

Travel and Recreation Implementation Plan

**Consisting of:
Recreation Area Management Plans and
Comprehensive Transportation and Travel Management Plan**



Final Scoping Report

June 2011



BLM Las Vegas Field Office

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EXECUTIVE SUMMARY

The Bureau of Land Management (BLM) Las Vegas Field Office (LVFO) is developing a travel and recreation implementation plan, consisting of Recreation Area Management Plans (RAMPs) and a Comprehensive Transportation and Travel Management plan (CTTM). The purpose of these plans is to identify the actions that are necessary to manage a variety of recreational and travel activities and implement recreation programs throughout the LVFO. The plans will address recreation, transportation and travel issues within the planning area.

The purpose of the public scoping process is to determine relevant issues and opportunities that will influence the scope of the environmental analysis and alternatives, as well as guide the overall planning process. This report provides documentation of the scoping process for the travel and recreation implementation plan. Included are descriptions of all scoping notifications and other activities, a summary of the comments received during the scoping period, and the issues and opportunities identified as a result of public and agency comments.

The planning process for the travel and recreation implementation plan began with the publication of the Notice of Intent (NOI) in the *Federal Register*, which also initiated the formal scoping period for the plan. The scoping period lasted from January 28, 2011 to April 11, 2011. All public and agency comments received during this period were reviewed and included in this Scoping Report.

Public and Agency Scoping Activities

Following the publication of the NOI, BLM prepared notifications and informational materials to educate the public and other agencies about the RAMPs and CTTM. A bulletin newsletter was sent to the project mailing list, a project website was established to provide information online, and a legal notice and news release announced the public open house meetings.

Open house meetings were held in March 2011 at five locations in Southern Nevada. In total, 171 people attended the five meetings, including representatives from agencies and other organizations.

During the scoping period, relevant local, state and Federal agencies were invited to participate in the planning effort as Cooperating Agencies. So far, ten agencies have accepted the Cooperating Agency invitation and will be involved throughout the development of the plan. Twelve tribes were invited to consult with BLM in regard to the travel and recreation implementation plan. Additional tribal consultation activities, including meetings, will occur throughout the planning process.

Chapter 3 of this report provides additional information on public and agency scoping activities.

Comments Received

BLM received comments from a range of individuals, agencies, organizations and clubs, and tribes during the scoping period. A total of 140 written or verbal submissions were sent to the BLM or collected at public meetings. Individual comments were identified within each submission, resulting in 726 total comments received. An additional 719 notes, identifying stickers, and comments were recorded on area maps provided at the five public open house meetings.

Chapter 4 of this report summarizes the comments received during the scoping period and identifies the number of comments received by topic.

Issues and Opportunities

Preliminary issues for the travel and recreation implementation plan were included in the NOI. Chapter 5 of this report summarizes the additional issues and opportunities identified through scoping. Major themes addressed in public and agency comments included:

- Provide opportunities for motorized recreation that meet the level of demand
- Offer a range of motorized and non-motorized recreation settings and experience opportunities for users
- Consider mileage, level of challenge, terrain, vehicle type, crowding, and the size of areas when designating a route network
- Coordinate with other agencies, BLM offices, property owners and land managers to develop the plan
- Maintain access to private, commercial and utility property and rights-of-way
- Protect wildlife habitat, natural resources, and cultural sites
- Balance recreation access with resource protection
- Conflicting concerns about both maintaining as much access as possible for motorized use and reducing access for motorized use in the planning area
- Conflicting concerns about both maintaining access to washes and protecting washes from motorized use
- Maintain motorized access to primary destinations
- Maintain motorized access for users who are elderly, handicapped, or unable to hike
- Minimize the potential for conflicts between recreation user groups
- Concern about dust issues associated with motorized use and recreational play areas
- Provide signage to improve finding one's way and marking of routes
- Develop materials to educate the public about rules and provide information about trails and facilities
- Designate areas for parking, camping, staging events and other uses
- Develop educational programs to educate users and prevent unnecessary resource disturbance

- Improve enforcement of rules and implement new enforcement strategies
- Monitor impacts of recreation on sensitive resources
- Consider using volunteers and user groups to support management efforts
- Minimize facilities and other improvements to maintain a “primitive” recreation experience
- Streamline and simplify the special recreation permitting process for group trips and events
- Designate overall route networks for racing events
- Consider the importance of motorized and non-motorized events to local economies

Chapter 6 of this report notes issues and opportunities identified through scoping that are out of BLM jurisdiction or out of scope for the travel and recreation implementation plan.

Future Steps

Now that scoping is complete, BLM will work to develop reasonable alternatives that address the issues and opportunities identified during scoping. These alternatives will offer distinctive choices among recreation and travel management strategies. BLM will conduct a series of workshops to engage the public in refining the preliminary alternatives, which will then be used to develop the Draft Plan/EIS.

The planning process for the travel and recreation implementation plan will take approximately two to three years to complete. Chapter 2 of this report describes the full project schedule and identifies opportunities for public involvement throughout the planning process. The planning criteria listed in Chapter 7 of this report will help guide the development of alternatives and the Draft Plan/EIS. The planning criteria are developed by BLM during scoping and will apply throughout the planning process.

1.0 INTRODUCTION

Project Description

The Bureau of Land Management (BLM) Las Vegas Field Office (LVFO) is developing a travel and recreation implementation plan, consisting of Recreation Area Management Plans (RAMPs) and a Comprehensive Transportation and Travel Management plan (CTTM). The purpose of these plans is to identify the actions that are necessary to manage a variety of recreational and travel activities and implement recreation programs throughout the LVFO. The plans will address recreation, transportation and travel issues within the planning area.

Along with the travel and recreation implementation plan, an accompanying Environmental Impact Statement (EIS) will be developed to disclose the potential effects of land management actions on public land users and natural resources. The EIS will be developed in compliance with the National Environmental Policy Act (NEPA) of 1969, as amended, and the Federal Land Policy and Management Act (FLPMA) of 1976, as amended.

The RAMPs will identify the management, administrative, monitoring and information/education actions needed for implementing recreation goals and objectives for specific recreation areas throughout the LVFO. While the Las Vegas Resource Management Plan (RMP) provides the overall goals, objectives, and guidance for land and resource management decisions, including recreational use, the RAMPs will identify the specific actions that are necessary to manage a variety of recreational activities and implement recreation programs for each recreation management area. These plans will include actions related to Special Recreation Permits, use restrictions, fees, interpretation, monitoring, facilities and services. The RAMPs will also consider an urban interface trail plan to link BLM lands with adjacent urbanized areas in Clark County.

The CTTM plan will address transportation and travel management in the planning area. The CTTM plan will help BLM proactively manage public access and natural resources on BLM lands and consider various aspects of road and trail system planning and management, including route designation. This planning effort will consider all uses of routes, including recreational, traditional, casual, agricultural, commercial, and educational uses. In addition to motor vehicle use, the CTTM plan will also address non-motorized travel (foot, horseback and other livestock) and mechanized vehicles (such as bicycles).

In summary, the RAMPs and CTTM plans will identify specific recreation actions and decisions, including:

- Route designation for individual motorized and non-motorized routes
- Visitor services and facilities to be provided
- Locations for competitive races and events
- Updates to the Special Recreation Permit process

- Law enforcement
- Resource protection
- Development of educational and interpretive programs, information and materials
- Use restrictions and fees
- Potential partnerships
- Other management actions
- Monitoring activities
- Administrative support for recreation

The EIS will then evaluate the effects that all forms of recreation, including motorized and non-motorized travel, have on public lands, natural resources, and recreational users.

Project Background

The planning area is located in Southern Nevada and encompasses approximately 3.4 million acres of public land, as shown in Figure 1. RAMPs will be developed for BLM recreation areas within the LVFO in Clark County, NV. These areas include: Las Vegas Valley, Muddy Mountains, Jean Lake/Roach Lake, Clark County North, Clark County West, and Clark County South. Travel and recreation guidance for the Logandale area was developed through a previous planning effort and will be updated as necessary as part of this project.

The planning area is bordered by:

- Lake Mead National Recreation Area; Grand Canyon-Parashant National Monument; Mojave County, Arizona; and lands managed by the BLM's Arizona Strip Field Office to the east,
- Desert National Wildlife Range; the Air Force's Nevada Test and Training Range; Department of Energy's Nevada Test Site; Lincoln County, Nevada; and lands managed by the BLM's Caliente Field Office to the north,
- San Bernardino County, California; and public lands managed by the BLM's Barstow and Pahrump Field Offices to the west, and
- Mojave National Preserve and public lands managed by BLM's Needles and Kingman Field Offices to the south.

