

Rasor Special Recreation Management Area (SRMA)

RMA/RECREATION MANAGEMENT ZONE (RMZ) OBJECTIVE(S) DECISION

Objective Statement: Designate this area as a Special Recreation Management Area(SRMA). The primary objective here is to manage this area for remote semi-primitive motorized recreation based on OHV camping, staging and riding. Manage this area to retain the remote & rugged nature which appeals to the sturdy self-contained visitors. Provide a low level of visitor amenities, facilities and services to reflect this areas un-developed characteristic.

Activities: The Rasor SRMA is an OHV recreation area where the primary activities are riding atvs, motorcycles, dune buggies, RUVs, & camping. In addition to the riding & camping activities this area provides access and support facilities for staging OHV & 4 X 4 scenic touring into adjacent areas with outstanding recreation opportunities. In particular, the Mojave Road runs through the center of the area coming from Barstow and going to Needles on the Colorado River to the East. The T & T historic railroad near eastern boundary connects area with Ludlow to the south and points beyond. To the north access is possible under the I15 at the Mojave River overflow, across Cronese Lake connecting to the Boulder Corridor road, thus providing connecting opportunities.

Experiences: Visitors to this area are primarily seeking primitive camping conditions to get away from the crowd and they are self-reliant. They want the feeling of being alone (even if they're In a group) out in the middle of nowhere; roughing it; demonstrate independence and sound decision making. The other main type of visitors are passing through on the Mojave Road or exploring this area as part of a larger scenic tour. Here they challenge themselves against the elements and doing so develop & demonstrate skills in leadership, organization, navigation, driving & coping with adverse conditions in remote areas.

Benefits: The greatest personal benefit this area provides is bonding among friends and families. Almost all camping & staging is among groups of friends & family that typically stay a few days during which time they come to share and enjoy most things together. Visitors camping, staging and riding here find few stresses and often express an ability to complexly relax her, get away from it. The primitive and undeveloped setting provide a wild-land type motorized experience, enhanced by lack of roads, signs or common landmarks; the wind scours the earth wiping clean tracks and traces of previous travel. Visitors push themselves here to discover their personal limits; both physical (riding) and mental (navigate, survive). This area also provides social benefits because of a variety of outdoor activities that require large open spaces ~ free of sensitive neighbors.

RECREATION SETTING CHARACTERISTICS (RSC) DESCRIPTIONS

Physical Components: This SRMA has qualities of the landscape fitting the *Middle Country Classification*. Rasor is about 50 east of Barstow and several miles from highway 15. The area is and has the feeling of a remote lightly used area. The western border is shared with the Afton SRMA; here the Mojave River emerges from Afton Canyon and meanders across a sandy floodplain with mesquite bosque and desert willow. Flows are intermittent and a wide ribbon of sparse riparian plants & animals outlines the course of the river underground. Wildlife includes big horn sheep, badger, coyote, raptors, and numerous small mammals, reptiles, rodents & birds. There are a couple small rugged mountain ranges and several small scattered sand dunes. Frequent train traffic runs along lines forming the south boundary. There are no visitor facilities or services; gas & supplies are available at Rasor freeway exit.

Social Components: The social component qualities of this area fit the *Middle Country Classification*. The visitor use in this SRMA does not demonstrate an interest in social interaction with much of anything or anyone. On the contrary, most visitors appear to prefer this area for the lack of social interaction, and often camp in remote and difficult to reach areas to avoid interaction. Nearly all visitors come in groups and arrange their camps in circles reminiscent of the old west wagon trains. The visitors are normal and social behavior is observable among them, but the focus is between them. However, out and about throughout the area there is more frequent interaction between visitors; such as at intersections of popular routes, sand dunes and points of interest. The most common site of interaction is a nicely maintained historic emigrant grave.

Operational Components: The operational component of this area has the conditions fitting the *Middle Country Classification*. There is good access into the area on roads from the freeway on the east and west sides; but only a few rough roads through the area. All other traffic is across historic roads & trails or cross country. The area is boxed in by Afton Canyon on west, Mojave National Preserve on East, train tracks on south & I15 to north; with 1 road existing in each direction. There are a few direction and boundary signs, plus kiosks on the Basin & Rasor access roads off the freeway.

