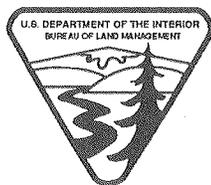




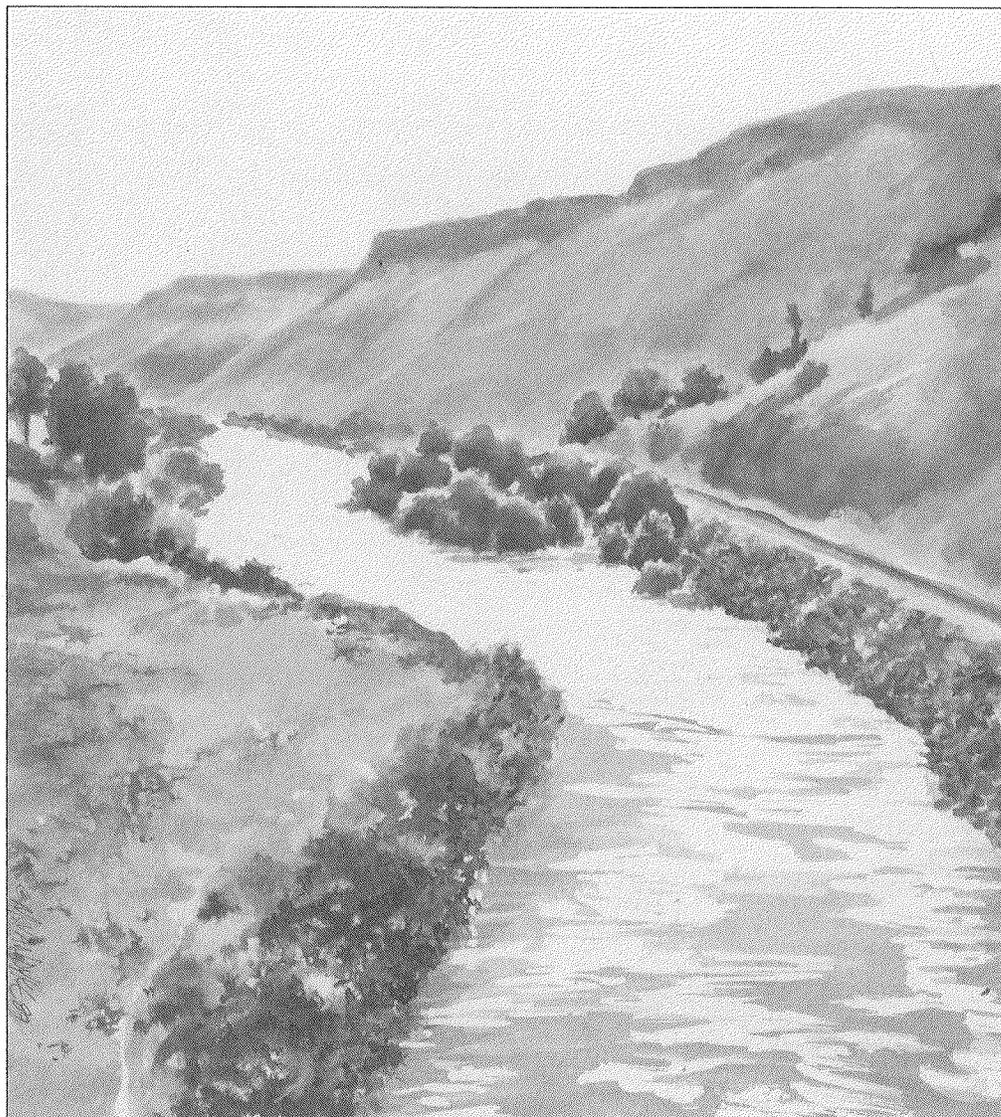
U.S. Department of the Interior
Bureau of Land Management

Prineville District Office
185 East 4th Street, P.O. Box 550,
Prineville, Oregon 97754

February 1993



Lower Deschutes River Management Plan Record of Decision



As the Nation's principal conservation agency, the Department of the Interior has responsibility for most of our nationally owned public lands and natural resources. This includes fostering the wisest use of our land and water resources, protecting our fish and wildlife, preserving the environmental and cultural values of our national parks and historical places, and providing for the enjoyment of life through outdoor recreation. The Department assesses our energy and mineral resources and works to assure that their development is in the best interest of all our people. The Department also has a major responsibility for American Indian reservation communities and for people who live in Island Territories under U.S. administration.

BLM-OR-ES-93-10-1792

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

*Prineville District Office
185 East Fourth Street
Prineville, Oregon 97754*

*Lower Deschutes
River Management Plan*

Record of Decision

February 1993



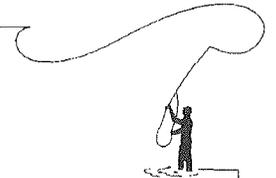


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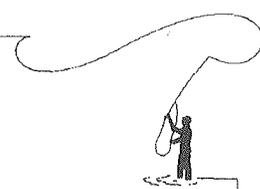
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I. Record of Decision

Lower Deschutes River Management Plan

This plan documents decisions on 20,641 acres of public land administered by the Bureau of Land Management in the Prineville District. This land is located within the boundaries of the Lower Deschutes Wild and Scenic River. Proposed decisions contained in this document are identical to those proposed decisions in the Final Lower Deschutes River Management Plan and Environmental Impact Statement. The publication of this Record of Decision complies with Federal policy requirements and outlines the role and responsibility of BLM in implementing portions of the overall plan. Implementation of decisions in this document will protect and enhance natural and cultural resources, accommodate a variety of recreational activities and provide for public safety and services.

Comparison of Alternatives

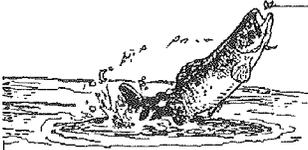
Five alternatives for management in the Lower Deschutes River Planning Area were analyzed in the Draft Lower Deschutes River Management Plan and Environmental Impact Statement dated May, 1991. The environmental consequences of implementing each of the alternatives were described in Chapter VI of the Draft Lower Deschutes River Management Plan and Environmental Impact Statement. They are summarized in Table 1 of this document.

The selected plan provides for somewhat higher levels of overall use from 1988 baseline levels while attempting to redistribute use from peak weekends and holidays to weekday periods. Interaction with other individuals or groups would generally be moderate. The management objectives under this alternative would be to allow overall use levels to slightly increase over 1988 levels while reducing both peak recreational use levels and conflicts between user groups. Natural resource condition for most resources would be improved significantly over the 5 to 10-year implementation period. Facility development to accommodate recreational activities such as camping, boating, fishing and vehicle-oriented activities would occur so long as

the natural character of the area is not significantly changed and natural values such as soil, water, vegetation, wildlife habitat and cultural resources are protected and wherever possible, enhanced. Regeneration and controls would be handled both on-site and off-site through regulations, fees and, as a last resort, use limitations. On-site regeneration and controls would be obvious, but would be compatible with the environment and aimed at protecting natural values and visual quality. This alternative is the environmentally preferable alternative. This river management plan best meets the intent of Federal and State statutes and best resolves the river-related planning issues while contributing to the local and regional economy and protecting or enhancing outstandingly remarkable river-related resource values.

Alternative 1 would have provided for a higher level of use. The management objectives under this alternative would be to accommodate increased levels of recreational use, while protecting the environment where the sights, sounds and interaction with other individuals or groups would often be high. The character of the area would remain in a generally natural-appearing condition; however, facility development to enhance recreational opportunities such as camping, boating, fishing and vehicle-oriented activities would occur. On-site regeneration and controls would be obvious, but limited to those necessary for public safety as well as to accommodate increased numbers of visitors, and to maintain fisheries condition, soil stability and vegetative cover. This alternative would provide the widest range of beneficial uses of the river environment, but would provide the second lowest level of protection for both renewable and nonrenewable resources.

Alternative 2 described existing management. Alternative 2 is the baseline from which the other alternatives can be compared. This is the no-action alternative required by the National Environmental Policy Act. The intent of this alternative would be to continue present levels of management. Overall recreational use levels would be unregulated and would continue to increase causing a moderate to



high degree of interaction with other individuals and groups. On-site regimentation and controls would be evident in some areas and lacking in others. This alternative would provide a high level of beneficial uses and low or declining levels of protection for both renewable and nonrenewable resources.

Alternative 3 provided for lower levels of peak use. The management objectives under this alternative would be to maintain present overall levels of use while reducing peak recreational use levels while natural resource condition would be improved. The sights, sounds and level of interaction with other individuals or groups would be moderate. Facility development to accommodate recreational activities would occur so long as the natural character of the area was not affected. Regimentation and controls would be obvious, but would be compatible with the environment and aimed at protecting natural values and visual quality. This alternative would provide moderate levels of resource protection and enhancement while maintaining current beneficial uses.

Alternative 4 provided for much less use. The management objectives under this alternative would be to significantly reduce recreational use levels, improve overall natural resource condition and provide recreational opportunities in a less crowded setting. The sights, sounds and overall level of interaction with other individuals or groups would be low to moderate. New facility development would occur away from sensitive areas to disperse recreational use. Regimentation and controls would be handled both on-site and off-site through fees, regulations and limitation. On-site regimentation and controls would fit into the natural landscape to the greatest degree possible. This alternative would provide the highest level of protection or enhancement of resource values but would reduce beneficial uses.

A supplement to the Draft Management Plan was prepared as a result of the need to consider public access upstream from the Portland Deschutes Club locked gate. A range of alternatives which presented various options for providing public access was considered. See Volume 2 of the Final Lower Deschutes River Management Plan/EIS and the Access: Road, Trails and Launch Sites section of this document.

Mitigation Measures

All protective measures and standard operating procedures identified in the plan will be taken to mitigate adverse impacts. These measures will be strictly enforced during implementation. Monitoring and evaluation will tell how effective these measures are in minimizing environmental impacts. Therefore, additional measures to protect the environment may be taken during or following monitoring.

Area Manager Recommendation

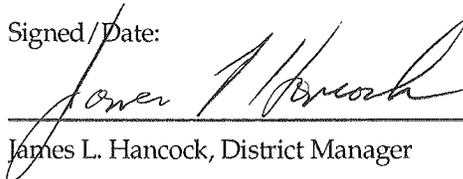
I recommend adoption of the Lower Deschutes River Management Plan Record of Decision.

Signed/Date:

 Feb. 1, 1993
James C. Kenna, Area Manager

I approve the Lower Deschutes River Management Plan Record of Decision as recommended. This document meets the requirements for a Record of Decision as provided in 40 CFR 1505.2.

Signed/Date:

 Feb. 1, 1993
James L. Hancock, District Manager

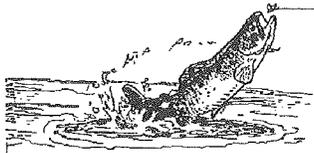
Appeals Process

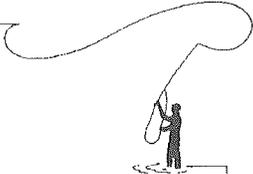
Within 30 days of the receipt of this decision, you have the right to protest to the Bureau of Land Management State Director and there after appeal to the Board of Land Appeals, Office of the Secretary, U.S. Department of the Interior, in accordance with the regulations of 43 Code of Federal Regulations 4.400. The Protest to the State Director must be filed in writing in the Oregon State Office of the Bureau of Land Management, 1300 N.E. 44th Avenue, P.O. Box 2965, Portland, Oregon 97208. If no protests or appeals are filed, this decision will become effective and be implemented in 30 days.



Table 1 - Summary of Long Term Impacts to All Resources by Alternative¹

<i>Managing:</i>	<i>Pref. Alt.</i>	<i>Alt. 1</i>	<i>Alt. 2</i>	<i>Alt. 3</i>	<i>Alt. 4</i>
Soil	+M	+L	-L	+M	+H
Water	+M	+L	+L	+M	+M
Vegetation	+M	+L	-L	+M	+M
Livestock Grazing	+L	-L	-L	+L	-L
Cultural Values	+M	+M	-L	+M	+H
T & E Species	+M	-L	-L	+M	+H
Scenery	+M	+M	-L	+M	+M
Overall Recreational Use					
Quantity of Use	+L	+M	+M	-L	-M
Quality of Experience	+L	-L	-M	+L	+M
Access	+M	+M	-L	+M	+L
Economic Values	+M	+H	+H	-L	-H
Law Enforcement and Emergency Services	+M	-L	NC	+L	+M
Fire	+M	-L	-L	+L	+M
Public Safety	+L	+L	-L	+L	+L
Private Land & Property Rights	+L	-L	NC	+L	+L
¹	+ Beneficial - Adverse NC No Change	H High M Moderate L Low			





II. Introduction

A. Background and River Corridor Boundaries

The Planning Area

In 1970, the lower 100 miles of the Deschutes River were designated by voter initiative as a component of the Oregon State Scenic Waterways System. By law, the boundary for this State Scenic Waterway is 1/4 mile from the bank on each side of the river. In October 1988, this same 100-mile segment from the Pelton Reregulating Dam to its confluence with the Columbia River was designated by the U.S. Congress as a National Wild and Scenic River and classified as a recreational river area. The National Wild and Scenic River has a variable boundary which averages approximately 1/4 mile on either side of the river, unlike the uniform 1/4-mile boundary in the State Scenic Waterway. The final National Wild and Scenic River boundary has been developed with public input to include and protect or enhance the outstandingly remarkable values that caused the river to be designated.

River Segments

The river has been divided into four segments based on geographical features, public road access and recreational use patterns as shown on Maps 1 and 2. The upper part of Segment 1 is the 13-mile segment from Pelton Reregulating Dam to Trout Creek. It offers both vehicular and hiking trail access. Except for the community of Warm Springs, the river canyon appears natural in character. This portion of the river offers outstanding trout fishing. Boating opportunities exist, but are restricted to nonmotorized craft and are of limited quality to whitewater boaters due to the lack of whitewater. A person visiting the area can generally expect to encounter low to moderate numbers of people.

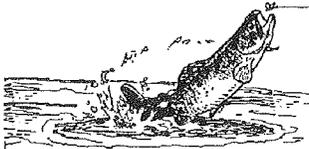
The lower part of Segment 1 is the 28-mile segment from Trout Creek to the Deschutes Club locked

gate. It is accessible to the public primarily by boat with some point access by vehicles. While this portion of the river is paralleled by the railroad, it is still relatively remote and natural in character. Whitewater boating and trout fishing opportunities are outstanding. Some motorized boat use occurs in the lower ten miles of this segment. Low to moderate levels of use generally occur with higher numbers of users visiting the area on peak summer weekends.

Segment 2 is the 15-mile segment from the Deschutes Club locked gate to Sherars Falls. It is accessible by a paved or gravelled road along the east side of the river for the entire length of the segment. The railroad also parallels the river. The community of Maupin is located in the middle of the segment. While the area still possesses high scenic quality, it is the most developed and highly used section of the lower Deschutes. This river segment is used primarily for day use by whitewater boaters during the summer and by trout and steelhead anglers at other times of the year. Several challenging rapids and easy access make this area extremely popular with whitewater enthusiasts. Relatively low levels of motorized boat use occur in the upper portions of this segment. The experience a person has when visiting this area on a summer weekend is one of high density use and a "splash and giggle" attitude. Weekday and off-season use (mid-October to mid-May) occur at a moderate level.

The 21-mile river Segment 3 from Sherars Falls to Macks Canyon is paralleled by a gravel road on one side and a railroad on the other throughout its length. Except for the road, railroad and a few developed and semi-developed campgrounds, the area is essentially natural appearing. Relatively low levels of use occur in this area with fall steelhead fishing and summer whitewater boating being the primary activities. Both motorized and nonmotorized boat use occur.

Segment 4 is the segment extending from Macks Canyon, 23 miles downstream to the confluence of the Deschutes with the Columbia River. The railroad parallels the river throughout its length. Public access is limited primarily to boat or foot access. The character of the canyon is natural appearing and relatively remote. Fall steelhead fishing is the predominate use with lesser amounts



of whitewater boating and trout fishing. Most use in this segment is by motorized boat. Use levels are generally low to moderate except during the late summer/fall steelhead fishing season when high numbers of anglers crowd into the area.

Land Ownership

The planning area contains 41,367 acres of land located in Jefferson, Sherman and Wasco Counties. Land ownership by county is shown in Table 2 and on Maps 1 and 2. Table 3 shows riverbank ownership by segment.

Table 2 - Lower Deschutes River Acreage by County and Ownership

County	BLM	State ¹	Warm Springs Tribe	Private	Total ²
Jefferson	4,010	137	3,255	922	8,324
Sherman	4,951	3,654	0	1,392	9,997
Wasco	11,680	1,015	3,674	7,677	23,046
Total	20,641	4,806	5,929	9,991	41,367

¹The State of Oregon through the Division of State Lands, claims ownership of the bed and banks (up to ordinary high water) of the river within the planning area (other than reservation lands).

²The planning area includes lands within the State Scenic Waterway and the final National Wild and Scenic River boundaries. Where these boundaries do not coincide, the wider of the two is used as the planning area boundary.

Table 3 - Approximate Riverbank Ownership (in miles) Along the Lower Deschutes River*

	Private Land	Public Land	Total
<i>Segment 1: Warm Strings to Locked Gate</i>			
East Side	22	19	41
West	35	6	41
Totals	57	25	82
<i>Segment 2: Locked Gate to Cherars Falls</i>			
East Side	5	10	15
West Side	7	8	15
Totals	12	18	30
<i>Segment 3: Sherars Falls to Macks Canyon</i>			
East Side	6	16	21
West Side	6	15	21
Totals	11	31	42
<i>Segment 4: Macks Canyon to Columbia River</i>			
East Side	0	23	23
West Side	5	18	23
Totals	5	41	46

*Private land includes Tribally-owned and allotted lands. Public land includes land managed by Bureau of Land Management and State of Oregon.



B. Purpose and Need for the Plan

Passage of Oregon HB 3019 and SB 202 initiated an extensive planning effort by the Governor-appointed Deschutes River Management Committee and the various managing agencies which make up the Deschutes River Policy Group. Several groups of volunteers contributed large amounts of time and effort in the initial stages of developing this plan. When the lower 100 miles of the Deschutes River was designated by Congress as a National Wild and Scenic River in October 1988, the planning process was modified to incorporate the Federal requirements.

Consistency

This plan is consistent with the plans, programs and policies of other Federal agencies, the Confederated Tribes of Warm Springs and State and local governments.

The Lower Deschutes River Management Plan Record of Decision satisfies Federal planning requirements. It meets the requirements of the National Environmental Policy Act and the Oregon Omnibus Wild and Scenic Rivers Act of 1988. It is consistent with the Bureau's Two Rivers Resource Management Plan which was developed in accordance with the Federal Land Policy and Management Act of 1976.