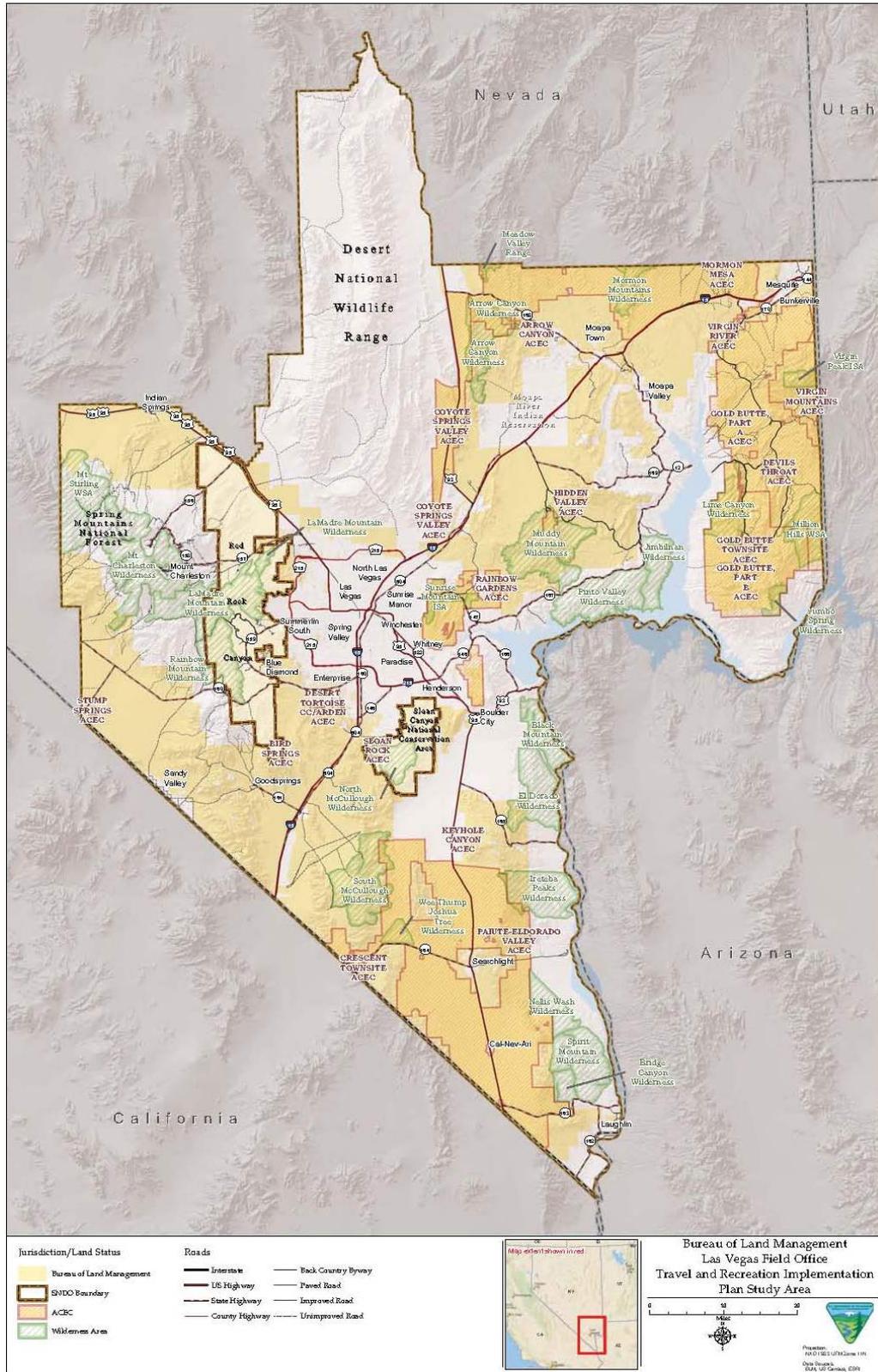
The planning area surrounds, but does not include:

- Spring Mountains National Recreation Area
- Red Rock Canyon National Conservation Area
- Sloan Canyon National Conservation Area
- Moapa Valley National Wildlife Refuge
- Private lands

The travel and recreation implementation plan will complement other planning efforts started or completed prior to the start of this planning effort (i.e., Area of Critical Environmental Concern [ACEC] and Wilderness Plans), incorporating them by reference. The implementation plan would be capable of providing additional guidance for those plans if scoping identifies recreation management issues that need to be addressed at a more specific level of detail. There will be no transportation and travel planning for routes on lands not administered by the BLM, or for lands within BLM National Conservation Areas, Wilderness areas, ACECs, and other BLM lands in which route designation has already formally occurred.

The BLM will coordinate with adjacent lands managed by other Federal, state and local agencies. The ultimate goal is to have recreation opportunities and a route network across National Park Service, U.S. Forest Service, U.S. Fish and Wildlife Service, Nevada Department of State Parks, and BLM lands that provide for complementary management, route connectivity and continuity, and the protection of natural resources.

Figure 1. Planning Area



2.0 PUBLIC INVOLVEMENT PROCESS

An integral component of the planning process is public involvement. Throughout the project, interested members of the public and stakeholders will have multiple opportunities to participate and share their insights and comments.

Scoping

Scoping is the first stage of the planning process and closely involves the public in identifying issues, providing other information, and developing planning criteria to guide preparation of the plan. The planning process for the travel and recreation implementation plan began with the publication of the NOI in the *Federal Register* on January 28, 2011 (Appendix A). The scoping period began with the NOI and ended on April 11, 2011. All comments received during this period were reviewed and included in this Scoping Report.

Alternatives Development

Now that scoping is complete, alternatives development will begin as the next step in the planning process. BLM will develop a reasonable range of plan alternatives that address the issues identified during scoping and offer distinctive choices among recreation and travel management strategies. The “No Action” alternative, which is the continuation of current management practices, is always included in the range of alternatives. BLM will conduct a series of workshops to engage the public in refining the preliminary alternatives.

Draft Plan/EIS

After the alternatives workshops, BLM will prepare the Draft Plan/EIS. A 60-day public comment period and a series of open house meetings will follow the release of the Draft Plan/EIS. The Draft Plan/EIS will analyze the potential impacts of alternatives on the existing conditions in the planning area, and will propose recreation and travel management actions for recreation management areas within the LVFO.

Final Plan/EIS

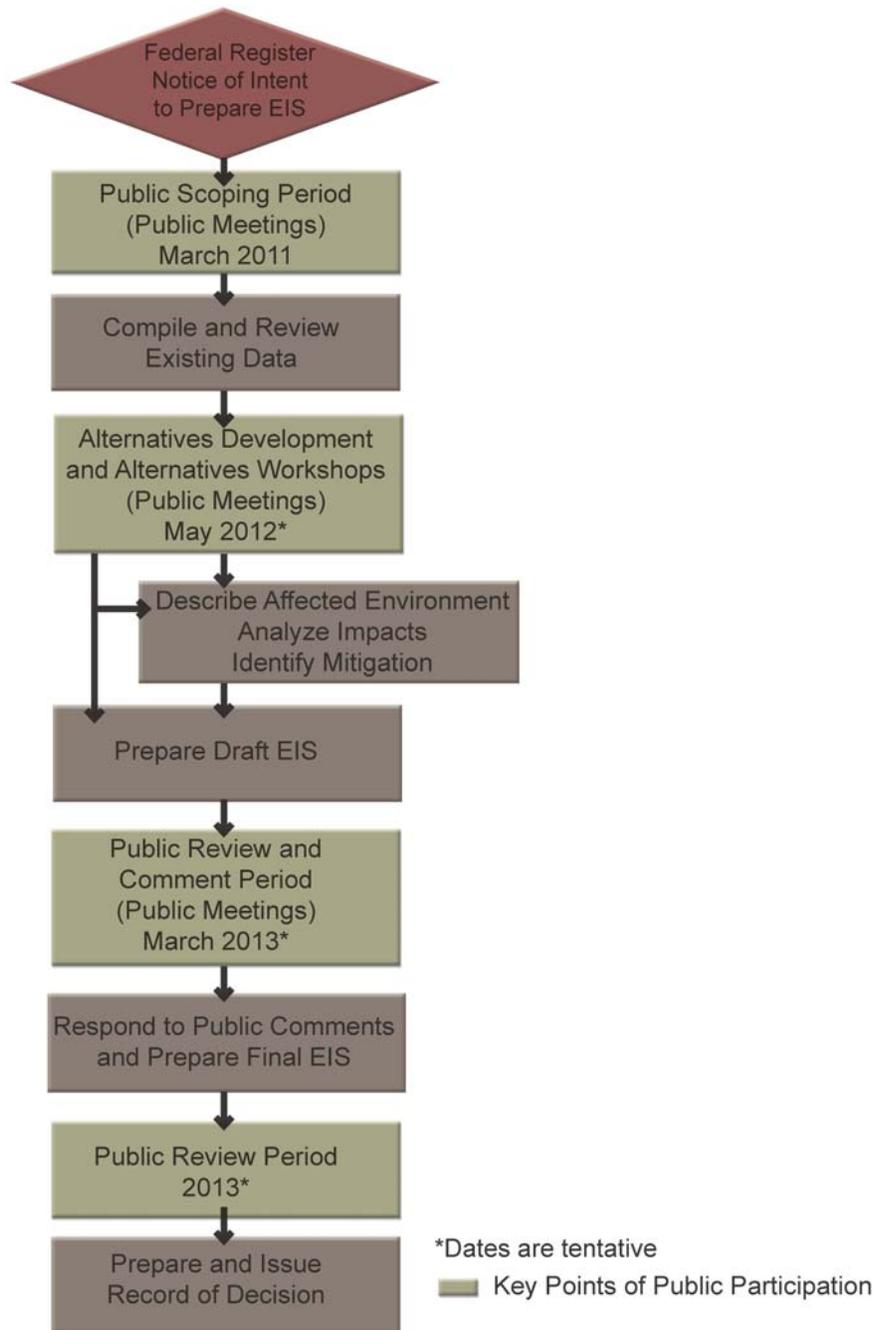
Based on comments received on the Draft Plan/EIS, BLM will make refinements and prepare the Final Plan/EIS. The release of the Final Plan/EIS will be followed by a 30-day public review period. BLM will review all comments received during this period and respond as necessary.

