

# APPENDIX D

## Public Comment Summaries

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# Travel and Recreation Implementation Plan: Scoping Comments

## Topic: Access and Travel Management

Comment #	Comment
1	Our Family has a permit to run cattle. We are no longer allowed in some places to access springs by vehicle because of roads that have been closed. This makes it very difficult for us to keep the water flowing for the cattle as well as the wildlife. We are getting older and walking in to some of these areas with fencing equipment on our back and water repair supplies is becoming more difficult. What was once a few hour ride has become an all day walk in and walk out. Returning access by 4 wheeler or 4 wheel drive would allow more opportunity to maintain springs and trails on a regular basis.
2	We are no longer allowed in some places to access springs by vehicle because of roads that have been closed. This makes it very difficult for us to keep the water flowing for the cattle as well as the wildlife. We are getting older and walking in to some of these areas with fencing equipment on our back and water repair supplies is becoming more difficult. What was once a few hour ride has become an all day walk in and walk out. Returning access by 4 wheeler or 4 wheel drive would allow more opportunity to maintain springs and trails on a regular basis.
3	The Department emphasizes the importance of the existing roadway network that connects Lincoln County to Clark County. Therefore all roads that are currently inventoried along the county boundary should remain. As you are aware, the use on these roads includes a variety of local, state, and federal agency use along with permitted use such as livestock grazing operations and mining. Issues such as fire management, public safety and reasonable access are critical components of the transportation system utilized on public lands. In addition other important multiple use transportation occurs frequently such as, OHV use, hunting, and sightseeing.
4	The Department also recognizes the primary roadway used within the Meadow Valley Wash. Negotiations are underway to once again, open this critical piece of road to allow the public to access areas in the southernmost portions of Lincoln County. We recommend this area be addressed within the draft EIS.
5	The Department realizes the variety of sensitive resource areas along the Lincoln-Clark County line. We also know the value of the existing and inventoried roads as being vital to the above mentioned resources and beneficial uses. We believe keeping these roadways in existence would prompt no further degradation of those critical areas.
6	As a girl I remember seeing the wild life around the water holes and be ever so quite to watch and observe as the came to drink. We would play in the green lush grass and enjoy the wild flowers that grew because the water could be checked often and repaired and kept running. This is something I will not be able to do with my own grandchildren because of the access being closed.
7	Look at Arizona Strip mapping and route designation.
8	I have been asked by the City of Mesquite to work with Mesquite OHV enthusiast to please map the suggested routes from Mesquite and Bunkerville, to the Moapa Valley and to the Logandale trails and the Nellis Dunes.
9	Please keep routes open to 4x4s - existing trails.

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10	Wind and solar energy: Areas north and east of Searchlight, NV, outside of the ACEC, which currently permit access via existing old mining road, the gas line road, etc. Once Duke Energy's wind turbine farm goes in, the area will not be suitable for any of its present uses, which include ORV travel, horseback trail rides, hiking, bird watching, quail hunting, etc. The area of the wind farm abuts the Lake Mead Recreation Area. This, too, presents a potential conflict, if trails from the recreation area continue into the area of the proposed industrial wind farm. A description of the project is attached to this letter.
11	Wind and solar energy: The areas on both sides of State Route 165, north of Nelson, NV. This area is currently heavily used by ORVs, hikers, etc. It shows up on BLM's renewable energy map as approved for an industrial wind farm. Where will the ORVs be able to recreate when this area is closed to them? No doubt they will be forced to use roads and trails through the existing townsite of Nelson, thus causing conflict between residents and people who want to recreate.
12	Wind and solar energy: The area on the south side of State Route 163, west of Laughlin, NV. Again, the area is currently heavily used by ORV enthusiasts. It, too, is shown on the BLM renewable energy map as an industrial wind farm.
13	Anyway, just the basic thing, I'm happy that you guys have come here, Number 1. And I just hope that, when the windmills go into effect, that they'll only take a certain area of space so that we can, like, go around them; and they won't take like 20 acres so, when we're ATVing out there, we'll be at a disadvantage where we have to be following their -- their boundaries. You know, we're hoping they won't take a large area. And, you know, we also have races out here once a year. And, you know, we're happy; and we hope they'll continue.
14	Nelson area down in Henderson by the lake, there's a lot of trails that we go down in the Nelson area. I think that's it.
15	Some specific routes I was familiar with were marked on the maps at the Searchlight meeting and noted by BLM officials. But this was by no means a complete inventory. (Some specific routes missing were old trails though Devil's Canyon and a loop through the Hoosier mine/Table Mtn.(NNW of Primm)). These routes should be signed and labeled as difficult or one-way when they become part of the plan.
16	In the hot summer nights, we like to go for night-time drives and enjoy the night time sky. The kids love these night time journeys; one of our favorite areas to do this is around Searchlight. The skies are dark and we sometimes see wildlife, which the kids love. The area around Searchlight also has some excellent old mining sites that the kids love to see and learn about.
17	If the tortoise is delisted we need the singletrack reopened in the ACEC, hundreds of miles of singletrack.
18	The nelson hills area need to be an open area . I would like to see a trail that ties into the silver state trail in Lincoln county .
19	The P-Town-south file (att'd) is tracks pieced together from my library. The tracks are from just short of Sandy Valley to just north of Basin Rd. in Pahrump. A spur goes into the back of T-Town & the Nugget. Some of it will need alternate routes for the 4x4's. I'll work with the PV4x4 club on that. Orange is bladed dirt, dashed orange 4x4, blue bike-ATV.
20	The area west of Goodsprings is designated as a wind farm. Again, existing ORV, horseback trail riding, and hiking will be affected by industrial development.

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21	We (MRAN) use the Goodsprings area on both sides of Kingston Road and would like to see a OHV Parking area on the North side of Kingston Road.
22	When you close down all of Vegas Valley, Sloan Canyon and all the areas that has now been closed off to vehicular traffic, off-road traffic, we become a mecca for that kind of activity. It should be in designated areas, not throughout the whole area.
23	Glad to help if I can. I'm an off-road motorcyclist, quad rider, jeep driver, mountain biker, & hiker. I live in Pahrump, but much of area I ride (Pahrump Valley between Pahrump & Sandy Valley) is in Clark County.
24	I'm a recently retired Union electrician getting used to the idea I no longer need to work for a living. I've been working on Sandy Valley - Beatty OHV route that Marc Sanchez suggested when we last talked at the BLM Pahrump Open House at the Pahrump Nugget. Mike Payne of MRAN and the Pahrump Valley 4 Wheelers are also involved.
25	The D-160-Crystal starts at the 4WD road between 160 & Bill Kole Hwy. It picks up part of the Bell Vista MRAN race course, then follows a wash north to Crystal. The violet colored tracks are paved roads in Crystal.
26	I talked with Miss Cathy, owner of Crystal's Short Branch Saloon. She's excited about the trail. The little bit of travel on paved roads in Crystal & what the rest of Crystal wants are concerns. Any ideas?
27	STILL TO DO: Crystal to Lathrop Wells, and Lathrop Wells to Big Dune where I tie into Mike Payne's trail. Do you have the SNORE race course from this year? Shape file format is fine. It might be a big help. Designating OHV permissible routes on pavement in & out of Crystal & Lathrop Wells. Lathrop Wells is a necessary fuel stop. Sandy Valley trailhead. A trailhead in the back parking lot of Whiskey Pete's might be a better idea. There's parking, food, fuel, lodging, & a potential project corporate sponsor. A route thru or around Sandy Valley would still need to be established. Maybe pass east of Sandy Valley near Good Springs and out past the Evening Star mine. Beatty trailhead. Pahrump. Designating a route north from the Nugget. Lots of dirt roads. Also lots of private land, some of it developed residential. "Not in my backyard" may be an issue.
28	I could live any place in the Las Vegas area. I left Las Vegas and moved here for the beauty and peace this valley has to offer. I am sure there are many other places outside of this valley that could support such events, we don't want this type of activity in our backyards. Please don't let this happen, hasn't man destroyed enough of the environment. Can't you please leave this place as is so future generations can enjoy the natural beauty of the desert.
29	Keep open all roads between I-15, 161, and 160.
30	About ten years ago the road changed coming down the mountain. It doesn't matter if it endangers people's lives. They just painted a yellow line where we used to pass coming down the hill. If you cant widen the road to four lanes. You may need to consider turnouts on this area as well as others. Every One road lane I have ever seen has either a 1. Turnout; 2. A lane and a half wide. Which happens to be something I have seen in Texas as kid.

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31	There are already 43 Wildernesses in Nevada. Of these 43 Wildernesses, 22 are within 100 miles of Las Vegas along with 8 Wildernesses in Arizona, and 2 National Conservation Areas in Nevada. All of these along with the existing National Monuments and military ranges have limited our availability to enjoy these lands that belong to all of us by prohibiting the use of recreational motorized vehicles.
32	The BLM has closed -- I'm going to use two sites. For example, they've all closed Kirk's Grotto and the 21 Goats site. And, you know, 21 Goats is a petroglyph site. They both -- they've closed them off now to where the fences are so far away that the handicapped and elderly people cannot get to them. They absolutely can't. And I would like to know why they put their fences so far away when they, themselves, have recommended a hundred-foot barrier. Now they've got way farther than that away; and so I would like to know why they are refusing to open those fences and let people get closer to those sites. That's my question.
33	The Gold Butte area and Whitney Pockets must be kept open for OHV use, camping and picnicking.
34	People would like some designated trails in Gold Butte. Need a map showing all designated routes in Gold Butte. We need this real soon!
35	Please consider the "least restrictive plan" as the best choice for access of all future generations when final decisions are made regarding Gold Butte's next management plan. Closing existing trails to motorized vehicles allows few Americans access to what belongs to all.
36	The areas that are still open to us (Gold Butte), if managed properly, can be enjoyed by multi-purpose use (hiking, biking, rating) without adverse affects to the fauna and flora by using already existing trails. With more retired Americans moving to the Gold Butte area, being able to enjoy this area using ATVs we can help keep our eyes open to and prevent anyone abusing the area. Motorized vehicles are the only way many of the elderly and handicapped can visit the places that some people want closed to traffic. Gold Butte should remain open to all Americans, now and future generations, not just for an elite few.
37	Gold Butte - Unauthorized OHV, Map of des routes - soon. Hiking trails.
38	Gold Butte: want motorized access to cultural sites, increased visitation would decrease vandalism, desire for more vehicular access in these areas.
39	Prefer not driving up to cultural sites; driving access to two cultural sites is enough.
40	I don't have -- from personally, I don't know that we're going to be able to keep ATVers out of that area. But I really would like their to be some restrictions because I've seen areas in Lincoln County and Clark County that ATVers have just basically overrun the landscape. Where you have maybe -- you know, you'll have a hill, and it won't be one road going over -- one ATV going over, it will be six, seven, eight, nine, ten. So you won't -- obviously, it's doing damage to the natural habitat and to people's enjoyment of nature. You know, I understand that want to drive their vehicles. That's okay. But I think in these areas of critical environmental concern -- now, the Gold Butte, that whole area, I personally would like to see that, again, set up as a national conservation area. I wouldn't mind having a large part that set up as a wilderness area, and I know people who have problems with that who don't want to do that, but my recommendation for the area is that it be set up as a national conservation area with wilderness. ATVers can come in there, but they have to stay on designated ATV routes because, again, I've just seen too many areas where they just -- they just overrun the land, and it is not right. It's not right.