Implementation

Decisions in this document were developed through the Lower Deschutes River planning process which involved 11 Federal, State and local government agencies and a 9-member governor-appointed advisory group. The purpose of this document is to comply with Federal requirements regarding BLM planning decisions. BLM must publish a Record of Decision indicating which decisions in the Final Lower Deschutes River Management Plan will be implemented by BLM. Other decisions in the Final Lower Deschutes River Management Plan will be implemented by various State agencies or local governments. For example,

BLM is responsible for implementing decisions regarding livestock grazing on BLM-managed land while Oregon State Parks and Recreation Department and Oregon Department of Fish and Wildlife are responsible for implementing decisions related to establishment of an instream water right for fish, recreation, pollution abatement, etc. The Oregon State Marine Board is responsible for implementing motorboat regulations while Jefferson, Sherman and Wasco Counties are responsible for coordination of search and rescue efforts.

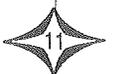
Decisions which are BLM's responsibility will not be affected by appeals to decisions which are the responsibility of a particular State or local government entity and vice versa. Decisions in this plan will be implemented over a period of years and are tied to the BLM budgeting process. Priorities for each program will be reviewed annually to help develop the work plan commitments for the coming year.

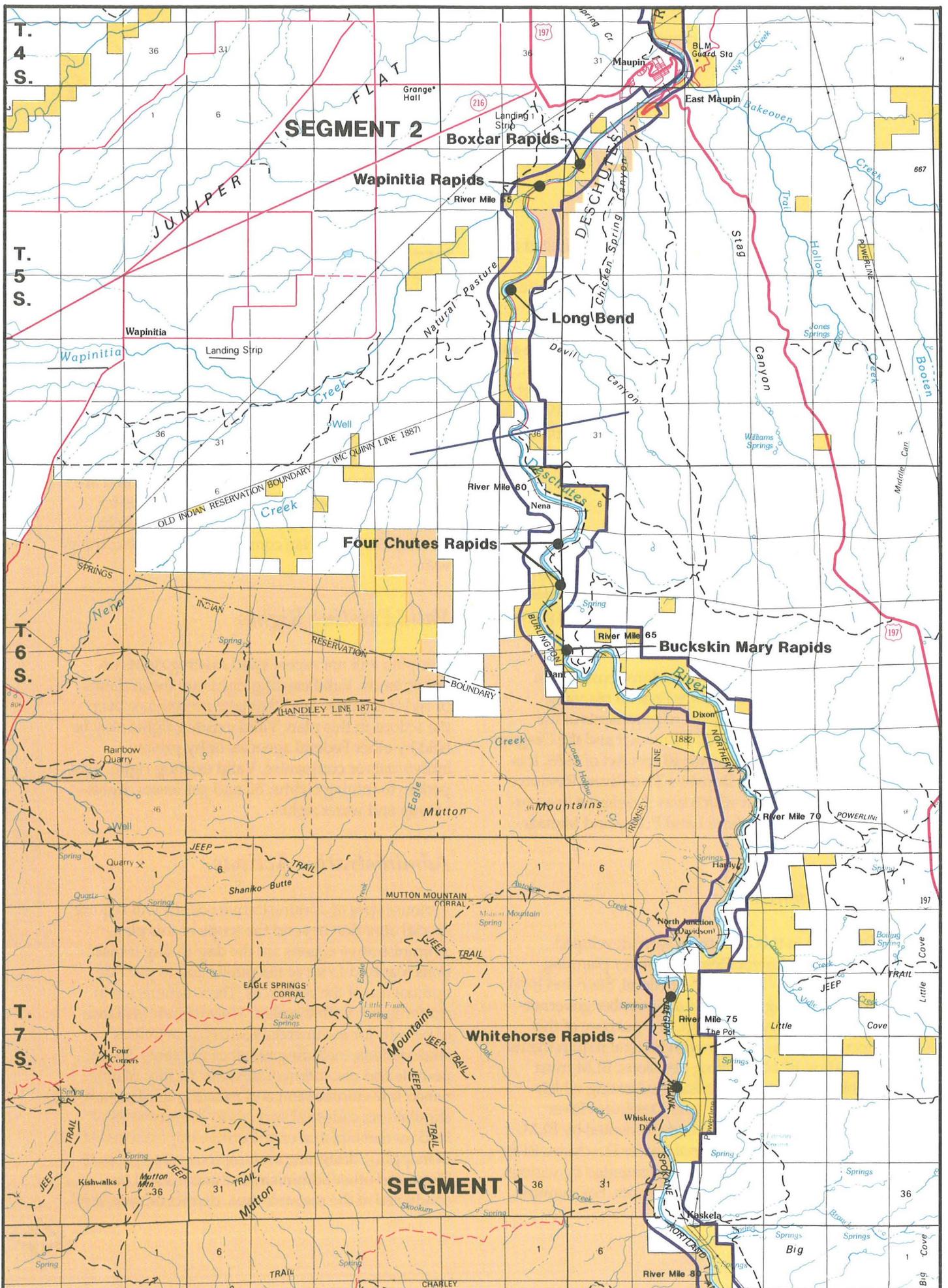
Valid Existing Rights

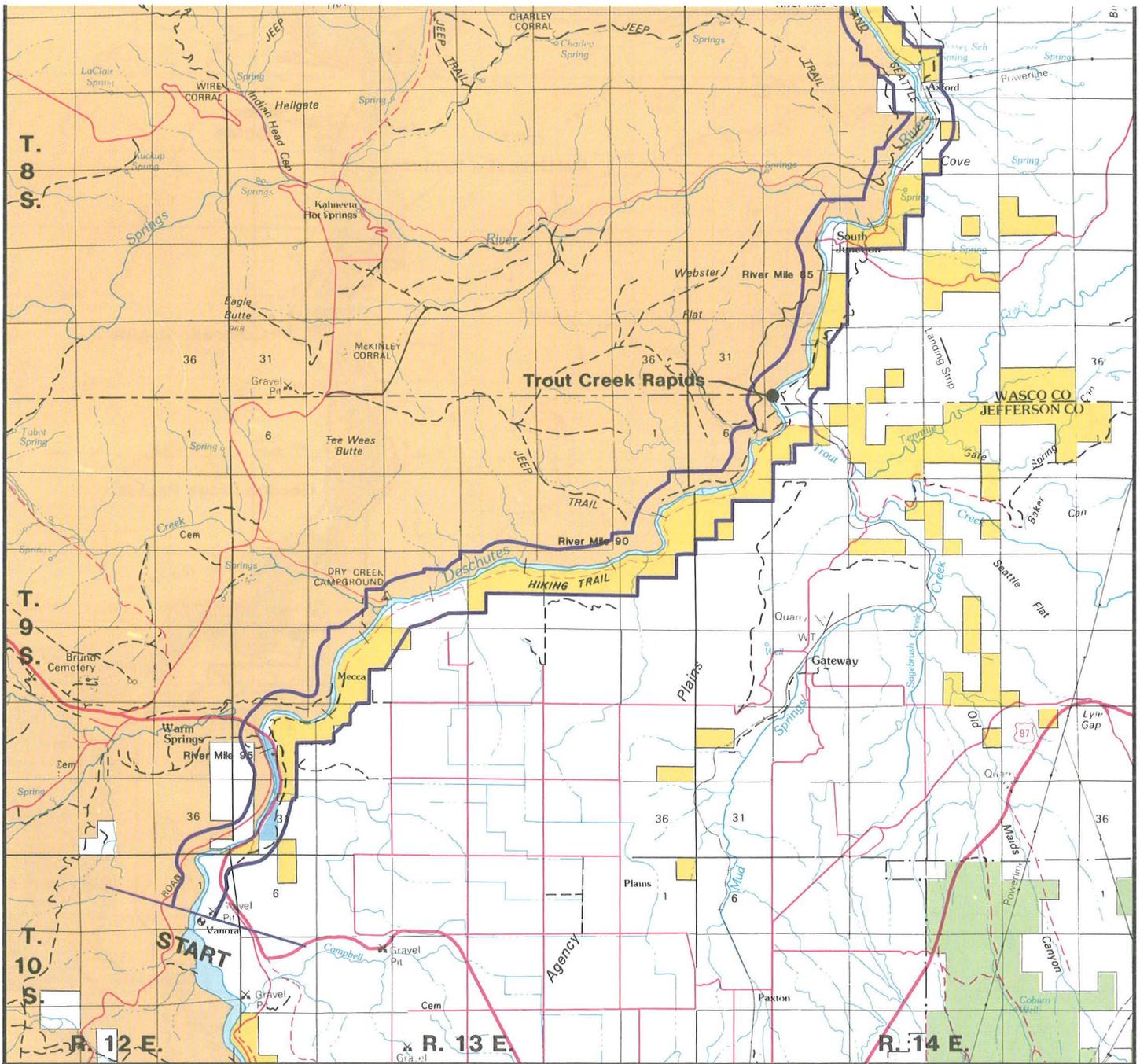
This plan will not repeal valid existing rights on public lands. Valid existing rights are those claims or rights to public land that take precedence over the actions in this plan. Valid existing rights may be held by other Federal agencies or by private individuals or companies. Valid existing rights may pertain to mining claims, oil and gas leases, rights-of-way and water rights.

Administrative Actions

Various types of administrative actions will require special attention beyond the scope of this plan. Administrative actions are the day-to-day transactions required to serve the public and to provide optimal use of the resources. These actions are in conformance with the plan. They include issuance of permits for commercial recreation activities; lands actions, including issuance of grants, leases, permits and resolution of trespass; facility maintenance; law enforcement and monitoring of permit stipulations; cadastral surveys to determine legal land ownership; and engineering support to assist in mapping, designing and implementing projects. These and other administrative actions will be conducted at the resource area, district or state level.







LEGEND

- Public Lands (Admin. by BLM)
- State Lands
- National Grassland
- Tribal Lands
- Private Lands
- Planning Area Boundary

U.S. DEPARTMENT OF THE INTERIOR
Bureau of Land Management

LOWER DESCHUTES RIVER

PLANNING AREA

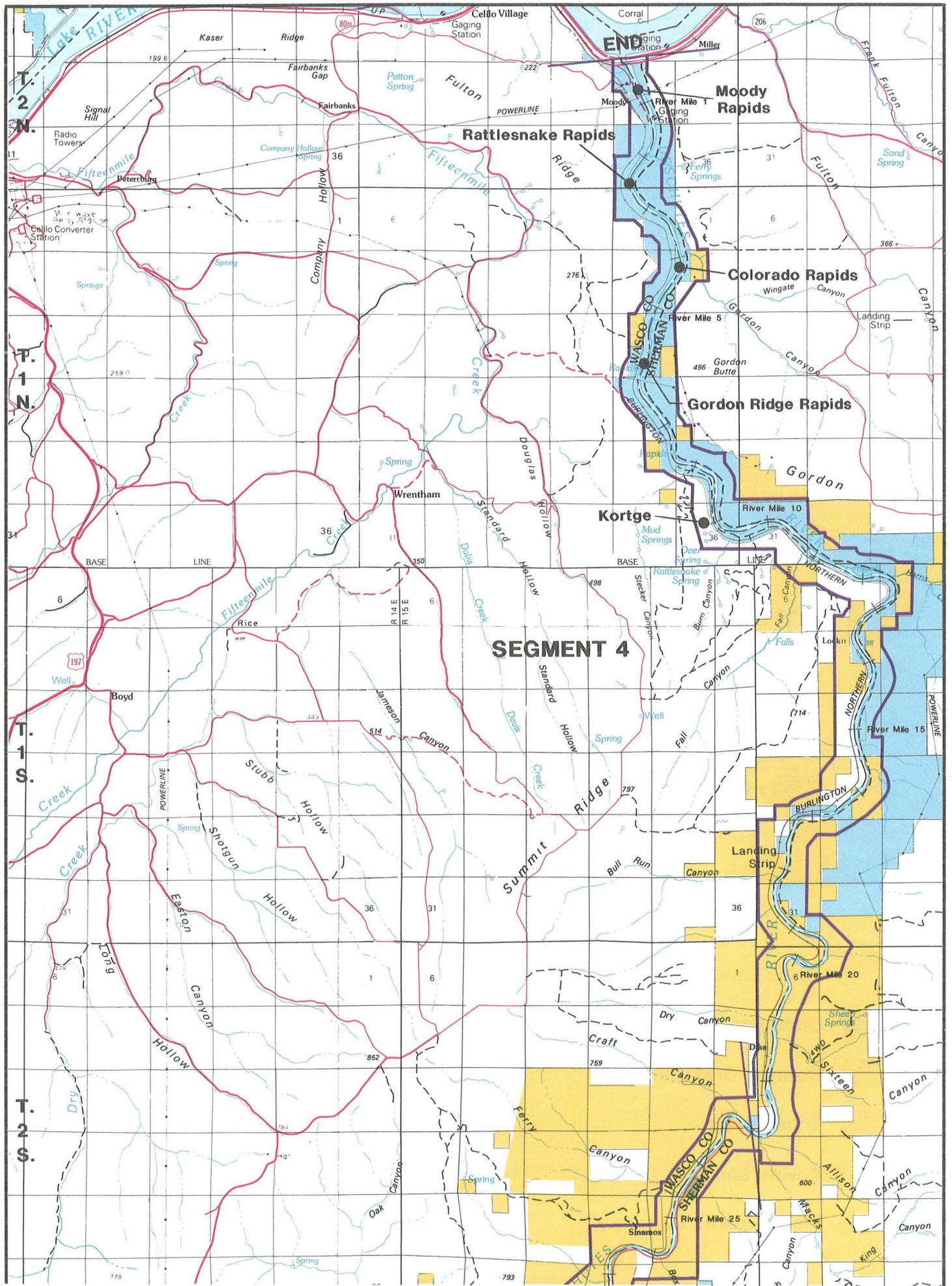
Prineville District

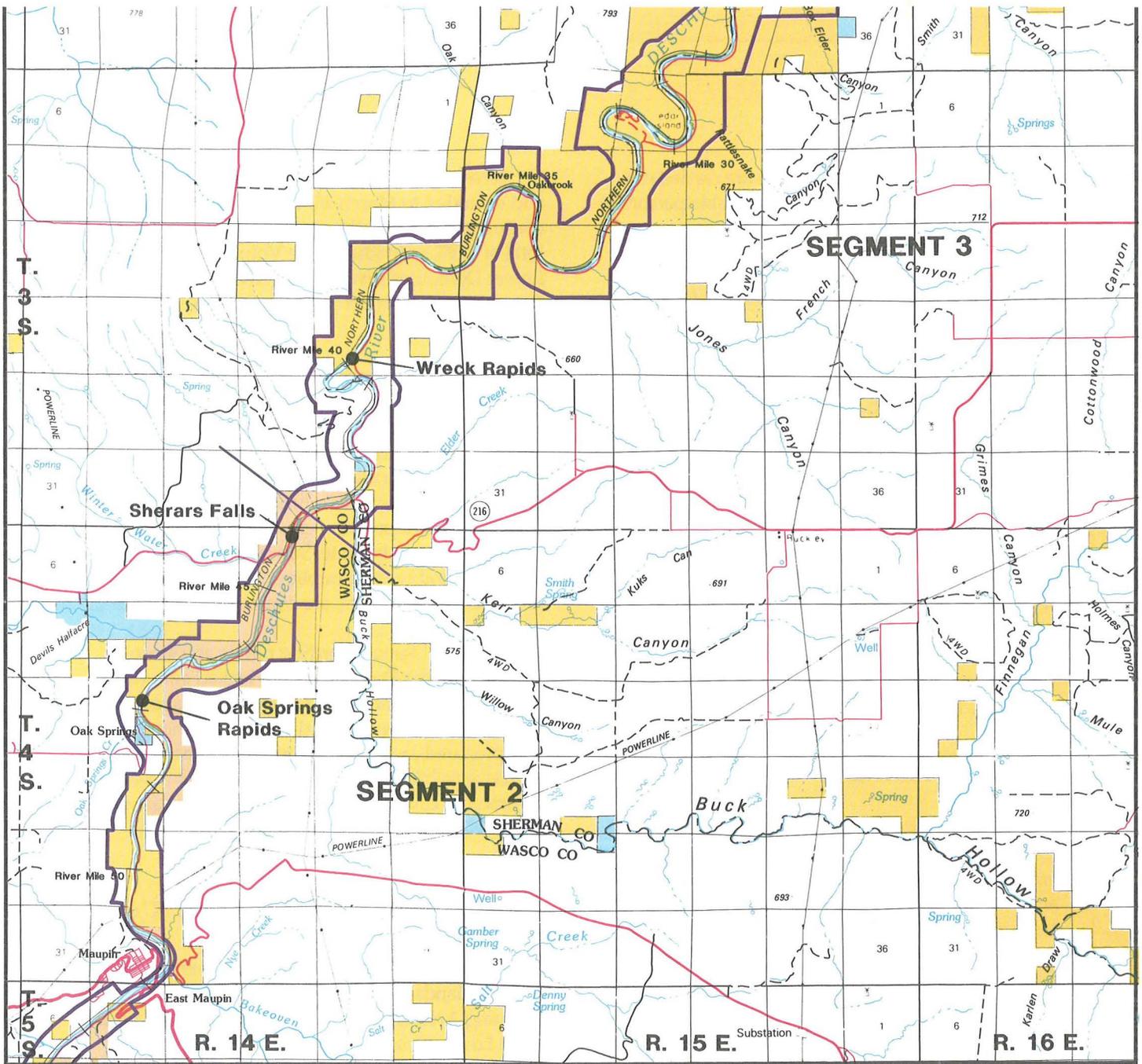
1992



MAP 1

SOUTH HALF





LEGEND

- Public Lands (Admin. by BLM)
- State Lands
- Tribal Lands
- Private Lands
- Planning Area Boundary

U.S. DEPARTMENT OF THE INTERIOR
Bureau of Land Management

LOWER DESCHUTES RIVER

PLANNING AREA

Prineville District

1992



Scale 1:126,720

MAP 2

NORTH HALF



The degree to which these actions are carried out will be based upon BLM policy, available personnel and funding levels.

Public Participation and Document Availability

Public participation has been sought throughout the planning process and is summarized below as well as in Volume 2 of the Final Plan/EIS. Partial lists of persons, agencies and groups involved in the public participation process are also included in Volume 2.

Copies of the Final Lower Deschutes River Management Plan and EIS are available upon request from the Prineville District Bureau of Land Management and Oregon State Parks and Recreation Department in Salem.

In addition, copies are available at selected local and university libraries.

Public Involvement

In 1988, the Deschutes River Management Committee and the managing agencies developed a planning process utilizing consensus decision making and extensive public involvement. A series of meetings were held to begin identifying issues for each river segment. Many members of the public participated in these early scoping meetings. All phases of the plan were developed in an open public forum.

A Memorandum of Understanding (MOU) for the Lower Deschutes River Planning Area was signed by the members of the Deschutes River Policy Group in late summer, 1989. Among other things, this MOU outlined the planning and decision-making process to be followed during the development of this plan.

