

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

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**Chaffee County Camping and Travel Management Plan  
Environmental Assessment  
Scoping Public Input  
DOI-BLM-CO-F020-2021-0020 EA**

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**United States Department of the Interior  
Bureau of Land Management  
Royal Gorge Field Office  
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## 1. INTRODUCTION

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### 1.1. IDENTIFYING INFORMATION

PROJECT TITLE: Chaffee County Camping and Travel Management Plan

NEPA DOCUMENT NUMBER: DOI-BLM-CO-F020-2021-0020-EA

### 1.2. INTRODUCTION AND BACKGROUND

The BLM is developing a management plan and Environmental Assessment to address camping and travel management on most BLM managed lands within Chaffee County, Colorado (see Planning Area Map). Camping has long been a traditional use of public land and is an important part of American heritage and is often an integral part of other outdoor recreation activities. Coinciding with population growth in western states and increased participation in outdoor recreation, “dispersed camping”, camping where there are not agency provided facilities, has also seen increases. With this increased demand there has also been an increase in impacts to resources. This includes vegetation loss which is important for wildlife and grazing as well as increases in human waste due to lack of facilities, trash, wildfire risk, as well as impacts to other public land users such as grazing operations.

Given these impacts the BLM has identified a need to increase management of this use to ensure ongoing camping experiences that are free of trash and human waste while also addressing the impacts to resources. This management plan attempts to address issues and concerns associated with dispersed camping as well as providing a range of opportunities to meet public demand while putting into place monitoring and adaptive management strategies to respond to issues as they arise. The BLM also recognizes that management on public lands may have unintended consequences on adjacent lands and is therefore coordinating this planning effort with the US Forest Service and Colorado Parks and Wildlife, including implementation timing and messaging. Additionally, the BLM intends to continue to monitor areas adjacent to the planning area to determine if additional planning outside of this initial focus area is warranted.

The planning area does not include lands within the Arkansas Headwaters Recreation Area or within Browns Canyon National Monument as these areas have their own management plans that address camping and travel management. The plan and EA do cover areas where a travel management plan and designated route network have not been established, including high visitation areas like Shavano. It also covers areas where travel management plans are in place already but have high levels of camping use that are causing, or have the potential to cause, impacts to resources if not addressed. Many areas adjacent to the planning area were considered for incorporation into this planning effort but were viewed as a lower priority by the field office due to less visitor pressures and resource concerns. These adjacent areas will be monitored and plans may be developed in the future to address route designations and camping management.

The document outlines alternatives for both camping management and route designations. These alternatives are based on public input received during a public input period held in April/May 2021 as well as input from BLM resource management specialists. The document breaks the project area into sub-units and identifies management strategies for each based on known concerns and management issues.

### **1.3. BLM PURPOSE AND NEED**

The purpose and need of the action stems from laws that direct the management of public lands including the Federal Land Policy Management Act (FLPMA) outlining BLM's multiple use mandate. FLPMA also establishes the requirement to develop Land Use Plans specifying how resources will be managed for each Field Office. For the BLM Royal Gorge Field Office this is the 1996 Royal Gorge Resource Management Plan (RMP). While this plan is currently undergoing revision, the 1996 plan is the plan that is in effect until the new plan is signed and adopted. The plan directs the BLM to move to a designated road and trail network and also identifies the need to address health and human safety when managing for recreation as well as maintaining land health standards for continuity in providing healthy and productive working landscapes.

Observations by both staff and other public land users indicate the impacts associated with camping is starting to impact these land health standards. Increased occurrence of barren soil adjacent to roads in areas of high recreation visitation is the primary indicator of this. Staff have also identified increased instances of human waste and trash surrounding preferred camping areas, proliferation of fire rings and fire ring scars, as well as impacts to other land users such as grazing permittees. Regulations for motorized and bicycle travel differ throughout the planning area based on past planning efforts making it challenging to message and enforce. This all indicates a need to move forward in developing a management framework and strategy for managing camping on public lands that is cohesive across the planning area.

### **1.4. AREA DESCRIPTIONS**

Below are descriptions and maps of sub-units within the planning area that the BLM is seeking public input on.

#### **Shavano Area**

- Located just 6 miles west of Salida and along a primary access road into US Forest Service lands, the relatively open and flat 4,720 acre Shavano area has seen dramatic increases in dispersed camping volume and impacts over the past 5 years.
- Increased use has led to impacts on grazing operations in the area, loss of forage, impacts to wildlife, and concerns from neighboring property owners.
- Dispersed campsites often have multiple fire rings, trash, and evidence of human waste.
- Per the current Resource Management Plan, motorized vehicles are limited to the existing road network with an allowance for "direct travel to a suitable parking site within 300

feet of an existing road trail...if damage to the land or streams would not occur". The RMP also directs the agency to change the limitation to designated roads and trails.

- A thorough inventory was not completed at the time of the 1996 Resource Management Plan. Due to a lack of an accurate inventory from 1996, on the ground management and communication of regulations to the public has been challenging and has resulted in an extensive network of user created routes and campsites impacting grazing forage, vegetation and soils.
- Portions of this planning sub-unit are within the Dronney Gulch ACEC associated with imperiled plant species.
- 22.3 miles of BLM routes and up to 130 campsites were inventoried within the sub-unit.

See Shavano Sub-Unit Map

### **Pass Creek**

- These 5,200 acres of public land currently has relatively low volumes of recreation use when compared to other adjacent areas. Public access to portions of this sub-unit is limited due to private land.
- Per the current Resource Management Plan, motorized vehicles are limited to the existing road network with an allowance for "direct travel to a suitable parking site within 300 feet of an existing road/trail...if damage to the land or streams would not occur". The RMP also directs the agency to change the limitation to designated roads and trails.
- A thorough inventory was not completed at the time of the 1996 Resource Management Plan. Due to a lack of an accurate inventory from 1996, on the ground management and communication of regulations to the public has been challenging.
- Recent inventories within this sub-unit documented 9.1 miles of BLM routes. Of these 2.8 miles do not currently have legal public access due to private land. 5 campsites were also inventoried.

See Pass Creek Sub-Unit Map

### **Miscellaneous lands**

- There are a number of small, isolated parcels totaling approximately 3,800 acres within Chaffee County that do not currently have any travel designations. This sub-unit covers the remaining lands within the broader planning area that are not within the other sub-units, including those lands without existing roads or public access.
- Per the current Resource Management Plan, motorized vehicles are limited to the existing road network with an allowance for "direct travel to a suitable parking site within 300 feet of an existing road/trail...if damage to the land or streams would not occur". The RMP also directs the agency to change the limitation to designated roads and trails.
- Recreation use and camping impacts are relatively limited in these areas but are in close proximity to high valued recreation resources such as the Arkansas River and popular trail systems.
- Within this sub-unit 16.6 miles of BLM routes and 10 campsites were inventoried.