Record of Decision

After the review period for the Final Plan/EIS, BLM will select an alternative and sign the Record of Decision for the project.

Figure 2 provides a tentative schedule of the project phases and public involvement opportunities.

Figure 2. Travel and Recreation Implementation Plan Project Schedule



3.0 SCOPING ACTIVITIES

Scoping Process

The purpose of the public scoping process is to determine relevant issues and opportunities that will influence the scope of the environmental analysis and alternatives, as well as guide the overall planning process. For the travel and recreation implementation plan, BLM used scoping to:

- Solicit public comment
- Communicate information about the process
- Identify potential alternatives
- Identify issues requiring further analysis
- Consult with agencies with jurisdiction in the planning area and/or special expertise relevant to the project
- Identify recreation programs, services, or facilities that should be developed
- Identify which hiking, mountain biking, equestrian, off-highway vehicle (OHV), commercial, administrative, or property access routes are important to users

Notifications

BLM announced the planning process and scoping period through the following public notifications:

- NOI published in the *Federal Register*
- Planning bulletin sent to the project mailing list
- News release to local news media sources
- Legal notice published in local newspapers
- Project website
- Announcements on the BLM LVFO website

The news release was sent to local media contacts via the BLM Southern Nevada media email distribution list.

The legal notice was published in the *Las Vegas Review-Journal* on March 1 and March 2, the *Moapa Valley Progress* on March 2, and the *Desert Valley Times* on February 25 and March 1, 2011. All scoping notifications are provided in Appendix B.

Open House Meetings

Public open house meetings were held in March 2011 at five locations within the planning area. In total, 171 people signed in at the five meetings. Table 1 provides information on the location and number of attendees for each meeting.

Table 1. Scoping Meeting Locations and Attendees

Meeting	Date	Location	Number of Attendees
Searchlight	March 1, 2011	Searchlight Community Center 200 Michael Wendall Way Searchlight, NV	29
Mesquite	March 2, 2011	Mesquite Community and Senior Center 102 W. Old Mill Rd. Mesquite, NV	27
Las Vegas	March 3, 2011	BLM Las Vegas Field Office 4701 N. Torrey Pines Dr. Las Vegas, NV	74
Goodsprings	March 9, 2011	Goodsprings Community Center 375 West San Pedro Ave. Goodsprings, NV	29
Overton	March 10, 2011	Overton Community Center 320 N. Moapa Valley Blvd. Overton, NV	12
Total Attendees			171

The meetings were held from 4:30–7:30 pm at all locations. The open house format allowed the public to directly ask questions and discuss the project with BLM and contractor staff. Boards on display around the room described the project, the public involvement process, and preliminary issues. A court reporter was available to take verbal comments at each meeting. While at the meeting, attendees were encouraged to make written comments on large topographic maps, fill out comment forms, or speak with the court reporter. The materials provided at the public meetings are included in Appendix C.

Agency Coordination

Scoping input was solicited from 28 agencies, all of which were also invited to participate in the planning process as Cooperating Agencies. Table 2 lists the Federal, state and local agencies that were invited to be Cooperating Agencies for the travel and recreation implementation plan in a letter sent February 15, 2011 (Appendix B).

Table 2. Agencies Invited to Participate as Cooperating Agencies

Agency Contacted	Agency Contacted
Bureau of Indian Affairs	Bureau of Reclamation
City of Boulder City	City of Henderson
City of North Las Vegas	City of Las Vegas
City of Mesquite	Clark County
Clark County Department of Air Quality	Clark County Desert Conservation Program
Clark County Regional Flood Control District	National Park Service - Lake Mead National Recreation Area
Lincoln County	National Park Service - Mojave National Preserve
Nellis Air Force Base	Nevada Department of Agriculture
Nevada Department of Conservation and Natural Resources	Nevada Division of Minerals
Nevada Department of Transportation	Nevada Department of Wildlife
Nevada State Historic Preservation Office	Nevada State Land Use Planning Agency
Nye County	Regional Transportation Commission
Southern Nevada Water Authority	U.S. Environmental Protection Agency (Region IX)
U.S. Fish and Wildlife Service	USDA Forest Service

An informational session for potential Cooperating Agencies was held on Thursday, March 3, 2011 at the Regional Transportation Commission (RTC) Building in Las Vegas, NV. To date, the following ten agencies have responded to BLM with their interest in participating as a Cooperating Agency on the project:

- National Park Service – Lake Mead National Recreation Area
- USDA Forest Service
- Bureau of Reclamation
- Nellis Air Force Base
- Nevada Department of Transportation
- Nevada Department of Wildlife
- Regional Transportation Commission
- Clark County
- City of Las Vegas
- City of Henderson

Tribal Consultation

Twelve tribes were invited to consult with BLM in regard to the travel and recreation implementation plan in a letter sent February 15, 2011 (Appendix B). The tribes contacted are listed in Table 3. Tribes were also invited to submit scoping comments and participate as

Cooperating Agencies. Additional tribal consultation activities, including meetings, will occur throughout the planning process.

Table 3. Native American Tribes Contacted for Cooperating Agency and Consultation

Tribal Organization Contacted	Tribal Organization Contacted
Las Vegas Paiute Tribe	Moapa Band of Paiutes
Colorado River Indian Tribes	Hualapai Tribal Nation
Paiute Indian Tribe of Northern Utah, Cedar Band	Paiute Indian Tribe of Northern Utah, Indian Peaks Band
Paiute Indian Tribe of Northern Utah, Kanosh Band	Timbisha Shoshone Tribe
Inter-Tribal Council of Nevada	Pahrump Paiute Tribe
Chemehuevi Indian Tribe	Fort Mojave Indian Tribe

4.0 COMMENTS RECEIVED

A total of 140 written submissions and recorded verbal comments were collected at public meetings or sent to the BLM during the scoping period. Individual topic-specific comments were identified within each submission, resulting in 726 total comments received. An additional 719 notes, identifying stickers, and comments were recorded on the area maps at the five public open house meetings. Table 4 summarizes the number of written submissions and verbal comments recorded during the scoping period. All comments received are provided in Appendix D. A visual representation of the map notes, identifying stickers, and comments received is provided in Appendix E.

Table 4. Summary of Comment Submissions by Format

Format	Number of Submissions	Percent of Total
Email	53	38%
Verbal Comment	32	23%
Letter	31	22%
Comment Form	24	17%
Total Submissions	140	100%

BLM received comments from a range of stakeholders and members of the public. Table 5 summarizes the number of comments received from individuals, agencies, organizations and clubs, and tribes.

Table 5. Summary of Comments Submissions by Individuals, Agencies, and Other Organizations

Group	Number of Submissions	Percent of Total
Individuals	109	77%
Organizations and Clubs*	15	11%
Agencies*	15	11%
Tribes	1	1%
Total Submissions	140	100%

*Some agencies or interest groups made multiple submissions.

BLM received comments on the travel and recreation implementation plan from the following agencies:

- BLM Arizona Strip District Office
- Clark County Department of Aviation
- Clark County Department of Air Quality and Environmental Management (DAQEMs)
- Clark County Desert Conservation Program
- Clark County Regional Flood Control District
- Lincoln County Department of Building and Safety
- Nevada Army National Guard Facilities Management Office

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- Nevada Department of Wildlife
- Nevada Division of Water Resources
- U.S. Fish and Wildlife Service, Nevada Fish and Wildlife Office

The following organizations and clubs submitted comments during the scoping period:

- Capital Trail Vehicle Association
- Center for Biological Diversity
- Clark County Advisory Board to Manage Wildlife
- Motorcycle Racing Association of Nevada
- Outside Las Vegas Foundation
- Pahrump Public Lands Advisory Board
- Public Lands Conservation Committee
- Sierra Club
- Southern Nevada Off-Road Enthusiasts
- Total Karnage
- Vegas Valley Four-Wheelers
- The Wilderness Society

BLM received scoping comments from the following tribe:

- Pahrump Paiute Tribe

Comment Database

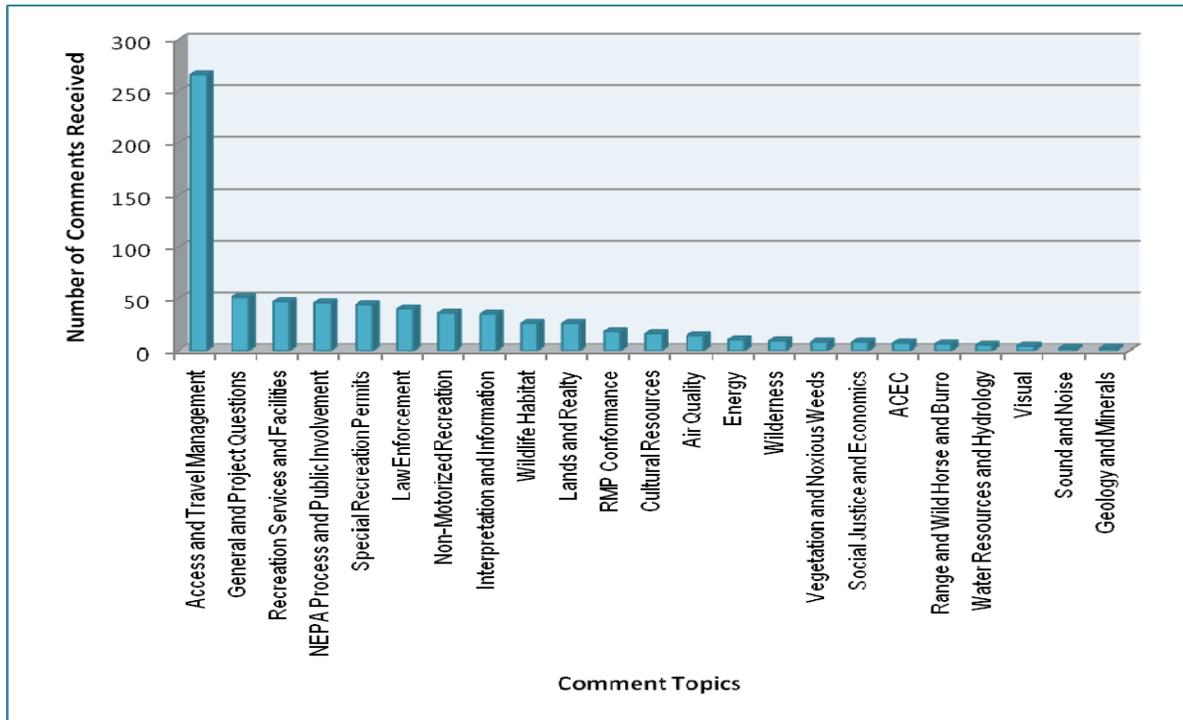
A Microsoft Access database was used to capture and organize comments submitted during the scoping period. Comments received via email, comment forms, letters, and facsimile were entered into the database. The comments were then categorized by topic, subtopic and location (as appropriate) to assist in identifying issues and opportunities for the travel and recreation implementation plan.

Twenty-five topics were used to organize comments in the database. Table 6 and Figure 3 provide a summary of the number of comments received, categorized by topic.

Table 6. Comments Categorized by Topic

Topic	Number of Comments	Percent of Total
Access and Travel Management	266	36.6%
General and Project Questions	51	7.0%
Recreation Services and Facilities	47	6.5%
NEPA Process and Public Involvement	46	6.3%
Special Recreation Permits	44	6.1%
Law Enforcement	40	5.5%
Non-Motorized Recreation	36	5.0%
Interpretation and Information	35	4.8%
Wildlife Habitat	26	3.6%
Lands and Realty	26	3.6%
Resource Management Plan Conformance	18	2.5%
Cultural Resources	16	2.2%
Air Quality	14	1.9%
Energy	10	1.4%
Wilderness	9	1.2%
Vegetation and Noxious Weeds	8	1.1%
Social Justice and Economics	8	1.1%
Areas of Critical Environmental Concern (ACEC)	7	1.0%
Range and Wild Horse and Burro	6	0.8%
Water Resources and Hydrology	5	0.7%
Visual	4	0.6%
Noise	2	0.3%
Geology, Soils, and Minerals	2	0.3%
Total	726	100%

Figure 3. Number of Comments Received by Topic



Site-Specific Comments

Many of the comments received during the scoping period addressed issues or opportunities specific to certain locations within the planning area. The number of site-specific comments related to each recreation management area in the LVFO is provided in Table 7.

Table 7. Written and Verbal Comments Categorized by Recreation Management Area

Recreation Management Area	Number of Comments
Clark County West	53
Gold Butte	49
Las Vegas Valley	39
Jean Roach Lake	27
Clark County South	20
Clark County North	11
Logandale	9
Muddy Mountains	2
Overall Planning Area	516
Total Comments	726

In addition to the written and verbal comments received during the scoping period, comments were collected on the area maps provided at the public open house meetings. Comments were recorded on the maps using handwritten notes, drawings, and stickers. The stickers were used to identify trail types, recreational facilities, sensitive areas, access points, and other activities of interest. Most of the comments recorded on the maps directly referenced specific locations, routes, or sites within the planning area. Table 8 summarizes the number of comments or identifying stickers recorded on each area map shown at the public meetings.

Table 8. Spatial Comments Recorded by Region

Map Area	Number of Comments
Clark County North	161
Clark County West	142
Las Vegas Area	115
Clark County South	88
Overton Area	82
Goodsprings Area	79
Searchlight Area	43
Mesquite Area	9
Total Comments	719

Following the public meetings, the map comments were digitized and combined into an ArcGIS geodatabase. The comments were reviewed spatially in ArcGIS to identify additional issues and opportunities within the planning area. These site-specific comments are essential to alternatives development, as they will help to inform the location of designated routes, sensitive areas, recreation facilities, and other considerations for the travel and recreation implementation plan alternatives. As such, these comments will be further reviewed and incorporated into the route evaluation and alternatives development processes. Maps indicating the location of comments on the area maps are provided in Appendix E.

5.0 ISSUES AND OPPORTUNITIES IDENTIFIED DURING SCOPING

Preliminary Issues and Opportunities

Preliminary issues for the planning area were included in the NOI, which was published in the *Federal Register* on January 28, 2011. These issues were identified by BLM personnel, as well as other agencies and stakeholders, and include:

- How will cultural and natural resources be preserved for current and future generations?
- How to manage recreation in a manner that is compatible with the plans and needs of Native American tribes and other local, state, and Federal agencies?
- How will the plan be responsive to continually changing conditions, stemming primarily from an increasing urban interface?
- How will visitors' activities be managed in a manner that protects the cultural and natural resources while providing reasonable access?
- What facilities and infrastructure will be needed to provide visitor services, information/interpretation, and administration of recreation opportunities?
- How will the plan integrate with other Federal, regional and local plans?
- How will CTTM designations be incorporated into long-term goals for recreation and other resource needs?
- What effect will rights-of-way authorizations and land sales have on recreation opportunities?
- Where can urban trails connect to Federal lands; and
- How should the Las Vegas Perimeter Open Space and Trail concept, located primarily on BLM lands, be considered?

Issues and Opportunities Identified through Scoping

Agency and public (written, verbal, and map) comments received during the scoping period were reviewed to determine additional issues, opportunities and concerns that should be addressed by the travel and recreation implementation plan. Summarized below are the issues, opportunities, and concerns identified during scoping.

Access and Travel Management

Planning Parameters/Considerations

- Edge-fit routes and coordinate data with the Pahrump Field Office, Ely Field Office and Arizona Strip Field Office; maintain existing route and roadway connections between planning area and adjacent areas
- Adhere to guidance from 1998 RMP related to authorized road establishment
- Minimize or avoid redundancy and non-essential routes, particularly in sensitive areas
- Use the Paiute Trail System in Utah as a model for the trail system in Southern Nevada

- Provide trail connections that enable access from residential and commercial areas
- Provide a range of routes for users with different levels of experience (beginner, intermediate, advanced, expert)
- Identify and close routes that impact sensitive and listed species, and avoid establishment of new routes
- Close routes only when there is a compelling, supported reason
- Inventory and map all designated routes in the plan, and collect route data for areas adjacent to the planning area, including Red Rock Canyon National Conservation Area; coordinate with OHV clubs and other agencies for any missing data
- Determine whether inventoried routes meet a transportation or recreation need
- Balance OHV recreation and access with resource protection
- Consider the ability of BLM to manage transportation and travel when determining the size of the route network and potential routes closures, including staffing and budget factors
- Provide a mechanism in the plan for adding or rerouting routes that were missed or improperly excluded
- Maintain existing alternate routes around challenging trail sections or obstacles; maintain multiple routes to the same destination to provide variety for users
- Avoid designating routes that present potential trespass problems on private land
- Avoid designating routes that BLM will be unable to maintain, monitor, or patrol with current budget and staff
- Evaluate all existing routes, including those meeting the National OHV Rule guidelines and currently closed routes
- Need a balanced ratio of non-motorized routes to motorized routes
- Address travel management at a landscape level, and evaluate landscape-wide impacts of routes on watersheds, noise sheds, wildlife corridors, critical habitat
- Locate routes to minimize impacts to soils, watersheds, vegetation, air, wildlife habitat and other resources, and to prevent impairment to wilderness suitability
- Locate routes to minimize conflict between OHV use and other recreational user groups and residents, taking into consideration noise, dust and other factors
- Locate trails to minimize impact to scenic and aesthetic values
- Use Best Management Practices for managing OHV use on BLM lands
- Apply the legal and BLM definitions of “roads” when designating routes
- Consider need for “entrance” and “exit” access points on routes
- Consider mileage, level of challenge, terrain, crowding and the size of areas when designating the route network
- Encourage motorized travel in washes wider than 8 to 10 feet or where sensitive species are not present, as travel in washes gets 'erased' after flood events and motorized travel in washes creates less dust than travel outside of washes