The Policy Group then developed the scoping document, "Issues and Alternatives for the Management of the Lower Deschutes River". The document was released in January 1990 and six public meetings were held to listen to the public's response. Attendance at these meetings reflected a high level

of interest. The comment period began January 17 and extended to March 28, 1990. An independent consultant analyzed the comments received from a total of 1,087 individuals. See Volume 2 of the Final Lower Deschutes River Management Plan and Environmental Impact Statement for a summary of these comments.

Following the public meetings, the Policy Group met to discuss the public response to the identified issues and alternatives and to develop the Preferred Alternative. The Draft Lower Deschutes River Management Plan and Environmental Impact Statement was released in June 1991 for a 120-day public comment period. Ten public hearings were held throughout the state. Summaries of hearing testimony and written public comments, along with policy group responses, are contained in Volume 2.

An additional issue regarding public access upstream from the Deschutes Club locked gate was identified in preparation of the final management plan. A supplement to the draft management plan was prepared and a 60-day public comment period with two public hearings was provided. Public comment analysis on this issue is also contained in Volume 2.

C. Summary of Alternatives

Five multiple use alternatives for the management of public lands in the Lower Deschutes River Planning Area were developed and analyzed in the Draft Lower Deschutes River Management Plan and Environmental Impact Statement. This analysis was in accordance with BLM's planning regulations issued under authority of the Federal Land Policy and Management Act of 1976 and the Omnibus Oregon Wild and Scenic Rivers Act of 1988.

The alternatives responded to major issues identified through the planning process. They include protection/enhancement of natural and cultural resources, management of recreational activities and providing for public safety and services. The purpose of the alternatives were to present and evaluate various options for managing, protecting and enhancing public resources.



Environmental Preferability of the Alternatives

Environmental preferability is judged using the criteria in the National Environmental Policy Act of 1969 (NEPA). Title 1, Section 101(b) of NEPA establishes the following goals:

1. Fulfill the responsibilities of each generation as trustee of the environment for succeeding generations;
2. Assure for all Americans a safe, healthful, productive and esthetically and culturally pleasing surroundings;
3. Attain the widest range of beneficial uses of the environment without degradation, risk to health or safety, or other undesirable and unintended consequences;
4. Preserve important historic, cultural and natural aspects of our national heritage, and maintain, wherever possible, an environment which supports a diversity and variety of individual choice;
5. Achieve a balance between population and resource use which will permit high standards of living and a wide sharing of life's amenities; and
6. Enhance the quality of renewable resources and approach the maximum attainable recycling of depletable resources.

The Preferred Alternative in the EIS ranked first in overall environmental preferability. It was considered to be in compliance with all NEPA goals, especially goals 1, 3, 5 and 6. The Preferred Alternative was followed by Alternatives 3 and 4 respectively. While Alternatives 3 and 4 were in greater compliance with goal 2 than the Preferred Alternative, they did not comply as well as goals 5 and 6.

Alternative 1 was in greatest compliance with goal 6 and to a lesser degree goals 1 and 5 because of its emphasis on economic and commodity production. Alternative 2, the Continue Existing Management or No Action Alternative, was in compliance with goals 2 and 4 because it maintains current conditions. This alternative was not in compliance with goals 1, 3, 5 and 6 since it makes no attempt to enhance environmental quality of diversity and

does not improve social or economic well being. Analysis in the Supplement to the Draft Lower Deschutes River Management Plan/EIS resulted in some revisions to the proposed decision, however, it did not affect the environmental preferability of that alternative.

III. Lower Deschutes River Management Plan Decisions for the Bureau of Land Management

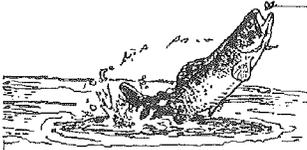
This section describes implementation responsibilities for the portion of the Final Lower Deschutes River Management Plan under the responsibility of the Bureau of Land Management. The decision provides protection and enhancement to the river's outstandingly remarkable values while providing adequate levels of recreation use and diversity of opportunities. Management actions were selected on the basis of their ability to resolve issues raised during the planning process, satisfy planning criteria and public input, mitigate environmental consequences and provide for the best management of public land resources in the planning area.

A. Management Goals and Standards

For many years, the Deschutes River has provided a wide range of recreation opportunities in a generally natural but roaded environment.

Goal for the Planning Area:

The goal of this plan is to manage the lower 100 miles of the Deschutes Canyon on a segment-by-segment basis to protect and enhance the river's outstandingly remarkable and related values while allowing the continuation of compatible existing uses, including a wide range of public outdoor recreation opportunities and minimizing user conflicts. These recreation opportunities will be provided in a manner that does not substantially impair the natural beauty of the river canyon, diminish its esthetic, fish and wildlife, scientific and recreational values and take into account the rights and interests of private landowners and Tribal treaty rights.



Recreation Management Goals by River Segment

Segment 1 (Pelton Reregulating Dam - Trout Creek)

Goal:

This river segment will be managed to maintain or enhance the high quality trout fishery. Management will provide primarily for day use and nonmotorized boating opportunities at a relatively moderate use level.

Segment 1 (Trout Creek-Deschutes Club Locked Gate)

Goal:

This segment will be managed primarily to maintain or enhance the high quality trout fishery and nonmotorized boating opportunities. Occasional encounters with other users will occur. While some day use will continue, most activities during the primary use season will involve overnight camping.

Segment 2 (Deschutes Club Locked Gate-Sherars Falls)

Goal:

This river segment will be managed for relatively high levels of nonmotorized whitewater boating day use as well as trout and steelhead fishing.

Management will focus on achieving a higher level of environmental and social ethics. Management actions will emphasize resource protection, public health and safety, and reduction of user conflicts and crowding.

Segment 3 (Sherars Falls-Macks Canyon)

Goal:

This river segment will be managed primarily to provide moderate levels of dispersed use by boaters, anglers and overnight campers with vehicles.

Segment 4 (Macks Canyon-Mouth)

Goal:

This area will be managed primarily for fishing and will provide access for motorized and nonmotorized boats, with opportunities for hiking, mountain bike and horseback riding. Management will be toward dispersed recreational opportunities. Management actions will reduce social conflicts among users.

Overall Minimum Standards for the Entire Planning Area

Management actions will be taken to prevent, stop or reverse the following unacceptable conditions in the planning area.

1. Any riparian-wetland area that is not functioning properly¹by 1997. The overall objective is to achieve an advanced ecological status, except where resource management objectives, including proper functioning condition, would require an earlier successional stage.
2. Any riverbank that is actively eroding at such a rate that water quality and fish habitat are adversely affected.
3. Any significant natural feature or recreational value that is eroding or being irreparably damaged by human use to the point that it is in danger of being lost.
4. Any significant health hazard caused by human use.
5. Any damage to threatened or endangered species or damage to individual plants or animals or the

¹Riparian-wetland areas are functioning properly when adequate vegetation is present to dissipate stream energy associated with high water flows, thereby reducing erosion and improving water quality; filter sediment and aid floodplain development; improve floodwater retention and groundwater recharge; develop root masses that stabilize streambanks against cutting action; develop diverse ponding and channel characteristics to provide the habitat and the water depth, duration and temperature necessary for fish production, waterfowl, breeding and other uses; and support greater biodiversity. The functioning condition of riparian-wetland areas is a result of interaction among geology, soil, water and vegetation.



habitat of any candidate species which would cause them to become listed as either threatened or endangered due to human use.

6. Any damage to or significant deterioration of prehistoric/historic sites.

7. Any significant degradation of water quality due to human use, including both point and nonpoint sources within and outside the river corridor.

B. Planned BLM Management Actions Under the Plan

This section describes the planned actions and determines priorities for implementing those actions. The management actions will be used to resolve the planning issues identified. Unless otherwise noted, management direction, implementation, monitoring and support needs apply to the entire planning area.

The priorities were established based on Deschutes River Policy Group direction, Deschutes River Executive Review Board decisions, public input, administration policy and Department of the Interior and BLM directives.

Strategies, Roles and Interagency Relationships

Successful implementation of the Lower Deschutes River Management Plan will require coordination and cooperation between all of the managing agencies. The Omnibus Oregon Wild and Scenic Rivers Act requires the Secretary of the Interior to enter into a cooperative management agreement with the State of Oregon and the Confederated Tribes for plan development and subsequent implementation. Each managing agency will make its own decisions under applicable Federal, State, local or Tribal procedures which may offer either additional public comment or decision appeal rights. It is important to note the distinction between an agency's support for a decision to be implemented by another agency, versus an agency-specific action such as site development or protection on their own lands.

A standing interagency committee will be created with the mandate to assure that the decisions in this plan will be implemented and issues addressed and resolved in a coordinated ongoing fashion. This committee will utilize public involvement as they review all land acquisitions, funding expenditures, facility development proposals, data collection as well as monitoring and evaluation and changes in management policy.

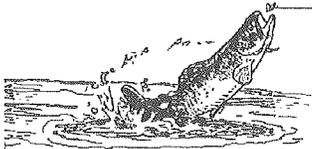
Land Acquisition and Public Access Strategy

The managing agencies will form an interagency committee to coordinate acquisitions of property and access rights within and adjacent to the planning area. Each agency will develop and maintain an acquisition plan. All acquisitions will be reviewed by the committee for consistency with existing management and the goals of the plan. A determination of which agency will assume title and management responsibility for the acquired land will be made on a case-by-case basis. Acquisition and lead management responsibility will generally be based with the predominant or contiguous land management agency in an area. The lead agency on proposed acquisitions will be responsible for funding, required analysis, supplemental resource inventories or clearances, appraisals, etc. The lead agency will also be the one which will acquire ownership. Potential lead agencies to acquire land within the planning area include:

USDI, Bureau of Land Management
Oregon State Parks and Recreation
Oregon Department of Fish and Wildlife
Confederated Tribes of Warm Springs

Land exchanges will be used wherever possible to increase public land holdings within the planning area. If a land exchange is not feasible, outright purchase will be pursued.

When a property becomes available for sale or lease which is of interest to more than one agency, the committee will consider dividing or sharing the acquisition in a manner that meets the needs of the agencies and the general public.



The interagency acquisitions committee will identify a list of priority acquisitions for public use. In developing a list of priorities, the agencies will consider the following needs:

- Private lands now being used by the public
- The need for access to public lands (by easement across private lands)
- Critical wildlife habitat
- Parking areas for river access
- Trails
- Important cultural resource sites
- Out-of-corridor camping opportunities
- Acquisition of grazing rights from private property owners

A specific timetable for acquisition will be developed by BLM after acquisition sites have been identified and prioritized by the managing agencies. The BLM will seek funding through its budget and appropriations process on a schedule that targets the completion of all key acquisitions by the year 2000. Other acquisitions will be ongoing. Acquisitions will begin immediately as willing sellers and funds become available or exchange participants can be identified.

Strategy for Expenditure of Funds

Limited funding and staff will be available to the managing agencies to implement the decisions of this plan. Because the amounts and types of funds are not always predictable and because it will be necessary to await the event to determine which management actions are most urgently needed, it is not possible to prioritize expenditures at the time of plan adoption. However, some general guidelines can be established to help guide managers' actions in allocating funding and staff time.

Generally, the highest priority will be given to those actions necessary to ensure that natural and cultural resources (especially outstandingly remarkable values) within the planning area are maintained within management standards. Law enforcement, emergency services, public information and education, and other measures necessary to protect public safety will also receive the highest priority.

High priority will also be given to developing baseline data that is necessary to effectively implement, monitor and adjust the plan using the Limits of Acceptable Change process.

Facility development and capital improvements will be part of an overall resource strategy. Improvements will be consistent with the need to protect the natural resources of the river and control or manage use consistent with plan objectives. Developments will be based on resource needs, health and safety concerns and not change the physical character of the river or the desired recreational experience. Capital improvements will be prioritized based on protection of the river's outstandingly remarkable values and other costs of plan implementation.

Land acquisition ranges from high priority to low priority.

Data Collection, Monitoring and Evaluation Strategy

Priority funding will be allocated to collection of baseline data needed to implement, monitor and adjust the Deschutes River Plan. The Limits of Acceptable Change process is the underpinning of the entire Lower Deschutes River Plan. Without adequate baseline data it becomes virtually impossible to monitor the changes necessary to determine whether or not the Limits of Acceptable Change required by the plan are exceeded. Objective baseline data is necessary to determine whether or not the implementation of plan provisions is having the desired effect.

Baseline data will be gathered as expeditiously as possible beginning in the 1993 boater season. Data to be gathered will include, but not necessarily be limited to the following:

1. A habitat map will be developed to inventory biological resources and the terrain in which they exist. Flora and fauna present and their densities will be plotted on a topographic map along with the resources upon which they are dependent (e.g. spawning gravel for fish populations). A habitat map will be prepared for both land and instream habitat.



2. A comprehensive all user survey will be developed and implemented to determine the characteristics of the users of the Deschutes River, their opinions about the Deschutes River and the size of the user population.

3. User fee information and registration will be implemented where feasible to increase individual accountability and gather desired data. In Segments 3 and 4, self-registration will take place at Buckhollow, Kloan, Heritage Landing and the Deschutes State Park. Data to be obtained will include, but not be limited to, name, type of use, date and time use begins.

4. A comprehensive archaeological resource survey will be completed to determine sites and conditions of archaeological resources.

5. A comprehensive study on the identification, location and condition of all threatened and endangered species within the planning area will be done.

6. A definitive study on the effect of motorboats and other user actions on instream habitat and the fishery will be completed.

C. Bureau of Land Management Implementation and Jurisdiction Responsibilities and Priorities

Bureau of Land Management decisions will become effective 30 days after publication of this Record of Decision and final plan.

Protection and Enhancement of National Wild and Scenic River Related Natural and Cultural Resources

1. Fish Habitat/Water Quality and Quantity

a. Issue: How should riparian areas be managed to protect water quality?

1) Problem: Loss or degradation of vegetation and soil due to livestock grazing has resulted in damage to fish habitat.

Proposed Decision -

The following vegetative goals will be the primary consideration in the development of any system for livestock grazing management.

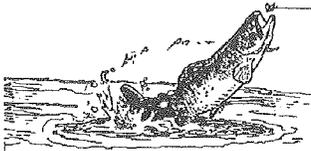
1. Riparian plant communities on BLM lands will be managed to maintain or achieve a minimum of 60 percent of the ecological vegetative potential within 15 years, and ultimately the long-term goal of achieving full vegetative potential. Vegetative potential will vary significantly, depending on specific site characteristics.

2. The riparian vegetative goal is to maintain or restore the corridor along the river margin with a variety of tree, shrub, grass and sedge species. A desirable riparian plant community would likely include the following species: white alder, willow, red birch, mock orange, rose, chokecherry, serviceberry, reed canarygrass, elderberry, cattails, various sedges and rushes, and cottonwood. The intent of this goal is to protect or restore diverse terrestrial wildlife populations, enhance the aquatic environment, and naturally armor the riverbank with sufficient root mass to prevent erosion.

3. Upland vegetation on BLM lands will be managed to maintain or achieve an ecological status between 51 and 75 percent of the plant composition found in the natural plant community (late seral or good ecological condition).

The period of livestock use within the planning area will generally be between November 1 and May 1, unless there is a site specific rationale for an exception, such as use in a non-riparian pasture. Potential fall/winter/early spring (November 1 - May 1) grazing in riparian areas will occur in a manner which provides sufficient residual vegetative cover to prevent erosion and potentially trap flood-born sediments.

A number of management actions will be employed to accomplish vegetative objectives for upland and riparian areas. The timing, duration of use, and number of livestock will vary. Fences may be used to control livestock movement, divide pastures, or



exclude livestock use. Water developments may be used to replace existing watering locations or redistribute use. Livestock grazing allotments may be operated in combination to increase flexibility, provide periods of no livestock use, or solve practical problems. Coordinated resource management plans, like the plan developed by the Lower Deschutes Coordinated Resource Planning Group for the lower 24 miles of river in 1983, may be used to develop practical management approaches to attaining vegetative goals, while considering other resources and uses.

Consultation will occur with livestock operators and affected interests as livestock grazing systems are designed and associated livestock project development (e.g., fencing, water) is planned. Grazing systems will be developed while considering resource objectives, associated costs for the livestock operators, as well as other economic, social and environmental issues. Resource management agencies will work with private landowners and managers to reach ecological objectives through initiation of cooperative range enhancement projects (e.g., fencing, seeding, planting, water development), that may include appropriate incentives (e.g. funding or materials) for the private individuals. Intensive monitoring studies (e.g., actual use, photo points, ecological condition and trend, nested frequency, riparian and water quality) will be implemented to measure progress in meeting the riparian and upland standards on public lands. Similar monitoring may be conducted on private and allotted lands where landowners and managers are agreeable. If, after five years, studies do not indicate a positive trend toward meeting vegetative standards, temporary or permanent livestock exclusions will be implemented on public lands and encouraged or recommended on private and Tribal allotted lands. If livestock operators consistently fail to comply with specific conditions of the grazing agreements on public lands, appropriate enforcement action will be taken, including potential loss of grazing privileges. Operator compliance on public lands will specifically include moving livestock to appropriate pastures at predetermined dates and stocking pastures at predetermined levels.

BLM will cooperate with other resource management agencies to establish demonstration trial areas that will use different livestock grazing manage-

ment systems in a variety of sites to better determine the most effective techniques for restoring upland and riparian vegetative communities. BLM will work with the other managing agencies to develop and use a consistent technique for evaluating vegetative change throughout the river canyon.

In instances where BLM lands are a small or isolated portion of the livestock pasture, the BLM will attempt to develop livestock management actions that are consistent with private land management, while striving to reach overall riparian and upland vegetative objectives.

BLM lands east of the railroad right-of-way fence from which livestock use has been excluded, will continue to be utilized as livestock enclosures. Areas of riparian vegetation presently in good or excellent condition will be maintained.

Existing livestock riparian enclosures at Mecca, Davidson Flat, from Cove Creek to the Deschutes Club Locked Gate, at Beavertail and Macks Canyon Campground will be maintained.

If a positive trend toward meeting the vegetation standards is not accomplished within five years, the following improvements will be constructed in areas with continuing problems:

Segment 1:

New livestock fencing will be constructed to exclude livestock from the riparian corridor of the river and tributaries on public land between Trout Creek Campground and Mecca Flat. Livestock watering access to the river and tributaries will be restricted to controlled points and only where upland watering alternatives do not exist or cannot be developed. Livestock riparian fencing will be constructed upstream from Trout Creek Campground above the east bank trail to reduce conflict with recreational access to the river.

Segment 2:

New livestock fence will be constructed to exclude livestock from BLM lands in the corridor between the east bank access road and the river until vegetative recovery has occurred. Livestock watering access to the river on BLM managed lands will occur at small controlled sites only when alternative upland water sources are unavailable.



Segment 3:

Additional livestock fence will be constructed above the Macks Canyon Road to exclude livestock from BLM managed lands within the river corridor during riparian recovery. New boundary fencing will be constructed between private and public lands at Sinamox, Ferry Canyon and Box Elder Canyon to prevent livestock from entering the riparian corridor on public land. New upland watering sources will be developed to eliminate the need for livestock access to the river.