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41	As I said, the Mormon Mesa is already being designated as a solar energy area; so, you know, that kind -- if that's going to be the case with that area, leave that open. Leave that open for everyone to use whatever way they want. You know, it's just that one area I'd like to see that be protected and saved. I don't have any other particulars outside of Gold Butte.
42	Gold Butte, keep it open.
43	I would request that you look for opportunities to designate planned and signed designated trail systems such as the Logandale trail system. These systems should be looked at as one piece for establishing a comprehensive motorized vehicle recreation system. Some of the areas that I am concerned that designated systems be created for are the Gold Butte and Whitney Pockets areas.
44	Concerned about keeping access open in Gold Butte and Bunkerville Mountains as well as other public Land. I respectfully ask to not close roads and provide OHV routes.
45	Most of us here use what you call Gold Butte and the Bunkerville Mountains for these activities. There is no way to name a specific area that we like more than another in this region as the places to go and see are so vast and have different reasons to go visit and enjoy. For this reason I respectfully ask that all washes and routes BE KEPT OPEN. Using washes is a traditional means of travel and can cut down on dust. All washes, including washes in ACECs must be kept open to travel. Please keep all routes OPEN that were marked on the maps from the RAMP scoping meetings as many people marked routes/roads that they want to be kept open.
46	One place, in particular, close to our hearts is the Whitney Pockets in the Gold Butte area. Here we have a long family history, as I am a descendent of George Luke Whitney. My great-grandfather, George Luke and his son George Fenton Whitney built the original dam behind the CCC dam, hence the name "Whitney Pockets". My great-grandfather and grandfather grazed cattle on those lands for many years as they worked their ranch, now currently the Nay ranch. They traveled for years down the wash between the pockets and St. Thomas. I will never forget that near the end of my grandfathers life he was once again able to travel, via an ATV a short way down the wash that he had traveled in his youth, towards St. Thomas, he and all of us were greatly moved by this. Up until his death my grandfather would share countless stories of his childhood growing up in that spectacular area. Most of those stories were told around the campfire, as we camped as a family, in the same Whitney pockets area where he would camp to graze and water the cattle during his childhood and early married years. He and my grandmother would share their history and of the local area, and teach us about plants and wildlife in the area. We, still, as a family, gather at least annually to camp, share our heritage and enjoy the beauty of the desert. We bring our ATV's to explore the many designated routes that are currently open, to hike, ride bikes, take drives, geocache and visit the many historical sites in the area. There is a rock near the pockets that was my late aunt Wilma's favorite spot to watch the sunset, and we still love to gather there and watch those sunsets, their beauty can't be matched. This area is full of fond memories for all of my family and we hope to be able to continue to share our heritage for many generations to come.
47	I live in Bunkerville, Nevada. I belong to the Public Land Conservation Committee (PLCC) and I set on the Bunkerville Town Board. Our organization and our local residents here in Bunkerville Nevada are deeply concerned about keeping access open in Gold Butte and Bunkerville Mountains as well as other public Land. I respectfully ask to not close roads and provide OHV routes.

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48	Most of us here use what you call Gold Butte and the Bunkerville Mountains for these activities. There is no way to name a specific area that we like more than, another in this region as the places to go and see are so vast and have different reasons to go visit and enjoy.
49	The next area I'm concerned about is Gold Butte. We always have gone to Gold Butte and loved it, but the road into Gold Butte has been totally destroyed by a lack of care, and you can't ride your ATVs in on that road. You have to trail them in, but it's just a miserable off road. And then, once you get in, there are not adequate signs to tell you there's the Devil's Throat and whatever's off.
50	A solar farm is planned to overlay the existing ORV and desert racing area adjacent to Primm, NV. Where will these recreational activities be permitted, if renewable energy for California has priority over Nevada residents' use of BLM public lands?
51	Open Areas for OHV, Jean Area.
52	Trails in Good Springs. There's trails, Lobo Canyon out by I60, by Blue Diamond. Devil's Peak is by the mine roads out by Jean, Nevada.
53	Please keep some land open in the Jean-Primm area. It has long been a place for people and families to enjoy and race. If you would like to see this in person come on down to Primm the 19 and 20th of February. You will see families enjoying the desert. Not to many people get off their couch to go enjoy the desert but they seem to be quick to close it off. Please keep the Desert open to all.
54	I want a OHV area for Las Vegas to recreate at in the Jean- Primm area. We at SNORE, and myself personally feel strongly about having no where south of town to go to.
55	I'd like to see the Jean Dry Lake Valley and Primm area set aside as an open area.
56	The Las Vegas area needs an OHV open area in the jean-primm area to accommodate the growing OHV use it needs to be at a minimum 30,000 acres .
57	Keep the public lands surrounding Vegas Valley public and open for outdoor recreation. Much needed solar power facilities can be built further out, and should not impact the PUBLICS access to their land.
58	The Kingman designation in our state implication plan brought us to complain with the Federal Air Quality Standards as a number of restrictions in it. For example, where you have unauthorized off-road vehicle users who will access someone's property whether it's government property like BLM or privately-owned property. The property owner is liable; so he stabilizes that, and if it gets torn up by somebody on a dirt bike or quad formula which can run into hundreds of thousands of dollars with the liability, and the fines, I think, can run up to \$10,000 a day. So that's something that needs to be considered in laying out authorized, you know, trails that are for motorized vehicles in areas that trails that need to be -- not necessarily -- well, areas that should not be open to unlimited off-road vehicles.
59	We have all seen the closing of all access off Hwy 93 north of Apex. We want this to stop. The public lands need to remain accessible to the public.

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60	Another advantage is discussion of how a right of way gets established over the bike path in Henderson for access to our older trails. Such as; Dean's Backyard, The #9 trail, Bitter Face trail, etc. that have been closed to use because of the paved bike trail. I also request that all the trails our club marked on the map are left as open OHV designated routes. (GPS coordinates have been forwarded to Chris).
61	I would like to see some trails reopened, such as Tie Rod Canyon, Dean's Back Yard, Bitter Rock and the #9 Trail. Blue Diamond Hills area has some great off road trails, it is also closed.
62	I would like to see that some of the trails that we have lost access to are reopened. Trails such as Dean's Backyard, Karnage Canyon, K2, Bitter Rock Canyon, Tie Rod Canyon and all the routes at Blue Diamond Hills. These are trails we have used for years and would like to keep, as well as the access to them
63	A popular riding area here is called APEX. This is a good step in the right direction but APEX is woefully undersized for the amount of riders in the community.
64	I have many concerns when it comes to the OHV use in southern Nevada. I have seen areas close within the Las Vegas Valley for reasons like dust control, desert tortoise habitat, and erodible soils, yet once a developer wants to use the land it is up on the chopping block in the name of "progress." I am not allowed to ride my low decibel motorcycle on existing trails that I had ridden for 10 years. I am losing safe areas to ride with my responsible children because the BLM has corralled us into a small OHV area called Nellis Sand Dunes. I am a responsible rider and teach every person I impact to do the same. I believe that two wheel motorcycles should be regulated to baffles and spark arrestors and should be allowed to roam on existing trails. Some vehicles that have four wheels (ATV & side-by-sides) have widened the trails to 3 & 4 times their original width. I would like to see those 4 wheel vehicles be challenged to be more responsible. I believe that horses & responsible two wheel riders are one in the same and should be treated as such.
65	Existing projects such as the Anthem East Trail, the County Shooting Park, the Amargosa Trail, the River Mountains Loop Trail, and Red Rocks trails are excellent examples of the expanding infrastructure that is making the Las Vegas valley a better place to live and visit.
66	Plans for future open spaces and trails such as the Gypsum Ridge Loop, the Upper Las Vegas Wash Fossil Beds, the Sloan Canyon National Conservation Area trails and the proposed linking trail system under the working name Great Circle Trail are also extremely important facets of a valley-side recreational complex that will improve the quality of life for valley residents and tourists.
67	Namely, we would hope to see, when possible, a 100-yard buffer zone on each side of trails to maintain their natural state and appearance.
68	The Sierra Club would encourage the BLM to physically and administratively deny motorized vehicles access to these open space and trails facilities when possible, in congruence with existing regulations.
69	Access to Corn Creek in North Las Vegas, up the sheep mountains to the north. Nellis Dunes, keep that open. We use that to go out to Pahrump, stuff like that.
70	Consider Sheep Mountain Alternatives (RTC).

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71	Route/trail data in Red Rock NCA?
72	Trail to connect Nellis Dunes & Longandale trails & an equal size piece of land if Nellis Dunes is shut down.
73	The Logandale Trails System and adjacent roads need to be kept open for multiple use and for the VV4W's Hump n Bump event; there are many people that like the extreme rock-crawling experience and trails in the LTS provide those experiences. They need to be un-maintained and need to provide the rock crawling experience that is challenging for both equipment and driver.
74	The Logandale Trail System and adjacent roads and washes need to be kept open for multiple uses and for the VV4W's Hump n' Bump annual event; the extreme routes are important for our club and our specific OHV experience that is challenging for both driver and equipment. The BLM should work with the county and NDOT so that the routes to the fairgrounds in Logandale, NV to the Logandale Trail System are designated as OHV friendly so that members can travel to the Logandale Trail System legally.
75	And the third thing I'm concerned about, we live on -- let's see. It would be the eastside of the Moapa Valley Highway coming down. The Logandale trails are on the west side. Now, it's ridiculous for us to live that close to have to trail our bikes across the highway. We want designated crossing, maybe two, because we're breaking the law when we zoom across the highway. It would be nice if there were designated four-wheeler crossings. I don't know what they'd have to do -- make a stop, look at them or something. But that would be nice. Those are my concerns.
76	Logandale area, and then there's access to a couple of trails that we do in Logandale from the Ute access. We go off-road from Ute into some of the trails.
77	Also the Logandale Trail System and adjacent roads need to be kept open to the public for multiple uses and for VV4W's Hump and Bump event; the extreme routes are important for our club and our specific OHV experience.
78	While I don't personally "rock-crawl" I have friends that do and for their sake I am asking that some areas especially the Logandale Trails System be kept open and parts unmaintained for their use.
79	The BLM should work with the county and NDOT so that routes from the fairgrounds in Logandale, NV to the Logandale Trails System are designated as OHV friendly so that people can travel to and from the LTS legally.
80	Logandale Trails data on scoping maps show what was inventoried for LTS, not what was approved.
81	And I would like to see the open muddy -- I would like to see Muddy Mountain wilderness area open for existing trails.
82	Many trails I jeep on lie in that outlined area. I would like a plan to allow me and other off road enthusiasts to explore "existing" trails. No Trailblazing. There are many existing trails such as mining or powerline roads that allow non-invasive, non-destructive access to public land. I would like to see these remain open and maintained by the off-roading community.
83	And I would like for a lot of reasons to see the trails remain open for jeep travel and that type of thing.