- Avoid travel in wash systems essential to wildlife life cycles, natural springs and seeps, and wildlife water developments; focus on creating and designating suitable routes that allow access without damaging the resource within areas of concern
- Public lands need to accommodate OHV recreation
- CTTM should be “outcome-based” meaning the network should be integrated with the RMP’s desired outcomes
- Develop plan in accordance with Executive Orders 11644 and 11989
- Logandale Trails data displayed at public meetings showed the routes inventoried and not the routes approved for the Logandale Trails System

Importance/Benefit of Vehicular Access/OHV recreation

- Consider the importance of vehicle access for public safety and wildfire management
- Consider the importance of OHV recreation to the lifestyles of many users and families
- Allowing OHV access makes it easier for the public to use public lands
- OHV routes provide access to day hikes, exploring, and other non-motorized activities

Access

- Maintain access to historic mining sites and towns, and allow motorized access to areas of cultural or historic significance
- Support for maintaining access on all existing routes for motorcycle, all terrain vehicle (ATV), dune buggy, 4x4 and other OHVs
- Maintain OHV access in wind energy developments
- Maintain access to all private property
- Maintain vehicle access to springs for cattle grazing activities
- Desire to maintain OHV access for future generations
- Maintain access to RS2477 routes, including those located in washes
- Maintain access on routes in the Nelson area, Henderson area, Searchlight area, North Las Vegas area, Goodsprings area, Jean-Primm area, Gold Butte, Logandale, Nellis Dunes, Bunkerville Mountains, Mesquite, Laughlin, Whitney Pockets, between Interstate 15, Highways 161 and 160, and other areas in the LVFO
- Maintain motorized access to water sources for maintenance and recreation
- Maintain access in washes, including the Meadow Valley Wash (which provides access to southern Lincoln County) and washes by Wheeler Pass
- Maintain an open area in Jean Roach Lake
- Maintain access to Angel Peak and Grape Vine
- OHVs should have a small trail system instead of heavy use
- Keep access to mountains open

General Travel Management Concerns

- Concern that only a small group of users causes the majority of OHV-related problems
- Concern that route closure results in increased illegal OHV use
- Concern about unauthorized travel on closed routes and creation of new routes by OHVs
- Concern about resource damage caused by OHV use
- Concern that demand for motorized use does not match current level of access
- Concern that reducing OHV access will concentrate use on designated trails, resulting in increased resource damage and user conflict
- Concern that the current route system does not meet the needs of all motorized recreationists
- Concern about segregation of non-motorized and motorized users on routes
- Concern that OHV recreation is not treated as a legitimate recreation activity
- Concern about the loss of OHV recreation opportunities around population centers, including Las Vegas Valley, Pahrump, Overton, Logandale, Mesquite, Jean, and Eldorado Valley
- Concern that the Apex OHV area is undersized to meet OHV demand
- Concern that people will use the trails whether they are designated or not

General Desired Future Actions

- Provide more OHV access to remote areas and enhance existing routes and riding areas; interest in more mountain bike, motorcycle, ATV, dune buggy, 4x4, and other OHV trails
- Reduce OHV access in the planning area
- Need for motorized access for elderly and handicapped users, particularly in Gold Butte
- Interest in rock crawling activities, particularly in washes
- Encourage OHV users to ride responsibly
- Provide access for motorcycles with baffles and spark arrestors on existing equestrian trails
- Desire for an open OHV area similar in size to Nellis Dunes to be developed if Nellis Dunes is closed to OHV use
- Potential for open areas or small play areas with varied terrain to help control unauthorized OHV use in other areas; locate OHV play areas in old mining pits, lands disturbed by cattle operations or other previously disturbed areas; suggested open OHV areas in Jean Roach Lake, Nelson Hills, Primm, and the area between Las Vegas and Coyote Springs
- Opposition to additional motorized use restrictions
- Maintain Americans with Disabilities Act (ADA) accessibility on routes closed to motorized use
- Concern about impacts of cross-country travel
- Create a 100-yard buffer zone on each side of routes to maintain their natural state and appearance

- Create separate trail systems for hiking and mountain biking, equestrian use, and OHV use
- Provide turnouts or widened lanes on one-lane roads for safe passing
- Create new routes that connect with existing routes to create loops
- Support of sensible and responsible off-highway access
- Separate bicycles and OHVs from licensed vehicles on major roads
- Provide pullouts along all routes to allow for passing and user safety
- Allow access for OHVs in order to protect user safety in remote areas
- Designate trailhead and parking areas
- Provide a buffer of 25 feet on either side of routes to allow for pulling over, stopping, or turning around
- Provide room at the end of routes with an end destination for parking and turning around
- Need additional expert level or challenging motorcycle routes

Desired Future Actions for Specific Areas

- Opportunity for dune buggy trails in Cal-Nev-Ari
- Provide access to Arrow Canyon
- Suggestions for specific routes to remain open¹
- Opportunities for scenic driving near Searchlight
- Restrict OHV access to trails and open space surrounding Las Vegas Valley
- Support for trails within and around Las Vegas Valley, and the Great Circle Trail concept
- Desire for more opportunities for OHV use in the Jean-Primm area
- Develop a route from Apex to the Logandale Trails System, similar to the Silver State Trail in the BLM Ely Field Office
- Desire for some routes in Logandale to remain unmaintained for rock crawling use
- Develop route connections between the Logandale fairgrounds and the Logandale Trails System
- Provide a designated OHV crossing across the Moapa Valley Highway to the Logandale Trails System
- Maintain opportunities for challenging terrain in Logandale

Areas of Critical Environmental Concern (ACEC)

- Concern about impacts of additional new designated motorized routes in ACECs
- Consider the effects of RAMPs/CTTM Plans on the Desert Tortoise ACEC

¹ Specific routes and route segments will be addressed through the Route Evaluation Process during alternatives development.

Air Quality

- Concern with dust issues resulting from OHV use and OHV play areas
- Implement dust control measures at parking lots and trailheads
- Concern with the spreading of dust from Jean Roach Lake into the Las Vegas Valley
- Concern with dust obscuring the visibility of motorists on nearby highways
- Comply with PM10 National Ambient Air Quality Standards, specifically sections 90 through 94
- Adhere to DAQEMs Air Quality Regulations regarding recreation and travel planning
- Include PM10 Nonattainment/maintenance area 212 (Hydrographic Area 212) in the EIS analysis
- Consider the impacts of dust on human health, including asthma

Cultural Resources

- Identify and protect historical sites and cultural lands, including historic corrals and mines
- Recreationists enjoy historic sites and viewing opportunities
- Preserve burial sites and Native American artifacts, restrict travel in areas with these resources
- Concerns regarding access through Pahrump Paiute ancestral lands
- Retain historic tourism through the Moapa Valley
- Access to the Old Spanish Trail, the Pioneer Trail, Huntsman Wagon-wheel Trail, Virgin River Trails and the old highways through the valley
- Bird Springs ACEC, Yellow Pug, Rainbow Quarry and the Aztec Tank contain cultural resources and Paiute artifacts to be included in the ACEC
- Coordination with the Goodsprings Historic Society's "Rails to Trails" Project
- Consider the probable route of Antonio Armijo based on recent research
- Use educational programs, signage, and fencing to protect cultural resources
- Maintain motorized access to historic mining sites
- Concern that existing fencing around cultural sites is too far away to allow recreational enjoyment of the sites
- Protect petroglyphs

Energy

- Concern about conflicts between existing and approved renewable energy development and motorized and non-motorized recreation access, including near Searchlight, Laughlin, Nelson, Primm and Goodsprings
- Concern about compatibility of existing and approved renewable energy developments with non-motorized recreation uses

General

- Recognize that user groups have a responsibility to respect other visitors and protect the environment
- Request for route inventory and race course data
- Recognize OHV route from Sandy Valley to Beatty that is currently being developed
- Special Recreation Management Areas (SRMAs) and Extensive Recreation Management Areas (ERMAs) provide mechanisms for the BLM to actively manage different types of recreation to the benefit of users while protecting the other resources on the public lands
- Appreciation of the outdoors, its beauty, its wonder, wildlife, vegetation, the history
- OHV users believe in keeping nature clean and pick up trash when riding
- The BLM should develop a specific monitoring plan, education plan, restoration plan, and budget estimate
- Keep Sandy Valley safe and do not scar the mountainside
- Support for trails and open space plans within the Las Vegas Valley
- Need to minimize user conflict throughout the planning area

Geology, Soils and Minerals

- Consider the effects of erosion on cultural and scenic resources
- Consider how trail improvements reduce erosion