Segment 4:

New livestock fencing will be constructed to exclude livestock from sections of riverbank not currently within established riparian livestock enclosures. Livestock access to the river or tributaries for water will be provided at controlled access points if upland watering sites are not available.

Projects will be constructed where they are consistent with site specific allotment objectives, and will include consultation with affected interests.

In areas of extensive blocks of private or allotted lands, the BLM will encourage implementation of livestock management systems that will result in riparian and upland plant communities reaching the management standards. The management agencies may work cooperatively with individual private landowners to assist in the development of grazing systems and construction of livestock management facilities.

Subject to availability of funding, the BLM will develop a consistent and well coordinated inventory, management plan implementation, and monitoring program for riparian areas along the Deschutes River and its tributaries to ensure that management objectives are met. (See Monitoring and Evaluation section of the Final Management Plan.)

Programs or measures will be implemented which promote cooperation and education in the process of achieving the plan's vegetative standards. This information will be directed at the managing agencies as well as livestock operators and the public.

2) Problem: Loss or degradation of vegetation and soil due to motor vehicle use has resulted in damage to fish habitat.

Proposed Decision -

The BLM will continue to implement decisions relating to off-road vehicle management in the Two Rivers Resource Management Plan. This includes closure or limitation of vehicle use in riparian areas to protect vegetation.

Motor vehicles will be restricted to designated roads, parking and launching areas.

Motor vehicle routes not designated will be closed and rehabilitated. Supplemental vegetative seeding or planting will be provided to speed vegetative recovery of areas previously degraded by vehicle use.

Parking areas will be provided on BLM lands outside of the riparian areas at Mecca, Trout Creek, Little Sandy Beach, Pine Tree, Beavertail and Macks Canyon, as well as other smaller roadside pull-off sites.

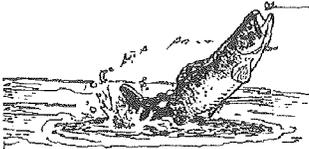
The BLM will avoid sidecasting material that could enter the river or cover riparian vegetation during road maintenance activities. The BLM will recommend to other agencies and private landowners that road maintenance activities adjacent to the river not result in sidecasting material into the river or onto riparian vegetation.

Rock or wood post barriers will be installed to prevent unauthorized vehicle access into riparian areas at sites such as Devil's Canyon, Long Bend, Oak Springs, Handicap Ramp, Little Sandy Beach, Pine Tree, Jones, Rattlesnake and Ferry Canyons, as well as Sinamox and other roadside sites.

3) Problem: Loss or degradation of vegetation and soil due to human use associated with activities such as parking, overnight camping and boating has resulted in damage to fish habitat.

Proposed Decision -

Undeveloped campsites will be managed to protect and enhance outstandingly remarkable values



identified in the plan with the following objectives in mind:

1. Overnight camping will be managed with the least restriction and regimentation on campers necessary to ensure the protection and enhancement of the values identified in the plan.
2. The most favored means of management will be informational measures by which campers can voluntarily achieve management standards.
3. Site stabilization measures which change the physical appearance of the natural river corridor will be minimized.
4. Positive steps will be taken to protect the rights of the private property owner while at the same time encouraging private property owners to make accommodations for the public benefit.
5. Signing will be done in a manner to cause the least visual disruption in the planning area.
6. In general, signing will be used to designate areas where overnight camping is prohibited as opposed to where overnight camping is allowed.

Basic site protection measures will be provided as needed to stabilize sites and minimize impacts. Unstable riverbanks at heavily-used campsites will be stabilized. The preferred methods will be through bank sloping, revegetation and other nonstructural techniques. Campsites exhibiting heavy or extreme impacts will be actively rehabilitated and if necessary, closed until levels of impacts have been reduced to at least a moderate level (see Monitoring and Evaluation section of the Final Management Plan for definitions and criteria). If private land can be acquired and alternative camping facilities are provided at off-river sites at Maupin, Buckhollow or other suitable locations, overnight camping will be phased out on a case-by-case basis from Harpham Flat to Sherars Falls.

No new parking or overnight camping facilities will be constructed in riparian areas. Existing boat launch sites will be managed as described in the Access: Roads, Trails and Launch Sites section of the Final Management Plan.

b. Issue: How should water quality and water flows be managed to protect or enhance fish habitat?

1) Problem: Water quality and quantity have been adversely affected by various other uses.

Proposed Decision -

The BLM, along with the other managing agencies, will recommend to the Oregon Department of Environmental Quality, Soil Conservation Service and North Unit Irrigation District, that irrigation water returns to the Deschutes River be reduced through better management of water flows within the canal system and/or the construction of settling ponds or other devices to reduce or eliminate the transport of silt and agricultural chemicals into the Deschutes River.

The BLM will support the State of Oregon in establishing water quality standards in the Deschutes Basin and agrees to monitor water quality in the area in cooperation with the other managing agencies. Management objectives will include reducing siltation and agricultural chemical introductions into the Deschutes River.

The BLM will participate in the Federal Energy Regulatory Commission's relicensing process for the Pelton-Round Butte Project to ensure that identified outstandingly remarkable values within the planning area are maintained and enhanced. The BLM in cooperation with the other managing agencies will develop an emergency response plan dealing with the transportation of hazardous materials within or through the Lower Deschutes River canyon as a high priority.

The BLM will support the State of Oregon in the following:

- The Oregon Department of Fish and Wildlife, State Parks and Recreation Department, Department of Environmental Quality and the Water Resources Department will establish an instream water right for the lower 100 miles of the Deschutes River for fish, recreation, pollution abatement and protection and enhancement of other identified outstandingly remarkable values after Tribal negotiations on their water rights are completed.



•The management of the Deschutes River under this plan recognizes the pre-existing private property rights of landowners in waters within the Deschutes River Basin as adjudicated by the State of Oregon.

2) Problem: There is a lack of flow fluctuation to clean spawning gravel.

Proposed Decision -

The BLM will support the Oregon Department of Fish and Wildlife in the following:

- Each year, approximately 250 cubic yards of suitable gravel will be mechanically placed in primary fish spawning beds in the three miles of river immediately downstream from the Pelton Regulating Dam.
- As part of the periodic power project relicensing procedures, the BLM, along with the other managing agencies, will recommend to the Federal Energy Regulatory Commission to periodically increase releases of water through Pelton Dam, especially in the early spring months, to provide for natural cleaning of silt from spawning gravel beds. Releases will be monitored to determine the effect on spawning beds as well as other downstream values, such as bank stability and riparian vegetation.

2. Wildlife Habitat/Vegetation

a. Issue: How should wildlife habitat/vegetation and conflicts between recreational users and wildlife be managed?

1) Problem: Degradation of wildlife habitat due to livestock grazing has resulted in a reduction of wildlife populations and a loss of certain types of habitat.

Proposed Decision -

Same as Fish Habitat/Water Quality and Quantity discussion.

Cooperative agreements for wildlife habitat improvements will be sought with private landowners.

The BLM will work with the other managing agencies to increase public land holdings in the Deschutes River Canyon through exchange or other means and as a result, manage to increase/improve overall wildlife habitat.

The BLM will improve overall coordination of wildlife habitat inventories and management efforts to ensure that management objectives are met. (See Monitoring and Evaluation section of the Final Management Plan.)

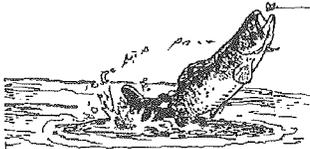
The BLM will coordinate and cooperate with county weed control officers on a regular basis in the control of noxious weeds. Control methods will be proposed consistent with the Record of Decision on BLM's Northwest Area Noxious Weed Control Program EIS. Control methods will then be subjected to site specific environmental analyses consistent with that EIS. Control will be considered by the managing agencies on BLM lands where efforts are coordinated with owners of adjoining infested, non-public lands. Proper grazing management will be emphasized after control to minimize possible re-infestation.

Off-reservation treaty rights related to plants and animals with traditional significance to the Tribes will be recognized by BLM. No management actions which would adversely affect identified root digging areas, medicine gathering areas or animal species such as otter, eagles and certain waterfowl will occur.

The BLM will initiate informal and formal consultation with the U.S. Fish and Wildlife Service (USFWS) on all proposed actions which may affect any Federally listed or candidate threatened or endangered species. Consultation will be done in accordance with Section 7 of the Endangered Species Act, as amended.

Supplemental vegetative seeding and planting of the best suited plant species in riparian and upland areas will be provided to speed vegetative recovery of degraded areas and increase wildlife habitat diversity.

2) Problem: Human activities including overnight camping, vehicle use and motorboating have damaged vegetation and wildlife habitat and have disturbed, harassed and displaced wildlife.



Proposed Decision -

Overnight camping will be restricted or if necessary, prohibited in sensitive wildlife areas and areas in need of rehabilitation as determined by Limits of Acceptable Change criteria. Supplemental watering will be used to establish new tree and shrub growth of the best-suited species around these sites.

Existing sensitive waterfowl nesting and resting areas, as well as small game and nongame habitat, will be enhanced at some sites through plantings and other vegetative manipulation.

The BLM will support the State of Oregon in the following:

- All dogs will be required to be kept on a leash except while actually hunting during established hunting seasons.
- Former native species of wildlife such as California bighorn sheep and sharptailed grouse will be reintroduced if transplants can be obtained.

Campsites within the riparian zone in the vicinity of Devil's Canyon, Handicap Ramp, Oak Springs, Steelie Flat, Homestead Flat and Robertson Flat and other sites will be stabilized, rehabilitated or temporarily closed to allow vegetative recovery as needed.

Degraded campsites needing rehabilitation will be closed and actively rehabilitated until vegetative recovery has occurred. Once rehabilitation is complete, human activities such as overnight camping and vehicle use may be allowed if the areas are capable of sustaining use and that use is consistent with management objectives.

New overnight camping facilities will be located outside of riparian areas and away from sensitive wildlife habitats. They will be located in sites or areas that are suitable for overnight use and where other concerns such as fire hazard either do not exist or can be adequately mitigated.

The BLM will continue to implement decisions relating to off-road vehicle management in the Two Rivers Resource Management Plan. This includes total closure or limiting vehicle travel to existing or designated roads to protect or enhance wildlife habitat and other values.

The BLM will work with the other managing agencies in the development of a coordinated public information and education program which utilizes interpretive signs, brochures, maps and other material to gain public understanding of wildlife and other natural resources in the Deschutes River Canyon.

Artificial structures such as osprey nesting platforms will be erected and maintained at some sites to enhance habitat for nesting birds and other animals.

Prescribed fire will be used as appropriate to maintain or achieve desired ecological condition. It will be coordinated with the Oregon Department of Forestry and consistent with the BLM Two Rivers Resource Management Plan and "Vegetation Treatment on BLM Lands" EIS and ROD.

3. *Historic/Prehistoric Resources*

a. Issue: How should prehistoric/historic resources be managed in conjunction with other uses?

1) Problem: Recreational use impacts prehistoric/historic resources.

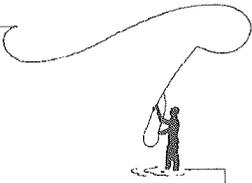
Proposed Decision -

Public information and education efforts through brochures, signs, information stations and visitor contact points will be implemented to increase awareness and appreciation of cultural resources.

Use by humans and domestic animals will be managed, restricted or closed by signing or fencing if damage to significant sites occurs.

The BLM will conduct a cultural resource survey or resurvey of all BLM lands. Cultural resource sites identified will be evaluated for significance and will be managed and/or protected in accordance with applicable laws. If permission can be obtained from the landowner, identified, significant cultural resources on private land will be managed and protected through cooperative agreements with the landowner.

The BLM will continue to inventory lands and evaluate cultural resource properties under their



jurisdictions in accordance with Section 106 of the National Historic Preservation Act of 1966, as amended.

Stabilization of significant sites will be implemented if feasible. If stabilization of a disturbed or threatened site is not feasible, the site will be further evaluated and salvaged to the greatest degree possible.

The BLM will cooperate with the other managing agencies to manage the cultural resources within the Deschutes River canyon through a coordinated plan of goals and objectives common to BLM, Tribally-owned and State land. Private landowners will be encouraged to participate in this process.

The BLM will compile and maintain a cultural resource database/atlas for BLM lands, incorporating known and/or recorded historic/prehistoric resource sites (including information gleaned from ethnographic and historic sources and oral histories). In addition, overlay maps documenting all cultural resource inventory information will be maintained. This information is exempt from the Freedom of Information Act (5 U.S.C. 552) and not available for public distribution.

The BLM will routinely consult with, and invite the participation of, the Tribes in the early planning stages of all development or other proposed surface-disturbing activities.

The BLM will coordinate fire control plans with the other managing agencies as they relate to cultural resource concerns (e.g. aggressively fighting fire to protect historic structures).

The BLM will protect and/or stabilize cultural resource sites from human-caused or natural sources of accelerated erosion or deterioration on BLM lands.

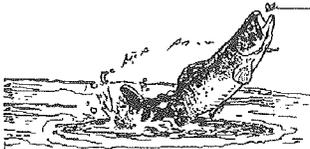
The BLM, in cooperation with the other managing agencies, will increase emphasis on enforcement of established laws, regulations and policies related to the protection and preservation of historic/prehistoric resource values. A monitoring plan will be developed and implemented to document changes (natural and human-caused) and ensure adequate protection.

The BLM will work with the other managing agencies to develop and implement a public information/education program aimed at increasing public awareness of and appreciation for the significance of prehistoric/historic resources.

The BLM will conduct an appropriate level of inventory on BLM lands to identify historic and prehistoric sites or features in areas proposed for surface-disturbing projects (e.g. range developments, road or trail construction, land sales [if any] and land exchanges). Sites discovered will be evaluated for significance following National Register of Historic Places criteria in connection with the State Historic Preservation Office. BLM considers the effect of any proposed undertaking on sites which meet the National Register criteria by following regulations of the Advisory Council on Historic Preservation or a memoranda of agreement negotiated with the Council.

In some cases, proposals will be found to have effects on National Register eligible sites. These sites will be avoided by relocating ground-disturbing activities. Where relocating a planned project is not feasible, the project will either not be allowed or mitigation of adverse effects to significant cultural values may be necessary. Mitigation will usually be an attempt to extract and preserve those attributes of a site which qualify it for the National Register. For example, many prehistoric sites are significant for the information they may provide about ancient Indian life ways and cultural adaptations. Various levels of site recording, excavation and analysis can often retrieve the important information, preserving it in records and reports.

Sites with socio-cultural values or recreational values suitable for public interpretation may be more difficult to mitigate by data recovery. Decisions about the treatment of such sites will be made on a case-by-case basis in consultation with the State Historic Preservation Officer and Advisory Council on Historic Preservation and Warm Springs Tribes, as appropriate.



2) Problem: Vandalism of prehistoric/historic resources

Proposed Decision -

Landowners will be given the opportunity to become better educated concerning existing cultural resource laws, regulations and law enforcement/investigation procedures. Aerial surveillance and remote sensing devices will be utilized to monitor vandalism at significant sites, given cost effectiveness.

Surveillance of sites which are easily accessible and/or in high recreation use areas will be conducted by field personnel, law enforcement people and/or volunteers on a regular basis. (See Monitoring and Evaluation section of the Final Management Plan.)

Efforts to increase public awareness and appreciation of cultural resources and solicitation of public support in the protection of those resources through outreach and education programs will be implemented.

Cultural resource sites will continue to be protected under current laws, regulations and policies. Detection of damage will trigger mitigation activities and/or law enforcement investigations.

3) Problem: Livestock grazing impacts to prehistoric/historic resources

Proposed Decision -

Livestock grazing will be managed to eliminate impacts to prehistoric/historic sites from trampling or other damage. All range development projects will continue to be evaluated for effects to prehistoric/historic resources on BLM lands in accordance with Section 106 of the National Historic Preservation Act of 1966, as amended.

Recreational Activities

1. Use Levels

a. Issue: How should recreation use levels be managed?

1) Problem: Increasing levels of use and congestion.

Proposed Decision -

Overall boating use (motorized and nonmotorized) during the primary use season (May 15-September 15 in Segments 1, 2 and 3 and May 15-October 15 in Segment 4) will be managed at approximately 1990 seasonal levels while redistributing daily peak weekend use to weekday or other weekend periods where daily boating use is less than management target levels (see graphs). Use levels for each segment during the primary use season will be managed as follows:

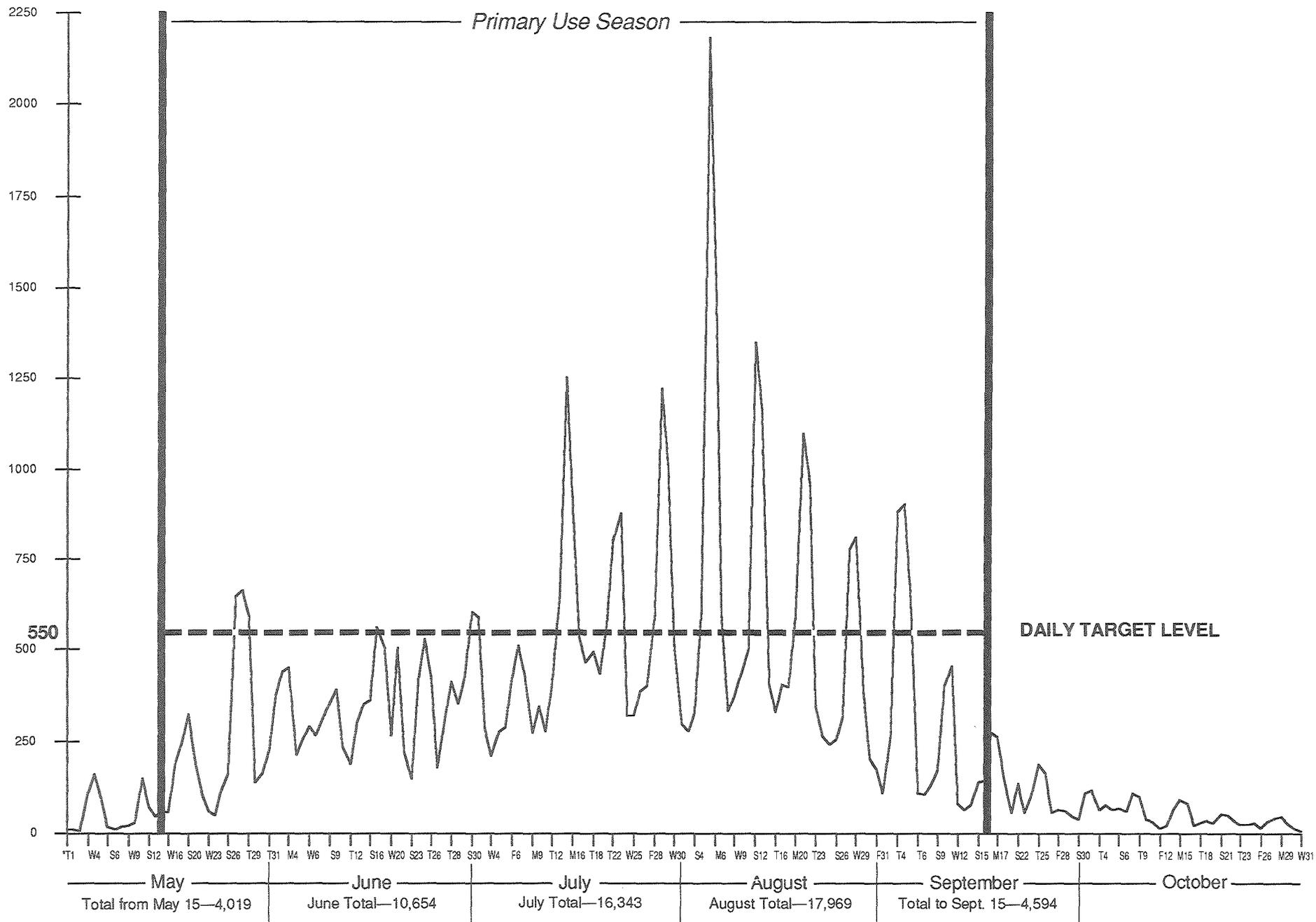
Segment	Boater Use Targets ¹	
	Daily Target (Boaters)	Seasonal Target (Boaters) ²
1 (Warm Springs-Trout Creek)	220	21,400
(Trout Creek-Deschutes Club Locked Gate)	330	32,200
2 (Deschutes Club Locked Gate - Sherars Falls)	1,700	74,100
3 (Sherars Falls-Macks Canyon Campground)	250	13,900
4 (Macks Canyon Campground-Mouth)	325	19,600
	Total	161,200

¹ The primary consideration in establishing daily and seasonal boater numbers is the mandate of the National Wild and Scenic Rivers Act to protect and enhance the outstandingly remarkable values associated with the river. They include the recreational, fishery, wildlife, cultural, archaeological, historic, geologic, scenic and botanical values as identified and described in the plan. In determining how to best protect and enhance outstandingly remarkable resource values, members of the policy group considered a wide variety of factors, including, but not limited to the number and capacity of suitable campsites, existing resource condition, user levels, past visitor and resource surveys and inventories, as well as comparisons with other river systems.