See Miscellaneous Lands Sub-Unit Map

### **Burmac/Methodist Area**

- The public lands directly adjacent to Salida sees high volumes of recreation use on an extensive trail network.
- The designated trail network was established through the 2006 Arkansas River Travel Management Plan. The decision for this plan establishes that no person may operate a motor vehicle more than 100' off a designated road and does not apply to areas where a motor vehicle could cause resource damage. The decision goes on to incorporate adaptive management principles to assess the effectiveness of this rule and pending monitoring results could be further limited.
- The Decision Record for the Arkansas River Travel Management Plan also establishes the need for adaptive management and monitoring of routes #5672 and #5670 (#943 and #1083 in the Arkansas River TMP) in this sub-unit for off route travel, illegal trash dumping and vandalism and consider revising the route designations, including but not limited to closure or non-motorized designation.
- The travel management plan was later supplemented with additional planning efforts to add additional trails and trailheads.
- Due to the proximity to Salida many areas within this sub-unit have become a popular destination for people wishing to illegally reside on public land resulting in high volumes of trash, human waste and drug paraphernalia creating an unsafe environment for visitors and staff.
- At the same time the trail network has created a demand for camping opportunities which are currently limited or are in an undesirable state.
- Approximately 40 campsites were inventoried on BLM lands within this sub-unit with the highest concentration near the Burmac Trailhead area accessed by BLM road #5672. These sites and road #5672 are located in the bottom of an active drainage with moving drainage channels and sediment loads.

See Burmac/Methodist Area Sub-Unit Map

### **Fourmile**

- The Fourmile area is 9,000 acres of BLM land and offers numerous recreation opportunities outside of Buena Vista, Colorado.
- The routes in this area were designated through the Fourmile Travel Management Plan in 2002 with a number of modifications in recent years to add additional trails and recreation opportunities.
- Recent inventories show 34 campsites in this sub-unit and the area is also home to the Turtle Rock Campground, a concentrated camping area that has grown over the years to include a number of camping amenities including a vault toilet, a hardened access road, information kiosks, picnic tables and contained campsites with fire rings.

- Currently the campground does not have a fee, however management costs are continuing to increase with increased visitation.
- The current travel management plan “directs motor vehicle travel to a suitable parking site would be allowed within 100 feet of a designated road or trail of travel does not damage the land or streams” which in recent years has led to an increase in impacts from dispersed camping.

See Fourmile Sub-Unit Map

### **Browns Canyon National Monument Entrance/Hecla Junction**

- The 900 acres of BLM land located along County Road 194 accesses Hecla Junction, the primary river take-out for Browns Canyon and designated fee site campground and day-use area. Hecla Junction is also one of two primary gateways to Browns Canyon National Monument. These 900 acres are outside of the National Monument boundaries.
- The designated route network was established through the 2006 Arkansas River Travel Management Plan. The decision for this plan establishes that no person may operate a motor vehicle more than 100’ off a designated road and does not consider areas where a motor vehicle could cause resource damage. The decision incorporates adaptive management principles to assess the effectiveness of this rule and pending monitoring results could be further limited.
- In recent years these lands have been discovered by campers as an alternative for other nearby AHRA fee campgrounds. As a result the area is seeing an increase in camping impacts and concerns from adjacent private property owners. 17 sites were recently inventoried.
- Some of the sites and access roads are seeing high levels of erosion and soil loss associated with visitor use.

See BCNM Entrance/Hecla Junction Sub-Unit Map

## 2. ALTERNATIVES CONSIDERED

### 2.1. SUMMARY OF ALTERNATIVES

<i>Sub-Units without Travel Management Plans</i>						
<b>Alternative</b>	<i>Miles Open</i>	<i>Miles Closed</i>	<i>Miles Admin Only</i>	<i># of designated campsites</i>	<i># of Campground Loops</i>	<i>Adaptive Management</i>
<b>Alternative A (No Action)</b>						
<i>Shavano</i>	22.3	0	0	300' rule	n/a	<ul style="list-style-type: none"> <li>• Monitor</li> <li>• Vehicle barriers to prevent expansion</li> </ul>
<i>Pass Creek</i>	9.1	0	0	300' rule	n/a	<ul style="list-style-type: none"> <li>• Monitor</li> <li>• Vehicle barriers to prevent expansion</li> </ul>
<i>Misc. Lands.</i>	16.6	0	0	300' rule	n/a	<ul style="list-style-type: none"> <li>• Monitor</li> <li>• Vehicle barriers to prevent expansion</li> </ul>
<b>Alternative B</b>						
<i>Shavano</i>	2.2	8.4	11.7	0	2	<ul style="list-style-type: none"> <li>• Vehicle barriers, fire rings, restrooms, fees.</li> <li>• Consider adding new campsites if warranted</li> <li>• Close Droney Gulch ACEC to all forms of camping.</li> </ul>
<i>Pass Creek</i>	2.7	0.4	5.9	0	n/a	<ul style="list-style-type: none"> <li>• Vehicle barriers, increase enforcement</li> </ul>
<i>Misc. Lands.</i>	2.5 (2.5 seasonal only)	8.7	5.4	0	n/a	<ul style="list-style-type: none"> <li>• Vehicle barriers, increase enforcement</li> </ul>
<b>Alternative C</b>						
<i>Shavano</i>	14.8	3	1.5	10	3	<ul style="list-style-type: none"> <li>• Vehicle barriers, fire rings, restrooms, fees.</li> <li>• Consider adding new campsites if warranted</li> <li>• Monitor Droney Gulch ACEC for impacts from camping.</li> </ul>
<i>Pass Creek</i>	5	0.3	3.7	5	n/a	<ul style="list-style-type: none"> <li>• Vehicle barriers, fire rings, increase education, increase enforcement</li> <li>• Consider fees or permit</li> <li>• Do not consider adding more campsites</li> </ul>
<i>Misc. Lands.</i>	9.8	2.8	3.3	6	n/a	Same as Alternative B



<b>Alternative D</b>						
<i>Shavano</i>	17.25 (4.75 seasonal only)	6.75	1.8	5	3	Same as Alternative C
<i>Pass Creek</i>	5	0.3	3.7	5	n/a	Same as Alternative C
<i>Misc. Lands.</i>	8 (4.9 seasonal only)	5	3.6	2	n/a	Same as Alternative B

<b>Sub-Units with Travel Management Plans Already in Place</b>			
<b>Alternative</b>	<b># of designated sites</b>	<b>Proposed Management Actions</b>	
<b>Alternative A (No Action)</b>			
<i>Burmac/Methodist</i>	100' rule	n/a	<ul style="list-style-type: none"> <li>• Monitoring</li> <li>• Install barriers to prevent site expansion</li> </ul>
<i>Fourmile</i>	100' rule	n/a	<ul style="list-style-type: none"> <li>• Monitoring</li> <li>• Install barriers to prevent site expansion</li> </ul>
<i>Browns Canyon Entrance</i>	100' rule	n/a	<ul style="list-style-type: none"> <li>• Monitoring</li> <li>• Install barriers to prevent site expansion</li> </ul>
<b>Alternative B</b>			
<i>Burmac/Methodist</i>	0	<ul style="list-style-type: none"> <li>• Construct trailhead for day-use only</li> <li>• No vehicles off designated routes</li> <li>• Designate BLM Road #5672 (943 in ARTMP) to single-track motorized vehicles and close to full-size vehicles.</li> <li>• Establish rule to close sub-unit and Arkansas Hills to camping.</li> </ul>	<ul style="list-style-type: none"> <li>• Vehicle barriers</li> <li>• Increase enforcement</li> </ul>
<i>Fourmile</i>	3	<ul style="list-style-type: none"> <li>• No vehicles off designated routes and camping and parking in designated sites only.</li> </ul>	<ul style="list-style-type: none"> <li>• vehicle barriers, fire rings, restrooms, fees</li> <li>• Do not consider adding new campsites</li> </ul>
<i>Browns Canyon Entrance</i>	6	<ul style="list-style-type: none"> <li>• Close 528' of routes</li> <li>• No vehicles off designated routes and camping and parking in designated sites only.</li> </ul>	<ul style="list-style-type: none"> <li>• vehicle barriers, fire rings, restrooms, fees</li> <li>• Do not consider adding new campsites</li> </ul>
<b>Alternative C</b>			
<i>Burmac/Methodist</i>	0	<ul style="list-style-type: none"> <li>• Construct trailhead for day-use and overnight use</li> </ul>	<ul style="list-style-type: none"> <li>• Consider fee for overnight use.</li> </ul>