Interpretation and Information

- Provide public education programs to prevent and respond to resource disturbance resulting from the creation of roads and trails
- Provide signage or kiosks describing permitted and restricted activities
- Improve way-finding, marking and naming of trails in the route network
- Identify and mark trails using a system similar to ski and snowmobile trails (beginner, intermediate, advanced, and expert routes)
- Identify designated routes by name and number
- Provide interpretive displays about native wildlife, flora, and local history
- Provide brochures with interpretive information
- Develop maps or guidebooks for users, either available for free or for purchase
- Mark springs and other water sources on maps for wildlife viewing
- Provide trail descriptions, mileage, global positioning system (GPS) coordinates and other information about the motorized route network on maps or in guidebooks
- Use educational programs to reduce conflict between recreation user groups
- Develop education programs on environmental protection and backcountry recreation etiquette
- Provide interpretive signage at historical mining sites, along historic trails, and at other cultural and historic sites

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- Provide educational programs on cultural resources
- Prioritize educational programs over law enforcement
- Provide interpretive signage in ACECs and other sensitive areas, particularly in Gold Butte
- Distribute information about rules, maps, and other information related to motorized recreation through OHV retailers and shops
- Develop a public education campaign to communicate the rules related to dumping on public lands and associated impacts
- Use signage to lead users from one recreation site to another
- Provide OHV training opportunities that educate users about proper land use processes and regulations
- Offer optional shooting safety courses to users
- Place signage in washes to communicate whether they are open or closed
- Focus education efforts on youth
- Install signage along roads to encourage safe travel
- Post information on rules and restrictions in public spaces in Goodsprings and other towns
- Need for signage to prevent trespassing, particularly in Goodsprings and Sandy Valley
- Minimize development of signs, kiosks and interpretive facilities
- Provide information and signage marking cryptobiotic soils and related rules and restrictions, particularly in Gold Butte
- Communicate the importance of staying on trails and riding responsibly

Lands and Realty

- Consider the impact of potential development in rural and urbanized areas on travel and recreation on adjacent BLM land
- Collaborate with other agencies on the establishment of a “Vias Verdes” corridor, a transitional belt of open space, on lands surrounding the Las Vegas Valley
- Collaborate with other agencies on the establishment of the “Great Circle” trails and open space planning effort on lands surrounding the Las Vegas Valley
- Collaborate with other agencies on the establishment of the “Neon to Nature” regional trails system
- Concern about conflicts between the disposal of public land and the “Vias Verdes” and “Great Circle” planning efforts
- Consider special management needs and compatibility of uses at the Nevada Supplemental Airport (SNSA) site, within the Airport Environs Overlay District, on off-site airport-related lands, and within the transportation and utilities corridor from Las Vegas to the SNSA site
- Coordinate with the Clark County Department of Aviation on airport-related land uses
- Consider the designated heliport site south of Sloan Road

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- Display SNSA site, Airport Environs Overlay District, transportation and utilities corridor, and off-site airport-related lands on project maps
- Manage the lands and resources in the field office for multiple, balanced and diverse resource uses
- Support for multiple-use management of lands in the planning area

Law Enforcement

- Enforcement of resource protection and corrective actions as responsive measures for managing establishment of new road and trail disturbances
- Implement ticketing or other enforcement for OHVs without spark arrestors
- Implement ticketing or other enforcement for OHVs with high sound output
- Implement ticketing or other enforcement for OHV riders without helmets or other safety equipment
- Desire for a low level of enforcement
- Desire for increased or improved enforcement efforts
- Concern about enforcement of user conflict issues and harassment of users by other groups
- Concern about illegal use of unlicensed vehicles on roads designated and maintained by the County for homeowner access
- Enforce boundaries and restrictions related to OHV use
- Restrict motorized use within a buffer around towns
- Need a viable enforcement program to accompany a designated route network
- Concern that complete route closure will result in more enforcement issues
- Suggestion to use “Six Strategies for Success: Effective Enforcement of Off-Road Vehicle Use on Public Lands” published by Wildlands CPR as a resource for improving law enforcement
- Concentrate monitoring and enforcement on sensitive sites or areas of concern
- Concentrate monitoring and enforcement on areas at risk of illegal dumping
- Restrict unlicensed vehicles from using routes
- Concentrate enforcement on trails rather than major roads
- Concern about illegal activities and enforcement at races and other special events, particularly night-time events
- Enforce firearm use restrictions near Sandy Valley
- Create a volunteer ranger or deputy program to report violations and communicate rules to users, particularly near Sandy Valley
- Ask volunteers and organizers at events to report illegal activities
- Suggestion that a higher presence of users reduces vandalism and other enforcement issues in sensitive areas
- Allow residents of Goodsprings to ride OHVs in town as an exception to restrictions on OHV use within and around the town

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- Address trespass issues on roads that run through private property
- Control speed on trails near towns
- Use consistent rules and enforcement across the field office

National Environmental Policy Act Process and Public Involvement

- BLM should adopt planning criteria for the RAMPs that require that all management actions are consistent with existing Agreements with Clark County
- Coordinate the planning process with the Clark County Multiple Species Habitat Conservation Plan (MSHCP) amendment and its proposed reserve system
- Provide additional information to the public about the relationship between the RAMPs/CTTM planning and the RMP Revision
- Coordinate planning effort with the TransWest Express Transmission Project, Solar Energy Programmatic EIS, independent and fast-tracked wind and solar energy generation projects located in Clark and southern Nye counties, and Clark County's MSHCP Permit Amendment
- Opportunity to recruit OHV groups, mountain bike groups, running clubs, and hiking clubs for volunteer efforts
- Involve the public in revising the Special Recreation Permit process
- We can provide trail locations and GPS data to the BLM to show trails utilized
- Would like to accompany the BLM in the field to identify areas of access concern
- Support the BLM's efforts and the comprehensive approach to recreation management
- The Arizona Strip District submitted the Record of Decision in 2008 for the 2008 Grand Canyon-Parashant National Monument RMP/General Management Plan
- BLM should have specific changes for each affected area on their maps prior to meetings to make the meetings more efficient
- The public needs to be involved with decision making in as many ways as possible
- The public meeting process was very helpful and a very positive experience
- An adequate NEPA analysis would include evaluation of significant social, cultural, historical use, current use, future needs, economic impact, and quality of the human environment issues from the perspective of motorized recreationists
- Please do more about these concerns than just have a meeting and talking
- Concern that the BLM did not choose to have a public meeting in Sandy Valley, which has a larger population than other cities that did host meetings
- Public lands management decisions should be made at a local level with those who are affected
- Appreciated that the public could label their favorite trails at the meeting
- No person's opinion should be excluded because of their race, religion, ancestry, or length of time in the community
- Coordinate with OHV groups to clean or restore damaged areas
- Evaluate an alternative that prioritizes recreation above other uses

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- Evaluate the cumulative effects of all past, current and reasonably foreseeable projects that could also result in reduced access for motorized recreations
- Use spatial analysis to evaluate landscape-level impacts on natural resources
- Prepare cost estimates for alternatives to compare to current and projected budget
- Consider Sheep Mountain Parkway EIS alternatives when developing route network

Noise

- Consider the impact of OHV noise near populated areas

Non-Motorized Recreation

- Concern about impact of plan on non-motorized users
- Support for developing the Yellow Pine Rails-to-Trail near Goodsprings
- Protect the area under study for the Yellow Pine Rails-to-Trail from damage from motorized vehicles
- Opportunities for hiking and equestrian use in Cal-Nev-Ari
- Opportunities for landsailing use on Eldorado Dry Lake
- Picnicking, camping, hunting, exploring, star-gazing, practicing survival skills, equestrian use, geocaching, photography, wildflower viewing, visiting historic sites, bird watching, rock collecting, swimming, rock climbing and target shooting are popular activities throughout the planning area, often in combination with casual driving or other motorized use
- Opportunity for new equestrian trails in Clark County West and around Sandy Valley
- Interest in hiking and equestrian trails in Jean Roach Lake
- Need a range of designated camping opportunities (developed, primitive, group)
- Camping opportunities in the Wheeler Pass area
- Maintain existing hunting opportunities
- Interest in separating hiking trails from equestrian and motorized trails
- Interest in hiking-only trail access between the intersection of Highway 161 and the town of Sandy Valley
- Interest in separate bike routes along roads accessible from Interstate 15
- Interest in an expanded route system for mountain biking, running, and hiking in the Las Vegas Valley

Range and Wild Horse and Burro

- Consider conflicts between wild horses and burros and OHV recreation
- Consider impacts of plan on grazing in the Flattop Mesa, Lower Mormon Mesa, Muddy River, Wheeler Wash, and Hidden Valley allotments
- Problem with presence of unauthorized or wild cattle in the planning area
- Provide access for cattle grazing in the Bunkerville Mountains and Gold Butte area