²Source - Actual use according to 1990 Deschutes Boater Pass Data during primary use season by segment and rounded to nearest 100.

Indirect or voluntary management actions will be given a 3-year period after the date of approval of the final plan to achieve these boating use targets. Several management actions will be considered by the managing agencies beginning with those which are the least restrictive and if necessary utilizing increasingly restrictive actions to achieve management objectives. They include:

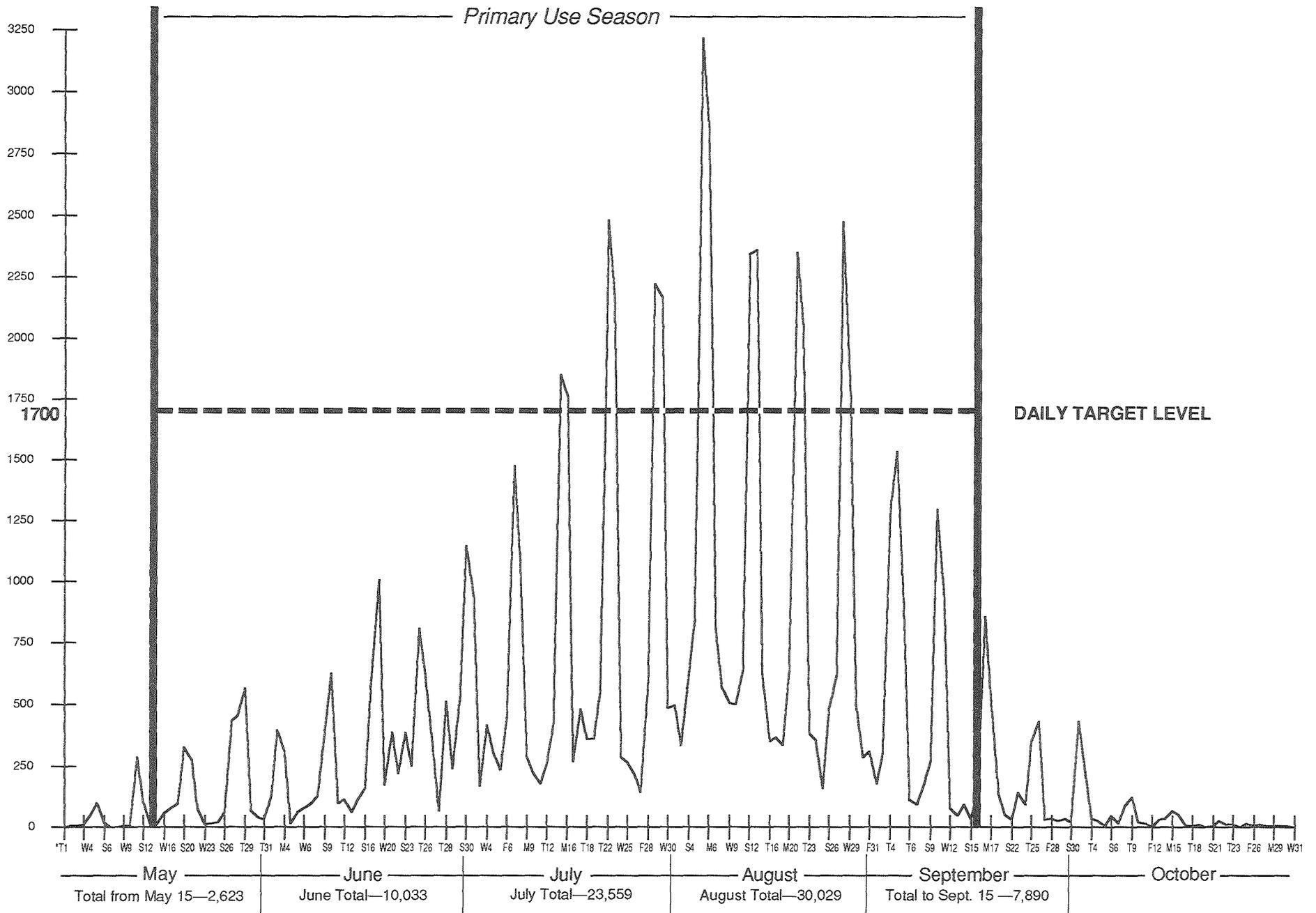
Segment 1 - Number of Boaters by Day — 1990



*items listed on value axis above months represent day of the week and date for the year 1990.

Total for Primary Use Season 53,579.

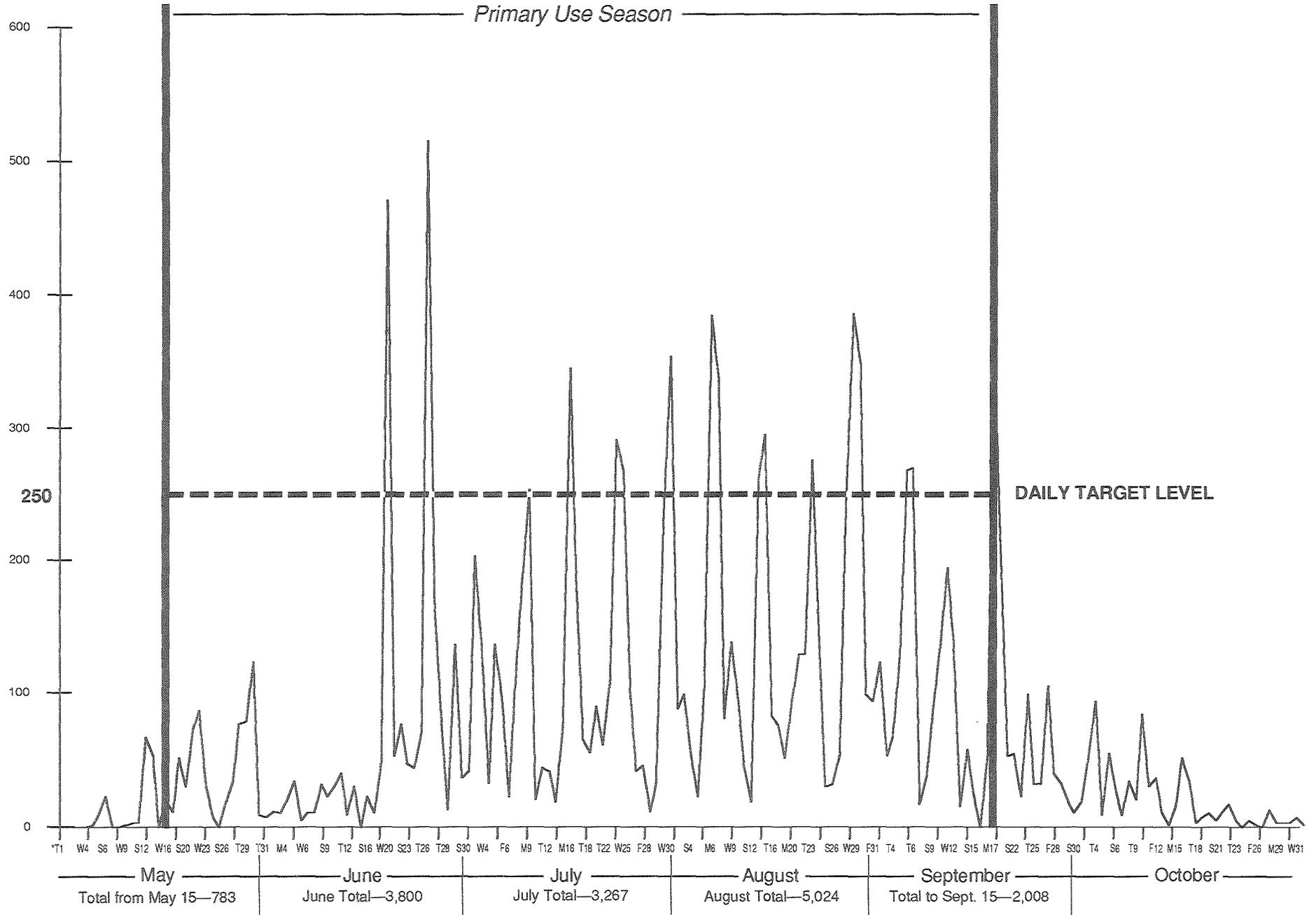
Segment 2 - Number of Boaters by Day — 1990



*items listed on value axis above months represent day of the week and date for the year 1990.

Total for Primary Use Season 74,134.

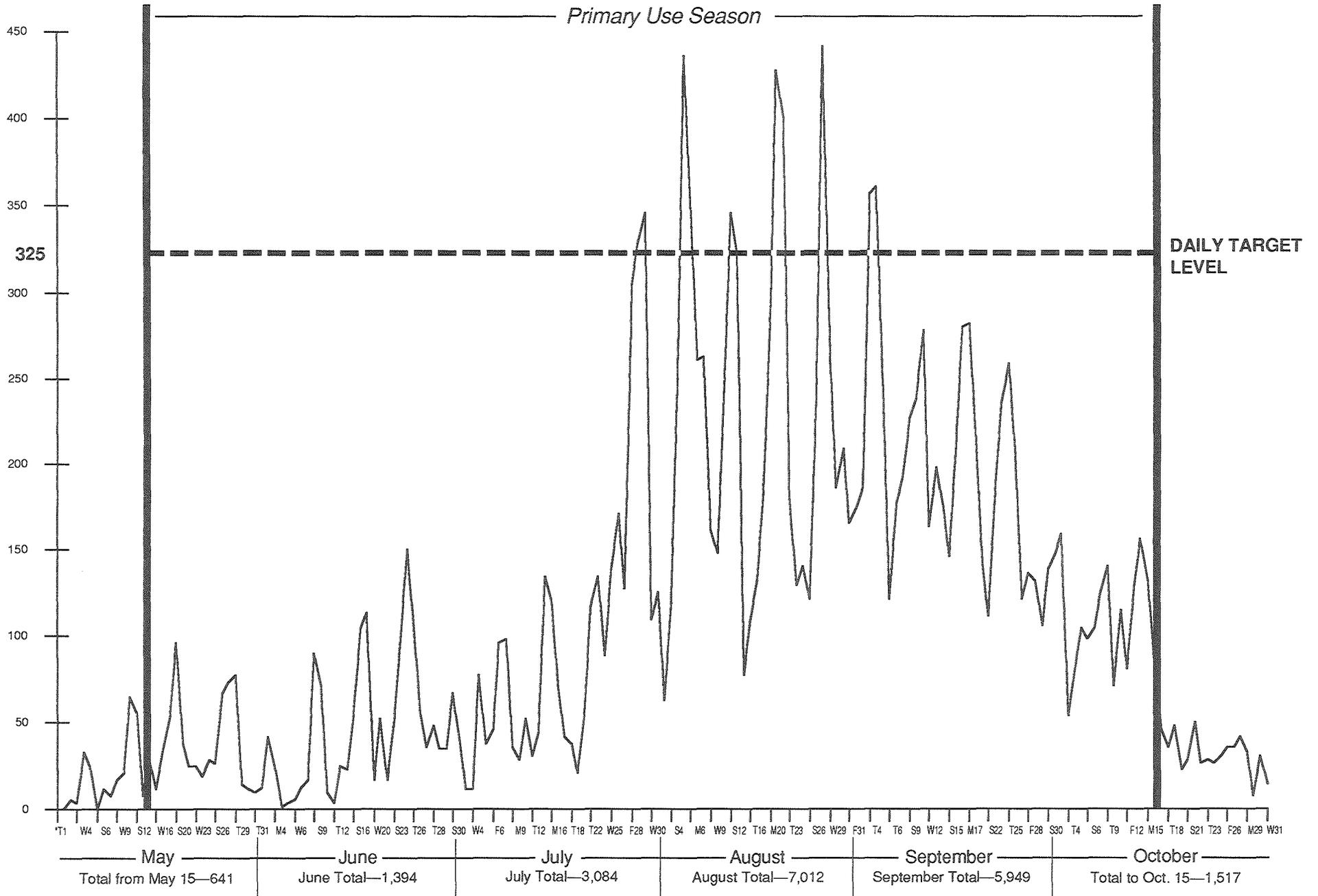
Segment 3 - Number of Boaters by Day — 1990



*items listed on value axis above months represent day of the week and date for the year 1990.

Total for Primary Use Season 13,882.

Segment 4 - Number of Boaters by Day — 1990



*items listed on value axis above months represent day of the week and date for the year 1990.

Total for Primary Use Season 19,597.



Entire river -

High Priority

- Develop and implement comprehensive user information/education program including staffed visitor contact stations at major entry/launch sites.
- All project design plans where facilities will be constructed will consider protecting or improving resource condition, reducing user conflicts and improving public safety rather than increasing the capacity of the site to accommodate use.
- Confine vehicle parking for raft rentals to designated spaces.
- Implement voluntary campsite registration system.
- The BLM will support the State of Oregon in the following:
 - Ban alcohol/open containers at boat launch sites. Alcohol ban may be expanded to additional specific sites if required as a result of social conflicts and to improve public safety.
 - Phase in vehicle size (passenger capacity) restrictions.
 - Require boaters to be certified.

Moderate Priority

- Regulate guided launch times and number of launches per day.
- Limit overnight camping length of stay to 24 hours.
- Designate suitable undeveloped campsites and confine boat-in camping to those areas.
- Implement a campsite reservation system.

The BLM will support the State of Oregon in the following:

- Implement 6-people-per-day punch card system for motorized boats.

- Further reduce nonmotorized boating party size to ten people in Segments 1, 3 and 4 and 14 people in Segment 2.

- Charge a higher fee for boater passes on peak weekend periods or in high use areas.

- Replace boater pass system with day passes for specific river segments.

Segment 1 -

- Redesign Trout Creek boat launch site and do not improve Mecca or South Junction launch sites.

The BLM will support Jefferson County in:

- Continuing the "no alcohol" policy at Warm Springs Launch Site.

Segment 2 -

- Utilize information/education techniques to encourage vehicle-based campers to stay in Segment 3.
- Confine vehicle parking to designated areas off the road. Expand existing areas to better accommodate parking.
- If private land can be acquired and alternative camping facilities are provided at off-river sites at Maupin, Buckhollow or other suitable locations, overnight camping will be phased out on a case-by-case basis on public land between Harpham Flat and Sherars Falls.

The BLM will support the Tribes in the following:

- Control vehicle traffic and recreation use at Harpham Flat by banning all overnight camping, designating vehicle parking areas, requiring parking fee/permit, not allowing alcohol/open containers and providing public information/education facility.
- Ban overnight camping at Sandy Beach and do not allow alcohol/open containers.

The BLM will support the City of Maupin in:

- Banning alcohol at Maupin City Park.



Segment 3 -

- Improve boat launch facility at Pine Tree.

The BLM will support the Tribes in:

- Banning non-Tribal overnight camping at Sherars Falls if/when alternate off-river camping areas are provided at Buckhollow.

Segment 4 -

The BLM will support the State of Oregon in:

- Banning alcohol/open containers at Heritage Landing.

If the above actions or other similar techniques developed by BLM and the other managing agencies are successful in reaching use level targets after three years of implementation and it is determined that use level targets can be met through voluntary and indirect methods in the future, no limited entry system will be implemented. If voluntary and indirect methods are not successful, as a last resort, a limited entry system will be phased in as follows:

In the first year of the limited entry system, if daily and/or seasonal use levels by segment exceed target levels, daily use levels will be reduced by no more than ten percent below 1990 use levels distributed among those days in which the actual use level exceeded the targeted level for that segment. (See examples of various scenarios in the Final Management Plan.)

Permits will only be required when it appears that peak use will exceed target levels. If targets are only expected to be exceeded on weekends, a limited entry system will only be implemented on weekends during that month. In addition, if targets are expected to be exceeded on weekdays, the system will be expanded to include weekdays. During the off season and other times during the primary use season on segments of the river where use levels do not exceed user targets, no permit will be required.

Use levels will be closely monitored to determine the degree to which daily use levels shift from days in which target levels are exceeded to less crowded times or segments and what, if any, additional dates or river segments are receiving use in excess of

target levels. When overall use on a river segment approaches seasonal use limits and it is predicted that 1990 seasonal use levels will be attained or exceeded during the upcoming year, an additional ten percent reduction in daily use levels in excess of target levels will be made. If, as peak use levels are reduced, a disproportionate increase in nonpeak use levels still occurs, the reduction in peak use in excess target levels in the next year will be increased beyond ten percent to the point necessary to maintain overall use for that segment at 1990 levels. If, however, after a ten percent reduction in peak use, overall use levels in that segment during non-peak periods do not increase to at least 95 percent of overall 1990 levels, then additional reductions in peak use will be deferred until such time as overall use during the primary use season in a given year does reach that level, provided that such deferral does not adversely impact the outstandingly remarkable resource values of that segment. This process of redistributing use to reach target levels will continue until both daily and seasonal targets are achieved. Indirect or voluntary management actions will also be used to supplement the limited entry system as needed to further encourage redistribution of use.

