

GLEN CANYON NATIONAL RECREATION AREA (Utah and Arizona)

Off-Road Vehicle Proposed Regulation and Environmental Impact Statement Summary

	Current Management	Proposed Regulation and Preferred Alternative
Roads Designated in Glen Canyon's General Management Plan (GMP)	<p>Street-legal ATVs may use GMP roads with the exception of the Orange Cliffs Unit.</p> <p>Conventional motor vehicles are authorized on all GMP roads, including those in the Orange Cliffs Unit.</p> <p>Note: There are 388 miles of GMP roads of which 304 miles are unpaved.</p>	<p>Road access remains the same, EXCEPT:</p> <ul style="list-style-type: none"> - (New Access) All ORVs would be authorized for use on the GMP roads currently open to only conventional vehicles and street-legal ATVs. - (New Access) All ORVs would be authorized for use on approximately eight miles of road in the Orange Cliffs Unit (Route 633 proceeding north to Route 730 and proceeding west to the park boundary), which would complete the 100-mile Poison Spring Loop located on NPS and adjacent BLM lands. - (Closure) Street-legal ATVs would be prohibited on the Lees Ferry Access Road (AZ) and other paved roads in the Lees Ferry developed area (AZ). Closure is for visitor safety concerns and to protect habitat for threatened and endangered species immediately adjacent to the road.
Lone Rock Beach and Play Area, UT Glen Canyon's Highest ORV-Use Area	<p>Off-road use by all classes of vehicles is allowed in accordance with the 2008 court settlement agreement*. Utah rules regulating OHVs and street-legal ATVs remain in effect.</p>	<p>Access remains the same, EXCEPT:</p> <ul style="list-style-type: none"> - (New Safety Requirement) The NPS would designate a vehicle-free zone at Lone Rock Beach during high-use seasons to provide a safe camping area. No vehicles of any type would be allowed in this zone, and the size and location of the zone would vary depending on the lake level. - (New Safety Requirement) At Lone Rock Play Area, a safety flag would be required for ATVs. - (Permit) A cost-recovery permit would be required for off-road use. Permit fees would support education and provide cost recovery for monitoring and administration of the program.
Other Accessible Shorelines These shoreline areas provide access to Lake Powell.	<p>Conventional vehicles are authorized to access 13 shoreline areas in accordance with the 2008 court settlement agreement* (subject to water-level closures):</p> <ul style="list-style-type: none"> • Blue Notch • Bullfrog North and South • Copper Canyon • Crosby Canyon • Dirty Devil • Farley Canyon • Neskahi • Paiute Canyon • Red Canyon • Stanton Creek • Warm Creek • White Canyon • Hite Boat Ramp 	<p>Access remains the same, EXCEPT:</p> <ul style="list-style-type: none"> - (New Access) Eight areas would be authorized for use by conventional vehicles year-round and open to street-legal ATVs March 2 through October 31. (Closed to street-legal ATVs November 1-March 1 for protection of birds.) - (New Access) Four additional areas would be authorized for year-round access by all street-legal vehicles. - (New Access) Two new shoreline areas, Nokai Canyon and Paiute Farms, would be opened for year-round access by all street-legal vehicles for a total of 14 accessible shorelines. - (Closure) Access to Warm Creek (UT) would be discontinued to provide a shoreline for non-motorized recreation. - (New Safety Requirement) The NPS would designate vehicle-free zones at Bullfrog North and South and Stanton Creek during high-use seasons to provide a safe camping area. No vehicles of any type would be allowed in these zones, and the size and location of the zones would vary depending on the lake level. - (Permit) A cost-recovery permit would be required for off-road use. Permit fees would support education and provide cost recovery for monitoring and administration of the program.

	Current Management	Proposed Regulation and Preferred Alternative
Ferry Swale (AZ) and Other ORV Routes	ORVs are currently using approximately 54 miles of informal, user-created ORV tracks in accordance with the 2008 court settlement agreement*.	<p>- (Authorizing) The NPS would designate 21 miles of currently unauthorized, social tracks as official ORV Routes. These new ORV Routes maintain connections with adjacent BLM lands. The remaining social tracks would be closed to protect resources, such as archaeological sites and threatened and endangered species.</p> <p>- (Permit) Cost-recovery permits would be required for 16 miles of ORV Routes in Ferry Swale (AZ). Permits would not be required for one route in Garfield County (UT) and two routes in San Juan County (UT). Permit fees would support education and provide cost recovery for monitoring and administration of the program.</p>

* ORV use is not permitted in a unit of the National Park System without a special regulation. The 2008 court settlement agreement allowed for the continuation of existing ORV use as long as the NPS was moving forward with an ORV Management Plan/Environmental Impact Statement (EIS) and promulgation of a new special regulation. If the EIS and regulation are not completed, then off-road use by all types of vehicles and on-road use of non-street-legal ATVs would be discontinued.

Definitions:

Off-road Vehicle (ORV): The NPS defines ORVs broadly as “any motorized vehicle designed for or capable of cross-country travel on or immediately over land, water, sand, snow, ice, marsh, swampland, or other natural terrain” (Executive Order 11644).

Conventional Motor Vehicle: The term “conventional motor vehicle” refers to motor vehicles licensed and registered for interstate travel. They are designed primarily for use and operation on streets and highways but can also be used off-road. In contrast, non-conventional vehicles are primarily designed for off-road use. Automobiles, vans, highway motorcycles (including a dual-sports motorcycle licensed for use on a highway), sport utility vehicles, recreational vehicles (RVs), pickup trucks, or buses for which the primary purpose of manufacture is transportation and/or commerce are examples of conventional motor vehicles. Conventional motor vehicles do not include OHVs, ATVs, or snowmobiles.

Off-highway Vehicle (OHV): State law defines these as motor vehicles designed primarily for off-road use (non-street-legal).

Street-legal All-terrain Vehicle (ATV): The NPS has no definition of ATVs in the federal code. Glen Canyon overlaps two state jurisdictions (Arizona and Utah) with distinct vehicle codes. In Utah, ATVs are legal to operate on a road or highway, with the exception of an interstate freeway¹ or a limited access highway, if they meet the “street-legal” definition under the Utah state motor vehicle and traffic code. In Arizona, ATVs are legal to operate on a road or highway if they meet the “street-legal” definition under the Arizona state motor vehicle and traffic code.

¹ Freeways are controlled-access highways that are part of the U.S. Interstate system as provided in the Federal Aid Highway Act of 1956 (Public Law 84-627) and any supplemental acts or amendments.