		<ul style="list-style-type: none"> <li>No vehicles off designated routes</li> <li>Do not change designation of BLM Road #5672 (943 in ARTMP)</li> <li>Establish rule to close Methodist and Arkansas Hills area to camping except for 24 hour use in Burmac trailhead</li> </ul>	
<i>Fourmile</i>	30	<ul style="list-style-type: none"> <li>No vehicles off designated routes and camping and parking in designated sites only.</li> </ul>	<ul style="list-style-type: none"> <li>vehicle barriers, fire rings, restrooms, fees</li> <li>Consider adding new campsites if warranted.</li> </ul>
<i>Browns Canyon Entrance</i>	17	<ul style="list-style-type: none"> <li>Close 528' of routes</li> <li>No vehicles off designated routes and camping and parking in designated sites only.</li> </ul>	<ul style="list-style-type: none"> <li>vehicle barriers, fire rings, restrooms, fees</li> <li>Consider adding new campsites if warranted.</li> </ul>
<b>Alternative D</b>			
<i>Burmac/Methodist</i>	0	<ul style="list-style-type: none"> <li>Construct trailhead for day-use and overnight use</li> <li>No vehicles off designated routes</li> <li>Designate BLM Road #5672 (943 in ARTMP) to single-track motorized vehicles and close to full-size vehicles.</li> <li>Establish rule to close Methodist and Arkansas Hills area to camping except for 48 hour use in Burmac trailhead</li> </ul>	<ul style="list-style-type: none"> <li>Consider fee for overnight use.</li> </ul>
<i>Fourmile</i>	23	<ul style="list-style-type: none"> <li>No vehicles off designated routes and camping and parking in designated sites only.</li> </ul>	<ul style="list-style-type: none"> <li>vehicle barriers, fire rings, restrooms, fees</li> <li>Consider adding new campsites if warranted.</li> </ul>
<i>Browns Canyon Entrance</i>	9	<ul style="list-style-type: none"> <li>Close 528' of routes</li> <li>No vehicles off designated routes and camping and parking in designated sites only.</li> </ul>	<ul style="list-style-type: none"> <li>vehicle barriers, fire rings, restrooms, fees</li> <li>Consider adding new campsites if warranted in Browns Grotto area</li> </ul>

## 2.2. ALTERNATIVE A – NO ACTION ALTERNATIVE

NEPA regulations require agencies to identify a No Action Alternative along with disclosing the impacts of this alternative. Under the No Action Alternative the BLM would not designate routes in the areas where a travel management plan has yet to be completed. Motorized travel would be limited to routes that existed as of the signing of the 1996 Resource Management Plan. However, a thorough inventory does not exist from that time so the agency would attempt to manage motorized travel based on current inventories and comparison of available aerial imagery. A 300' off route travel allowance for the purposes of parking would remain in effect. For areas where a travel management plan is already in place the 100' allowance for parking would remain in place and changes in travel or camping management would not occur.

Monitoring of sites and routes could still occur as this is not considered a federal undertaking that requires NEPA analysis. This could result in management of vehicles that is outside the

confines of the RMP and travel management decisions or other camping management actions such as cleaning up trash and fire rings. Information regarding appropriate use of vehicles and camping ethics could also occur under this alternative.

### **2.3. COMMON TO ALL ACTION ALTERNATIVES**

Under all of the Action Alternatives the BLM proposes to establish a management plan and strategy for continuing to provide public access to a diversity of camping experiences in concert with other land uses and resources within Chaffee County, Colorado. For all of the action alternatives the plan and strategy outlines key management actions for each sub-unit to address known and anticipated issues while also putting into place monitoring to determine management success and potential next step actions. At the same time the BLM desires a range of camping opportunities to meet public demand. The alternatives differ in miles of routes designated and number of campsites designated for each subunit as well as differences in adaptive management responses. Any other differences between alternatives is identified for each sub-unit. Campsite locations were collected by BLM staff, contractors and volunteers. This is the best data available to the agency but is recognized to be inconsistent and potentially incomplete. Due to this, prior to any ground disturbing activities associated with campsite designation BLM staff will field check sites along with performing site specific analysis and inventories. Public lands that are not included within an identified sub-unit but are within the planning area do not have designated motorized vehicle routes and no campsites were inventoried. Adaptive management strategies would still apply to these areas.

Based on informal scoping and stakeholder engagement the following are desired future conditions for public lands in the project area as it relates to dispersed camping and recreation use.

- Recreationists are provided a diversity of camping opportunities that are free of trash, human waste and excessive fire pit scars.
- Motor vehicles are limited to one-vehicle width off of a designated route throughout the planning area, including those areas where a travel management plan is already in place, so long as it is not unsafe or causing resource damage.
- Camping is managed to reduce impacts to permitted grazing operations.
- Federal fire regulations are followed and the threat of wildfires from camping and campfires is reduced.
- Camping is managed to reduce impacts to adjacent private property owners.
- The impact to forage, vegetation, soils and wildlife habitat from camping is stabilized or reduced throughout the planning area.
- Visitors follow all of the rules and regulations for the area. This includes not exceeding established camping limits and residing on public lands, appropriate disposal of trash and human waste, etc...
- Bicycle use will be limited to designated roads and trails in areas where this regulation is currently not in place.

The following implementation strategies are proposed for each sub-unit to meet the above goals

and also address the ongoing issues and concerns identified by staff, the public, and managing partners.

### **Adaptive Management Strategies**

It is hopeful that initial management strategies outlined in the action alternatives would be effective in managing camping on public lands within the planning area. Monitoring, outlined further down in the document, would track the effectiveness of these changes and highlight if/when additional management steps are needed. Below are monitoring indicators, thresholds, and triggers. Adaptive management strategies that the agency could consider employing would vary by alternative and are outlined for each sub-unit and alternative. It is important to note that the adaptive management actions outlined for each indicator may require site specific analysis or follow additional processes outlined in FLREA. It is also recognized that the designation of campsites may require reconsideration after more thorough field evaluation at the implementation phase. Any designation changes would require site-specific analysis and follow the criteria outlined elsewhere in this document.

### **Monitoring**

The following monitoring standards have been identified to determine if the management actions outlined in this plan are successful or if additional management actions or strategies are necessary to achieve desired future conditions.