MANAGEMENT ACTIONS & ALLOWABLE USES

Recreation and Visitor Services Program: Manage this area to retain the remote & rugged nature which appeals to the sturdy self-contained visitors. Provide a low level of visitor amenities, facilities and services to reflect this areas un-developed characteristic.

Acres by Alternative on BLM Lands:

No Action	Preferred Alternative	1	2	3	4
0	25097	23896	23896	23896	23896

Other Programs: Continue with agency natural resource multiple use management practices within the area. Allow all types of activities to occur within the area, except those with unacceptable safety concerns or degrade the environment. Allow commercial filming and other compatible small scale commercial

activities. Allow mining to continue. Manage all routes of travel as open, limited or closed, as designated in the WEMO TTMP.

Renewable energy development is not an allowable use in SRMAs due to the incompatibility with the values of the SRMA. Two exceptions to this management action are: 1) geothermal development is an allowable use if a geothermal-only DFA overlays the SRMA designation and complies with a “no surface occupancy” restriction; and, 2) in the Preferred Alternatives, if a DRECP variance land designation overlays the SRMA, renewable energy may be allowed on a case-by-case basis if the proposed project is found to be compatible with the specific SRMA values.

Implementation Decisions: Provide for passage of motorized vehicles along the historic Mojave Road by designating the Mojave Road open for use by all vehicles. Manage all routes of travel as open, limited or closed, as designated in the WEMO TTMP.

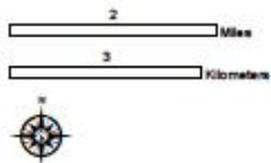
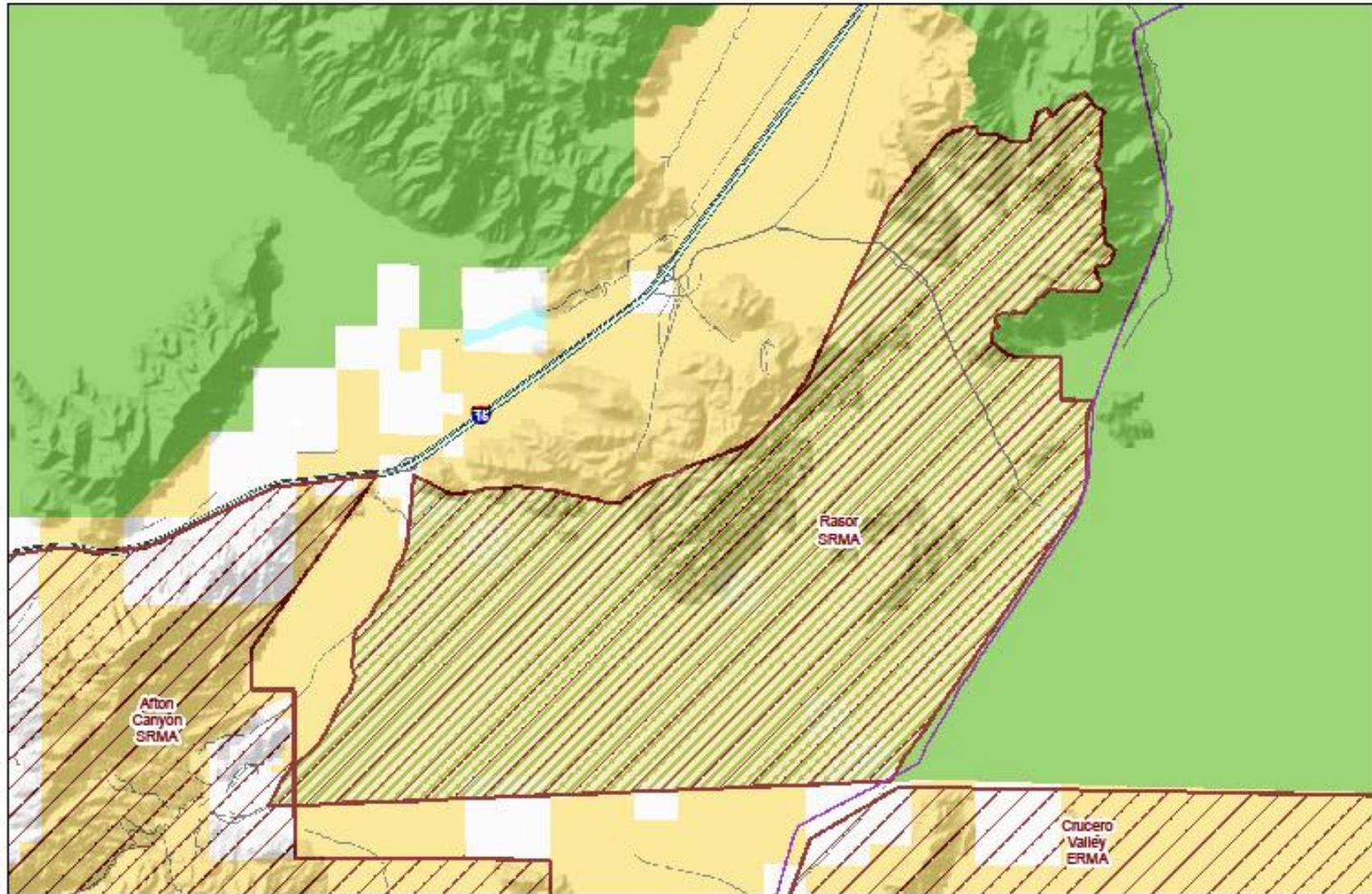
Allow camping and riding anywhere and at all times in this area. Consolidate land ownership, maintain existing 2 access roads, maintain existing Mojave Road, sign boundary, adopt supplemental rule prohibiting: woodcutting; burning firewood with nails; glass beverage containers; and camping in areas where raptors seasonally nest. Install & maintain info kiosks; develop, publish and distribute Rasor area brochure.