The effects of this system of bringing user levels within daily and seasonal standards on the outstandingly remarkable resource values will be monitored and evaluated using the limits of acceptable change process. Seasonal and/or daily use targets may be raised or lowered through this process as discussed in the Monitoring and Evaluation section of the Final Management Plan.

Non-boating use levels will also be managed to the same standards as those outlined for boating. Suitable levels of use will be determined as necessary data becomes available (see Fisheries, Camping and Other Recreational Users description under Limits of Acceptable Change section of the Final Management Plan).

2. Use Allocation

a. Issue: If a limited entry system is implemented, how should use be allocated?

1) Problem: No allocation system to regulate recreation use has been established.



Proposed Decision -

No allocation methods using a permit system will be implemented for a period of three years after the date of final plan approval. Other management techniques will be emphasized to resolve user conflicts, reduce environmental effects, and maintain seasonal use at 1990 levels. The BLM, in cooperation with the other managing agencies, will aggressively pursue all reasonable measures during the 3-year period to avoid the need to implement a permit system. Management techniques to be employed are discussed in more detail in the Use Levels section of the Final Management Plan.

Immediately following the end of the 3-year period, a report will be published detailing the use management actions taken, monitoring data and trends, and an evaluation of the success of non-permit measures. As ongoing monitoring identifies areas of concern, direct actions will be taken to manage use in those areas. Success of non-permit techniques will be evaluated based on three primary criteria:

1. All outstandingly remarkable values must be maintained or enhanced. Each river segment must have demonstrated improvement in the composition, vigor and function of riparian vegetation present. The overall trend in all high use recreation sites must be static or upward, with no evidence of significant deterioration due to recreation use. Baseline data will include the BLM campsite inventory photographs, vegetation monitoring, other remote sensing products and additional data contributed by other agencies.
2. Use pressure problems must be declining. Camping longer than the camp stay limit, camping on public lands closed to camping and vegetation damage related to vehicle use off existing roads, pioneering of new campsites and boat launch/landing sites must be declining on all river segments.
3. Seasonal use levels must be at or below the 1990 level on each segment and daily use levels for the last 2 years of the 3 year period must be no more than ten percent over target levels on any day during the primary use season. If use exceeds the 1990 level for the last two seasons of the 3-year period (or any subsequent 2-year period), a permit system will be indicated for at least a portion of the

season. The 1990 use level threshold for instituting a permit system may only be modified by agreement of all the managing agencies, with public review and clear rationale based on the above criteria.

Any instance where daily use targets are not met for two consecutive years will indicate more restrictive measures are required. Permit types of allocation techniques, beyond the existing State boater pass, will not be used to respond to fluctuations in use relative to daily use targets unless seasonal use limits are exceeded, the above criteria are not met, or non-permit measures have been unsuccessful.

Over the first two years of the 3-year period, the design of a permit system will be developed by BLM in cooperation with the other managing agencies. The proposed Deschutes River allocation system will be published for public review and comment together with all supplemental analyses. At least 60 days of public comment opportunity will be provided.

This will allow some allocation issues to be resolved by gathering more factual information or conducting additional analysis. This information will be displayed with the proposed permit system. Additional data collection and analysis will include:

1. Cost of implementation for various allocation methods,
2. Combination of methods which best fits the Lower Deschutes River,
3. Desirability of quantifying public use privileges (guided and nonguided) on the Lower Deschutes River,
4. Desirability of tracking individuals on each permit rather than trip leader or party,
5. The effects of various allocation methods on different segments of the user public, and
6. Criteria identified in the Draft Lower Deschutes River Management Plan/Environmental Impact Statement, other factors identified before or during the information gathering and analysis process.

The allocation decision will be made before the end of the 3-year period and adopted as part of the final plan.



3. Boating: Motorized

a. Issue: How should motorized boating be managed?

1) Problem: Congestion and user conflicts

Proposed Decision -

The BLM will support the Oregon State Marine Board in implementing the following:

- The existing motorboat deadline at the northeast edge of the Confederated Tribes of Warm Springs which extends upstream to Pelton Dam will not be modified.
- From the existing motorboat deadline downstream to the mouth of Buckhollow Creek (just downstream from Sherars Falls) motorboat use will not be allowed from May 15 to October 15. From October 16 to May 14, motorboat use will be allowed for three years. A maximum of five boats per day will be allowed on a first come-first served basis. Three years after the date of approval of the final plan, the seasonal closure will become a year-round ban in this area. From the mouth of Buckhollow Creek to Macks Canyon Campground, motorboat use will not be allowed from June 15 to September 30. Motorboat use will be allowed from October 1 to June 14. From Macks Canyon Campground to Heritage Landing, motorized boat use will be allowed year-round except from June 15 to September 30 motorboat use will be allowed ten days out of every 14-day period. On alternating Thursday, Friday, Saturday and Sunday periods, motorboat use will not be allowed.
- Motorized boat use, when and where allowed, will be regulated within the use levels and by the same allocation method described in the Use Levels and Allocation sections.
- During the periods when motorboats are allowed, they will be allowed to operate from legal sunrise to legal sunset.
- When allowed, each motorboat will be able to make up to two round trips from Heritage Landing or Macks Canyon per day, except for emergencies.

- Each motorboat will be allowed to carry a maximum of six people, including the operator.
- The bans and restrictions on motorized boats in any segment will not apply to motorized craft used for necessary landowner access, administrative uses and emergency services. Landowner access by motorized boat will be allowed to continue in the same manner and degree as in the past to provide reasonable access to private land. Other than direct ingress and egress, motorized boat use by private landowners will be subject to the same conditions and restrictions as apply to other motorized boat users.
- All floating craft, except float tubes, will observe a pass-through zone from the no-wake zone at Moody Rapids to the upstream end of Rattlesnake Rapids, and motorized boat users will not be allowed to camp on the west side of the river from Free Bridge to Sharp's Bar.
- One U.S. Coast Guard certified tour boat with a maximum of 16 passengers with a permit to be issued on the basis of an annual bid and prospectus will be allowed in Segment 4 during periods when motorboats will be allowed. This use will be for day use sightseeing and picnicking only.
- Ensure that State noise standards for motorboats are enforced.

All commercial outfitters and guides will continue to be subject to a Special Recreation Use Permit administered by the BLM.

Public use brochures and a map to inform and educate boaters on how to avoid peak use periods, reduce user impacts and utilize less crowded sections of the river during open periods will be developed.

The BLM, along with the other managing agencies, will emphasize the development of a coordinated public information and education program which utilizes signs, brochures, maps and other material to gain public understanding of motorboating use regulations, campsite availability and access to the river so as to disperse use, promote good outdoor manners, respect for other users while operating a motorboat and public safety.



The managing agencies will increase and better coordinate enforcement efforts regarding laws and administrative rules.

The BLM will work with the other managing agencies to develop a cooperative system for gathering and analyzing motorized boating data to maintain accurate monitoring information to ensure that management objectives are met.

4. Boating: Nonmotorized

a. Issue: How should nonmotorized boating be managed?

1) Problem: Crowding and User Conflicts

Proposed Decision -

Nonmotorized boat use will be regulated within the use levels and by the same allocation method described in the Use Levels and Allocation sections.

Public use brochures and a map will be published to inform and educate boaters on how to avoid peak use periods, reduce user impacts and utilize less-crowded sections of the river.

The BLM will support the State of Oregon in implementing the following:

- All floating craft, except float tubes, will be required to display a boat identification tag.
- Party size will be limited to 16 people in Segments 1, 3 and 4 and 24 people in Segment 2.
- All floating craft, except float tubes, will be required to observe a pass-through zone from the no-wake zone at Moody Rapids to the upstream end of Rattlesnake Rapids.
- Ban the use of mechanized "water cannons".

The BLM, along with the other managing agencies, will emphasize the development of a coordinated public information and education program which utilizes signs, brochures, maps and other material. The purpose will be to gain public understanding of boating use regulations, availability of campsites and access to the river so as to disperse use and promote good outdoor manners and public safety.

The BLM will work with the other managing agencies to increase and better coordinate enforcement efforts regarding laws and administrative rules.

The BLM will cooperate with the other managing agencies to develop a cooperative system for gathering and analyzing nonmotorized boating data to maintain accurate monitoring information to ensure that management objective are met.

5. Fishing

a. Issue: How should a quality fishing experience be maintained or enhanced?

1) Problem: Competition for fishing areas.

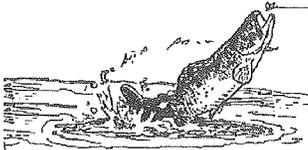
Proposed Decision -

Basic site protection measures will be provided at major fishing areas to better accommodate use. Riparian enhancement measures will be implemented to increase the number of desirable angling sites. Public easements for angling access will be acquired on private lands on a willing seller basis. Additional public access will be provided through land exchanges, purchase or other means as opportunities arise which are consistent with the goals and objectives of this plan.

A hiking and mountain bike trail will be developed on the east side of the river from Trout Creek to North Junction to better distribute anglers. Additional roadside vehicle parking areas will be provided adjacent to the Deschutes Access Road between the Deschutes Club Locked Gate and Macks Canyon.

Walk-overs or walk-throughs will be installed and maintained in the riparian livestock enclosure fences to facilitate angler access to the river. The Eastside Access Road will connect Harris Canyon and Deschutes State Park with a hiking, mountain bike and horse trail. The river between Moody Rapids and Rattlesnake Rapids will be designated for hike-in and bike-in anglers only.

The BLM will work with the other managing agencies to emphasize the development of a coordinated public information and education program which utilizes interpretive signs, bro-



chures, maps and other material to gain public understanding of the Deschutes River fishery, good outdoor manners, public safety, angling rules and regulations as well as to better disperse angling and non-angling uses along the river.

The BLM will continue to coordinate enforcement of regulations and administrative rules with the other managing agencies. Level of enforcement will be increased on a cooperative basis.

Improved on-the-ground identification of BLM lands along the river will be completed to reduce trespass.

The outstandingly remarkable fishery values in the Lower Deschutes River will be managed for protection and enhancement in compliance with the Oregon State Scenic Waterways Act and the National Wild and Scenic Rivers Act. The BLM will support the Oregon Department of Fish and Wildlife in management of the Lower Deschutes River fishery with the following major objectives:

Species	Total Return	Harvest	Spawning Escapement
Spring chinook	8,500-12,000	5,500- 8,000	3,000- 4,000
Fall chinook	10,000-12,000	4,000- 5,000	6,000- 7,000
Summer steelhead	16,000-22,000	6,000-12,000	10,000
Rainbow trout	managed as wild fish, maintained at a total population indicated by 1,500-2,500 fish per mile larger than eight inches in the Nena Creek area with 30 percent of those 1,500-2,500 fish per mile being over 12 inches		
Bull trout	maintain existing population		
Sockeye	develop and maintain a self-sustaining run when and if technology is developed to successfully pass juvenile and adult fish over the Pelton-Round Butte Hydroelectric Complex		

The BLM and other managing agencies involved with fisheries management will develop a cooperative system for gathering and analyzing angling data to maintain accurate monitoring information to ensure that management objectives are met.

6. Camping

a. Issue: How should overnight camping be managed?

1) Problem: Campsite availability, quality of facilities and environment.

Proposed Decision -

Undeveloped campsites will be managed with the following objectives in mind:

1. First and foremost is the protection and enhancement of the resource and public values identified in the plan.
2. Overnight camping will be managed with the least restriction and regimentation on campers necessary to ensure the protection and enhancement of the resource and public values identified in the plan.
3. The most favored means of management will be informational measures by which campers can voluntarily achieve management standards.
4. Site stabilization measures which detract from the physical appearance of the natural river corridor will be minimized.
5. Positive steps will be taken to protect the rights of the private property owner while at the same time encouraging private property owners to make accommodations for the public benefit.
6. Signing will be done in a manner to cause the least visual disruption in the planning area.
7. In general, signing will be used to designate areas where overnight camping is prohibited as opposed to where overnight camping is allowed.

Sanitation facilities (toilets) will be constructed at heavily used boat-in campsites to be determined on a site-by-site basis for resource protection and visitor safety. The density of new toilet placement will generally not exceed one every two miles.

Campers will be required to pack out all human waste and garbage from sites with no sanitation or garbage facilities. Sanitation disposal facilities will be provided at boat landings.

Degraded campsites needing rehabilitation will be closed and actively rehabilitated until vegetative recovery has occurred. Once rehabilitation is complete, overnight camping may be allowed if the campsites are capable of sustaining use and that use



is consistent with management objectives. (See Monitoring and Evaluation section of the Final Management Plan).

Undeveloped sites where significant conflicts exist with cultural, riparian and/or wildlife values will be closed and rehabilitated if the conflict cannot be mitigated. Basic site protection measures will be provided as needed to stabilize sites and minimize impacts to soil and vegetation.

Overnight camping will continue to be prohibited on all islands.

Developed/semi-developed campgrounds will be managed under the following objectives:

If private land can be acquired and alternative camping facilities are provided at off-river sites at Maupin, Buckhollow or other suitable locations, overnight camping will be phased out on a case-by-case basis from Harpham Flat to Sherars Falls.

Those areas where a water system exists will have waste water disposal facilities for "gray water" provided.

Campsites and other developed facilities in roaded segments of the river will be designed for access and use by the handicapped.

New overnight camping facilities will be located outside of the riparian areas and away from sensitive wildlife habitats.

Overnight camping fees will be charged for all campsites on public land which are accessible by vehicle.

Vehicle camping will be limited to designated campsites only.

Other management actions to be taken are:

Public brochures and maps will be developed to inform and educate campers on how to avoid peak use periods and utilize less crowded sections of the river.

The BLM will work with the other managing agencies to develop a cooperative system for gathering and analyzing overnight camping data to

maintain accurate monitoring information to ensure that management objectives are met. (See Monitoring and Evaluation section of the Final Management Plan.)

Overnight camping group size will be determined by the size and capability of the site; however, in no case will group size exceed 16 people per site in Segments 1, 3 or 4 and 24 in Segment 2. Larger parties will be discouraged. Overnight camping length of stay will be limited to four nights in undeveloped sites and 14 nights in developed sites on BLM lands. Motorized boats will be limited to seven nights between May 15 and October 15 in those areas where they are allowed. All camping equipment and personal property will then be removed from the area and cannot be relocated within 1/4-mile of the same site for a period of at least 14 nights.

If overnight camping use levels exceed site capacity on a regular basis, the length of stay will be reduced to two nights in undeveloped sites and seven nights in developed/semi-developed campgrounds and if necessary, further reduced to one night and four nights respectively during peak use periods.

As a last resort, if overnight camping use levels exceed site capacity, a campsite reservation system will be implemented during peak use periods.

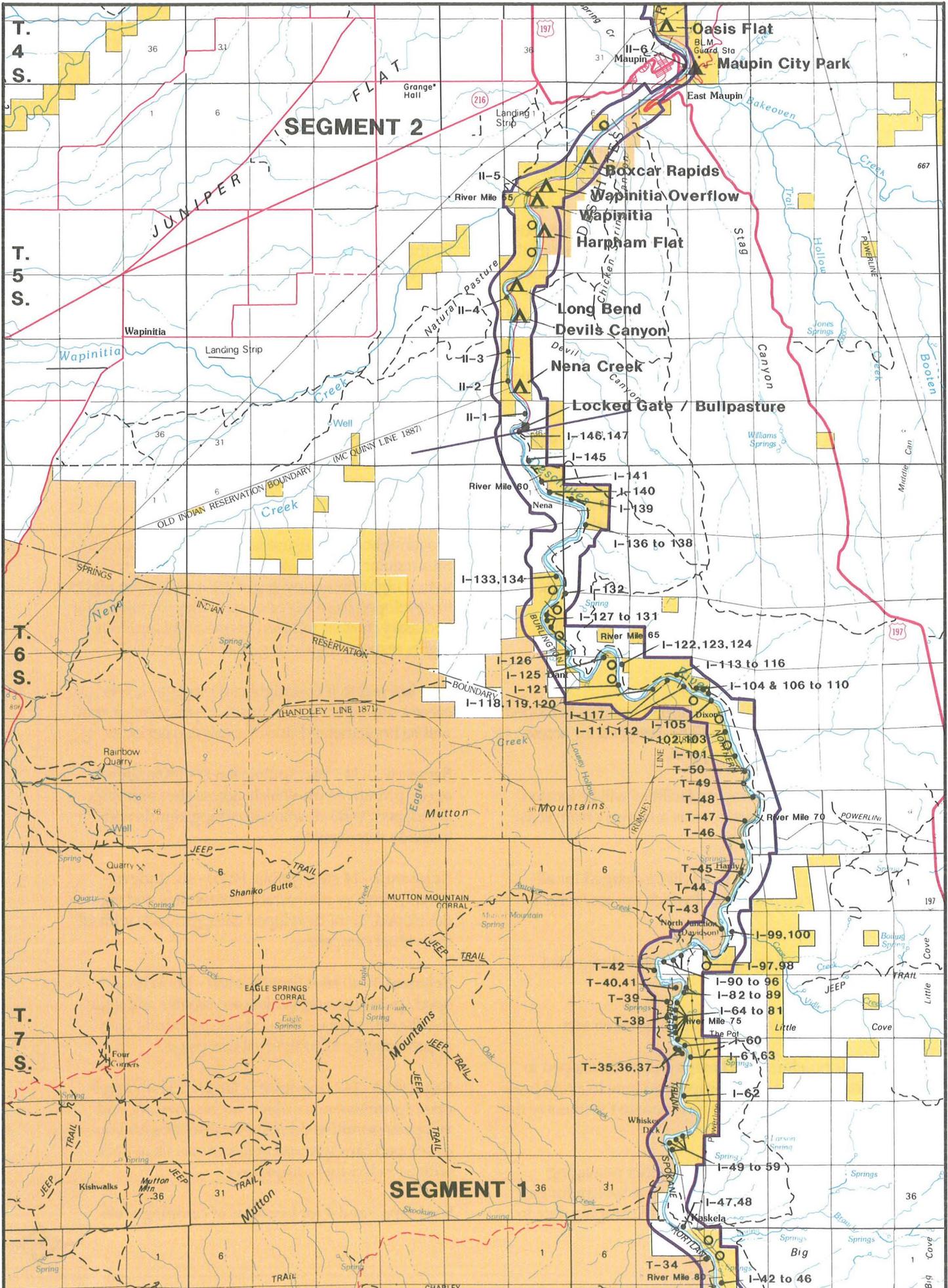
Segment 1 - 143 sites (public land) - 140 undeveloped/primitive non-vehicle access sites and three developed/semi-developed campgrounds with 70 individual campsites.