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84	I just like four-wheeler Jeeps and stuff like that.
85	I came here in 2002, and when I saw the desert it scared me, and I was driving. I had a Jeep at the time also. But since I've been here, we started building up the Jeep, and then we bought her a Jeep, and so we're building that one up to go out and explore. Took it out to explore the desert and the mountains and the archaeological sites and ruins and things nearby. Actually, throughout the whole southwest. We've covered; you know, the Grand Canyon, Great Basin, Yosemite. We like to tour the state parks and the national parks, and four-wheel-drive takes us to the places that you normally don't get to see. We would like the lands to be open so we can enjoy it and future generations can enjoy it.
86	First, I hope with any plan there is consideration to maintain existing alternate routes around extremely challenging obstacles on otherwise reasonable trails. I drive a lighter-duty SUV with off-highway capabilities (air-lift, lockers full-time 4) that allow me to enjoy substantial portions of many trails; however I depend on established work-arounds where the trail may be narrow or rocky. This is not to suggest we make every trail accessible; there is strong merit to 'firewall' certain trails for the benefit of the land and those who have the equipment to enjoy it. But certain trails that have a modest amount of obstacles should maintain existing "work-arounds" where possible.
87	Second, I wanted to emphasis 4x4 access and its value with family experiences. I often visit other areas including the Colorado San Juans, Moab Utah, and Big Bear California. The value of allowing families to experience these areas by 4x4 - for the beauty and the history - is crucial for encouraging land use stewardship for generations to come.
88	I am against further land closures and would like to see riding areas enhanced. If I may be of help in someway developing a trail system I would like to volunteer in some way. Thank You for your time and consideration.
89	I would like to see the Las Vegas BLM establish a trail from Apex to Logandale trails that would mimic the establishment of the "Silver State Trail" in the Ely district, there are several options for this trail on current BLM maps. The establishment of this trail system could lead to better cooperation of the OHV community using established Logandale trail system, provide income to business in Longandale through more use and would provide the OHV community a safe and responsible route to Longandale. I would also request the Las Vegas BLM work with the Ely BLM district to connect the Silver State trail to this newly created Logandale trail by establishing a route that would follow US 93. There is a need for long distance trail systems with the creation of UTV's. If the Las Vegas district would work with the Ely BLM the OHV community would benefit by being able to drive from Las Vegas to Ely, NV entirely on existing trails. This could also benefit the towns in Lincoln and Whitepine counties by allowing there business's to service the OHV community. In Utah the Piute Trail System is setup much like this suggestion and is a highly success trail system that has allowed for the creation of hundreds of jobs simply by allowing for the creation of that trail system. It is popular destination for thousands of OHV users a year. Southern NV has the opportunity with this RAMP to do the same thing. Many of the Piute trail users are from Clark County and travel to Utah because of the limited opportunities made available by the Las Vegas BLM.
90	Keep all existing trails & race courses open.
91	We are among the very large group that believes in doing what we can to keep trails open, clean, and maintained. We do not appreciate nor support those who do not stay on trails, and litter.

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92	Easy access to public lands is one of the main reasons I choose to move to Nevada several years ago. I enjoy exploring my public lands in a responsible and safe manner. Whenever my friends and I are out there, we stay on designated trails and pack up any trash we bring with us. If we see anyone else not doing that, we give them an earful. My off-roading and target shooting clubs organize cleanup days where we clean up any trash that we find.
93	We generally enjoy our public lands on foot using existing trails/road systems, but we still need to drive to these areas and so need vehicular access to all areas.
94	Forcing a large number of people who enjoy outdoor recreation into even smaller areas of public lands will result in greater destruction of the natural environment.
95	In conclusion, it seem the two arms of the BLM should coordinate the activities proposed for desert lands in Southern Nevada, and throughout the West. If the renewable energy projects always have priority over recreation, where are the growing numbers of outdoor enthusiasts to go to recreate or hunt, or just enjoy an outdoor experience?
96	While I support responsible use of the public lands, I worry that those few (and I firmly believe that there are only a few "bad apples") will cause greater restrictions to our public lands and especially the motorized recreation by roads and areas being closed or restricted to a few at a time.
97	What effect will rights-of-way authorizations and land sales have on recreation opportunities. Potentially adversely if not decided fairly, carefully, and with local consensus. I've heard stories of homeowners becoming landlocked because a federal agency decided a road didn't exist anymore.
98	Potato Ridge has special meaning to me as this was the first trail that I took my now wife on to show her that there is life to be experienced outside of the malls and casinos of Las Vegas. Being a mall rat from New Jersey, she was in awe of the beauty of the mountains and desert that are just outside of her door. She has been hooked on 4 wheeling ever since, only slowing down to raise our daughter. As a favorite trail to us and VV4W; please make sure that this route is kept open and that there is ample room for staging at the beginning of the trail. Primitive camp sites need to be kept open along the route. The character of this route needs to be preserved. Although I believe that most routes and washes should be multiple use, this route should be maintained for an extreme OHV experience.
99	With more people owning OHV's, we must ensure that the roads GPS'd and marked and mapped are kept open.
100	This is something I will not be able to do with my own grandchildren because of the access being closed.
101	Please remember we need to keep public lands just that PUBLIC LAND multi use is for everyone where all can use for their different reasons. Keep it Simple so we don't wonder from one place to the next what we can and cant do. Please keep all routes OPEN.
102	We participate in both off roading and biking. While I appreciate what the BLM is trying to do, I do not believe you are considering all points of view. I have not participated in any off road activity where the utmost care or concern for the land wasn't used.

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Comment #	Comment
103	The trails we use or would like to use include Devil's Canyon, Copper Top, No Name & Beyond No Name, Jacks Trail, Potato Ridge, Deans Back Door, The Logandale Trail System, Christmas Tree Pass, Bitter Springs Back Country, Good Springs, Tobanga Canyon to name a few.
104	As I use off roading as a relaxing sport to see nature and educate my children in the beauty of nature. By closing trails and limiting access I will loose in being able to continue in showing my children nature.
105	New trail making by ATVs is an issue.
106	I take the time to tell you my families back story and our involvement in this beautiful country not to brag or to try and gain some kind of higher status than someone who is just visiting but because I want you to know that there are still people who care for this land and are good stewards of the land but still enjoy ATV's, four wheel drives and other types of motorized recreation. This is beautiful big country and our access to it cannot be limited to hiking or restricted to just the major roads.
107	Between the recent real estate explosion and political land closures, our areas of access is shrinking at an alarming rate, with no alternate areas being opened or offered while all the others are being shut down. I am an active member of Vegas Valley 4 Wheelers and I would like to ask that you please keep all routes OPEN that were marked on the maps from the Las Vegas meeting as out club of the closed trails that we used to enjoy, such as, Tie Rod Canyon, be re opened.
108	With more people owning OHVs or ATVs we need every route to be kept open - it makes no sense to have MORE people to use the land, but have less roads and areas to use. As more people move to the city, the city builds MORE parks, not closes parks. Public land should be managed in the same manor - MORE places to go, more roads open- not less. What's wrong with building more trails and let the public enjoy the land?
109	The most important comment that I can make is that BLM should make it easier to use their public lands, not close it so no one can enjoy them. It should not be more difficult or confusing to try and figure out each year, where one can go, and what is closed. I would like to be able to raise my family as I was raised, taking these trails without fear of prosecution and leaving them no worse for wear. I want future generations, my grandkids, to be able to take the same trails their grandparents took. Thank you for your time, and please help us keep our trails open to everyone to enjoy, not closed for no one to enjoy.
110	Please keep all routes OPEN that were marked on the maps from the RAMP scoping meetings as many people marked routes/roads that they want to be kept open. Work with the public and make the process easy, simple, and free. Leave areas primitive so that one can truly 'get away'
111	Our public lands are our greatest asset and we should have the opportunity to use them for recreational purposes. OHV travel has become the favorite form of transportation to visit the flowers, mines, art, and historic areas.
112	I am very concerned about keeping our trails and access open to the public. As a club we believe in keeping nature clean and every time we visit hard to reach areas we also clean and pick up trash.
113	Trails that need to be left open include Devils Canyon, Tovana Canyon, Coppertop, The Red Canyon, No Name Canyon, and Beyond No Name Canyon. (GPS coordinates to follow)

# Travel and Recreation Implementation Plan: Scoping Comments

## Topic: Access and Travel Management

Comment #	Comment
114	As Rock Crawling is a good low speed sport and we stay in washes so our impact is low and I feel there can be a happy medium between off road use and BLM.
115	I am extremely concerned by the loss of OHV recreational opportunities surrounding the population centers such as the Vegas Valley, Pahrump, Overton, Logandale, Mesquite, Jean and the Eldorado Valley. Their loss, with no obvious attempt to open up new areas for OHV use is very disturbing.
116	Large tracts should not be closed to OHV use because some area(s) therein is special habitat or otherwise inappropriate or unsustainable for OHV use. I strongly recommend that the BLM scopes, plan, construct, and designate suitable trails around just those areas of concern.
117	Establishment of open OHV areas and, in addition, an extensive OHV planned trail system would better concern all parties involved. Quality planned trail systems provide riders challenging rides, the adventure of exploration, and the pleasure of a natural environment while protecting the public land by dispersing use and locating trails in appropriate sustainable areas. Designated trails can and should allow OHV travel through areas not suitable for open OHV use. Utah's Paiute Trails System is an example of a planned trails system. You can count on my help to establish such a system.
118	Where are we gonna ride?
119	I am concerned at the amount of land closures that are being requested and have happened in the past.
120	I have been hunting, fishing and riding for over thirty years. Large tracts of land are being sought out for solar, wind and other projects that will close OHV recreationist's from traditional areas. When BLM sells land to private companies that closes the land to the public then they are no longer operating in the public interest. There are other options available.
121	OHV is a popular family friendly pastime and future BLM planning should incorporate us into it.
122	A trail friendly system throughout the state would be a good idea. A system such as the Paiute trail system in Utah is one good example.
123	Current situation issues - vehicle travel on closed routes, cross county is a problem.
124	BLM needs to open more areas for OHV. Open areas for OHV Hsood acres Jean area.
125	The permits for competitive events cost way too much!!!
126	What areas can we use for competitive events - April, May, and September?
127	Allow off road events.
128	BLM needs to open more areas for OHV.

# Travel and Recreation Implementation Plan: Scoping Comments

## Topic: Access and Travel Management

Comment #	Comment
129	Open areas for OHV Area.
130	BLM needs to open more areas for OHV.
131	I would like to see the Nellis Dunes Recreation Area followed through with as far as designating and maintaining existing trails, restrooms constructed and a paved staging area.
132	Do not close ANY existing trails in this area.
133	Do not close any existing inventoried trails in the Jean Dry Lake & Roach Dry lake areas, Goodsprings - Sandy Valley areas and continue to allow high speed OHV events in these areas.
134	I hope there are lots of trails open for our family to ride on and race on.
135	Utah has a wonderful trail system - perhaps Nevada can do the same for us.
136	Although I realize there are legitimate reasons for closing some roads, and I do not wish to endanger wildlife or detract from the natural beauty of our land, I would urge you not to restrict access to a route without a very solid and compelling reason, but to leave open, as much as possible, opportunities for exploration and freedom.
137	Please preserve responsible public access for responsible users to public lands. Focus most on education of the young so that they grow up to be responsible users.
138	Trail to connect Nellis Dunes & Logandale trails. An equal size piece of land if Nellis Dunes is shut down. Keep all existing trails and race courses open.
139	Anyway, just the basic thing, I'm happy that you guys have come here, Number 1. And I just hope that, when the windmills go into effect, that they'll only take a certain area of space so that we can, like, go around them; and they won't take like 20 acres so, when we're ATVing out there, we'll be at a disadvantage where we have to be following their -- their boundaries. You know, we're hoping they won't take a large area.
140	Well, I'm concerned with three areas. I'm concerned with Arrow Canyon area. We used to be able to go through around. We have to trail our bikes from here, and we have to park, and now there are private homes blocking the way that we used to go in. There's got to be a public access to it. It's too valuable of a place for people to see, not to be able to get into it. There may be, but I don't know of anything if there is or not. We need a published map showing us a different route to get into it.
141	I'd definitely like to see trails and routes that exist to remain open.
142	More trails for two-wheel vehicles. Close them down to four-wheel traffic.