An activity level plan would be developed to identify and designate current and future recreational opportunities, appropriate facilities to provide for and manage the proposed uses, parameters for streamlined Special Recreation Permitting of recreation events, staffing and funding needs, parameters for facility and road/trail maintenance, partnerships, possible recreation fee considerations, and an implementation schedule. Address staging, camping & boundary issues. Address vehicle access on Mojave Road and appropriate access into the canyon and over/under the adjacent railroad tracks.

Mitigation:

1. Maintain through traffic motorized route network connectivity with roads and trails leading into and through the Rasor SRMA.
2. Manage renewable energy development on adjacent and nearby lands to avoid traffic conflicts with visitors & permitted uses.

Rasor SRMA



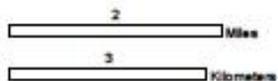
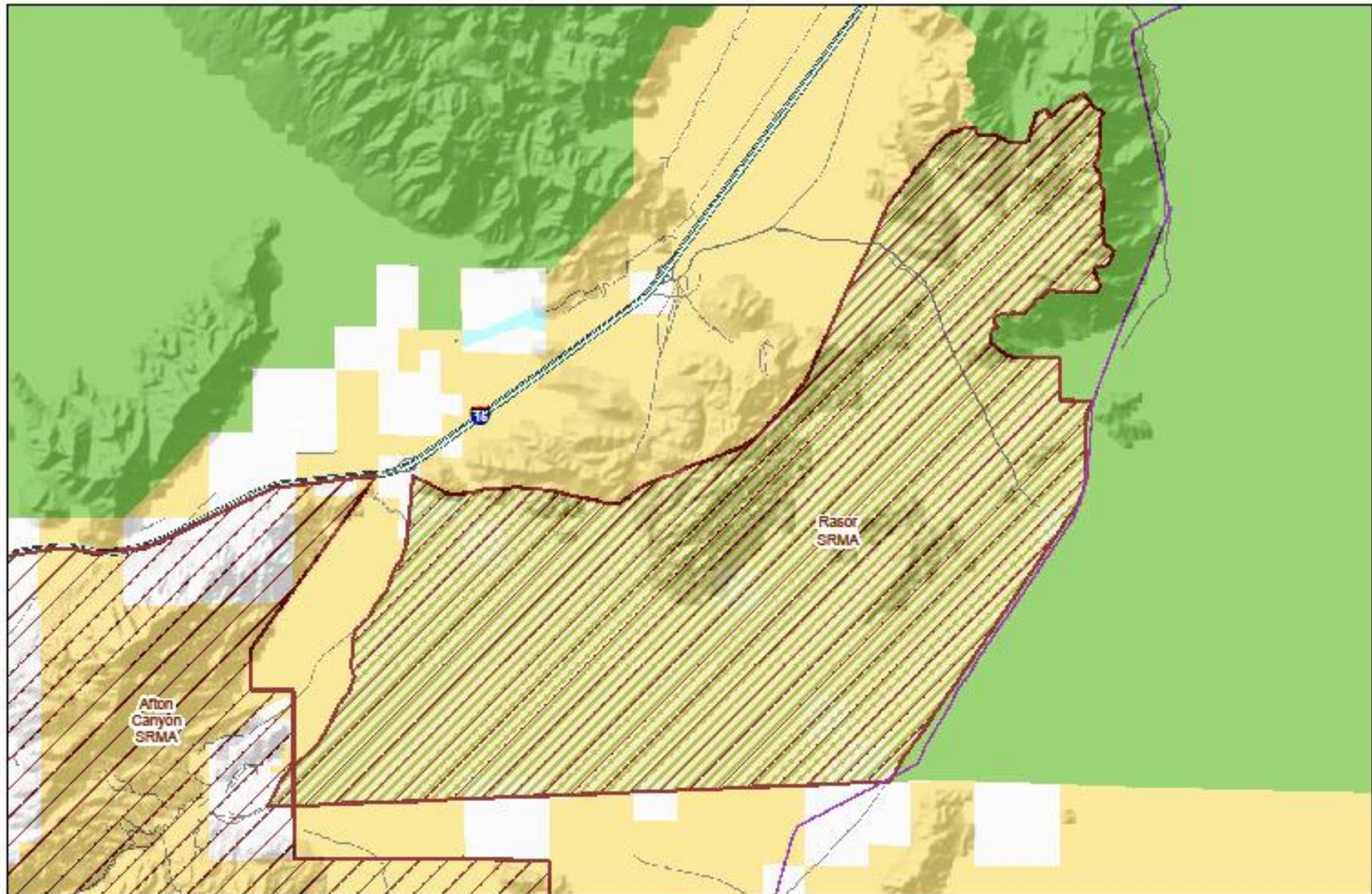
Preferred Alternative SRMAs and ERMAs
 Date Printed: 6/25/2014
 Prepared by BLM California State Office

- | | | |
|-------------------------------------|---------------------------|-------------|
| ACEC Layers | Land Status | GTIF |
| Proposed SRMA | Bureau of Land Management | Interstate |
| Design Focus Areas | State | US Hwy |
| OHV Areas | Other Federal | CA Hwy |
| Legislatively and Legally Protected | Military | County Hwy |
| | Private | |
| Cities | CDCA Boundary | |
| DRECP Boundary | BLM Field Office | |



The information and maps shown on this system should be used for planning purposes only. It should not be the sole source for determining map boundary locations.

Rasor SRMA



Alternative 1 SRMAs

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ACBC Layers

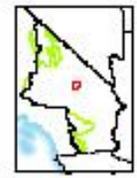
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- Design Focus Areas
- OHV Areas
- Legislatively and Legally Protected
- Cities
- CDCA Boundary
- DRECP Boundary
- BLM Field Office