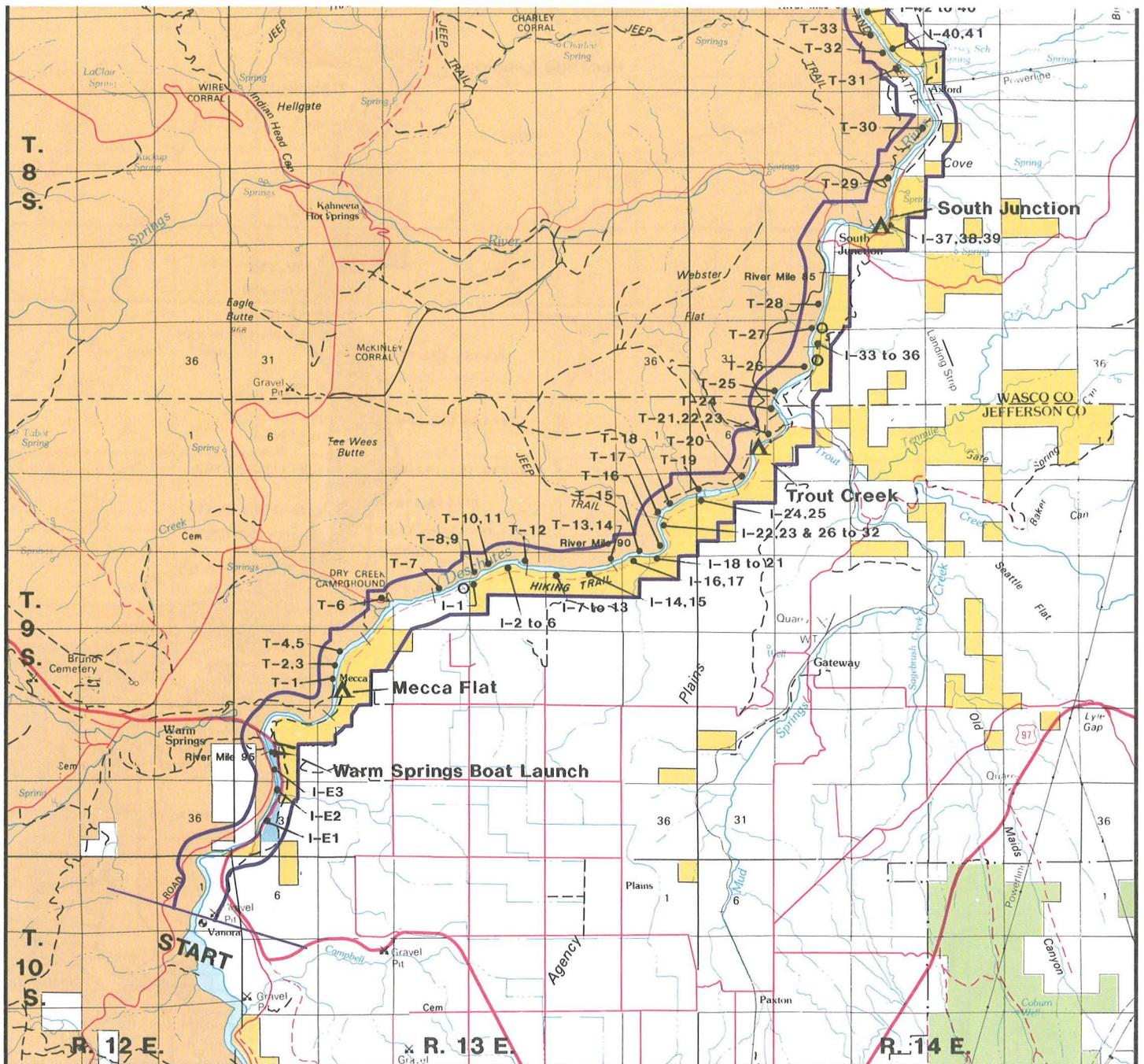
Segment 2 - 14 sites (public land) - six undeveloped/primitive non-vehicle access sites and eight developed/semi-developed campgrounds with 48 individual campsites.

Segment 3 - 40 sites (public land) - 32 undeveloped/primitive non-vehicle access sites and eight developed/semi-developed campgrounds with approximately 67 individual campsites.

Segment 4 - 142 sites (public land) - 135 undeveloped/primitive non-vehicle access sites, six undeveloped/primitive drive-in/boat-in sites and one developed campground at Deschutes State Park with 34 individual campsites.

See Maps 3 and 4 for locations of camping areas.





LEGEND

- ▲ Developed Campground
- △ Semi-Developed Campground
- Undeveloped Campsites
- Undeveloped Campsites
Needing Further Review

U.S. DEPARTMENT OF THE INTERIOR
Bureau of Land Management

**LOWER DESCHUTES RIVER
CAMPING AREAS**

Prineville District

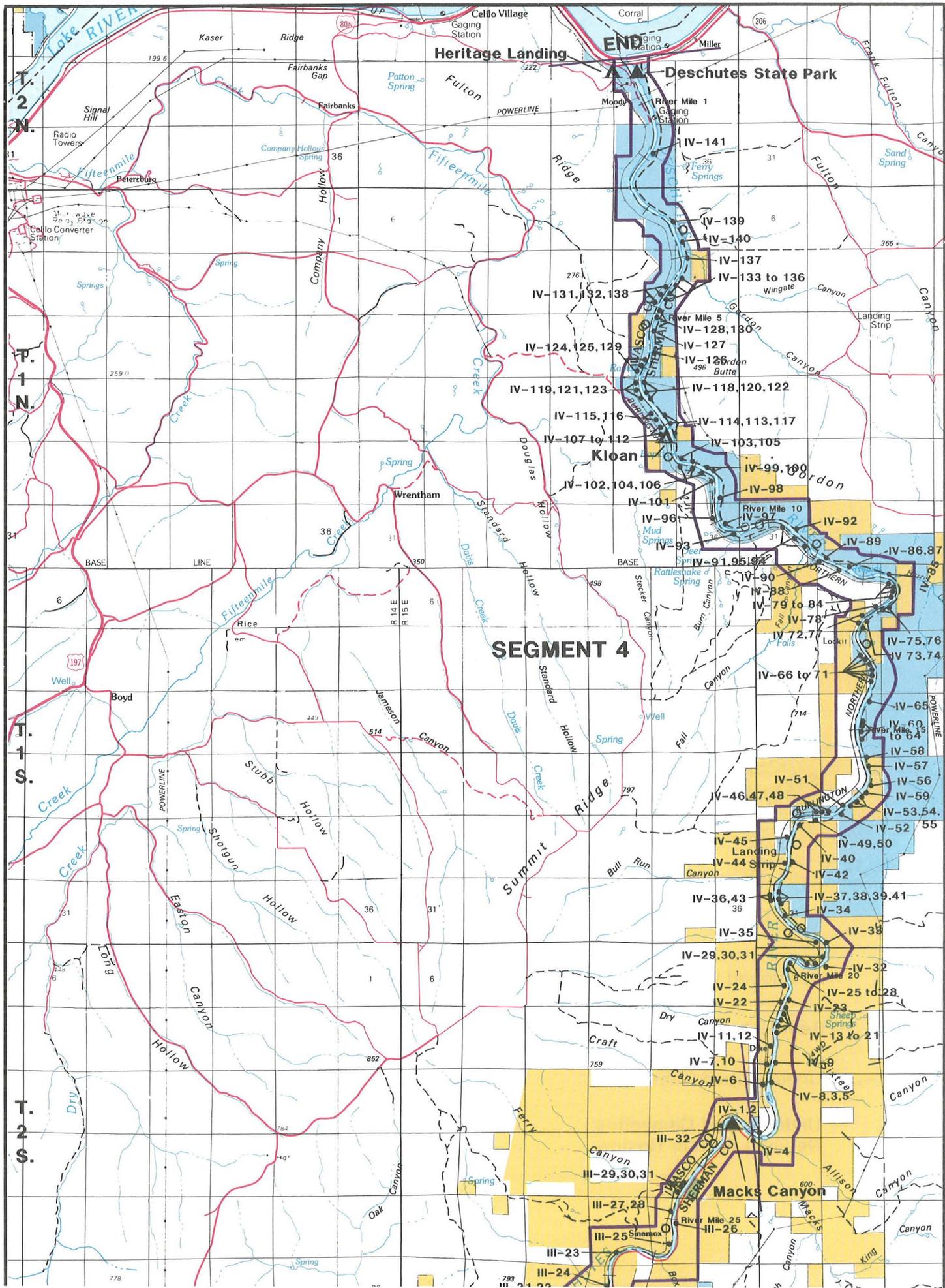
1992



Scale 1:126,720

MAP 3

SOUTH HALF



Heritage Landing

Deschutes State Park

SEGMENT 4

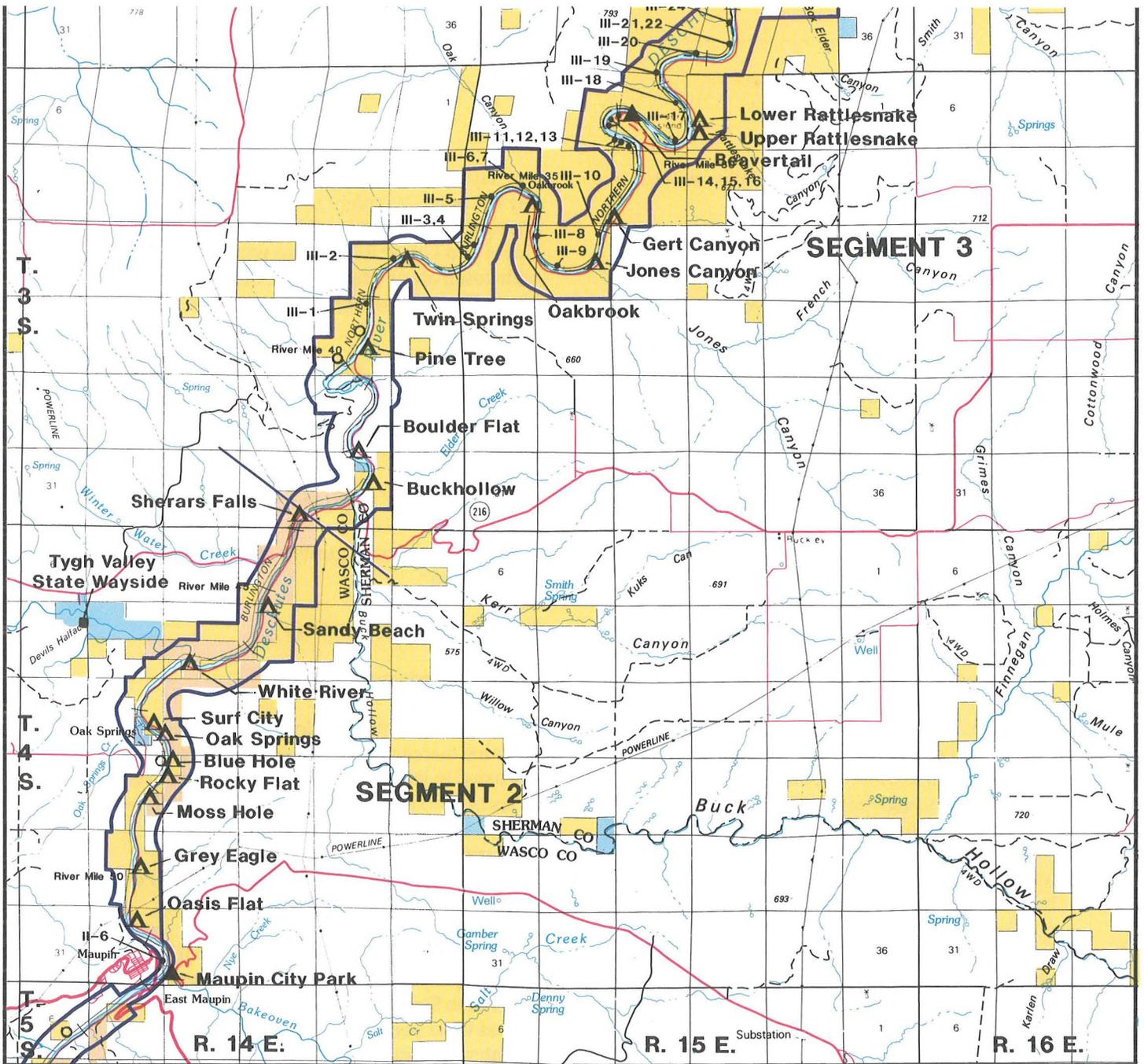
Macks Canyon

T. 2 N.
P. 1 N.
T. 1 S.
T. 2 S.

197

778

793



LEGEND

- ▲ Developed Campground
- △ Semi-Developed Campground
- III-17 Undeveloped Campsites
- Undeveloped Campsites
Needing Further Review

U.S. DEPARTMENT OF THE INTERIOR
Bureau of Land Management

LOWER DESCHUTES RIVER

CAMPING AREAS

Prineville District

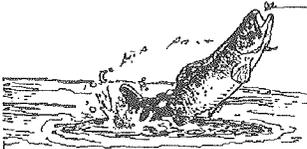
1992



Scale 1:126,720

MAP 4

NORTH HALF



Additional overnight camping facilities will be constructed as follows:

Segment 1: Three developed/semi-developed campgrounds with approximately 70 sites will be provided on BLM and Tribally-owned lands. The existing campground at Trout Creek will be improved to include new toilets. An additional launching/landing ramp may be provided or the existing ramp expanded if needed to adequately protect resource conditions. South Junction will have gravel parking areas and necessary barriers to confine parking and camping to designated areas. New toilet facilities will also be provided. Dry Creek will receive minor site rehabilitation.

Segment 2: Eight developed/semi-developed campgrounds with 48 sites will be provided. The existing camping areas at Nena Creek, Devil's Canyon, Long Bend, Wapinitia, Oasis, Grey Eagle, Blue Hole and Oaksprings will be stabilized and specific campsites designated. Harpham Flat will be developed for day use and boat launch and landing if long-term public access and management control can be established. Site stabilization including gravel, barricading and toilets will be provided. Alternate launch/landing sites may also be considered as substitutes for the primary launch location. Maupin City Park will continue to be administered by the City of Maupin. It will be converted to a day use and boat launching and landing area if off-river facilities are provided at Maupin. The City will attempt acquisition of adjacent private land for expansion.

White River will also be developed for day use and Sandy Beach will be developed into a major landing facility with upland parking, day use and group area providing long-term public access and management control can be established. If private land can be acquired and alternative camping facilities are provided at off-river sites at Maupin, Buckhollow or other suitable locations, overnight camping will be phased out on a case-by-case basis from Harpham Flat to Sherars Falls.

Segment 3: Eight developed/semi-developed campgrounds with approximately 67 units will be provided on BLM lands. Buckhollow will include a campground with space for recreation vehicles if private land can be acquired. Pine Tree launch site will be upgraded and only boat launching/landing

and day use allowed. Boulder Flat will be opened to day use only. Overnight camping areas at Twin Springs, Oakbrook, Gert and Jones Canyon and Upper and Lower Rattlesnake will be stabilized with designated camping sites. Beavertail and Macks Canyon Campgrounds will have increased maintenance.

Segment 4: Bank stabilization and toilet facilities will be provided at Kloan. One developed campground at Deschutes State park with 34 sites will continue to be provided.

7. Guided and Outfitted Services

a. Issue: How should guided and outfitted service be managed?

1) Problem: User Crowding.

Proposed Decision -

Guided and outfitted services will be regulated in the same manner and to the same degree as is discussed in the Use Levels, Use Allocation and Motorized and Nonmotorized Boating sections.

All commercial outfitters and guides will be required to obtain a Special Recreation Use Permit. The system will be administered by BLM.

Group size for nonmotorized guides will be limited to 16 people per party per day in Segments 1, 3 and 4 and 24 in Segment 2. Motorized guides will be limited to six people per boat per day, including operator, with no more than two round trips per day from either Macks Canyon or Heritage Landing.

The BLM, along with the other managing agencies, will continue to coordinate permit requirements and regulatory controls including development and implementation of a uniform and consolidated system for the issuance, administration and enforcement of permits in the entire planning area.

The BLM will work with the other managing agencies to emphasize the development of a coordinated public information and education program utilizing guided and outfitted services as dispensers of brochures, maps and/or other material to gain better public understanding of



individual stewardship responsibilities while using the Deschutes River.

The BLM will work with the other managing agencies to ensure that shuttle services are in compliance with PUC rules and regulations. A permit will be required for all commercial services utilizing BLM roads and public lands or facilities.

2) Problem: Guide Certification

Proposed Decision -

The BLM will support the State of Oregon in requiring that all guides and outfitters be certified for operation on the Deschutes River. Certification requirements will be developed and administered by a committee made up of representatives from BLM, State Parks, Oregon State Police, Oregon Department of Fish and Wildlife, Oregon State Marine Board and the guiding industry.

8. Access: Roads, Trails and Launch Sites

a. Issue: What actions should be taken with regard to public access?

1) Problem: Safety and traffic volume on roads.

Proposed Decision -

Motor vehicles will be restricted to designated roads, parking and camping areas. Routes not designated will be closed and rehabilitated.

The BLM, in cooperation with the other managing agencies, will pursue acquisition and/or development of safe vehicle access to Whiskey Dick, Jersey Flat, Whitehorse, Frog Springs and North Junction for administrative, maintenance and emergency use only. No new public vehicle access roads will be constructed.

The BLM, along with the other managing agencies, will develop a coordinated transportation and road classification system with designated speed limits and design standards for all existing access roads and trails. Speed limits will be enforced.

The BLM will continue to implement decisions relating to off-road vehicle management in the Two Rivers Resource Management Plan. This includes

closure or limitation of vehicle use in riparian and upland areas to protect vegetation.

The BLM will work with the other managing agencies to prohibit the landing of aircraft on existing primitive strips on public lands or on the river within the Lower Deschutes River Canyon except for emergency and administrative purposes. Airstrip development or the landing of aircraft on private land will be discouraged.

Roads and parking on BLM lands will be defined at Mecca Flat, Trout Creek, South Junction and Devil's Canyon as well as at other smaller areas. Motor vehicle parking along the Deschutes Access Road will be limited to designated areas.

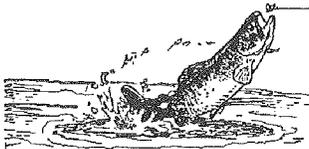
Brochures, maps and other material available to the public will contain information on access roads, parking, launching sites and trails.

The BLM will support the State of Oregon in limiting vehicle traffic to vehicles designed to carry 25 passengers or less on all roads, except State and Federal highways.

Some decisions regarding public access were developed by BLM in response to an Executive Review Board decision that BLM should pursue alternative public access between the Deschutes Club locked gate and the present motorboat deadline and that motorboat use on Segments 1 and 2 should be eliminated after three years. The following decisions were not completed using the Policy Group portion of the planning process where consensus of those signing the plan was reached. Accordingly, some of those signing the Final Lower Deschutes River Management Plan/EIS may not agree to or support the following:

1. The access road from Maupin to the Deschutes Club locked gate will be upgraded to meet minimum safety standards based on regulated traffic volumes resulting from implementation of this plan. This will include acquisition of public easements for vehicle access, maintenance and other public uses.