Recreation Services and Facilities

- Manage areas with primitive recreational character for primitive experiences and desired future conditions, even if they do not currently meet the criteria for primitive physical settings or designation
- Areas with existing disturbance should not be disqualified from management for primitive recreation experiences
- Designate previously disturbed areas for campsites, parking lots, racing pits and other facilities
- Primitive campsites could consist of a fire ring and a level area to camp
- Road biking routes should be paved or packed natural surface
- Provide for solitude-based experiences
- Ensure adequate BLM staffing for current programs before adding recreational facilities or services
- Designate parking and staging areas that are already being used as such
- Primitive recreation experiences are preferred in many areas
- Limit route improvements unless necessary to support other facilities to reduce use levels
- Install geocaching markers at historic and interesting places
- Place picnic tables, camping areas, and restrooms throughout the planning area
- Use signage and barriers to protect sensitive resources
- Concern about provision of Emergency Medical Technician services and public safety in areas of OHV use
- Require users to pack out any trash
- Develop a program to manage trash that accumulates in recreation areas, perhaps recruiting volunteer groups
- Concern about user safety in remote areas
- Cooperate with local government entities and private organizations in the planning, building, and maintenance of Las Vegas Valley open space and trails facilities
- Provide a staging and pit area near Goodsprings
- Designate a trailhead and parking area at Nelson Hills
- Designate an OHV parking area near Goodsprings
- Designate parking and staging areas for special events near Searchlight

Resource Management Plan Conformance

- Coordinate the RAMPs and CTTM planning with the RMP Revision
- Consider combining the RAMPs and CTTM planning with the RMP Revision
- Road and trail construction and maintenance should conform to travel and recreation goals and objectives defined in the RMP
- Concern that RMP Revision and RAMPs and CTTM planning are being conducted concurrently
- Travel and recreation planning should conform to existing Las Vegas RMP (1998)

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- Incorporate comments related to recreation and travel planning from the RMP Revision scoping period in the RAMPs and CTTM planning process

Social Justice and Economics

- Expansion of the trail system would attract visitors to Southern Nevada rather than Southern California, Southern Utah, or Northern Arizona
- Consider the importance of motorized and non-motorized race events to local economies
- Consider the potential economic benefits of the Yellow Pine Rails-to-Trail project
- Consider the contributions of expanded non-motorized trail opportunities on fitness opportunities for residents
- Racing events serve as local attractions
- Trails provide access for people who are not physically fit to hike, including the elderly and handicapped
- According to the Bureau of Economic Analysis, the money spent on recreation has increased dramatically in the last 30 years
- Consider the benefits of improved trail connections between cities and towns on local economies

Special Recreation Permits

- Streamline and simplify the permitting process for group trips; make the permitting process for group trips less restrictive, more flexible, and less costly
- Streamline and simplify the permitting process for non-motorized events
- Improve communication about the permit process on the BLM website and in other media
- Process permits for events differently than permits for group trips and commercial permittees
- Identify clear schedules for permitting processes
- Use volunteer activities to offset the costs of permits for groups and events
- Rotate racing areas annually to allow trails to recover over time
- Identify which areas can be used for competitive events at different times of the year
- Include current and historic race routes in project mapping, and prioritize race routes for designation
- Approve overall route networks for racing events to streamline the permitting process
- Make maps of approved racing route network available to event organizers for planning purposes
- Develop a programmatic Environmental Assessment related to racing events
- Open additional areas to high-speed racing events
- Distinguish between motorcycle, ATV, dune buggy, and 4x4 events in the permitting process
- Permit race events in desert tortoise ACECs in the inactive tortoise season

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- Collaborate with event organizers to designate the route network for races and events
- Concern about closing routes to use for races and special events
- Interest in additional racing areas in Jean Roach Lake
- Concern about safety of running races over Sandy Valley Road and Columbia Pass
- Avoid designating race routes in washes and conservation areas to minimize effects on desert tortoise and other sensitive species
- Consider mileage, level of challenge, terrain and the size of areas when designating racing route networks
- Reduce permitting costs by decreasing BLM monitoring efforts at events
- Match availability of racing permits to public demand for racing events
- Concern with impacts of noise from racing events on residents and other recreationists
- Interest in truck and buggy and high-speed motorized events in Nelson Hills
- Continue to prohibit motorized racing events within the PM10 nonattainment and maintenance area
- Distinguish between motorized and non-motorized group activities and events in the permitting process
- Concern that minimum group size that requires a permit for social groups is too low
- Concern that maximum group size limit for social groups is too low
- Prohibit speed events in desert tortoise habitat during April, May and September

Vegetation and Noxious Weeds

- Suppress invasive weeds and re-vegetate degraded areas with native plants
- Buffer lakes, streams, and wetlands by 200 feet in designating routes
- Identify and protect rare, fragile and unique vegetation types and ecosystems such as springs, seeps, bogs, riparian zones, and meadows
- OHV recreationists are aware and avoid riding over shrubs

Visual

- Locate routes such that natural topography and vegetative cover provide visual and acoustic barriers
- Concern about impact of routes on scenery in the Jean Lake area
- Protect the scenic beauty in the planning area
- Develop architecture and landscape design standards for areas that interface with BLM lands to protect viewscales

Water Resources and Hydrology

- Avoid designating routes in wash systems essential to wildlife life cycles, natural springs and seeps, and wildlife water developments
- Springs, fens, and surface waters should not be fenced off, access to these provides educational opportunities

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- Wells, water diversions, or water used for construction or dust control must be provided by a utility or approved by the State Engineer's Office
- Concern that there is insufficient water for dust control or construction in Basin 163

Wilderness

- Ensure the plan complies with Wild Lands Policy and Secretarial Order 33101 for protection of Lands with Wilderness Characteristics
- Preserve the opportunity for BLM to designate Lands with Wilderness Characteristics
- Consider the 22 Wilderness areas in Nevada, 8 Wilderness areas in Arizona, and 2 National Conservation Areas in Nevada in the plan
- Manage Wilderness Study Areas (WSAs) in accordance with the Interim Management Policy (IMP) for Lands Under Wilderness Review (BLM Manual H-8550-1), including minimization of motorized routes
- Identify routes in WSAs as "temporary ways," and distinguish ways from roads

Wildlife Habitat

- Concern about conflicts between humans and wildlife near urban and rural areas
- Wildlife, burros, and the remainder of the Red Rock Horse Management Area wild horses are located in the planning area
- Recreational planning should be consistent with habitat conservation efforts
- Concern about fragmentation of habitats and impacts on vegetation from motorized trails
- Concern about direct and indirect mortality of wildlife from OHV use
- Consider effects of motorized recreation on species' ability to detect predators
- Preference for seasonal closure of routes in wildlife habitat rather than permanent closure
- Locate routes to avoid disturbance in fawning, lambing and nesting areas, or enact appropriate seasonal closures
- Identify and set levels of acceptable disturbance that are compatible with maintaining species viability or recovery
- Ensure open routes do not conflict with wildlife movement corridors
- Protect designated critical bighorn habitat northwest of Searchlight and surrounding areas
- Concern that documentation is not available showing that OHV use causes desert tortoise mortality
- Identify the locations of sensitive, threatened and endangered plants and animals, including species identified by the BLM, U.S. Fish and Wildlife Service, and the State of Nevada
- Prohibit speed events in desert tortoise habitat during April, May and September
- Restore and enhance habitat for wildlife
- Consider impacts of new OHV routes on habitat fragmentation and degradation
- Limit densities of motorized vehicles in deer and sheep spring and summer ranges so as to not impact their forage and ability to build fat reserves for the winter

6.0 ISSUES OUTSIDE OF THE SCOPE OF THE TRAVEL AND RECREATION IMPLEMENTATION PLAN

Issues to Be Resolved by the Resource Management Plan Revision

Some issues raised in comments are best resolved by planning at the RMP level. The RMP for the LVFO is currently in revision. While the RMP provides the overall goals, objectives, and guidance for land and resource management decisions, including recreational use, the travel and recreation implementation plan will identify the specific actions that are necessary to manage a variety of recreational activities and implement recreation programs for each recreation management area. The travel and recreation implementation plan will identify site-specific programs and actions that meet the goals and objectives of the RMP. As such, some planning issues, such as the location of renewable energy projects and overall OHV area designations, are not appropriate for inclusion in the RAMPs/CTTM Plans. The following issues should be addressed by the RMP for the LVFO:

Access and Travel Management

- Route designation in the Pahrump Valley
- Suggestion that CTTM planning should be addressed in the RMP Revision, rather than the travel and recreation implementation plan
- Identify a preliminary route network and establish a process to select a final travel management network in the RMP Revision
- Integrate travel and recreation decisions with the RMP Revision goals and objectives for all resources
- Restrict additional motorized access in wilderness areas, National Conservation Areas, and ACECs
- Designate OHV use only in certain regions of the planning area

Energy

- Proposed wind and solar projects restrict the growth of existing communities in close proximity
- Concern about conflicts between future renewable energy development and motorized and non-motorized recreation access, including near Searchlight, Laughlin, Nelson, Primm and Goodsprings
- Concern about compatibility of future renewable energy developments with non-motorized recreation uses
- Renewable energy projects should only be located in appropriate zones
- Renewable energy projects need to prove their financial viability
- Concern about conflicts between recreation and energy development in the Big Dune area
- Concern that renewable energy development has been given priority over recreation

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- Concern about conflicts between energy development near Searchlight and the adjacent Lake Mead National Recreation Area
- Locate renewable energy developments farther away from cities and towns to allow for recreational use closer to cities and towns
- Concern about compatibility of renewable energy developments with protected areas, in particular the Wee Thump Joshua Tree Wilderness Area and Mojave National Preserve