1. Indicator: Number of visitors camping outside of designated campsites  
Threshold: All campers will camp only in designated (dispersed or developed) campsites  
Trigger: A sub-unit sees a 25% increase in the number of sites with barren ground (no vegetation), monitored annually.  
Action: See Action Alternatives and Sub-Units.
2. Indicator: Evidence of human waste at campsites (actual human waste or toilet paper)  
Threshold: Visitors will pack out human waste at campsites or use a provided restroom.  
Trigger: 25% of campsites within a sub-unit have evidence of human waste or increasing volume of human waste. Monitored monthly or as staff is available.  
Action: See Action Alternatives and Sub-Units.
3. Indicator: Trash left at campsites  
Threshold: Visitors will pack out all trash at campsites.  
Trigger: It is necessary for staff or volunteers remove trash from 25% of the campsites on a regular basis throughout the season. Monitor weekly or as staff is available.  
Action: See Action Alternatives and Sub-Units.
4. Indicator: Increase in the number of fire rings and associated fire scars

Threshold: No increase in the number of fire rings and associated fire scars (standard is one fire ring per designated campsite)

Trigger: It is necessary for staff or volunteers to break up fire rings on a regular basis throughout the season. Monitor weekly or as staff is available.

Action: See Action Alternatives and Sub-Units.

5. Indicator: Visitors staying beyond established stay limits

Threshold: Once per week a visitor during the busy season stays beyond the established stay limits despite being educated on this regulation.

Trigger: Staff or volunteers document more than 2 violations per month within a sub-unit. Monitor weekly or as staff is available or violations are reported.

Action: See Action Alternatives and Sub-Units.

6. Indicator: Visitors violating federal fire regulations

Threshold: Once per week a visitor violates a federal fire restriction including fire during BLM fire restrictions or leaving an unattended campfire.

Trigger: Staff or volunteers identify more than 1 violation a week during BLM fire restrictions. Monitor weekly or as staff is available or violations are reported.

Action: See Action Alternatives and Sub-Units.

7. Indicator: Demand for more campsites than what is available

Threshold: On all federal and state lands within the planning area, campsites are 100% full with people looking for additional sites

Trigger: In comparing data with state and federal agencies full occupancy of designated campsites occurs more than 50% of the days throughout the busy season and other indicators are also exceeding thresholds. Monitor daily or as staff is available and annually coordinate with other agencies.

Action: See Action Alternatives and Sub-Units.

### **Additional Campsite Criteria**

For sub-units and Action Alternatives that consider adding sites as part of adaptive management the following criteria would apply.

- The campsite spur is a reasonable length to minimize impacts to resources, the end of the route is visible from the main route to assist in monitoring and visitors determining if it is vacant while still providing a suitable camping experience.
- Does not contain historic properties
- Is far enough away from other campsites to maintain a quality camping experience
- Containment is reasonable and primarily relies on natural barriers (not in wide open areas)
- Ideally is not on slopes greater than 10% and does not require leveling and grading
- Does not present additional resource concerns
- Fits within the established recreation objectives for the area.

- If a developed campground is constructed, dispersed sites in the adjacent area would be closed and camping not allowed.

### **Mitigation Common to All Action Alternatives**

Construction activities requiring vegetation disturbance would be avoided from May 15 through July 15. This is the breeding and brood rearing season for most Colorado migratory birds. Any equipment used for construction would be washed prior to being brought onto site to minimize the spread of noxious weed species. An adequate spill kit and shovels would be on-site during project implementation when gasoline powered equipment is used. Seeds used for any post construction reclamation work would be certified weed-free.

If paleontological resources are discovered during construction all construction activities would cease and BLM specialists would be brought in to advise and supervise. The site will be monitored by a paleontologist, qualified to hold a Paleontological Resource Use Permit on a cyclic basis of every 5 years to minimize any impact to protected fossil resources. The purpose of monitoring would be to identify and remove any exposed fossil resources from construction to reduce the chances of fossil theft. A qualified paleontologist shall also be present during any construction that would encounter bedrock.

If cultural resources are discovered either during construction activities or monitoring a BLM specialist should be contacted immediately and construction activities ceased.

Continue to monitor public lands adjacent to the planning area to determine if camping demand and impacts are occurring in these areas.

Continue to coordinate with adjacent agencies to understand effects of planning decisions, overall campsite capacity, consistent messaging, visitor contacts and adaptive management strategies.

## 2.4. ACTION ALTERNATIVE B

### Shavano

Under this Alternative, in addition to the Actions Common to All Action Alternatives, the BLM would establish a designated route network found on the Shavano Area-Alternative B Map. Vehicles would be limited designated routes and camp spurs only with a one-vehicle width allowance for parking. This includes designating 2.2 miles of BLM managed routes as open to full size vehicles, 11.7 miles open to administrative use only, and 8.4 miles closed to motorized vehicles. This includes establishing two campground loops in the camping concentration area and designating campsites. There would not be any campsite spurs designated outside of the camping concentration area. Monitoring would continue with adaptive management strategies identified below. There would be no consideration for new campsites/camp spurs in the future under this alternative. Mountain bikes would be limited to designated routes within this sub-unit. The Droney Gulch ACEC would be closed to all forms of camping/overnight use; a supplemental rule would be developed to support this decision.

1. Indicator: Number of visitors camping outside of designated campsites  
Adaptive Management Action: Install additional vehicle barriers as necessary, attempt to increase agency presence as available. Issue citations for violating motorized vehicle travel restrictions. Consider a fee or permit structure, including reservations, to support increased management costs if not already in place.
2. Indicator: Evidence of human waste at campsites (actual human waste or toilet paper)  
Adaptive Management Action: Increase ethics education; develop a supplemental rule requiring visitors to pack out human-waste; consider installing vault style restrooms in key locations. Consider a fee or permit structure to support increased management costs.
3. Indicator: Trash left at campsites  
Adaptive Management Action: Attempt to increase agency or volunteer presence as available. Issue citations for violating littering regulations. Consider a fee or permit structure, including reservations, to support increased management costs if not already in place.
4. Indicator: Increase in the number of fire rings and associated fire scars  
Adaptive Management Action: Attempt to increase education of visitors regarding camping ethics. Consider installing fire rings at each of the camp spurs if not already present.
5. Indicator: Visitors staying beyond established stay limits  
Adaptive Management Action: Attempt to increase agency presence as available. Issue citations for violating camping limitations as deemed appropriate.
6. Indicator: Visitors violating BLM fire regulations  
Adaptive Management Action: Increase agency, partner or volunteer presence as available. Issue citations for violating BLM fire regulations as deemed appropriate.

7. Indicator: Demand for more campsites than what is available

Adaptive Management Action: Engage with community partners to provide alternative camping locations or overflow strategies but do not increase the number of campsites within this sub-unit.

The following management measures would apply within the designated camping loops in order to address camping management within this sub-unit.