2. The road between Maupin and Harpham Flat or an alternative Segment launch site will be widened in unsafe sections and that segment will be oil surfaced on a gravel base. The road from the



primary Segment 2 launch site to the Deschutes Club locked gate and from Buckhollow to Macks Canyon will be maintained as a gravel road. Guard rails will be installed along narrow sections.

3. Administrative access for BLM along the river road between the Deschutes Club locked gate and North Junction will be acquired to provide for continued fire protection and maintenance of public facilities. A road easement or right-of-way would cover legal access and maintenance for the Deschutes Club and public lands upstream from the locked gate.

4. BLM has decided to pursue legal public access for walk-in users to public lands between the Deschutes Club locked gate and the present motorboat deadline near Two Springs Ranch. General public access into the Wild and Scenic River corridor between the locked gate and the present motorboat deadline would be by river and foot travel along the existing river road or from the rim. A hiking trail would be established with the preferred alignment being along the road from Criterion Summit to the Deschutes River. A short segment of this route may be altered to avoid the Dant ferry location. Alternative trail alignments will seek to avoid public liability and cost associated with use of the existing tunnel along the river road near Dant.

5. Public access on the road downstream from the locked gate may be acquired through resolution of the status of the "Smart Cabin", a house built in trespass on public lands upstream from the locked gate. Short-term leases have been authorized by the BLM for use of the cabin in recent years. One of three options will be employed to resolve the trespass: 1) exchange of the homesite (public lands) for Deschutes Club lands at Devil's Canyon and easements on two road segments near Maupin, 2) relinquishment of the improvements (house, etc) in their present condition, or 3) elimination of the buildings and facilities with reclamation of the lands to a natural appearing condition.

6. Access to public lands upstream from the Deschutes Club locked gate may be facilitated by acquisition of a public use trail easement through direct purchase or exchange. A possible exchange would involve the BLM-owned right-of-way

segments between Windy Flat and Two Springs Ranch. These fee-owned right-of-way segments would be deeded to the Deschutes Club or Two Springs Ranch, reserving administrative access and a public use trail easement to BLM. In addition, BLM would grant a road right-of-way to the Deschutes Club across public land as referenced above. In the exchange, the Deschutes Club would grant to BLM a public use trail easement and administrative-use-only road easement across their land for fire protection, public facility maintenance, monitoring, and use supervision.

7. The BLM has decided to pursue completion of a proposed acquisition with Criterion Interests, Inc. Access to the acquired public lands would be from Highway 197 either through surface ownership or easement. Upon acquisition, management of acquired public lands outside the river corridor would be evaluated to assess the most appropriate public uses, with attention to providing recreation opportunities and access to replace those foregone over time along the river (e.g., jetboat fishing). Obviously, recreation uses on the acquired parcel will be different. A possible range of opportunities includes a scenic overlook with picnicking or more primitive uses such as hiking and hunting.

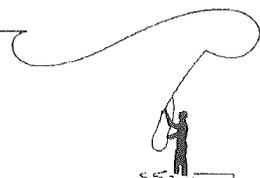
2) Problem: Inadequate and unsafe parking areas and pullouts.

Proposed Decision -

If needed and where feasible, existing parking and roadside pullouts outside of riparian areas or other sensitive wildlife habitats will be redesigned/reconstructed to better accommodate vehicle parking, reduce congestion, protect resources, disperse recreation use and improve public safety.

Other parking areas and unsafe roadside pullouts will be closed and rehabilitated.

Parking areas on BLM lands will be developed or improved adjacent to Highway 26 upstream from Warm Springs as well as at Mecca Flat, Trout Creek, South Junction, Devil's Canyon, Long Bend, Wapinitia, Boxcar Rapids, The Pine Tree and other suitable areas between Maupin and Sherars Falls.



3) Problem: Safety, congestion and resource damage at launch and landing sites.

Proposed Decision -

The launch site at Warm Springs will be redesigned to provide a larger staging area.

A launch facility will not be constructed at Mecca Flat, however raft launching will not be prohibited. The launch facility at Trout Creek will be upgraded or a separate launch and landing area may be constructed if needed to adequately protect resource conditions.

South Junction will not be managed as a launch site. The launch sites on BLM lands at Nena and Wapinitia will be upgraded for better access to the river as well as bank protection. The BLM supports the Tribes in improvements to be made for the launching and landing sites on Tribally-owned land at Harpham Flat and Sandy Beach. The Sherars Falls landing will be closed when alternate facilities are provided at Sandy Beach.

The launch sites at Little Sandy Beach, Pine Tree, Beavertail and Macks Canyon Campground will be improved to provide better bank protection and to enhance watercraft safety. The Pine Tree launch site will be upgraded so as to be able to accommodate trailered boats.

The BLM supports the State of Oregon redesigning Heritage Landing to better accommodate boat use including separate landing sites for motorized and nonmotorized boats.

4) Problem: Inadequate foot access.

Proposed Decision -

Foot access trails within riparian areas will be stabilized if necessary, but will be allowed as traffic dictates. Trails will, however, be closed if stabilization efforts are not effective. Hiking and mountain bike trails will be improved and/or developed from Mecca Flat to North Junction on the east side of the river and from Macks Canyon to Deschutes State Park with consideration for safety, wildlife and riparian habitat, as well as historic and prehistoric resources. Access through or over enclosure fences will be provided. Necessary easements across

private land will only be acquired from willing landowners. Additional public access will be provided through land exchange, purchase, or other means as opportunities arise which are consistent with the goals and objectives of the Final Management Plan. Mountain bike use will be allowed on all roads and trails with public access, however, easement boundaries on private land will be clearly posted and trespass laws will be aggressively enforced. Mountain bike use off established and suitable trails on public land will be discouraged and if necessary, prohibited. The BLM will support the State of Oregon in the following: 1) Trail and fishing access facilities for the handicapped will be provided in the vicinity of Heritage Landing, and 2) Horseback use will be allowed on a day-use basis on the abandoned railroad grade between Deschutes State Park and Harris Canyon from March 1 to April 30. Horses will not be allowed onto the riverbank or canyon slopes. If, after two years, no problems with horseback use have developed, the use season will be extended to June 30. The number of horses will be limited to a maximum of ten per day. A check-in system for riders will be developed to enforce daily limits and a monitoring system for noxious weeds will be implemented. A fee will be charged horseback users to construct, improve and maintain loading, watering and resting facilities. No commercial horseback use by outfitters/packers will be allowed.

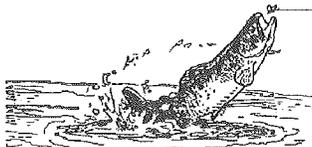
9. User Fees

a. Issue: How should user fees be levied for public use of the Deschutes River?

1) Problem: Inequitable and inadequate funding.

Proposed Decision -

User fees will be collected for use of the Deschutes River where the collection of the fee is cost effective and administratively feasible. This will include site specific access points, overnight camping and parking in developed or designated sites or areas, as well as boating use. The Deschutes Boater Pass system will continue until the BLM and other managing agencies can implement a dedicated fund supported by an all-user fee. The boater pass fee will be increased to \$2 per person per day or \$15 per person for an annual pass. An annual family pass for immediate family members will be available for



\$25. Receipts will be dedicated to use on the Deschutes. Landowner access passes will continue to be issued on an annual basis.

BLM will continue to collect camping fees in developed camping areas. The BLM will collect fees from guides and outfitters in accordance with established policies.

Public Safety and Services

1. Emergency Services

a. Issue: How should emergency services be managed?

1) Problem: Inadequate services.

Proposed Decision -

The BLM will increase fire suppression capabilities and assume lead responsibility for coordinating all fire suppression with other entities for fires starting within or threatening the National Wild and Scenic River area. BLM will develop agreements with affected private landowners and the other managing agencies for fire suppression activities.

The BLM will increase emphasis on the prevention and suppression of wildfire to protect public values, such as vegetation, visual resources and adjacent private property.

Open fires and charcoal will be prohibited from June 1 to October 15 with increased surveillance and enforcement on the entire river. Smoking will be limited to buildings, closed vehicles or boats on the water. Periods of fire closure may be extended if conditions warrant.

The BLM will work with the other managing agencies to resolve overlapping jurisdictions and increase enforcement of fire regulations and enhance fire prevention and suppression efforts. The managing agencies will also increase individual accountability for all river users in areas with high economic values at risk during periods of high and extreme fire hazard.

The BLM will support the State of Oregon in the following:

- User fees will contribute to the funding of emergency services.
- The discharge of firearms within the planning area boundaries from the third Saturday in May through August 31 will be prohibited.

The removal or burning of any living, dead or down vegetation on BLM lands will not be allowed. This does not include prescribed burning carried out to achieve vegetation management objectives.

The BLM will work with the other managing agencies to encourage cooperation between and establish joint annual training exercises for agencies, fire districts, the railroad and private individuals.

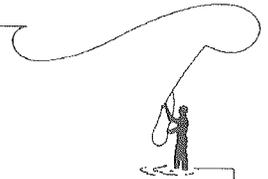
The BLM, along with the other managing agencies, will develop a coordinated public information and education program which explains fire regulations, individual liability and fire hazard within the planning area.

The BLM will cooperate with the other managing agencies to improve coordination efforts in dispatch and carrying out search and rescue efforts and response to potential natural and human-caused emergencies in the Deschutes River canyon.

The BLM, along with the other managing agencies, will communicate and coordinate with the appropriate State, Tribal and Federal agencies responsible for carrying out the provisions of the Hazardous Materials Transportation Act (20 USC 1804, et seq.) to ensure that appropriate steps have been taken to minimize the danger of hazardous material spills in the Lower Deschutes River canyon.

The BLM will cooperate with the other managing agencies as they seek to enter into an MOU with Burlington Northern Railroad to do the following:

- Improve fire prevention measures such as better maintenance of a vegetation free zone along the tracks. Require all trains to carry basic fire suppression equipment during the summer months. Establish communication and coordination measures for fire suppression efforts.



- Establish a coordinated and effective communication system with common radio frequencies with the railroad. Make communication line and call boxes on the railroad communication system available to the public and law enforcement officials.
- Meet minimum standards for maintenance and construction activities by the railroad involving the sidecasting of material, vegetation cutting and herbicide spraying in riparian areas.
- Provide for the cleanup of discarded materials within the railroad right-of-way.
- It is imperative that State, local, Tribal and Federal governments initiate; first, cooperation from the railroads to accomplish these ends; and second, failing in that endeavor, use the powers of government to compel compliance.

2. Law Enforcement

a. Issue: What actions should the managing agencies take to effectively provide law enforcement on BLM, State, Tribally-owned and private land?

1) Problem: Inadequate law enforcement

Proposed Decision -

The BLM will support the State of Oregon and local governments in the following:

- Funding for increased law enforcement will be provided through a user fee. Two full-time officers will be provided during the primary use season for the entire river with special emphasis on Segment 2. Aircraft and motorboat use for law enforcement will be increased.
- A uniform communication network available to all law enforcement officials will be established.
- All floating devices except float tubes, will be required to display an identification tag.

The BLM will work closely with adjacent private landowners to enforce trespass laws and regulations within the Deschutes River canyon.

The BLM will work with the other managing agencies to improve coordination of law enforcement efforts by establishing uniform regulations throughout the river area to enforce Federal, State, Tribal and local laws.

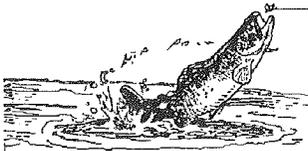
The BLM will work with the other managing agencies to develop uniform and operating methods for dealing with various enforcement and court situations in Federal, State and Tribal jurisdiction areas. The existing law enforcement agreement with Wasco County may be continued and an agreement with Jefferson and/or Sherman Counties may be established if determined to be efficient and effective.

The BLM will cooperate with the other managing agencies to develop a coordinated public information and education program which emphasizes the laws and regulations in effect in the Deschutes River canyon and the rationale and penalties behind them.

The BLM will cooperate with the other managing agencies to work with the courts in establishing innovative penalties for violations that would serve as a greater deterrent than low fine levels. This could include changes in bail schedules, community service, improvement work along the Deschutes, forfeiture of equipment and/or increased penalties.

The BLM will work with the other managing agencies to develop an information sharing mechanism to identify repeat offenders.

The BLM will cooperate with the other managing agencies to establish uniform and effective traffic regulations in the Deschutes River canyon. Enforcement of all laws and regulations will be increased through additional Federal, State, County, Tribal and local law enforcement personnel.



3. Information and Education

a. Issue: How should public information and education be handled?

1) Problem: Lack of public information and education.

Proposed Decision -

Signs and bulletin boards displaying information and a brochure dispenser will be placed at boat launch and landing sites and at the beginning of the road upriver from Maupin.

On BLM lands, Sherars/Buckhollow and Trout Creek will have information stations staffed by volunteers or seasonal agency employees during peak use periods. The stations will be self-service in the absence of personnel.

Certain wildlife viewing areas and suitable historic and prehistoric features will be identified by informational/interpretive signs. A Deschutes River Visitor Center will be developed in Maupin at the historic railroad station. The railroad station will be restored and additional facilities built to house educational and informational displays.

Guides and outfitters will provide information to their clients about points of interest, good outdoor ethics and no-trace camping, as well as laws and regulations on the Deschutes. User passes will include similar brief summaries.

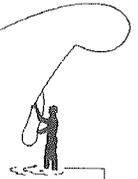
The BLM will emphasize the development of a coordinated public information and education program which utilizes large scale map signs in key locations and detailed user maps that show public/private landownership. The BLM will cooperate with the other managing agencies to publish a comprehensive map with all points of interest, landownership, major campsites, toilet facilities, access roads and trails, launches and landings, major plant and animal species identified. Where helpful, descriptive information about facilities and standards of access roads, launches and campsites will be provided. The map will also have no-trace camping requirements, riparian and upland protecting practices for recreational users, emergency communication network outlined and laws and regulations.

The BLM will sign all BLM lands within 1/4 mile of the river. Signs will be visible from the river except in upland areas. All signs will be placed in somewhat predictable places. Old or damaged signs will be replaced as needed.

The BLM will work with the other managing agencies to develop a coordinated sign plan and design for the Deschutes River canyon. All signs including those at boat launching, landing and camping sites used for identification or information will be of the same sign standards, color, type of print, material, size, symbols and placement, etc. so that all signs in the canyon are identified with the recreation area. Major campsites, launch sites and parking areas will be signed with uniform signs to direct users to specific areas for specific activities. For example: launch sites will have clearly signed staging areas, parking areas and launch areas as well as places set aside for overnight camping. An on-the-ground rivermile marking system will also be developed and implemented. This system may incorporate the existing railroad mile post markers.

The BLM will cooperate with the other managing agencies to develop a coordinated public information and education program which utilizes interpretive signs, brochures, maps and other material to gain public understanding of the following elements:

- a. Fish and wildlife habitat
- b. Water quality
- c. Riparian and upland ecosystems
- d. Land, water and air use practices
- e. Off-reservation treaty rights related to plants and animals of traditional significance to the Tribes
- f. Threatened and endangered species
- g. Historic, prehistoric and cultural sites
- h. Enforcement of established laws, regulations and policies
- i. Boating use regulations
- j. Availability, location and quality of campsites
- k. Access to the river
- l. Good outdoor manners including no-trace camping and stewardship responsibilities
- m. Public safety and emergency services, including fire regulations
- n. Courtesy toward other users
- o. Deschutes River fishery
- p. Angling rules and regulations



- q. Identification of landownership - public, private and Tribal
- r. Volunteers and campground hosts
- s. User fees, passes and guided and outfitted services permits and fees
- t. Road and trail identification and use guidelines
- u. Noxious weeds (including hay used by horses)
- v. Horseback safety
- w. Proper mountain bike use

The BLM will actively recruit volunteers to assist in public information/education programs as well as clean-up, resource rehabilitation work and campground hosts.

A Deschutes newsletter will be sent twice a year to Deschutes users. It will contain articles about laws and regulations, preservation and protection of the Deschutes River Recreation Area, how volunteers can become involved, new personnel and user statistics.

Other Resources and Uses

1. Soil, Water and Air

The inventory and evaluation of soil, water and air resources on public lands will continue. Soils will be managed to maintain productivity and to minimize erosion. Corrective actions will take place, where practicable, to resolve erosive conditions. Water sources necessary to meet program objectives will be developed and filed on according to applicable State and Federal laws and regulations. Water quality of perennial streams will continue to be monitored and climatological data will continue to be gathered.

2. Fire Management

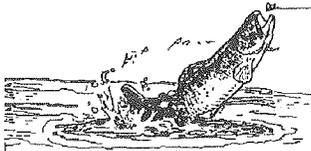
The main emphasis of the fire management program in the Lower Deschutes River Planning Area will continue to be prevention and suppression of wildfire to protect public values such as vegetation and visual resources. Prescribed fire may be used to reach multiple use objectives. When prescribed fire is considered under various programs, it will be coordinated between agencies, with adjacent landowners and carried out in accordance with approved fire management plans and appropriate smoke management goals and objectives.

3. Noxious Weed Control

Infestations of noxious weeds are known to occur on some public and private lands in the planning area. These weeds are easily spread by wind, water, horses, motor vehicles, recreation users, wildlife and livestock. The most common noxious weeds are diffuse, spotted and Russian knapweed, yellow star thistle, dalmation toadflax, skeleton weed, scotch thistle, whitetop and poison hemlock. Control methods on BLM-managed lands will be proposed consistent with the Record of Decision on BLM's Northwest Area Noxious Weed Control Program EIS. Control methods will then be subjected to site specific environmental analyses tied to that EIS. Control will be considered on BLM lands where efforts are coordinated with owners of adjoining infested, non-public lands. Proper grazing management will be emphasized after control to minimize possible re-infestation. Coordination and cooperation with and between county weed control officers will continue on a regular basis.

4. Utility and Transportation Corridors

All utility/transportation corridors identified by the Western Regional Corridor Study of May 1986 prepared by the Ad Hoc Western Utility Group are currently occupied and have been designated on BLM lands. Corridor widths vary, but are a minimum of 2,000 feet. No additional crossing sites on the BLM-managed portions of the Deschutes River will be permitted. Any new utility or transportation corridors that impose into or cross the river on other ownerships, (e.g. below ordinary high water) will require an easement from the Division of State Lands. In addition, existing facilities will require an easement at such time as they undergo major structural alteration, replacement or relocation. No facilities will be allowed parallel to the railroad right of way in the Deschutes Canyon. Applicants will be encouraged to locate new facilities (including communication sites) adjacent to existing facilities to the extent possible. All rights-of-way applications to BLM will be reviewed using the criteria of following existing corridors wherever practical and avoiding proliferation of separate rights of way. Recommendations made to applicants and actions approved will be consistent with the goals and objectives of this plan. BLM lands will continue to be available for local rights of way, including multiple use and single use utility/transportation



corridors following existing routes, communication sites and roads. Issuance of leases and/or patents under the Recreation and Public Purposes Act and other permits or leases to public entities for development of public lands will also continue with

involvement of the other managing agencies. Applications will be reviewed on an individual basis for conformance with the Final Management Plan as well as other plans to minimize conflicts with other resources or users.