# Travel and Recreation Implementation Plan: Scoping Comments

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Comment #	Comment
143	I'm an OHV recreationist. I think public land should be kept public. I want BLM to allow Chris to be involved in all areas of recreation.
144	I want all groups, all aspects of recreation users to work together as far as hikers, forestry users, horseback riders, anyone else that uses public land to be able to work together and not be segregated to different spots of the valley where you have a quad you're going to be over here. You have a rock crawler, you'll be over here. If you hike, you'll hike over here. If you have a dirt bike, you go over here. We should be able to work together and stay on all existing roads and trails.
145	More or less we just want to keep public land public and ask that BLM keeps open the 2477 roads that allow access to washes that we use for our recreation on public lands.
146	We need like ins and outs. Sometimes they close the areas, and we can't get into the trail or the trail is even cut off. Certain areas have been closed off.
147	The washes in Pahrump -- I mean, by Wheeler Pass, keep those open.
148	I just want the open lands to remain open for the enjoyment of the citizens and future generations.
149	At the time of Christopher Columbus, everybody says the world is flat. He said, no, I'll go out that way. That's what we do on the jeep trails. We go out and explore. He sailed out to see what's over the horizon. You know, that's what we like to do. Not all who wanders are lost.
150	I would like to see less restriction on OHV use.
151	I would like to see a trail system that connects Southern Nevada with the Ely direct.
152	It should be proactively designated as some areas for that type of activity like there are inside of Wells and California and several areas where they have an OHV-designated 10,000 acres to play.
153	My reason for being here is concern over use of the areas that continue shrinking open areas as far as motorized recreation and high-speed events. I just feel like we continually being encroached upon, being pushed down. And the fact that motor sports contribute quite a bit to the economy. And just a concern that we continue to have areas open for recreation, not necessarily racing, but off-road motorized recreation. And I feel like there is a plan. We have the opportunity to look at it, to talk about it, look at the areas that are available, and see that they have reduced significantly in size. It seems like they get smaller per year. But we do need to keep those areas open, and they've got to get us -- grant it, sensitivity to the environmental ballots, we're very aware of that. But there's got to be a harmonious balance somewhere. It can't go all one.
154	Keep our riding areas open.
155	I am in favor of keeping open areas open and re-opening any others that may be closed due to zoning or ACEC.

# Travel and Recreation Implementation Plan: Scoping Comments

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Comment #	Comment
156	I hope there are lots of trails open for our family to ride on and race on. Utah has a WONDERFUL Trail system, perhaps Nevada can do the same for us.
157	We would respectfully like to encourage you to keep trails open, and re-open some that have been closed in Southern Utah. Poverty Flat comes to mind, and the Paria River Ride.
158	Hello, I'm a SNORE enthusiast as well as a Las Vegas resident who loves and respects the public lands we have all around us. I'm all for regulating the usage and understand the reasons why this would be necessary.
159	Myself and most everyone I know just want some say-so and consideration when making plans for the future. After all they are all our lands. Also if they keep taking away areas where we Can "play" in the desert, it will only encourage illegal usage in areas where we are not supposed to be. Remember this is one of the reasons we live out here.
160	I believe we should all be able to use as much of the public lands as possible, without excessively damaging the great natural resources we have in the west. I respectfully request designated Off road use areas in the vicinity of Mesquite, Laughlin and Primm.
161	Quit stealing our rights to use our public lands, we are dam pissed off, it's against our Constitution, and our freedoms and liberties.
162	The public needs greater access to remote areas of public land by motorized transportation. ATV access has been diminishing while the demand has been increasing. People prefer motorized transportation thousands to one over walking.
163	Please make your land use plan fair for all users. When you ignore a large group like the off-road community those who are impulsive, dumb, and criminal now have the excuse to ruin and destroy. I hate those irresponsible morons who ruin it for us. If there are places that have been littered or vandalized please let us know, I know the Vegas Valley Wheelers are dedicated to clean up or improve trails to keep them open! Please keep us in mind before closing any more land.
164	How about coming up with a groomer like we have on snow trails?
165	You will recall that SNORE is a responsible organization dedicated to the principles of Tread Lightly! After every race we leave the desert as clean and pristine as it was when we arrived, if not more so.
166	Please do not close any areas or motorized roads..... This would restrict easy access to off trail day hikes and exploring.
167	I would urge that all routes be properly and completely inventoried, including user-created routes so that they can be studied to see if they meet a transportation need including recreation purposes.
168	There always seems to be a problem with the ability to correct problems in the transportation system once the planning is done. I would urge that provisions be included even at the plan draft stage to provide a mechanism for adding or rerouting routes that were missed or improperly excluded.

# Travel and Recreation Implementation Plan: Scoping Comments

## Topic: Access and Travel Management

Comment #	Comment
169	Travel planning should utilize a landscape approach and take into account the wide variety of uses and users of the public lands. A landscape level approach can ensure that large areas of the public lands remain relatively quiet and undisturbed for the majority of users who enjoy public lands through hiking, backpacking, horseback riding, bird watching, hunting, and fishing. Land use planning processes such as the RMP and CTTM provide one of the best opportunities to make travel planning decisions in the appropriate context. The placement and design of travel routes defines which areas will remain or become roadless, whether they will maintain or become of Wilderness character, and which areas will be disturbed and how. In other words, route decisions determine the fragmentation of the landscape, and, thus, how naturally or unnaturally a landscape will behave in terms of water flow and quality, wildlife migration, and species composition and function.
170	The high-impact nature of off-road vehicle recreation (due to noise, pollution from two-stroke engines, and dust) extends far beyond the trail itself, diminishes the quality of the natural experience and often completely displaces non-motorized, quiet forest visitors. The process should focus not solely on individual ORV route designation, but on achieving a transportation system that minimizes conflicts between quiet and motorized recreation. The travel management process should include an examination and analysis of all routes, including existing system roads and trails and potential future additions to the system – not just the unauthorized and/or user-created ORV trails.
171	Similarly, route designation should consider the direct, indirect, and cumulative ecological impacts of ORVs on the larger landscape, including watersheds, noise sheds, wildlife corridors, and core areas of protected habitat for wide-ranging, low-density, or disturbance-sensitive species. NEPA requires that the BLM evaluate “the impact on the environment which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions...result[ing] from individually minor but collectively significant actions taking place over a period of time.” A landscape perspective will help ensure that redundant routes are not designated and that routes are not merely examined in isolation.
172	The agency should use spatial analysis to evaluate landscape-level impacts to natural resources.
173	The agency should also consider the districts in the context of the surrounding landscape, including other federal and private lands, and ensure there is compatibility with appropriate land uses outside the forest boundary. The agency should evaluate the opportunities for undisturbed wildlife habitat, clean water, non-motorized areas, and natural quiet on lands outside of the public lands.
174	The Center recommends that the BLM address travel management on a landscape-wide basis by addressing the impacts of all roads in the planning area and accounting for the landscape-wide impacts of these roads. The BLM should establish a travel system that retains the minimum amount of routes necessary to provide for reasonable access to public lands including closure and rehabilitation of redundant roads, roads that serve no visitor or administrative purpose, and roads in sensitive resources areas.

# Travel and Recreation Implementation Plan: Scoping Comments

## Topic: Access and Travel Management

Comment #	Comment
175	<p>BLM must apply a legal definition of “road” within the planning process, develop appropriate criteria to accurately gauge what is or is not a road, ensure that illegal “ghost roads” are not legitimized, and in fact, close and reclaim such “ghost roads.” Some legal roads serve important travel needs and are appropriate for motorized use. However, routes that are not “roads” should not receive equal consideration. The agency has a definition of “road,” and this definition should be adopted and used consistently in order to create a regular expectation and approach on BLM public lands. We note however, that merely meeting the definition of a road is not sufficient to justify designating a route. In fact, the BLM must still consider whether a route has negative impacts to sensitive or protected resources, such as by the process recommended in this document, and should only designate those that do not impact these resources. The legal definition of road for the BLM public lands is derived from the definition of “roadless” in the legislative history of FLPMA: The word “roadless” refers to the absence of roads which have been improved and maintained by mechanical means to insure relatively regular and continuous use. A way maintained solely by the passage of vehicles does not constitute a road. (H.R. Rep. No. 94-1163 at 17 (1976)). In addition, the Code of Federal Regulations (43 C.F.R. § 19.2(e)) establishes the following definition: “An improved road that is suitable for public travel by means of four wheeled, motorized vehicles intended primarily for highway use.” IM 2006-173 (“Implementation of Roads and Trails Terminology Report”), which sets out and defines associated with transportation management, also includes a definition of a road as: “A linear route declared a road by the owner, managed for use by low-clearance vehicles having four or more wheels, and maintained for regular and continuous use.” Therefore, it’s incumbent upon BLM to exclude “user-created” routes from the inventory. To include these routes is to legitimize and “grandfather in” illegally created routes and/or routes which have not been improved or maintained by mechanical means to ensure regular use.</p>
176	<p>Motorized recreation is a fast growing and important recreational use of federal public lands in Nevada. If such a use is to be allowed on the LVFO, it must be restricted to designated trails and roads that have been carefully selected, and cross country travel must be prohibited.</p>
177	<p>We Executive Order (EO) 11644, as amended by EO 11989 provides clear and explicit direction to the BLM regarding the use of off-road vehicles (ORVs) on the public lands. The purpose of these EOs is to, “ensure that the use of ORVs on public lands will be controlled and directed so as to protect the resources of those lands, to promote the safety of all users of those lands, and to minimize conflicts among the various uses of those lands.” Section 3 of the EOs speaks to the designation of areas and trails such that: damage to soil watershed, vegetation or other resources; harassment or disruption of wildlife habitats; and conflicts between ORV use and other uses of the federal lands; are minimized. Section 9 of EO 11989 states: “Special Protection of the Public Lands. (a) Notwithstanding the provisions of Section 3 of this Order, the respective agency head shall, whenever he determines that the use of off-road vehicles will cause or is causing considerable adverse effects on the soil, vegetation, wildlife, wildlife habitat or cultural or historic resources of particular areas or trails of the public lands, immediately close such areas or trails to the type of off-road vehicle causing such effects, until such time as he determines that such adverse effects have been eliminated and that measures have been implemented to prevent future recurrence. (b) Each respective agency head is authorized to adopt the policy that portions of the public lands within his jurisdiction shall be closed to use by off-road vehicles except those areas or trails which are suitable and specifically designated as open to such use pursuant to Section 3 of this Order.” (emphasis added). In its analysis, the BLM must provide a thorough and comprehensive analysis of the effects and impacts from the motorized recreation currently on-going on the district as outlined in the EOs.</p>