- Motorized vehicles would only be allowed to travel and park on designated routes and camping spurs pending site specific analysis.
- Campground loops could be established based loosely on existing routes as well as considered for re-routing/moving to locate them out of open areas. This could help reduce impacts to forage, improve the camping experience and aid in management of sites. Reclamation and seeding could occur on the re-routed area of the routes and barriers installed as necessary to prevent further use following site specific analysis.
- Following site specific analysis camping spurs would be designated signed and numbered. This would include the installation of barriers as necessary to contain sites and direct vehicles. Barriers would be a combination of boulders and fencing as appropriate.
- Newly established camp spurs would be designed to limit the amount of disturbance and designed so they are visible from the road for easy monitoring.
- Visual resources, including lighting, would be considered when locating and designating campsites.
- Sites and access roads within the campground loops could be hardened with road base to reduce run-off, help stabilize soils and provide an improved visitor experience.
- Pending site specific analysis a volunteer camp host site could be considered at the entrance of the site. The volunteer camp host would aid in educating visitors, monitoring and maintenance of the site.
- Education on camping could include a variety of materials and methods including a kiosk where appropriate information and handouts are provided. The campground host would also aid in providing information. An effort would be made to provide information on websites and apps that highlight camping opportunities in the Shavano area.
- Visitors would be required to pack-out all waste, including human waste.
- Over time, permanent metal fire rings could be installed at sites where campfires are permitted to replace user-created rock fire rings. Visitors would only be allowed to have fires in agency provided metal fire rings if provided.
- Monitoring would occur following the BLM Camping Monitoring Plan outlined further in this document and adaptive actions could be taken to address ongoing issues. This could include installing additional camping facilities such as restrooms as well as charging a fee and requiring reservations. Any fees and additional ground disturbance would follow the processes outlined in the Federal Lands Recreation Enhancement Act (FLREA) and site-specific analysis.

See Shavano Area-Alternative B Map



## **Pass Creek**

Under this Alternative, in addition to the Actions Common to All Action Alternatives, the BLM would establish a designated route network found on the Pass Creek Area-Alternative B Map. Vehicles would be limited designated routes and camp spurs only with a one-vehicle width allowance for parking. This includes designating 2.7 miles as open to full size vehicles, 5.9 miles open to administrative use only, 0.4 miles closed to motorized vehicles and no camping spurs or campsites. Monitoring would continue with adaptive management strategies identified below. There would be no consideration for new campsites/camp spurs in the future under this alternative. Mountain bikes would be limited to designated routes.

1. Indicator: Number of visitors camping outside of designated campsites  
Adaptive Management Action: Install additional vehicle barriers as necessary, attempt to increase agency presence as available. Issue citations for violating motorized vehicle travel restrictions.

See Pass Creek Area-Alternative B Map

## **Miscellaneous lands**

Under this Alternative, in addition to the Actions Common to All Action Alternatives, the BLM would establish a designated route network found on the Miscellaneous Lands-Alternative B Map. Vehicles would be limited designated routes and camp spurs only with a one-vehicle width allowance for parking. This includes designating 2.545 miles as open to full size vehicles (2.5 open seasonally), 8.7 miles open to administrative use only, 5.4 miles closed to motorized vehicles and 0 camping spurs. Monitoring would continue with adaptive management strategies identified below. There would be no consideration for new campsites/camp spurs in the future under this alternative. Mountain bikes would be limited to designated roads and trails.

1. Indicator: Number of visitors camping outside of designated campsites  
Adaptive Management Action: Install additional vehicle barriers as necessary, attempt to increase agency presence as available. Issue citations for violating motorized vehicle travel restrictions.

See Miscellaneous Lands-Alternative B Map

## **Burmac/Salida Area**

With the majority of the campsites and areas of concern located off of BLM Road #5672 which is located in the bottom of an active wash/drainage, the installation of infrastructure to support camping management is not a viable option in this area. This greatly reduces the potential for a developed campground or other management strategy that can accommodate large volumes of campers in a sustainable manner. There is also a concern that restricting camping in one area will displace this use to other areas resulting in unintended impacts elsewhere. Therefore under this Alternative the BLM would amend the 100' rule established by the Arkansas River Travel

Management Plan to limit vehicles to one vehicle width off of designated routes and would not designate any campsites in the Methodist Mountain area, including Burmac. The designation of BLM road #5672 would be changed to single-track motorized vehicles under this alternative and would allow motorcycles, e-bikes, bicycles, foot, and horse use. This designation would apply from just past the trailhead to the intersection with the powerline road. A camping closure rule would be developed that covers the entire BLM parcel as well as the Arkansas Hills area to avoid displacing camping/overnight use to other areas. The parking area could be expanded to accommodate increases in demand for the trail system, including a restroom pending site specific analysis. Overnight use of the trailhead would be prohibited and camping would not be provided at the trailhead. Monitoring would continue with adaptive management strategies identified below. There would be no consideration for new campsites/camp spurs in the future under this alternative.

1. Indicator: Number of visitors camping outside of designated campsites  
Adaptive Management Action: Install additional vehicle barriers as necessary, attempt to increase agency presence as available. Issue citations for violating motorized vehicle travel restrictions.

See Burmac/Salida Area-Alternative B Map

## **Fourmile**

Within the Fourmile sub-unit the BLM proposes to begin charging a fee at the Turtle Rock Campground under this alternative. The fee proposal would follow FLREA guidance including amending the field office's campground business plan. If demand warrants, consider adding sites adjacent to Turtle Rock that could be incorporated into the campground and fee structure.

For all areas within the sub-unit, the BLM would amend the 100' rule established by the Fourmile Travel Management Plan to limit vehicles to one vehicle width off of designated routes and camping spurs. Under this Alternative, in addition to the Actions Common to All Action Alternatives, the BLM would designate 3 campspurs/campsites (see Fourmile Area-Alternative B Map) pending site specific analysis. Under this alternative camping/overnight use would be allowed at the Carnage Canyon and Dudbob Trailheads. Monitoring would continue with adaptive management strategies identified below. There would be no consideration for new campsites/camp spurs in the future outside of the Turtle Rock Campground.

Camping spurs would include a signed and numbered post and vehicle controls where necessary to prevent sites spreading out. Over time, permanent metal fire rings could be installed at sites where campfires are permitted to replace user-created rock fire rings. Visitors would be required to pack-out waste, including human waste. Monitoring would be utilized to track management effectiveness.

1. Indicator: Number of visitors camping outside of designated campsites  
Adaptive Management Action: Install additional vehicle barriers as necessary, attempt to increase agency presence as available. Issue citations for violating motorized vehicle travel restrictions. Consider a fee or permit structure, including reservations, to support increased

management costs if not already in place. Consider working with Colorado Parks and Wildlife on developing a new fee based campground in conjunction with the Collegiate Peaks Overlook R&PP lease site.