Geology, Soils and Minerals

- Concern about impacts of existing and new mining permits on water resources

Lands and Realty

- BLM should manage airport-related lands at the Nevada SNSA site
- Concern about impacts of disposal of BLM land on undesirable growth and quality of life in the Las Vegas Valley
- Concern about impacts of land disposal and public land closures on recreational activities
- Concern about incompatible land uses in and around the Nevada Army National Guard proposed machine gun range on the Northeast side of the valley north of the Army National Guard property

Non-Motorized and General Recreation

- Address recreation management planning within the RMP
- Establish recreation management zones (RMZs) for SRMAs and travel management areas (TMAs) for the planning area in the RMP Revision
- Identify recreation as a priority use in the Jean/Roach Lake area
- Use updated Recreation Setting Characteristic Matrix in recent BLM guidance to set management goals and objectives for recreation areas
- Protect existing and future recreation facilities within the disposal boundary

Range and Wild Horse and Burro

- Concern about impacts of RMP and management decisions on grazing allotments
- Concern about impacts of grazing on natural resources
- Consider impacts of planning process on designating or changing grazing allotment boundaries, increasing or decreasing permitted use, modification of terms and conditions of grazing permits, transfers of grazing preferences and conditions of grazing permits, development or revision of Allotment Management Plans, planning range developments or range improvement programs, issuance or renewal of grazing permits, reports that evaluate monitoring data (i.e., allotment or rangeland health evaluations), issuance of non-renewable grazing permits (i.e., Temporary Non-Renewable Use), emergency

stabilization and rehabilitation projects as a result of wildfires, and closures of allotments due to drought, fire, flood, and insect infestation

Wilderness

- Ensure the plan complies with Wild Lands Policy and Secretarial Order 33101 for protection of Lands with Wilderness Characteristics

Wildlife Habitat

- The MSHCP is currently nominating four new ACECs on BLM lands
- Re-evaluate the critical tortoise habitat designation for Nelson Hills

Issues to Be Resolved Through the Gold Butte ACECs Management Plan

Routes have already been designated within the Gold Butte ACECs as part of another project. In addition, the BLM will soon be initiating a management planning effort for the Gold Butte ACECs. According to BLM Manual 8320, “one multi-resource implementation plan for a management area is preferable to many individual resource implementation plans (e.g., RAMP, Habitat Management Plan) for the same area.” Therefore, the BLM will be addressing recreation activities, facilities, management, and monitoring, as well as interpretation and education as part of the Gold Butte ACECs Management Plan and not within the travel and recreation implementation plan. The following issues should be addressed by the Gold Butte ACECs Management Plan:

- Concern about impacts of illegal grazing on desert tortoise habitat in Gold Butte
- Support for OHV access to some cultural sites in Gold Butte
- Improve road maintenance on the road into Gold Butte
- Create a trails plan for Gold Butte similar to the Logandale Trails System
- Provide an easier hiking-only trail to Kirk’s Grotto in Gold Butte
- Currently more motorized use than non-motorized use in Gold Butte
- Manage Gold Butte at a landscape-level
- Protect natural resources within Gold Butte ACEC
- Consider a potential designation of a National Conservation Area or wilderness areas within Gold Butte ACEC
- Cooperatively manage Gold Butte ACEC with Grand-Canyon Parashant National Monument and Grand Canyon National Park
- Protect rock art and other cultural sites in Gold Butte
- Provide a map of cultural and historic sites in Gold Butte
- Provide information and signage marking cryptobiotic soils and related rules and restrictions, particularly in Gold Butte
- Provide a map of all designated routes in Gold Butte
- Concern about unauthorized OHV use occurring on closed routes in Gold Butte

- Require pack-in and pack-out of trash in Gold Butte
- Interest in hiking opportunities and quiet backcountry (primitive) recreation in Gold Butte
- Provide restrooms at Whitney Pockets in Gold Butte, concern about human waste problems
- Desire to keep Gold Butte primitive, opposition to a visitor center or paved roads
- Need for motorized access for elderly and handicapped users, particularly in Gold Butte
- Provide interpretive signage in ACECs and other sensitive areas, particularly in Gold Butte
- Provide access for cattle grazing in the Bunkerville Mountains and Gold Butte area

Issues to Be Resolved Through Policy or Administrative Action

Some issues identified during the scoping period are more appropriately addressed through other BLM policies or administrative actions and not the RAMPs/CTTM Plans. These actions could include BLM standard operating procedures, laws or regulations, or other BLM policies. For example, the BLM NEPA handbook (BLM-H-1790) provides direction for the analysis of impacts and the development of an EIS. Rulings from prior court cases may also provide legal direction on the interpretation of various laws as they relate to recreation and travel management planning.

The BLM LVFO does not have the authority to make changes to laws, regulations, or BLM-wide policies, so these issues will not be addressed by the RAMPs/CTTM Plans. These issues are instead addressed by conformance to existing BLM policies, administrative actions, and other guidance. The following issues identified during scoping are best addressed by BLM policy or administrative action:

- Consider establishment of a comprehensive master plan governing development, recreation, conservation and preservation with local and regional government agencies
- Establish area Citizens Councils or Advisory Boards to plan locally in compliance with the regional master plan
- Provide additional trail access in Henderson, including opening trails that were previously closed by the City of Henderson.
- Recommendation for a flood control storage facility and recreational reservoir on BLM land near Mesquite
- Interest in water-based recreation opportunities at a proposed flood control reservoir area near Mesquite, including boating, jet skiing, and beach recreation

Issues Outside the Authority of BLM

BLM has jurisdiction over certain issues and actions, as defined in the Code of Federal Regulations (40 CFR 1501.7; 43 CFR 1610.2 and 8342.1-2). Some issues cannot be addressed in the RAMPs/CTTM Plans because BLM does not have the authority (e.g., designation of

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Wilderness and National Conservation Areas, funding from OHV licensing fees, or issues on non-BLM lands). The following issues may fall under the authority of the U.S. Congress, the State of Nevada, Clark County, or another entity:

Access and Travel Management

- Support for Nevada Senate Bill 394 and Nevada Revised Statute 490
- Interest in re-opening trails that have been closed in Southern Utah, including Poverty Flat and the Paria River Ride
- Desire for motorized access in the Muddy Mountains Wilderness Area
- Reopen routes in the Desert Tortoise ACEC if the desert tortoise is delisted
- Coordinate future permitting requirements for OHVs with systems in other states, or recognize licenses from other states
- Re-open popular trails near Henderson that were previously closed

Land Designations

- Support and opposition for protection of Gold Butte as a National Conservation Area, National Recreation Area, or National Monument
- Opposition to seeking additional Wilderness and National Conservation Area designations
- Concern that the designation of Wilderness Areas, National Conservation Areas, and military ranges have limited access for OHV recreation

Lands and Realty

- Concerns about urban sprawl in the Las Vegas Valley

Law Enforcement

- Enforcement of illegal OHV use on roads within the town of Sandy Valley
- Concern about traffic speeds on roads in Sandy Valley
- Place signage about the presence of horses on ranch properties along roads near Sandy Valley
- Provide fencing, signage, and other enforcement of rules at Motocross track in Sandy Valley
- Enforcement of speed limits on county and town roads within Sandy Valley

Natural and Scenic Resources

- Evaluate opportunities for undisturbed wildlife habitat, clean water, non-motorized areas, and natural quiet on lands outside the planning area

7.0 PLANNING CRITERIA

Planning criteria are intended to guide the development of alternatives and the overall planning process. The planning criteria are developed during scoping and may be updated in response to new or changing information, as necessary. The following draft planning criteria for the travel and recreation implementation plan were developed based on input from agencies, the public, and BLM personnel:

- The plan will define implementation decisions for lands managed by BLM located within with planning area described in section 1.0 of this scoping report.
- This activity-level plan will be developed concurrently with the proposed land use-level decisions in the RMP Revision to the extent possible.
- The plan will be completed in compliance with FLPMA, NEPA, and all other relevant Federal law, Executive orders, and management policies of the BLM.
- The travel and recreation implementation plan will be consistent to the maximum extent possible with the plans and management programs of local government, BLM travel and recreation planning guidance, and state and Federal laws and regulations. The planning process will be coordinated with other Federal agencies where appropriate.
- Resource protection will be considered across the broader landscape, not just within administrative boundaries, as appropriate.
- The plan will acknowledge valid existing rights within the planning area.
- The plan will establish implementation actions and guidance for managing recreational activities in order to maintain existing natural landscapes and cultural resources while providing for the enjoyment and safety of the visiting public.
- Where existing planning decisions are still valid, those decisions may be incorporated into the plan.
- The planning process will rely on available inventories of the lands and resources as well as data gathered during the planning process to reach sound management decisions. Geographic Information Systems will be used to the extent practicable. Decisions requiring additional inventories will be deferred until such time as the inventories can be conducted.
- Public involvement will be based on the principles of collaborative planning described in the BLM Land Use Planning Handbook (H-1601-1, Appendix A).
- The route evaluation process will be conducted in a systematic standardized manner, consider routes individually and collectively, and provide a clear reasoning for route recommendations and decisions in a route-by-route data record.
- Consultation with Native American Tribes, State Historic Preservation Office, and U.S. Fish and Wildlife Service will be conducted throughout the plan.