# Travel and Recreation Implementation Plan: Scoping Comments

## Topic: Access and Travel Management

Comment #	Comment
178	<p>The BLM must also ensure compliance with the minimization standards found in 43 CFR §8342.1. These regulations require the authorizing officer to designate ORV routes in accordance with minimization criteria which state: “(a) Areas and trails shall be located to minimize damage to soil, watershed, vegetation, air, or other resources of the public lands, and to prevent impairment of wilderness suitability. (b) Areas and trails shall be located to minimize harassment of wildlife or significant disruption of wildlife habitats. Special attention will be given to protect endangered or threatened species and their habitats. (c) Areas and trails shall be located to minimize conflicts between off-road vehicle use and other existing or proposed recreational uses of the same or neighboring public lands, and to ensure the compatibility of such uses with existing conditions in populated areas, taking into account noise and other factors. (d) Areas and trails shall not be located in officially designated wilderness areas or primitive areas. Areas and trails shall be located in natural areas only if the authorized officer determines that off-road vehicle use in such locations will not adversely affect their natural, esthetic, scenic, or other values for which such areas are established.” In the ruling for the case Center for Biological Diversity, et. al. v. U.S. Bureau of Land Management, et. al. (C 06-4884 SI, filed 9/28/2009) the court found that not only did the BLM have to abide by the minimization criteria, but also must document how it does so specifically for the designations being considered. The use of tools, such as decision trees, is not sufficient unless they specifically address the criteria. (Opinion, pages 19-30.) The court also found that the BLM must show a “rational connection” between the facts considered and decisions made. (Ibid, page 31.) In this same decision the court elaborated on the meaning of the word “minimize” in the regulation, clarifying that it refers to the “effects” of the route designations, such that the BLM is required to place routes specifically to minimize ‘damage’ to public resources, ‘harassment’ and ‘disruption’ of wildlife and their habitat, and minimize ‘conflicts’ of uses.( Ibid, page 30.) In this EIS, the BLM must document its consideration of and compliance with the “minimization criteria”, including analyzing the effects of the designations. Routes can only be designated if the agency can show that ORVs will not damage or harm other resources.</p>
179	<p>We provide in Appendix A, a set of best management practices for off-road use on public lands. (Wildlands CPR. 2008. Best Management Practices for Off-Road Vehicle Use on Forestlands: A Guide for Designating and Managing Off-Road Vehicle Routes. Available at: <a href="http://www.wildlandscpr.org/ORV-BMPs">http://www.wildlandscpr.org/ORV-BMPs</a> .) Although specifically written to address concerns on National Forest System lands, we feel it should apply equally well to BLM public lands and should be used in identifying and implementing a motorized recreation system on the district.</p>
180	<p>The BLM should also provide a specific cost estimate for managing each transportation alternative and compare it to its current and projected budget.</p>
181	<p>An outcome of the CTTM process should be the identification of roads, trails and routes (“routes”) that will be closed or decommissioned to avoid, minimize and mitigate resource damage, user conflicts and to “rightsize” the transportation system into a system that can be adequately managed and enforced. Routes to be closed or decommissioned should be prioritized and a preliminary estimate of cost developed for use in future agency budget requests.</p>
182	<p>We enjoy riding our OHVs on primitive trails and roads in the southern Nevada area. All multiple-use land managed by the Bureau of Land Management provides a significant source of these OHV recreational opportunities.</p>

# Travel and Recreation Implementation Plan: Scoping Comments

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Comment #	Comment
183	We feel strongly about OHV recreation for the following reasons. Enjoyment and Rewards of OHV Recreation: Opportunity for a recreational experience for all types of people. Opportunity to strengthen family relationships. Opportunity to experience and respect the natural environment. Opportunity to participate in a healthy and enjoyable sport. Opportunity to experience a variety of opportunities and challenges. Camaraderie and exchange of experiences. For the adventure of it.
184	Acknowledged Responsibilities of Motorized Visitors: Responsibility to respect and preserve the natural environment. We are practical environmentalists who believe in a reasonable balance between the protection of the natural environment and the human environment. Responsibility to respect all visitors. Responsibility to use vehicles in a proper manner and in designated places. Responsibility to work with land, resource, and recreation managers. We are committed to resolving issues through problem solving and not closures. Responsibility to educate the public on the responsible use of motorized vehicles on public lands.
185	We feel that we are representative of the needs of the majority of visitors who recreate on public lands but are not be organized with a collective voice to comment on their needs during the public input process. These independent multiple-use recreationists include visitors who use motorized routes for weekend drives, mountain biking, sightseeing, exploring, picnicking, hiking, ranching, rock climbing, skiing, camping, hunting, RVs, shooting targets, timber harvesting, fishing, viewing wildlife, snowmobiling, accessing patented mining claims, and collecting firewood, natural foods, rocks, etc. Mountain bikers seem to prefer OHV trails because we clear and maintain them and they have a desirable surface for biking. Multiple-use visitors also include physically challenged visitors who must use wheeled vehicles to visit public lands. All of these multiple-use visitors use roads and motorized trails for their recreational purposes and the decision must take into account motorized designations serve many recreation activities, not just recreational trail riding. We have observed that 97% of the visitors to this area are there to enjoy motorized access and motorized recreation.
186	Many federal actions have led to the continual closure of motorized recreational opportunities and access and at the same time the number of OHV recreationists has grown to 50 million. Multiple uses of the forest are marginalized every time a forest plan or travel management plan comes up for action. The motorized closure trend has created significant cumulative effects and has reached the point where it is causing severe public distress. Reasonable alternatives to motorized closures must be pursued. The continual loss of motorized recreational opportunities is our primary concern. Because of the significant cumulative effect of motorized closures at this point in time, we feel strongly that there can be “no net loss” of motorized recreational opportunities with the Las Vegas Field Office Recreation Area Management Plan and Comprehensive Transportation and Travel Management Plan project. We would ask that this project address the attached checklist of issues and address the goals and needs identified. Using this checklist will help identify and address concerns and, hopefully, the needs of the public will be adequately met by implementing a more reasonable multiple-use alternative.
187	The project area with its current level of motorized access and recreation is where hundreds of thousands of residents from Nevada and the surrounding regions go to enjoy motorized recreation. The project area is where we go and what we do to create those memories of fun times with family and friends. Management of these lands for multiple-uses including reasonable motorized use allows the greatest enjoyment of these lands by the widest cross-section of the public to continue. These lands are designated as multiple-use lands. We ask that management for sharing of these lands for multiple-use be selected as the preferred alternative. Sharing would include a 50/50 sharing and equal opportunity of non-motorized to motorized trails.

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Comment #	Comment
188	The starting alternative proposes to close nearly 100% of the existing motorcycle routes. Our comments document that the current management trend towards massive motorized closures such as this is not responsible to the public's needs for motorized access and recreation and is contrary to the multiple-use management directives specified by congress. The agency can no longer ignore that motorized access and recreation are the largest (over 50 million) and fastest growing group of visitors and at the same time other outdoor activities have declined 18 to 25% (Journal of Environmental Management 80 (2006) 387–393, <a href="http://www.redrockinstitute.org/uploads/PNAS.pdf">http://www.redrockinstitute.org/uploads/PNAS.pdf</a> and <a href="http://www.msnbc.msn.com/id/22998037/">http://www.msnbc.msn.com/id/22998037/</a> ). The agency can no longer ignore the needs of motorized recreationists and act irresponsibly by continuing to close a large percentage of existing motorized access and recreation opportunities.
189	The agency can no longer ignore the need for new motorized recreational opportunities.
190	The agency can no longer ignore the significant cumulative effect that all of the motorized closures over the past 30 years have had on motorized recreationists. We cannot tell you how many times we have met motorized recreationists and they have asked us "What is going on?" This question will be even more prevalent if the travel plan is pushed by the public in a short time frame. In all of the hundreds of federal actions in the past 7 years, we have yet to see a meaningful evaluation this cumulative effect.
191	It seems that both the BLM and Forest Service are using forest planning and travel management planning as an opportunity to close as many motorized recreational opportunities as fast as possible. We are asking that this project establish a baseline evaluation and address this significant impact.
192	There is nothing radically wrong with the existing condition except that it does not meet all of the needs of motorized recreationists, does not provide equal opportunity, and does not adequately address the growing needs of motorized recreationists. These are the supreme issues that this action must address. The evaluation and proposal must adequately address these three issues and the predisposition to motorized closures must be avoided. The proposed action must meet the needs of motorized recreationists both today and tomorrow. We respectfully request that the evaluation and proposal be directed to adequately address these issues and goals.
193	We request that the BLM provide an adequate and fair evaluation of: 1. The needs of motorized recreationists and the cumulative impacts of motorized closures, 2. All existing routes including those meeting National OHV Rule guidelines and currently closed routes, 3. The current imbalance of non-motorized to motorized trails, and 4. At least one pro-recreation alternative in the analysis.
194	Under the existing condition, too much of the Las Vegas Field District Office area is set aside for segregated exclusive non-motorized use for 1% of the visitors to the area. We do not agree with all of the effort that the agency is going through to segregate users. Multiple use lands are public places. Segregation in public places has not been acceptable since the Civil Rights Act of 1964 ( <a href="http://www.ourdocuments.gov/doc.php?flash=true&amp;doc=97&amp;page=transcript">http://www.ourdocuments.gov/doc.php?flash=true&amp;doc=97&amp;page=transcript</a> ). In order to reasonably meet the requirements of integration a reasonable management goal for 99% of the forest would be for shared multiple-use that would produce a forest-wide 50/50 sharing and equal opportunity of non-motorized/motorized trail opportunities.

# Travel and Recreation Implementation Plan: Scoping Comments

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Comment #	Comment
195	The Las Vegas Field Office Recreation Area Management Plan and Comprehensive Transportation and Travel Management Plan must include adequate evaluation of cumulative effects so that motorized recreation will not be removed from our public lands. An adequate evaluation of cumulative effects would include all past, current, and reasonably foreseeable actions that have or will produce motorized closures in the State.
196	The Las Vegas Field Office Recreation Area Management Plan and Comprehensive Transportation and Travel Management Plan must include the evaluation of a pro-recreation alternative so that motorized recreationists do not end up losing before the process begins. A true pro-recreation alternative should be based on the actual usage of the area which is 99% motorized multiple-use in the case of the Las Vegas Field Office Recreation Area Management Plan and Comprehensive Transportation and Travel Management Plan. A reasonable alternative should include: a. Sharing non-motorized trails with mountain bikes and motorcycles, b. Creating new mountain bike and motorcycle trails, c. Creating ATV trails from roadbeds that both currently open and closed, d. Creating new ATV trails e. Creating new ATV trails that connect with converted roadbeds to create loops, and, f. Establishment of 4x4 challenge routes using roadbeds that are both currently open and closed including historic mining routes.
197	See attachment to CTVA letter for additional information and issues that affect motorized recreation.
198	Our group is very concerned about keeping access open to as many OHV routes as possible.
199	Please keep all routes OPEN that were marked on the maps from the Las Vegas meeting. Our club and others use these trails at least once a year and wants them kept open.
200	Washes MUST be kept open for HOV use and access; travel in washes is the preferred area for extreme OHV use. Also one minor flood event erases all traces of tracks; floods affect vegetation more than OHV use in a wash. All washes, including washes in ACECs must be kept open to travel and also access to the washes must be available.
201	Off roading destroys the desert landscape, displaces animals, causes dust pollution along with noise pollution.
202	The public land in southern Nevada/Clark County is an area very dear to us. We love the wild and natural areas, the mountains and the scenic beauty this desert has to offer. We are most concerned about the possibility of any changes being made that would limit our access to ANY of the road and trail systems that we now enjoy. We do NOT support any additional use restrictions or closures of any kind.
203	Suggestion regarding trail system: Please adopt the following principles: 1. Maintain (and mark with trailhead signs) three separate trail systems: A. hiking only (some with mountain biking allowed); B. Equestrian (hiking and mountain biking allowed); C. Off Highway Vehicle (hiking and mountain biking allowed).
204	All the recreation roads and trails are very important. This is one of the main reasons we moved to Nevada. Why would you close these to the public? Leave alone!