Land Status

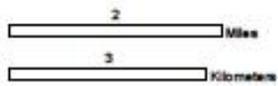
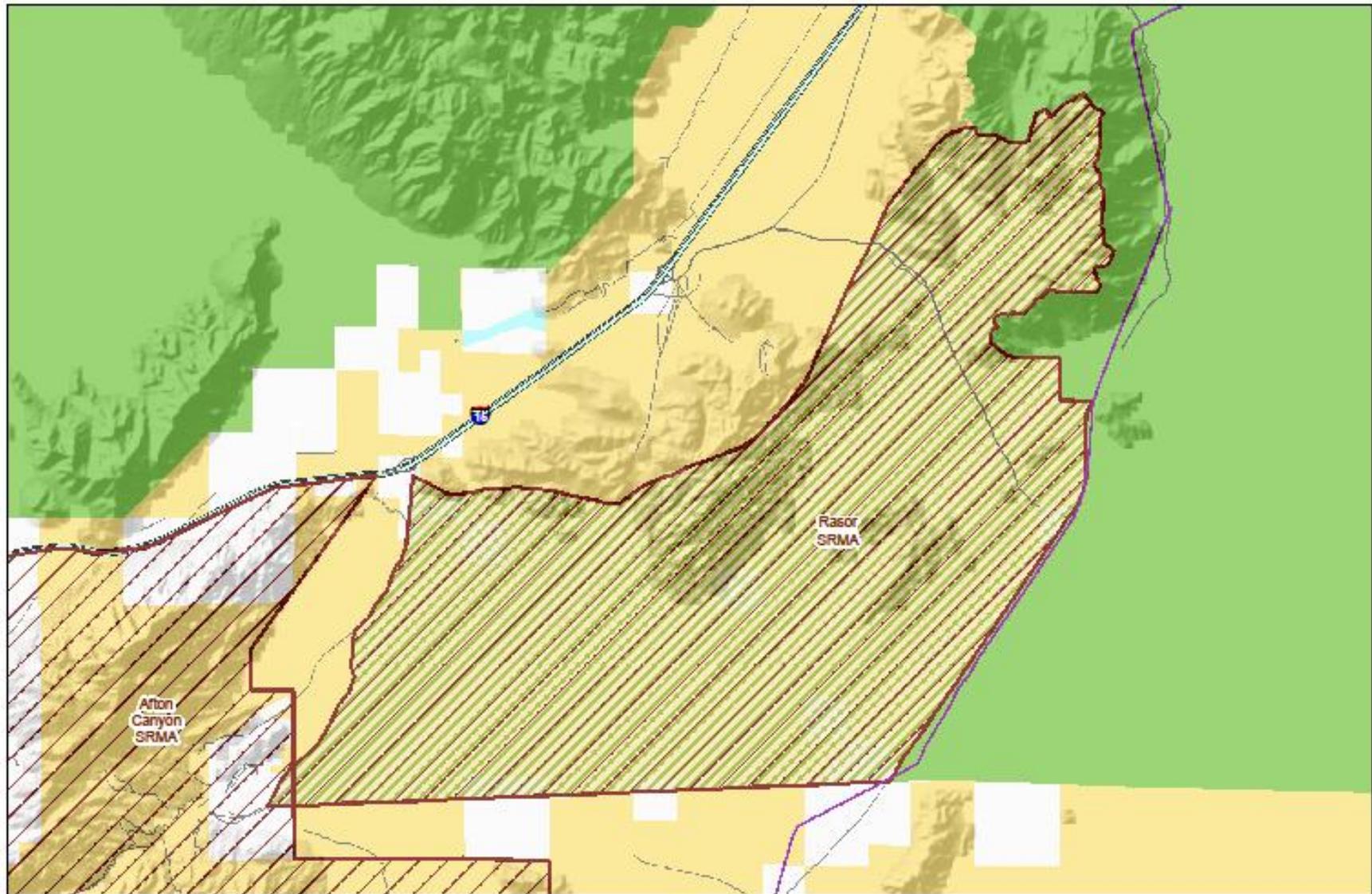
- Bureau of Land Management
- State
- Other Federal
- Military
- Private

GTLP

- Interstate
- US Hwy
- CA Hwy
- County Hwy



Rasor SRMA



Alternative 2 SRMAs

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ACBC Layers

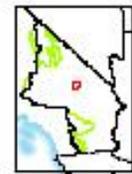
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- Design Focus Areas
- OHV Areas
- Legislatively and Legally Protected
- Cities
- CDCA Boundary
- DRECP Boundary
- BLM Field Office

