricting Fins and Things Jeep Route to One Way and Daytime Hours

**NEPA Log Number:** DOI BLM UT Y010-2015-0187 EA

**Project Leader:** Katie Stevens

**DETERMINATION OF STAFF:** *(Choose one of the following abbreviated options for the left column)*

NP = not present in the area impacted by the proposed or alternative actions

NI = present, but not affected to a degree that detailed analysis is required

PI = present with potential for relevant impact that need to be analyzed in detail in the EA

The following elements are not present in the Moab Field Office and have been removed from the checklist:  
Farmlands (Prime or Unique), Wild Horses and Burros.

Determi- nation	Resource	Rationale for Determination*	Signature	Date
<b>RESOURCES AND ISSUES CONSIDERED (INCLUDES SUPPLEMENTAL AUTHORITIES APPENDIX 1 H-1790-1)</b>				
NI	Air Quality Greenhouse Gas Emissions		AM Aubry	6/9/16
NI	Floodplains		AM Aubry	6/9/16
NI	Soils		AM Aubry	6/9/16
NI	Water Resources/Quality (drinking/surface/ground)		AM Aubry	6/9/16
NP	Wetlands/Riparian Zones		AM Aubry	6/9/16
NP	Areas of Critical Environmental Concern	See 2008 RMP	Katie Stevens	6/9/16
PI	Recreation	Would provide a recreation benefit for drivers and campers	Katie Stevens	6/9/16
NP	Wild and Scenic Rivers	See 2008 Moab RMP	Katie Stevens	6/9/16
NI	Visual Resources	Would not alter temporary impacts to visual resources.	Katie Stevens	6/9/16
NP	BLM Natural Areas	See 2008 Moab RMP	Bill Stevens	6/9/16
NI	Socio-Economics	Would affect the recreation economy.	Bill Stevens	6/9/16
NP	Wilderness/WSA	See 2008 RMP.	Bill Stevens	6/9/16
NI	Lands with Wilderness Characteristics	See 2008 RMP	Bill Stevens	6/9/16
NI	Cultural Resources		M. Jared Lundell	6/9/16
NI	Native American Religious Concerns		M Jared Lundell	6/9/16
NI	Environmental Justice	Would not affect minority populations adversely.	Bill Stevens	6/9/16
NI	Wastes (hazardous or solid)		David Pals	6/9/16
NI	Threatened, Endangered or Candidate Animal Species	No impacts expected to habitat or species	Pam Riddle	6/9/16

Determination	Resource	Rationale for Determination*	Signature	Date
NI	Migratory Birds		Pam Riddle	6/9/16
NI	Utah BLM Sensitive Species		Pam Riddle	6/9/16
NI	Fish and Wildlife Excluding USFW Designated Species		Pam Riddle	6/9/16
NI	Invasive Species/Noxious Weeds		Jordan Davis	6/9/16
NI	Threatened, Endangered or Candidate Plant Species		Dave Williams	6/9/16
NP	Livestock Grazing		Dave Williams	6/9/16
NI	Rangeland Health Standards		Dave Williams	6/9/16
NI	Vegetation Excluding USFW Designated Species		Dave Williams	6/9/16
NI	Woodland / Forestry		Jordan Davis	6/9/16
NI	Fuels/Fire Management		Josh Relph	6/9/16
NI	Geology / Mineral Resources/Energy		David Pals	6/9/16
NI	Paleontology		R. Hunt-Foster	6/9/16