# Travel and Recreation Implementation Plan: Scoping Comments

## Topic: Access and Travel Management

Comment #	Comment
205	<p>To this end, I am asking that you keep all routes OPEN that were marked on the maps from the RAMP scoping meetings as many people marked routes/roads that they want to be kept open. Washes are a traditional travel route and have been used extensively throughout time; motorized travel in washes should actually be encouraged, rather than discouraged/closed as travel in washes gets 'erased' after even a small flood event. With more people living in Southern Nevada and so many areas already closed to OHV use, it is absolutely necessary to keep the remaining routes open. Several different routes to one area is NOT duplication—it is variety—we can travel up one road going in and take the other coming out. So-called duplication is never a reason to close a road or route. With more people owning OHVs or ATVs, we need every route to be kept open—it makes no sense to have MORE people using the land, but having LESS roads and areas to use.</p>
206	<p>Another item that I feel strongly about is that the various agencies should work together to create an OHV system for people to travel to and from their homes or to local business and the public lands. I believe being able to get to the public lands from the house would be a great convenience to the public as they would not have to "trailer" their OHV's a short distance. Also allowing OHV access to businesses from the public lands would help the local economies (much as the Paiute Trail System does) and we all know how much help the economy needs.</p>
207	<p>Old mining sites and other historical spots should have there access left open and what is left of these old mining towns or structures needs to be left alone. It is our history.</p>
208	<p>To try to sum up my thoughts and requests, I guess the simplest statement would be: BLM should make it easier for people to use their public land and leave as much motorized access and multiple use as possible.</p>
209	<p>Please remember we need to keep public lands just that PUBLIC LAND multi use is for everyone where all can use for their different reasons. Keep it simple so we don't wonder from one place to the next what we can and cant do. Please keep all routes OPEN.</p>
210	<p>Our organization is deeply concerned about keeping access open for Multiply Use. I have lived in Logandale, Nevada for 40+ years and enjoy motorized recreation. I support responsible recreation but am worried that a few people who are not responsible create problems that result in areas and roads being closed.</p>
211	<p>My family and I enjoy the following activities 4-wheeling, riding motorcycles, riding ATVs, scenic drives, picnics, camping, hunting, rock crawling training hunting dogs, target shooting on public land.</p>
212	<p>Please keep all routes OPEN that were marked on the maps from the RAMP scoping meetings.</p>
213	<p>Washes are a traditional travel route and have been used extensively throughout time; motorized travel in washes should actually be encouraged, rather than discouraged/closed as travel in washes gets 'erased' after even a small flood event. Floods are part of the natural environment and washes are in a constant state of change because of the nature of floods. Floods have a far greater impact on vegetation than a route down a wash does and traveling in washes helps contain 'dust' as that is an issue with some, especially in some areas.</p>

# Travel and Recreation Implementation Plan: Scoping Comments

## Topic: Access and Travel Management

Comment #	Comment
214	We like to explore historical sites, especially old mining sites; access to these areas needs to be kept open and what is left of these old mining towns or structures needs to be left alone. It is our history; I like to take my kids to these sites and then talk to them about the history of this area and what their grandfathers did for a living.
215	With more people living in Southern Nevada and so many areas already closed to OHV use, it is absolutely necessary to keep the remaining routes open. Several different routes to one area is NOT duplication—it is variety—we can travel up one road going in and take the other coming out. So-called duplication is never a reason to close a road or route.
216	Maintain access on closed routes - existing trails and roads for ADA. Do not designate against those who cannot hike.
217	All RS2477 to remain open per NRS 405.191.
218	Preservation should not be used as an agenda to deny reasonable access of legitimate stakeholders. If preservation is accomplished by denying reasonable access, what's the point?
219	OHV recreation (includes sportsman sanctioned events) needs to be treated as a truly legitimate activity. Currently it's simply tolerated until someone feels they have a better use for the land. If use of land were taken from other stakeholders they would be equally compensated. OHV riders are simply crowded into smaller and smaller areas.
220	Responsible OHV recreation is environmentally sustainable and OHV recreationist should be considered equal and legitimate public land stakeholders. The effects upon all legitimate recreational activities and it's mitigation thereof should be primary considerations in disposal or other closure of public lands.
221	We would like to see as many OHV routes stay open and available as possible. Please keep all routes open that have been marked on the maps from the RAMP scoping meetings and the many other routes that are currently open.
222	Many of the OHV routes that we currently use are in washes. Washes should be kept open for OHV use and access; travel in washes is a traditional means of travel. One minor flood event erases all traces of tracks; floods affect vegetation far more than OHV use in a wash.
223	Often the OHV experience is misunderstood by non-participants. People who do not have experience in this recreation activity cannot comprehend the distances covered, the need for different types of terrain, loop opportunities and the congestion that happens at staging areas.
224	I understand that more and more people are using our public lands and that some restrictions have had to be made however limiting the trails that we can access only forces more use on the trails that are left open. Please keep the exiting trails open for OHV access. Washes are traditional routes that we take when traveling to different places out and about. Floods have a far greater impact on vegetation than a route down a wash does and traveling in washes helps contain 'dust' as that is an issue with some, especially in some areas. Please keep all routes open that were marked on the maps from the RAMP scoping meetings as many people marked routes/roads that they want to be kept open.

# Travel and Recreation Implementation Plan: Scoping Comments

## Topic: Access and Travel Management

Comment #	Comment
225	There are many people like myself who enjoy this country but don't take the time or have lost faith that the BLM will still manage the land for people who enjoy it through motorized recreation. As you sit down and plan and create the upcoming management plans, please preserve and protect my access and accomplish your mission of multiple-use by keeping existing trails open.
226	We have lived in southern Nevada all of our lives and enjoy the following activities on public lands—riding ATVs, camping, hunting, 4-wheeling, scenic drives, picnicking, exploring, hiking, star gazing, and target shooting—to name a few.
227	Travel in washes should be allowed, even in ACECs; the storms of fall 2010 and winter 2010-2011 provide recent evidence that floods erase all evidence of motorized use. The wash that leads to the well-known public site referred to as the Sheep Panel, southwest of Whitney Pockets ran a decent sized flood this past fall and all evidence of a road and all tracks were erased. Therefore, travel in all washes should be allowed.
228	Within areas of critical environmental concern (ACECs) established for the conservation of listed species (e.g., desert tortoise and species in Ash Meadows), we recommend BLM avoid establishment of new roads; designate existing roads as open, closed, or limited; and close non-essential or redundant routes.
229	We recommend BLM identify and close roads that impact listed species.
230	We are concerned about the potential impact from the proposed action to listed species. Opening new off-highway-vehicle (OHV) routes may further fragment and bring further degradation to desert habitat. Habitat fragmentation and degradation have significant impacts on listed species and their habitat. Roads, trails, and tracks act as barriers to movement, serve as corridors for dispersal of invasive species, and provide access to recreation.
231	Within areas of critical environmental concern (ACECs) established for the conservation of listed species (e.g., desert tortoise ( <i>Gopherus agassizii</i> ) (Mojave population) and species in Ash Meadows), we recommend BLM avoid establishment of new roads; designate existing roads as open, closed, or limited; and close non-essential or redundant routes. We recommend BLM identify and close roads that impact listed species.
232	More specifically, the present RAMPS-CTTM/EIS process should at least include embracing: Limiting authorized roads establishment to the levels stated in the RMP presently in effect.
233	More specifically, the present RAMPS-CTTM/EIS process should at least include embracing: Minimizing or avoiding redundancy of non-vital roads throughout the planning area.
234	More specifically, the present RAMPS-CTTM/EIS process should at least include embracing: Clear and effective avoidance of wash systems essential to wildlife life cycles, natural springs and seeps, wildlife water developments.
235	Washes are a traditional travel route and have been used extensively through out time; motorized travel in washes should be encouraged, rather than discouraged/closed as travel in the washes gets 'erased' after even a small flood event. Floods are a natural part of the environment and are in constant state of change because of the nature of floods. Floods have far greater impact on vegetation than a route down a wash does and traveling in washes helps contain 'dust' as that is an issue with some, especially in some areas.

# Travel and Recreation Implementation Plan: Scoping Comments

## Topic: Access and Travel Management

Comment #	Comment
236	To begin, I urge BLM to keep all legal washes open for OHV use. These are the "trails" my club and I enjoy. One minor flood event erases all traces of tracks left in the wash. It has come to my attention that there is a national push wanting to close washes because of desert tortoise dens. This is a frivolous claim that I hope BLM ignores and does not "blanket close" all legal washes for OHV opportunities.
237	I belong to Total Karnage, an OHV club. Our club is very concerned about keeping access open and providing as many OHV routes as possible.
238	I would like to see washes wider than 8' remain open for trails and trail access. Washes are a traditional travel route and have been used extensively throughout time; motorized travel in washes should actually be encouraged, rather than discouraged/closed as travel in washes gets 'erased' after even a small flood event. Floods are part of the natural environment and washes are in a constant state of change because of the nature of floods. Floods have a far greater impact on vegetation than a route down a wash does and traveling in washes helps contain the issue with 'dust' that is an issue to some.
239	With more people owning OHVs or ATVs, we need every route to be kept open - it makes no sense to have more people using the land, but having less roads and areas to use. As more people move to a city, the city builds more perks, not closes parks. Public land should be managed in the same way -- MORE places to go, more roads open - not less
240	For this reason I respectfully ask that all washes and routes BE KEPT OPEN. Using washes is a traditional means of travel and can cut down on dust. All washes, including washes in ACECs must be kept open to travel.
241	I live in Mesquite NV. I have lived in Mesquite for 52 years. I grew up on a small farm here and learned to live by the sweat of my brow. I am an accomplished outdoors man when it comes to survival, hunting, fishing, hiking, camping, and riding OHV's. I work presently for the City of Mesquite and am a member of the local PLCC committee that works to encourage existing trails and roads to remain open for multiple accesses to our public lands. I strongly believe that responsible citizens can improve the stewardship of our lands without being locked out of them. Please keep all roads and trails marked on the RAMP maps OPEN! I Love Nevada and do not want to be locked out where vehicle access has been established for years. When I take my grandkids to the places that I wish them to enjoy, I want to still be able to get there when I become handicapped or unable to move as well as I do now! Again! Please Don't Lock us Out!
242	As a resident of Overton, NV. I am writing to express my concerns regarding trail closures.
243	We ride on the trails, pick up garbage left by others and respect our opportunity to do such. We are tired of others (including BLM) trying to restrict what we enjoy to do based on a few people's actions.
244	But we also believe in multiple use by all not just those who want to control our lives. Please keep the trails open because we believe with the right education others can enjoy them as much as we do..
245	[We] are 4 wheelers and we are deeply concerned about keeping OHV routes open for use. We are asking that BLM keep all routes open that were identified on maps at the Las Vegas meeting by members of Total Karanage. Those routes used by our club members we would like to be kept open for OHV use.