2. Indicator: Evidence of human waste at campsites (actual human waste or toilet paper)  
Adaptive Management Action: Increase ethics education; develop a supplemental rule requiring visitors to pack out human-waste; consider installing vault style restrooms in key locations. Consider a fee or permit structure to support increased management costs. Consider working with Colorado Parks and Wildlife on developing a new fee based campground in conjunction with the Collegiate Peaks Overlook R&PP lease site.
3. Indicator: Trash left at campsites  
Adaptive Management Action: Attempt to increase agency or volunteer presence as available. Issue citations for violating littering regulations. Consider a fee or permit structure, including reservations, to support increased management costs if not already in place. Consider working with Colorado Parks and Wildlife on developing a new fee based campground in conjunction with the Collegiate Peaks Overlook R&PP lease site.
4. Indicator: Increase in the number of fire rings and associated fire scars  
Adaptive Management Action: Attempt to increase education of visitors regarding camping ethics. Consider installing fire rings at each of the camp spurs if not already present.
5. Indicator: Visitors staying beyond established stay limits  
Adaptive Management Action: Attempt to increase agency presence as available. Issue citations for violating camping limitations as deemed appropriate.
6. Indicator: Visitors violating BLM fire regulations  
Adaptive Management Action: Increase agency, partner or volunteer presence as available. Issue citations for violating BLM fire regulations as deemed appropriate.
7. Indicator: Demand for more campsites than what is available  
Adaptive Management Action: Engage with the community partners to provide alternative camping locations or overflow strategies but do not increase the number of campsites within this sub-unit outside of developed campgrounds. Consider working with Colorado Parks and Wildlife on developing a new fee based campground in conjunction with the Collegiate Peaks Overlook R&PP lease site.

See Fourmile Area-Alternative B Map

## **Browns Canyon National Monument Entrance/Hecla Junction**

For this sub-unit the BLM proposes to amend the 100' rule established by the Arkansas River Travel Management Plan to limit vehicles to one vehicle width off of designated routes and camping spurs.

Under this Alternative, in addition to the Actions Common to All Action Alternatives, the BLM would designate 6 campspurs/campsites (See BCNM Entrance/Hecla Junction Area-Alternative B Map) pending site specific analysis. To prevent further erosion and impacts to soils this would also include closing two routes totaling 528' feet of roads that were designated in the Arkansas River TMP and are primarily used for camping. Camping spurs would include a signed and numbered post as well as a vehicle controls where necessary to prevent sites spreading out. Over time, permanent metal fire rings could be installed at sites where campfires are permitted to replace user-created rock fire rings. Visitors would be required to pack-out all waste, including human waste. Monitoring would be utilized to track management effectiveness and additional management actions based on monitoring would vary by alternative. Any of these changes would require site specific analysis and, if appropriate, would follow processes outlined in FLREA. Monitoring would continue with the following adaptive management strategies:

1. Indicator: Number of visitors camping outside of designated campsites  
Adaptive Management Action: Install additional vehicle barriers as necessary, attempt to increase agency presence as available. Issue citations for violating motorized vehicle travel restrictions. Consider a fee or permit structure, including reservations, to support increased management costs if not already in place.
2. Indicator: Evidence of human waste at campsites (actual human waste or toilet paper)  
Adaptive Management Action: Increase ethics education; develop a supplemental rule requiring visitors to pack out human-waste; consider installing vault style restrooms in key locations. Consider a fee or permit structure to support increased management costs.
3. Indicator: Trash left at campsites  
Adaptive Management Action: Attempt to increase agency or volunteer presence as available. Issue citations for violating littering regulations. Consider a fee or permit structure, including reservations, to support increased management costs if not already in place.
4. Indicator: Increase in the number of fire rings and associated fire scars  
Adaptive Management Action: Attempt to increase education of visitors regarding camping ethics. Consider installing fire rings at each of the camp spurs if not already present.
5. Indicator: Visitors staying beyond established stay limits  
Adaptive Management Action: Attempt to increase agency presence as available. Issue citations for violating camping limitations as deemed appropriate.
6. Indicator: Visitors violating BLM fire regulations  
Adaptive Management Action: Increase agency, partner or volunteer presence as available. Issue citations for violating BLM fire regulations as deemed appropriate.

7. Indicator: Demand for more campsites than what is available  
Adaptive Management Action: Engage with the community partners to provide alternative camping locations or overflow strategies but do not increase the number of campsites within this sub-unit.

See BCNM Entrance/Hecla Junction Area-Alternative B Map

## 2.5. ACTION ALTERNATIVE C

### Shavano

Under this Alternative, in addition to the Actions Common to All Action Alternatives, the BLM would establish a designated route network found on Shavano Area-Alternative C Map. Vehicles would be limited designated routes and camp spurs only with a one-vehicle width allowance for parking. This includes designating 14.8 miles as open to full size vehicles including four campground loops 1.5 miles open to administrative use only, and 3 miles closed to motorized vehicles not including routes within the campground loops. There would be 10 campsite spurs designated outside of the camping concentration area. Walk-in camping would not be restricted in the Droney Gulch ACEC. If monitoring identifies impacts to imperiled plant species than this decision could be revisited.

The same management principles as outlined in Alternative B would also apply. Monitoring would continue with adaptive management strategies identified below.

1. Indicator: Number of visitors camping outside of designated campsites  
Adaptive Management Action: Same as Alternative B
2. Indicator: Evidence of human waste at campsites (actual human waste or toilet paper)  
Adaptive Management Action: Same as Alternative B
3. Indicator: Trash left at campsites  
Adaptive Management Action: Same as Alternative B
4. Indicator: Increase in the number of fire rings and associated fire scars  
Adaptive Management Action: Same as Alternative B
5. Indicator: Visitors staying beyond established stay limits  
Adaptive Management Action: Same as Alternative B
6. Indicator: Visitors violating BLM fire regulations  
Adaptive Management Action: Same as Alternative B
7. Indicator: Demand for more campsites than what is available  
Adaptive Management Action: Consider judiciously adding campsites following the “Additional Campsite Criteria” as outlined in 2.2. Common to All Action Alternatives” only within the campground loops and off of CR250 before the lower cattleguard. Consider opportunities for overflow overnight use if warranted.

See Shavano Area-Alternative C Map

## Pass Creek

Under this Alternative, in addition to the Actions Common to All Action Alternatives, the BLM would establish a designated route network found on Pass Creek Area-Alternative C Map. Vehicles would be limited designated routes and camp spurs only with a one-vehicle width allowance for parking. This includes designating 5 miles as open to full size vehicles, 3.8 miles open to administrative use only, 0.3 miles closed to motorized vehicles and 6 camping spurs. Monitoring would continue with adaptive management strategies identified below.

1. Indicator: Number of visitors camping outside of designated campsites  
Adaptive Management Action: Install additional vehicle barriers as necessary, attempt to increase agency presence as available. Issue citations for violating motorized vehicle travel restrictions. Consider a fee or permit structure, including reservations, to support increased management costs if not already in place.
2. Indicator: Evidence of human waste at campsites (actual human waste or toilet paper)  
Adaptive Management Action: Increase ethics education; develop a supplemental rule requiring visitors to pack out human-waste. Consider a fee or permit structure to support increased management costs if warranted.
3. Indicator: Trash left at campsites  
Adaptive Management Action: Attempt to increase agency or volunteer presence as available. Issue citations for violating littering regulations. Consider a fee or permit structure, including reservations, to support increased management costs if not already in place.
4. Indicator: Increase in the number of fire rings and associated fire scars  
Adaptive Management Action: Attempt to increase education of visitors regarding camping ethics. Consider installing fire rings at each of the camp spurs if not already present.
5. Indicator: Visitors staying beyond established stay limits  
Adaptive Management Action: Attempt to increase agency presence as available. Issue citations for violating camping limitations as deemed appropriate.
6. Indicator: Visitors violating BLM fire regulations  
Adaptive Management Action: Increase agency, partner or volunteer presence as available. Issue citations for violating BLM fire regulations as deemed appropriate.
7. Indicator: Demand for more campsites than what is available  
Adaptive Management Action: Engage with the community partners to provide alternative camping locations or overflow strategies but do not increase the number of campsites within this sub-unit.