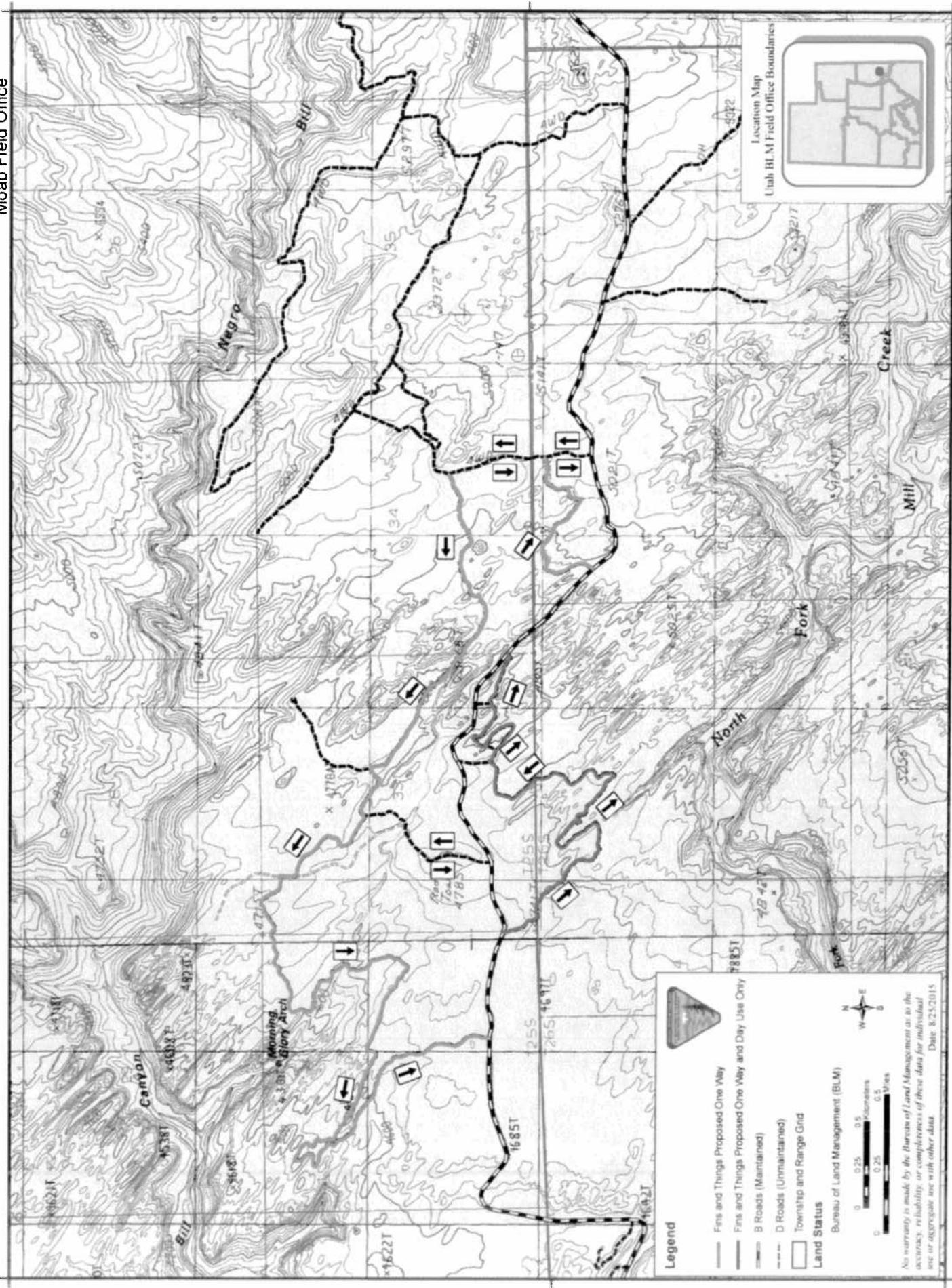
**FINAL REVIEW:**

Reviewer Title	Signature	Date	Comments
Environmental Coordinator	Katie Stevens	8/20/15	
Authorized Officer		8/26/15	

# Proposed Use Changes to Fins and Things Jeep Route

R 22E

DOI-BLM-UT-Y010-2015-0187 EA  
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 Moab Field Office



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**Decision Record  
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**August 2015  
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Grand County, Utah*

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**DECISION RECORD**  
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**Restricting Fins and Things Jeep Route to One Way and Limited Hours**

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The Fins and Things Jeep Route was designated in the 2008 Moab Travel Plan. The route is narrow and heavily travelled. There is a recommended direction of travel to alleviate crowding and to enhance safety; however, this is only a recommendation. In addition, the Fins and Things Jeep Route starts by going through a designated campsite in Campground E in Sand Flats. When motorized users attempt to start the route during nighttime hours, this leads to user conflict in the campground.

It is my decision to designate the entire Fins and Things Jeep Route for one way use only, as shown on the map attached to the EA. In addition, it is my decision to designate that portion of the Fins and Things Jeep Route that is south of the Sand Flats Road for daytime use only. Intermediate entrance roads to the jeep route would remain open for two way use.

**Authorities:** The authority for this decision to designate routes within an area limited to designated routes is contained in 43 CFR 8342.

**PLAN CONFORMANCE AND CONSISTENCY:**

The proposed action and alternatives have been reviewed and found to be in conformance with one or more of the following BLM Land Use Plan:

2008 Moab Approved Resource Management Plan: Decision TRV-10 (p. 127: 1,481,334 acres are limited to designated routes. In addition, the 2008 RMP provides for the addition of routes in Decision TRV-3 (page 126):

“Provide opportunities for a range of motorized recreation experiences on public lands while protecting sensitive resources and minimizing conflicts among various users. Identification of specific designated routes will be initially established through the chosen Travel Plan accompanying this RMP and may be modified through subsequent implementation planning and project planning on a case by case basis . . . These adjustments will occur only in areas with limited route designations and will be analyzed at the implementation planning level. These adjustments will be done through a collaborative process with local government and will include public review of the proposed route changes. Site-specific NEPA documentation will be required for changes to the route designation system.”