# Travel and Recreation Implementation Plan: Scoping Comments

## Topic: Access and Travel Management

Comment #	Comment
246	We would also like to have washes 10 feet and wider open for use; after a rainfall all evidence of vehicle use will be washed away.
247	Total Karnage has GPS coordinates for most trails. If not the club is more than willing to go out and GPS the trail(s) and/or washes per BLM preference.
248	We are deeply concerned about keeping access open and providing as many OHV routes as possible. But I do feel that designated and marked trails should be GPS'd and mapped. I support Nevada Senate Bill 394 and NRS 490.
249	Washes are the traditional travel routes and should be encouraged as their tracks are covered by the wind and water.
250	Keeping off road trails open to the public is beneficial to the BLM when there is a fire or a need to get a vehicle into remote areas where without trails you would have to spend resources to maintain them.
251	Keeping OHV trails open for the public to recreate on is beneficial for the BLM like when there is a fire or need to get a vehicle in to the remote areas we have. Without these trails, you would have to spend your resources to maintain them.
252	If you close our trails down, how will we be able to enjoy the gifts we have been given to take care of. My husband & I are former military and 3 of our 4 children are currently serving our country. When they come home, the one thing they look forward to is going wheeling, quading, camping, exploring this wonderful land that our fore-fathers fought for us to have. Please don't take it away from us.
253	Also the washes since the rain water washes away all signs of us out there.
254	I am very concerned about keeping our trails and access open to the public.
255	Trails that need to stay open are Devils Canyon, Tobaga Canyon, Copper Top, the Red Canyon, No Name Canyon and Beyond No Name Canyon (GPS to follow)
256	As rock crawling is a low speed sport and we stay in washes our impact is low and I feel that there can be a happy medium between off roading and the BLM.
257	Also, any washes that are viable routes per BLM guidelines are added or kept in the final inventory. These washes are not only trails to enjoy but access to the rocks. As rock crawlers, rocky washes provide us more challenging routes. Therefore I would like to see all legal washes greater than 8' wide kept open on the new RMP.
258	Travel down all washes should be allowed, throughout southern Nevada. This is a traditional means of travel and one wherein a small flood will erase all evidence of motorized use.
259	Open Nelson Hills area to high speed motorcycle events and don't close any existing trails. Provide a suitable trail head with ample parking.

# Travel and Recreation Implementation Plan: Scoping Comments

## Topic: Access and Travel Management

Comment #	Comment
260	Open horse trails to motorcycles with baffles and spark arrestors.
261	Many dual purpose motorcycle riders are taking long trips involving traversing several states with the intent of using as many trail and off road options as possible to complete the trip. With multiple jurisdictions imposing multiple OHV type registration without concern for reciprocity or uniformity, the burden of complying with regulations for such riders becomes very burdensome. For example, I have a Minnesota OHV permit on my dual purpose motorcycle. If I go to the Black Hills of SD, I'm good to go, but if I go to Colorado, I have to buy an out of state permit. In Wyoming I'm OK on some trails, but on others I need a Wyoming permit. Please do what you can to make these permitting requirements uniform and recognize reciprocity.
262	Though the route inventory shown at the meetings appeared to be very complete and exhaustive the one thing that I noticed was the omission of a few specific "expert level or black diamond" single track motorcycle routes. There is a need for difficult routes to challenge high level riders and give learning riders something to aspire to riding someday even if that need cannot be understood by the reviewer. Just like the availability of black diamond runs at ski resorts, there should be this opportunity in the route designation process.
263	I would like to see more open areas for OHV use.
264	I would like to suggest that the Las Vegas BLM designate OHV recreation areas (that would be established much like Wilderness 10,000 acres of open use land someplace else in the Vegas district. I would suggest Jean, NV, Nelson Hills or between Las Vegas and Coyote Springs as proper areas.
265	Open areas or small play areas within limited use areas can eliminate or help control off-route occurrences. Having areas where the existing terrain can be explored and used to challenge vehicle and rider can help "blow off steam" in a positive way without resource damage. Exploring the use of abandoned or out of use mining pits, lands disturbed from dumping and or old cattle operations, or lands adjacent to access roads where parking or camping is common would be excellent candidates for this small zone designation to make what will likely happen in these areas allowable and then enforcement of off-route will be easier in areas where is designated since there are places for concentrated play riding.
266	The designation of ORV routes must be compatible with the ability of the agency to monitor, enforce, and maintain that system. Considering the significant number and length of existing ORV trails, the BLM should refrain from designating routes that it will be unable to maintain, monitor, or patrol with its current budget and staff.

# Travel and Recreation Implementation Plan: Scoping Comments

## Topic: Areas of Critical Environmental Concern (ACEC)

Comment #	Comment
267	I'm a member of Friends of Gold Butte, and we're interested in maintaining the whole region, not, you know, all the ACECs, area of critical environmental concern, around the Virgin Mountains, Gold Butte area, maintaining that; and actually we're working to have that designated as a national conservation area. And my feeling about it is that it's important to maintain. It's important that this area be maintained with the Grand Canyon-Parashant and the Grand Canyon National Park, that whole large -- and Lake Mead Recreational, in fact, that area can be maintained. It would be a tremendous resource, natural resource, for United States and for people in the United States.
268	The Gold Butte area should be managed on a landscape level, including areas managed to protect wilderness characteristics, existing ACEC values such as desert tortoise habitat, areas for quiet backcountry recreation, and protection of rock art and other cultural resources. By managing this area as a whole, the BLM can better protect its important and varied values. Proposed Gold Butte National Conservation Area proposed wilderness areas must be protected to secure the ability of Congress to determine their designation in the foreseeable future.
269	What is the plan for Desert Tortoise CC ACEC?
270	You need to allow race events in ACEC in inactive tortoise season
271	New additions to the motorized transportation system should not be made in Areas of Critical Environmental Concern and user-created trails must be closed and rehabilitated.
272	More specifically, the present RAMPS-CTTM/EIS process should at least include embracing: Precluding additional access to any Area of Critical Environmental Concern, National Conservation Area, and Designated Wilderness Area.
273	We understand that the Las Vegas Field Office may have made route designation decisions in the vicinity of Mesquite/Gold Butte ACEC areas for critical special status species habitat. Is it possible to obtain GIS data for those route designations so that we can compare across state lines for our route designations in the monument and potential designations in the Arizona Strip Field Office?

# Travel and Recreation Implementation Plan: Scoping Comments

## Topic: Air Quality

Comment #	Comment
274	Another concern is, when we come over the hill and we see the dirt track -- I mean dirt bikes off-road vehicle races and you can't see the Valley, there appears to be no dust control. So I'll go back a minute to -- they tore down Nevada Landing to built homes in that area on the west side of I15. Clark County turned the application to put 2,000 homes in it because they were afraid of the pollution at what standards they have to meet for federal law. So if that was turned down for Clark County in putting in 2,000 homes, how come they have a total disregard of pollution when they're running the races? I don't have an answer, and I don't think I'll get one.
275	There are health issues with this recreational plan, persons with asthma living here have some relief at this point, it needs to stay clean and free from the outsiders who could care less about maintaining dust issues, and preserving our land and community. I reject this, let these individuals go where nobody lives, but do not allow this to be their next area to destroy, not here in our valley-we came for seclusion, and peace and quiet-let Sandy Valley be left out of this endeavor.
276	Most of our roads, including old mining roads, are dirt. Heavy usages by bikes that break the surface cause dust. What prevention either thru controlling speed and other dust control methods will BLM provide? Remember there's no water for this purpose.
277	One of the things that I'm very concerned about is the current use of Jean Dry Lake. Jean Dry Lake is heavily used, as you can tell, for off-road races of all kinds. The dust from those races rises more than half a mile into the air, and it blows into Las Vegas Valley. We see it every time there's any kind of reasonable-sized race. I don't know why that's permitted. I don't know why that is still allowed. Las Vegas Valley is already under strict order to reduce particulates and those sorts of things in the air. They are under strict environmental regulations, and they have to meet certain standards or they lose their federal funding. That dust doesn't come from Las Vegas Valley. It comes from Jean. So take care of that. Remove that area. I know it's very popular. It's going to be hard to do, but I don't see how BLM has to justify keeping that particular route open when, in fact, it damages the whole Las Vegas Valley. I don't live in Las Vegas Valley anymore, but I see it every time there's a race.
278	The other thing that happens is, dependent upon how the wind is blowing, Jean Dry Lake area it will obscure vision on the Old Highway and on the freeway. It is dangerous. So that's not considered that, "Well, they've always done it. Let's keep it." No, you have to make changes according to what needs to happen now, not what happened in the past. We need to be future folks. So there you are. That's a very important issue.
279	It would be helpful to the planning effort if maps were prepared to show the height and graphic areas of 212 boundary designation and boundary designation. Also designate the Kingman area.
280	Except as specifically denoted, these comments apply to that portion of Clark County designated as a nonattainment/maintenance area, defined by the boundaries of State Hydrographic Area 212. This area is currently designated nonattainment/maintenance for three criteria pollutants: Particulate Matter with an aerodynamic diameter less than 10 microns (PM10); Carbon Monoxide (CO); and Ozone, with the Ozone nonattainment/maintenance area extending beyond the Hydrographic Area 212 boundary. DAQEM does not have specific Plan EIS scoping comments related to the CO and Ozone nonattainment/maintenance designations. However, the Plan EIS will need to address several issues related to the PM10 nonattainment/maintenance designation.

# Travel and Recreation Implementation Plan: Scoping Comments

## Topic: Air Quality

Comment #	Comment
281	The current PM10 State Implementation Plan (PM10 SIP) was submitted to the US Environmental Protection Agency (EPA) through the Nevada Division of Environmental Protection in June of 2001 and was approved by EPA, effective July, 2004. EPA made the determination that the Las Vegas Valley is in attainment with the PM10 NAAQS on August 3, 2010 (75 FR 45485), and will redesignate the area to attainment upon approval of a maintenance plan and request for redesignation. The PM10 SIP contains federally enforceable provisions and regulations that must be addressed in the Plan EIS and future Recreation Area Management Plans (RAMP) and Comprehensive Transportation and Travel Management Plans (CTTP). Also, DAQEM requests BLM retain certain long standing policies that support continued maintenance of the PM10 National Ambient Air Quality Standards.
282	The PM10 SIP federalized Clark County Air Quality Regulations (AQR), Sections 90 through 94 to address PM10 emissions from "fugitive dust" sources such as open areas and vacant lands, unpaved roads, unpaved parking areas, paved roads and street sweeping equipment, and construction activities. Generally, these regulations apply to all activities that disturb or have the potential to disturb soils and that emit or have the potential to emit particulate matter into the atmosphere. Sections 90, 91, 92, and 93 of the AQR are applicable to Hydrographic Areas 212, 216, and 217. The Section 94 requirements for construction activities are applicable to all of Clark County. These regulations are applicable to both public and private lands. Sections 90, 91, and 92 of the AQR are most directly relevant to the Plan EIS and are discussed in more detail below. Section 90 of the air quality regulations requires that land owners and land managers maintain open areas and vacant lands in a stabilized condition to prevent PM10 emissions entering the atmosphere through wind erosion or other causes of dust generation. The regulation sets forth control measures for achieving stabilization and stabilization standards. The regulation also requires that entities having a cumulative area of 10,000 acres or greater must submit a dust mitigation plan to DAQEM. BLM submitted a final dust mitigation plan to DAQEM under this requirement in early 2004. The Plan EIS and subsequent RAMP and CTTP must incorporate all elements of this mitigation plan.
283	In crafting RAMP and CTTP, the cost of restoring surface soils to a stabilized condition should be considered. In 2001, DAQEM estimated the cost of restoring vacant lands disturbed by off-highway vehicles (OHV) or other means at \$500 to \$1,500 per acre in the Las Vegas Valley. The DAQEM strongly encourages the BLM to emphasize the preventative control measures contained in Section 90 of the AQR and the approved dust mitigation plan when developing the RAMP and CTTP.
284	Section 91 of the air quality regulations requires owners and operators of unpaved roads to employ specified dust control measures on unpaved roads having vehicular traffic of 150 vehicles or more per day. The regulation also prohibits the construction of new unpaved roads in public thoroughfares.
285	Section 92 of the air quality regulations requires owners and operators of unpaved parking lots and storage yards to employ specified dust control measures on the unpaved parking/storage areas. With certain exceptions for facilities such as rural trail heads, the regulation also prohibits construction of new unpaved parking lots and storage areas.
286	Dust issues from OHV use in Goodsprings.
287	The immense dust is from all their races-and play time. I have seen it many times, the dirt bikes, the quads-20-40 of these machines with their riders, on the weekends and holidays-frightening to say the least.