Camping spurs would include a signed and numbered post as well as vehicle controls where necessary to prevent sites spreading out. Over time, permanent metal fire rings could be installed at sites where campfires are permitted to replace user-created rock fire rings. Visitors would be required to pack-out waste, including human waste. Monitoring would be utilized to track

management effectiveness and additional management actions based on monitoring would vary by alternative. Any of these changes would require site specific analysis and would follow processes outlined in FLREA where appropriate.

See Pass Creek Area-Alternative C Map

### **Miscellaneous Lands**

Under this Alternative, in addition to the Actions Common to All Action Alternatives, the BLM would establish a designated route network found on Miscellaneous Lands-Alternative C Map. Vehicles would be limited designated routes and camp spurs only with a one-vehicle width allowance for parking. This includes designating 9.8 miles of BLM managed routes as open to full size vehicles, 3.3 miles open to administrative use only and 2.8 miles closed to motorized vehicles. Since no dispersed campsites currently exist within this sub-unit no camping spurs would be designated. Monitoring would continue with adaptive management strategies identified below.

1. Indicator: Number of visitors camping outside of designated campsites  
Adaptive Management Action: Same as Alternative B

See Miscellaneous Lands-Alternative C Map

### **Burmac/Salida Area**

Under this Alternative, in addition to the Actions Common to All Action Alternatives, the BLM would construct an expanded trailhead that includes a vault toilet and is large enough to accommodate overnight use for visitors wishing to stay the night and access the trails. The sites would be designed to provide minimal space and amenities targeting small camping units for short overnight stays, not large units looking for a full camping experience and would be managed for 48 hour-use and day-use only. The designation of BLM road #5672 would not change under this alternative and would remain open. Barriers and signs would be installed along this road to prevent camping. A rule would be developed that limits camping to the designated sites and limit stays to 48 hours for this area. The Arkansas Hills area would be closed to camping. The BLM would amend the 100' rule established by the Arkansas River Travel Management Plan to limit vehicles only to one vehicle width off-of designated routes and not designate any camp spurs within the sub-unit. Monitoring would continue with adaptive management strategies identified below.

1. Indicator: Number of visitors camping outside of designated campsites  
Adaptive Management Action: Same as Alternative B. Additionally, consider charging a fee for overnight use if deemed feasible and necessary to manage the use.
2. Indicator: Evidence of human waste at campsites (actual human waste or toilet paper)  
Adaptive Management Action: Same as Alternative B. Additionally, consider charging a fee for overnight use if deemed feasible and necessary to manage the use.



3. Indicator: Trash left at campsites  
Adaptive Management Action: Same as Alternative B. Additionally, consider charging a fee for overnight use if deemed feasible and necessary to manage the use.
4. Indicator: Increase in the number of fire rings and associated fire scars  
Adaptive Management Action: Same as Alternative B. Additionally, consider charging a fee for overnight use if deemed feasible and necessary to manage the use.
5. Indicator: Visitors staying beyond 48-hour limit  
Adaptive Management Action: Same as Alternative B. Additionally, consider charging a fee for overnight use if deemed feasible and necessary to manage the use.
6. Indicator: Visitors violating BLM fire regulations  
Adaptive Management Action: Same as Alternative B. Additionally, consider charging a fee for overnight use if deemed feasible and necessary to manage the use.
7. Indicator: Demand for more campsites than what is available  
Adaptive Management Action: Consider charging a fee for overnight use if deemed feasible and necessary to manage the use. Engage with the community partners to provide alternative camping locations or overflow strategies but do not increase the number of campsites within this sub-unit.

See Burmac/Salida Area-Alternative C Map

### **Fourmile**

This Alternative is the same as Alternative B with the following differences. Under this Alternative, in addition to the Actions Common to All Action Alternatives, the BLM would designate 30 campspurs/campsites (see Fourmile Area-Alternative C Map) pending site specific analysis. Camping/overnight use would be allowed at the Carnage Canyon and Dudbob Trailheads. Monitoring would continue with adaptive management strategies identified below.

1. Indicator: Number of visitors camping outside of designated campsites  
Adaptive Management Action: Same as Alternative B
2. Indicator: Evidence of human waste at campsites (actual human waste or toilet paper)  
Adaptive Management Action: Same as Alternative B
3. Indicator: Trash left at campsites  
Adaptive Management Action: Same as Alternative B
4. Indicator: Increase in the number of fire rings and associated fire scars  
Adaptive Management Action: Same as Alternative B
5. Indicator: Visitors staying beyond established stay limits  
Adaptive Management Action: Same as Alternative B

6. Indicator: Visitors violating BLM fire regulations  
Adaptive Management Action: Same as Alternative B
7. Indicator: Demand for more campsites than what is available  
Adaptive Management Action: Consider judiciously adding campsites following the “Additional Campsite Criteria” as outlined in 2.2. Common to All Action Alternatives”.  
Consider opportunities for overflow overnight use if warranted.

See Fourmile Area-Alternative C Map

### **Browns Canyon National Monument Entrance/Hecla Junction**

This Alternative is the same as Alternative B with the following differences. Under this Alternative, in addition to the Actions Common to All Action Alternatives, the BLM would designate 17 camp spurs/campsites (see BCNM Entrance/Hecla Junction-Alternative C Map) pending site-specific analysis. 5 of the campsites would be re-located away from private land driveways in the “Browns Grotto” area and any new campsites would avoid this area. Monitoring would continue with the following adaptive management strategies:

1. Indicator: Number of visitors camping outside of designated campsites  
Adaptive Management Action: Same as Alternative B
2. Indicator: Evidence of human waste at campsites (actual human waste or toilet paper)  
Adaptive Management Action: Same as Alternative B
3. Indicator: Trash left at campsites  
Adaptive Management Action: Same as Alternative B
4. Indicator: Increase in the number of fire rings and associated fire scars  
Adaptive Management Action: Same as Alternative B
5. Indicator: Visitors staying beyond established stay limits  
Adaptive Management Action: Same as Alternative B
6. Indicator: Visitors violating BLM fire regulations  
Adaptive Management Action: Same as Alternative B
7. Indicator: Demand for more campsites than what is available  
Adaptive Management Action: Consider judiciously adding campsites following the “Additional Campsite Criteria” as outlined in 2.2. Common to All Action Alternatives” only within the “Browns Grotto” area.

See BCNM Entrance/Hecla Junction-Alternative C Map

## 2.6. ACTION ALTERNATIVE D

### Shavano

Under this Alternative, in addition to the Actions Common to All Action Alternatives, the BLM would establish a designated route network found on Shavano Area-Alternative D Map. Vehicles would be limited to designated routes and camp spurs only. This includes designating 17.25 miles as open to full size vehicles (4.75 with a seasonal closure), 1.8 miles open to administrative use only and 6.75 miles closed to motorized vehicles. The open routes includes establishing up to three campground loops in the camping concentration area and designating campsites below the second cattleguard. There would be 5 campsite spurs designated outside of the camping concentration area along BLM road #5630. Walk-in camping would not be restricted in the Droney Gulch ACEC. If monitoring identifies impacts to imperiled plant species than this decision could be revisited. Monitoring would continue with adaptive management strategies identified below.