Land Status

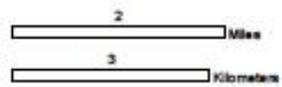
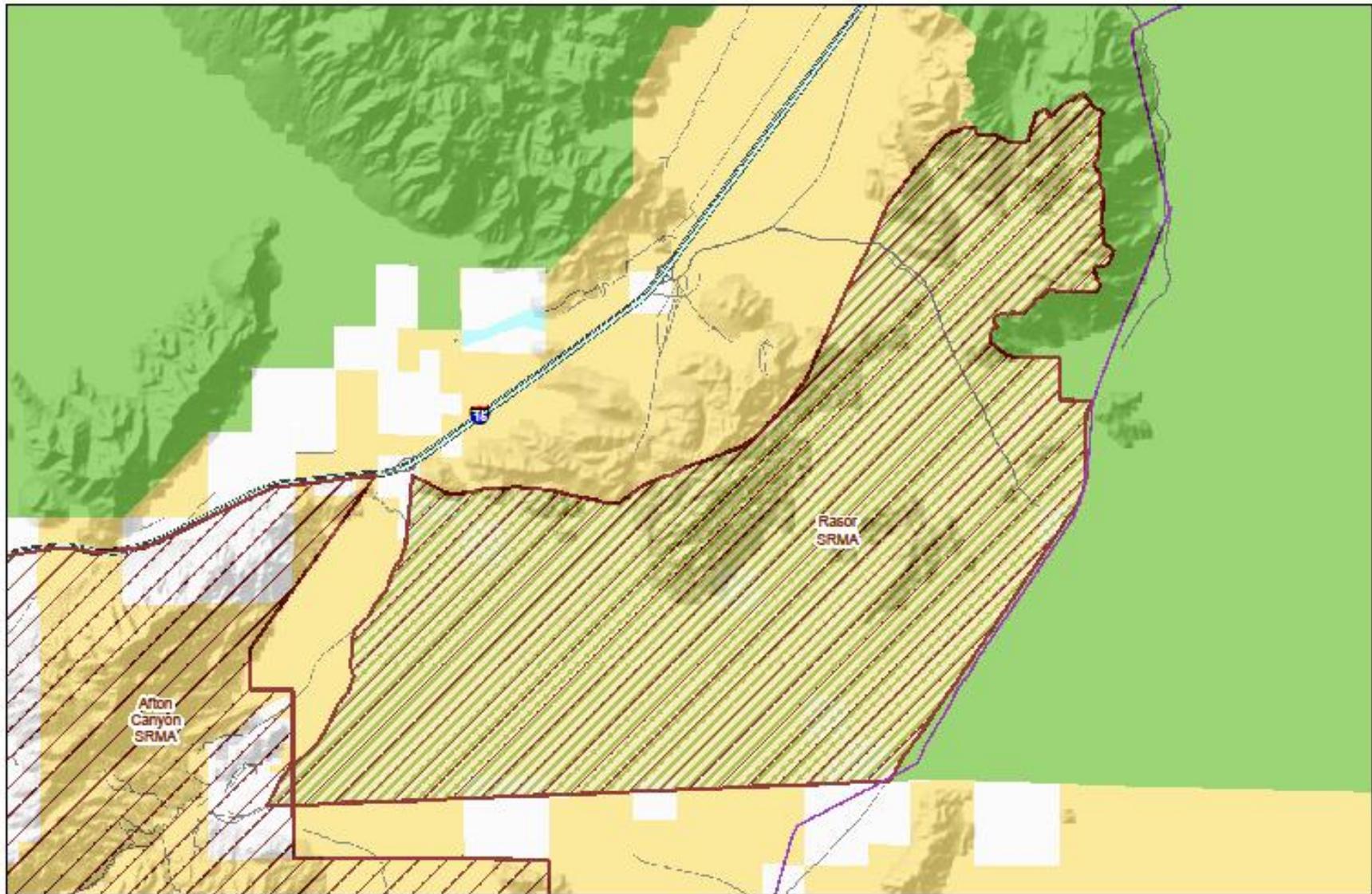
- Bureau of Land Management
- State
- Other Federal
- Military
- Private

GTLP

- Interstate
- US Hwy
- CA Hwy
- County Hwy



Rasor SRMA



Alternative 3 SRMAs

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ACBC Layers

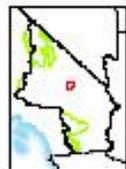
- Proposed SRMA
- Design Focus Areas
- OHV Areas
- Legislatively and Legally Protected
- Cities
- CDCA Boundary
- DRECP Boundary
- BLM Field Office