Thus, the action is in conformance with the 2008 Moab RMP.

**Alternatives Considered:** Only the No Action was carried forward. There were no issues raised that could be addressed by the formulation of another alternative.

**Rationale for Decision:** The designation of the entire Fins and Things Jeep Route as a one-way only route would improve public safety on the route, reduce resource damage caused when

vehicles attempt to pass each other on a narrow roadway, and enhance the visitor experience because the route would seem less crowded. The designation of the southern portion of the Fins and Things Jeep Route as open only to daytime use would reduce conflicts between paying campers in Sand Flats Campgrounds E, F and H and motorized users.

The public was informed by listing the project on ePlanning on June 1, 2015. No comments were received as a result of this posting. A public comment period was on the availability of the EA was announced on July 29, 2015. The press release was printed in both Moab newspapers, as well as in the Salt Lake City *Deseret News*. The comment period on the EA was open from July 29 to August 14, 2015. The BLM received 23 comments on the EA; these comments are summarized in Chapter 5 of the EA.

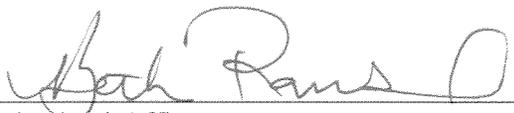
**Protest/Appeal Language:** The decision may be appealed to the Interior Board of Land Appeals, Office of the Secretary, in accordance with the regulations contained in 43 CFR Part 4. Public notification of this decision will be considered to have occurred on August 28, 2015. Within 30 days of this decision, a notice of appeal must be filed in the office of the Authorized Officer at 82 East Dogwood, Moab, UT 84532. If a statement of reasons for the appeal is not included with the notice, it must be filed with the Interior Board of Land Appeals, Office of Hearings and Appeals, U.S. Department of the Interior, 801 North Quincy St., Suite 300, Arlington, VA 22203 within 30 days after the notice of appeal is filed with the Authorized Officer.

If you wish to file a petition for stay pursuant to 43 CFR Part 4.21(b), the petition for stay should accompany your notice of appeal and shall show sufficient justification based on the following standards:

1. The relative harm to the parties if the stay is granted or denied,
2. The likelihood of the appellant's success on the merits,
3. The likelihood of irreparable harm to the appellant or resources if the stay is not granted, and
4. Whether the public interest favors granting the stay.

If a petition for stay is submitted with the notice of appeal, a copy of the notice of appeal and petition for stay must be served on each party named in the decision from which the appeal is taken, and with the IBLA at the same time it is filed with the Authorized Officer.

A copy of the notice of appeal, any statement of reasons and all pertinent documents must be served on each adverse party named in the decision from which the appeal is taken and on the Office of the Regional Solicitor, U.S. Department of the Interior, 6201 Federal Building, 125 South State Street, Salt Lake City, Utah 84138-1180, not later than 15 days after filing the document with the Authorized Officer and/or IBLA.

  
\_\_\_\_\_  
Authorized Officer

8/26/15  
\_\_\_\_\_  
Date

**Attachment:** Environmental Assessment DOI-BLM-UT-Y010-2015-0187, including map



**United States Department of the Interior  
Bureau of Land Management**

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**Finding of No Significant Impact  
DOI BLM UT Y010-2015-0187 EA**

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**August 2015**

**Restricting Fins and Things Jeep Route to One Way and Limited Hours**

*Location: Fins and Things Jeep Route, Sand Flats Special Recreation Management Area  
Grand County, Utah*

*Applicant/Address: Bureau of Land Management, 82 East Dogwood, Moab, UT 84532*

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Moab Field Office  
82 East Dogwood  
Moab, UT 84532  
435-259-2100  
435-259-2106



## FINDING OF NO SIGNIFICANT IMPACT

### Environmental Assessment DOI BLM UT Y010-2015-0187 EA

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Based on the analysis of potential environmental impacts contained in the attached environmental assessment, and considering the significance criteria in 40 CFR 1508.27, I have determined that the designation of the Fins and Things Jeep Route as one way for its entirety, and the designation of the southern 2.5 miles of route as both one way and open only during daytime hours will not have a significant effect on the human environment. An environmental impact statement is therefore not required.

  
\_\_\_\_\_  
Authorized Officer

8/26/15  
\_\_\_\_\_  
Date