1. Indicator: Number of visitors camping outside of designated campsites  
Adaptive Management Action: Same as Alternative B
2. Indicator: Evidence of human waste at campsites (actual human waste or toilet paper)  
Adaptive Management Action: Same as Alternative B
3. Indicator: Trash left at campsites  
Adaptive Management Action: Same as Alternative B
4. Indicator: Increase in the number of fire rings and associated fire scars  
Adaptive Management Action: Same as Alternative B
5. Indicator: Visitors staying beyond established stay limits  
Adaptive Management Action: Same as Alternative B
6. Indicator: Visitors violating BLM fire regulations  
Adaptive Management Action: Same as Alternative B
7. Indicator: Demand for more campsites than what is available  
Adaptive Management Action: Same as Alternative C

See Shavano Area-Alternative D Map

### Pass Creek

This Alternative is the same as Alternative C with the following differences. Under this Alternative, in addition to the Actions Common to All Action Alternatives, the BLM would establish a designated route network found on Pass Creek Area-Alternative D Map. This includes designating 5 miles as open to full size vehicles, 3.8 miles open to administrative use only, 0.3

miles closed to motorized vehicles and 5 camping spurs. Monitoring would continue with adaptive management strategies identified below.

1. Indicator: Number of visitors camping outside of designated campsites  
Adaptive Management Action: Same as Alternative C
2. Indicator: Evidence of human waste at campsites (actual human waste or toilet paper)  
Adaptive Management Action: Same as Alternative C
3. Indicator: Trash left at campsites  
Adaptive Management Action: Same as Alternative C
4. Indicator: Increase in the number of fire rings and associated fire scars  
Adaptive Management Action: Same as Alternative C
5. Indicator: Visitors staying beyond established stay limits  
Adaptive Management Action: Same as Alternative C
6. Indicator: Visitors violating BLM fire regulations  
Adaptive Management Action: Same as Alternative C
7. Indicator: Demand for more campsites than what is available  
Adaptive Management Action: Same as Alternative C.

See Pass Creek Area-Alternative D Map

### **Miscellaneous Lands**

This Alternative is the same as Alternative B with the following differences. Under this Alternative, in addition to the Actions Common to All Action Alternatives, the BLM would establish a designated route network found on Miscellaneous Lands-Alternative D Map. This includes designating 3.1 miles as open to full size vehicles, 3.6 miles open to administrative use only, 5 miles closed to motorized vehicles and no camping spurs. Monitoring would continue with adaptive management strategies identified below.

1. Indicator: Number of visitors camping outside of designated campsites  
Adaptive Management Action: Same as Alternative B

See Miscellaneous Lands-Alternative D Map

### **Burmac/Salida Area**

Under this Alternative, in addition to the Actions Common to All Action Alternatives, the BLM would construct an expanded trailhead that includes a vault toilet and is large enough to accommodate overnight use for visitors wishing to stay the night and access the trails. The sites

would be designed to provide minimal space and amenities targeting small camping units for short overnight stays, not large units looking for a full camping experience and would be managed for 48 hour-use and day-use only. The designation of BLM road #5672 would be changed to single-track motorized vehicles under this alternative and would allow motorcycles, e-bikes, bicycles, foot, and horse use. This designation would apply from just past the trailhead to the intersection with the powerline road. A rule would be developed that limits camping to the designated sites in the trailhead and limit stays to 48 hours for this area. The Arkansas Hills area would also be closed to camping. The camping restriction would cover the entire BLM parcel to avoid displacing camping/overnight use to other areas. Monitoring would continue with adaptive management strategies identified below.

1. Indicator: Number of visitors camping outside of designated campsites  
Adaptive Management Action: Same as Alternative C.
2. Indicator: Evidence of human waste at campsites (actual human waste or toilet paper)  
Adaptive Management Action: Same as Alternative C.
3. Indicator: Trash left at campsites  
Adaptive Management Action: Same as Alternative C.
4. Indicator: Increase in the number of fire rings and associated fire scars  
Adaptive Management Action: Same as Alternative C.
5. Indicator: Visitors staying beyond 24 hour limit  
Adaptive Management Action: Same as Alternative C.
6. Indicator: Visitors violating BLM fire regulations  
Adaptive Management Action: Same as Alternative C.
7. Indicator: Demand for more campsites than what is available  
Adaptive Management Action: Same as Alternative C.

See Burmac/Salida Area-Alternative D Map

### **Fourmile**

This Alternative is the same as Alternative B with the following differences. Under this Alternative, in addition to the Actions Common to All Action Alternatives, the BLM would designate 23 camp spurs/campsites (see Fourmile Area-Alternative D Map) pending site specific analysis. Camping/overnight use would be allowed at the Carnage Canyon and Dudbob Trailheads. Monitoring would continue with adaptive management strategies identified below.

1. Indicator: Number of visitors camping outside of designated campsites  
Adaptive Management Action: Same as Alternative B
2. Indicator: Evidence of human waste at campsites (actual human waste or toilet paper)  
Adaptive Management Action: Same as Alternative B

3. Indicator: Trash left at campsites  
Adaptive Management Action: Same as Alternative B
4. Indicator: Increase in the number of fire rings and associated fire scars  
Adaptive Management Action: Same as Alternative B
5. Indicator: Visitors staying beyond established stay limits  
Adaptive Management Action: Same as Alternative B
6. Indicator: Visitors violating BLM fire regulations  
Adaptive Management Action: Same as Alternative B
7. Indicator: Demand for more campsites than what is available  
Adaptive Management Action: Same as Alternative C

See Fourmile Area-Alternative D Map

### **Browns Canyon National Monument Entrance/Hecla Junction**

This Alternative is the same as Alternative B with the following differences. Under this Alternative, in addition to the Actions Common to All Action Alternatives, the BLM would designate 9 camp spurs/campsites (see BCNM Entrance/Hecla Junction Area-Alternative D Map) pending site specific analysis. 5 of the campsites would be re-located away from private land driveways in the “Browns Grotto” area and any new campsites would avoid this area. Monitoring would continue with the following adaptive management strategies:

1. Indicator: Number of visitors camping outside of designated campsites  
Adaptive Management Action: Same as Alternative B
2. Indicator: Evidence of human waste at campsites (actual human waste or toilet paper)  
Adaptive Management Action: Same as Alternative B
3. Indicator: Trash left at campsites  
Adaptive Management Action: Same as Alternative B
4. Indicator: Increase in the number of fire rings and associated fire scars  
Adaptive Management Action: Same as Alternative B
5. Indicator: Visitors staying beyond established stay limits  
Adaptive Management Action: Same as Alternative B
6. Indicator: Visitors violating BLM fire regulations  
Adaptive Management Action: Same as Alternative B
7. Indicator: Demand for more campsites than what is available

Adaptive Management Action: Same as Alternative C.

See BCNM Entrance/Hecla Junction Area-Alternative D Map