Land Status

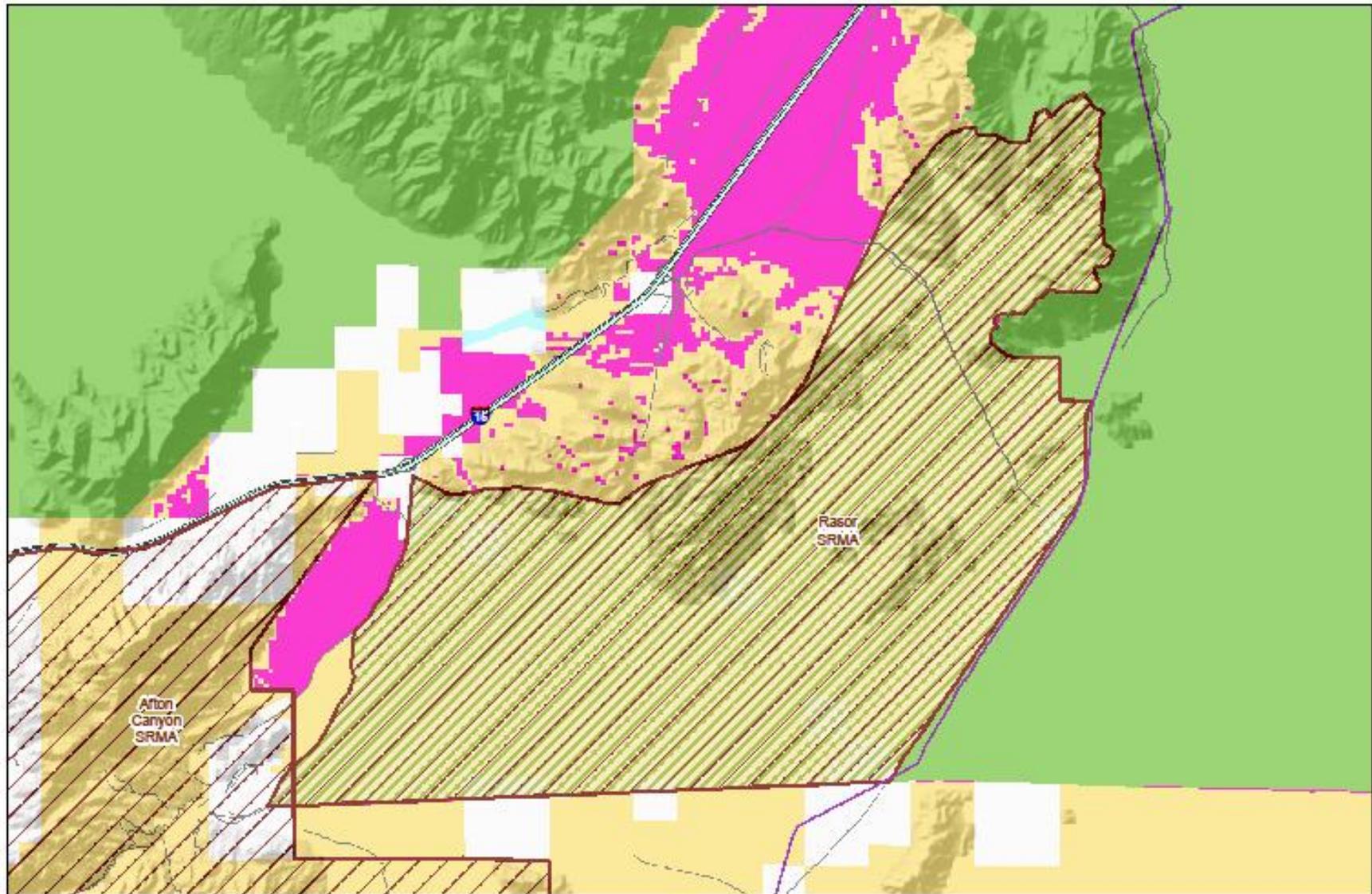
- Bureau of Land Management
- State
- Other Federal
- Military
- Private

GTIF

- Interstate
- US Hwy
- CA Hwy
- County Hwy



Rasor SRMA



Alternative 4 SRMAs

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ACBC Layers

- Proposed SRMA
- Design Focus Areas
- OHV Areas
- Legislatively and Legally Protected
- Cities
- CDCA Boundary
- DRECP Boundary
- BLM Field Office

Land Status

- Bureau of Land Management
- State
- Other Federal
- Military
- Private

GTLP

- Interstate
- US Hwy
- CA Hwy
- County Hwy