# Travel and Recreation Implementation Plan: Scoping Comments

## Topic: Cultural Resources

Comment #	Comment
288	I live in Good Springs. I have a lot of concerns which are focused upon keeping these cultural resources, in particular, separate from any routes of travel for any motorized vehicles that are off road. I think that, if we don't act to keep these things safe from destruction, there won't be any. We would indeed have a wasteland, which is often how the Mojave Desert is described or any desert for that matter. I have a number of suggestions about places that need to be protected and why they need to be protected in particular. Some of these come under the auspices of national scenic and historic trails, and some are more localized and not necessarily related to trails. In connection with trails, I'm a member of the National -- Old Spanish National Historic Trails Association. I'm the Nevada director. We are still waiting for a comprehensive management plan. It is in the works. It's getting a little closer.
289	Recently in the last five to six months, we've done research on the probable route of Antonio Armijo, caravan leader of the very first caravan that connected Santa Fe in Los Angeles. It was 1829 and '30. And we have identified Hidden Valley Dry Lake and Hidden Valley itself as a very, very important area for this caravan to have traversed, that the caravan was 60 men and 100 mules. They came through -- from Las Vegas Valley, followed Duck Creek, came over the mountains into Hidden Valley, came through Hidden Valley. Probably kept a little away from Jean Dry Lake -- there's no reason to go there -- and headed up to Good Springs Valley. They camped one night at Good Springs that was here. They went over the mountains through Wilson Pass, across Sandy Valley, angled across to the north end of the Kingston Ranch, and they rounded the Kingston Ranch into California. My responsibility or knowledge, at least, a little bit more focused on Nevada. Sandy Valley is hard to identify because there is not enough information in the diary. But this area from Hidden Valley all the way through Good Springs and over Wilson Pass you can pretty clearly identify. Those areas need to be reserved for everyone to enjoy and to learn from that experience of 180 years ago, trying to traverse the Mojave Desert without your air conditioned car or your train or whatever it might be. So that's a very, very important sequence. Coming up to Good Springs Valley as well and into Good Springs.
290	Good Springs' spring itself is right in the middle of town, although it's no longer flowing because of wells. But we can pretty clearly identify it. It's very important that attention be paid to that whole sequence and over to Wilson Pass.
291	I think in connection with developing a trails in connection with -- that taps into some of this information, the local Good Springs Historic Society has a Rails to Trails project. It's already been -- there's a master's plan for it that's been -- the work has been done. It just needs to be implemented. BLM is aware of this. I would like to support they continue to work on this project in order to accomplish both of the Old Spanish Trail goal as well as the Yellow Pine Railroad focus, which is the 20 -- early 20th Century for us. That's part of the same project.
292	I looked into on your maps how the Bird Springs ACEC was identified. It wasn't even on the map, and then I discovered now that it's continued part of the Red Rock National Conservation boundary, the very south end of it, which is fine. But what happened is there's a whole series of things that are parallel geographically, one of which is Yellow Pug, which is just west of the Rainbow Quarry and the Aztec Tank. These are extremely important cultural resources. They were used for thousands of years by Paiutes and their predecessors. We have picture graphs, petroglyphs, and roasting pits, and all types of cultural things that should be included in at least ACEC. Give it some measure of awareness to the managing staff so they understand that area is not just to be wide open for whatever races or other kinds of activities that will destroy those things. So that's an important issue.

# Travel and Recreation Implementation Plan: Scoping Comments

## Topic: Cultural Resources

Comment #	Comment
293	<p>In addition to -- I don't know if there's a way through BLM. There's a National Scenic Byways office. I'm not sure whether it's federal or -- somebody thought it was only state, but I think it's national. I would like to see the road between Good Springs north to south boundary of the Red Rock National Conservation area declared a scenic byway. It gives a certain measure of distinction. It was established probably by Paiutes long before Wilson arrived, but the same Wilson who is the big developer at the Spring Mountain Ranch now at state park in Red Rock. That Wilson used to take cattle and produce from his ranch all the way to Ivanpah by way of the road. And he would come down here when there was no town, and it was just a stone building in the middle of town, which is still here, in the 1880's and stop and visit. Sometimes he didn't -- he'd turn and go north to Sandy Valley and around to Ivanpah, that way. Other times he wouldn't go either one. He would just go basically up to Good Springs on what would be the north side of the Good Springs Road. There wasn't any Good Springs Valley. But anyway, the part between Good Springs and the south boundary of the national recreation -- conservation area would be well-worth identifying as a scenic byway. It has wonderful -- it leads to remarkable resources to Red Rock National Conservation area. It would link into the trail network that is through Cottonwood Valley and so forth. So people need to look at that and pay attention to what it could be for recreational use along that trail. It's a dirt track. It's been used for more than a hundred years. It would be well worth identifying and give it a little, you know, luster.</p>
294	<p>Some history there too that's interesting, history and horses and the Indian petroglyphs. It will be nice to see that maintained also.</p>
295	<p>My families most treasured activities are loading up the truck and the four-wheelers and heading for the hills. We enjoy southern Nevada's beautiful scenic landscapes as well as the rich cultural stories intertwined within our hills. We enjoy seeing the petroglyphs left by the Indians as well as the mines and cattle corrals left by the early pioneer settlers for these too are important cultural remnants that tell the story of our land. I enjoy showing my kids where their great great great grandparents settled, built a ranch on the side of the virgin mountain and started their family. The places where their great great grandpa freighted from the grand gulch mine to St Thomas and Meadow Valley Wash, from the Delamar Mines to Pioche to the train depot in the Las Vegas Valley. I appreciate that I can take them to Gold Butte (the Actual Gold Butte) and show them the remnants of the corrals where their great grandfather ran cows when he was running the Delamar Ranch, Kane Springs Ranch, Warm Springs Ranch, Mormon mesa Range and Gold Butte Ranch. I appreciate that we have the ability to go to these places and see them for ourselves and not have to just read it to them from a book. It is these experiences that teach my children, the next generation, to appreciate the land and to be good steward of the land. Not just because it is beautiful but because it's a part of their family.</p>
296	<p>We just -- cultural history of area. The petroglyphs, the wildlife people can go out there and see what the ancient peoples left behind.</p>
297	<p>My family likes to explore historical sites, especially the old mining sites, as it makes you wonder what it would have been to be like to live and work back in that time. Access to these areas needs to be kept open and what is left of these old mining towns and structures needs to be left alone. It is our history; lets not close it or destroy it, as that seems to be the 'Vegas way, tear down the past to make room for the future. This is the kind of past that needs to remain, so it is there for those who enjoy our history and wish to enjoy it.</p>
298	<p>Off Highway Vehicle (OHV) recreation has become one of the most popular recreation pastimes in this Valley. Our winter visitors enjoy the open areas, the historic places, and the history of the valley. We get several out of town and out of state groups that plan visits here each year. Moapa Valley promotes tourism.</p>
299	<p>Keep open the Old Spanish Trail, the Pioneer Trail, Huntsman Wagon-wheel Trail, Virgin River Trails and the old highways through the valley.</p>

# Travel and Recreation Implementation Plan: Scoping Comments

## Topic: Cultural Resources

Comment #	Comment
300	It is our understanding that a large section of the Pahrump Paiute ancestral lands is being considered by the Bureau of Land Management as a potential recreational area. The Pahrump Paiute tribe would like to voice its concerns about designating this land for recreational use.
301	To begin, we are adamantly opposed to any usage of the lands by motorized vehicles due to the destruction of land, plants, and wildlife caused by this type of recreation. We are also opposed to non-motorized travel through lands that contain burial sites and artifacts left behind by deceased members of our tribe.
302	As the Pahrump Paiute had multiple home sites based on the seasons, and as there used to be thousands of our people in our territory, this covers a lot of land in our area. Specifically, our concerns run toward the preservation of burials and artifacts in situ - we would not like them removed and given over to entities not of our tribe, nor would we like to see them stolen and/or destroyed as has happened with so much of our history as the populations of surrounding towns have expanded.
303	Historical sites need to be protected; corrals, mining structures, etc. should not be torn down. They are not eye-sores, but a part of the historical landscape that shaped this area—in fact, they are treasures to many who visit these locations with the same sense of awe and wonder as others visit museums. In fact, to many rural residents the old corrals and mining sites ARE museums, outdoor museums that help us understand the daily routines and struggles that our ancestors went through. These valued places are educational and allow us to pass on the stories and traditions of our ancestors, much like pre-historical sites allow Native Americans to pass on their stories and honorable traditions. No less to us, are these treasures on the landscape; they need to be preserved and honored. Certain sites need small, unobtrusive interpretative panels to help tell the story to visitors. These sites often lie at the end of roads; they are destinations—a place we go TO, not go by. Sufficient parking areas and room to turn around need to be provided. PLCC and many willing members of the public would happily work with the BLM to identify and tell these historical stories; we would also like to help the BLM, with your limited resources and personnel, make the parking areas and enhance the end destination sites so that there is ample room to turn around without running over vegetation and such. We would appreciate both of these plans including those needs and providing a management platform for such work to happen in the future.

# Travel and Recreation Implementation Plan: Scoping Comments

**Topic: Energy**

Comment #	Comment
304	<p>My concerns, however, are that we have several applications approved by the county commissioners for wind farms and possible solar farms within close proximity to Searchlight, Nevada. Currently, I have a property that is 700 feet from one of the towers proposed for a wind farm being developed by Duke Energy. The tower which is proposed to be 700 feet from my property will be 450 feet tall with a blade span of 65 feet. I don't feel this is appropriate and want to see a buffer zone, if there is, in fact, going to be any type of wind farm development around Searchlight. I feel the proposal for wind farm so close to an existing community is shortsighted. Wind and solar projects need to be targeting into a renewable energy zone located away from existing communities. They need to be able to prove themselves as a financially viable project and as a reasonable source of energy before we get permission for all these projects stringing across the Mojave Desert and the Great Basin. I will encourage the Bureau of Land Management to allow zones for these projects to develop their prototypes so we can see if these various energy corporations have a product that is cost effective and a good investment for the U.S.</p>
305	<p>My concerns, however, are that we have several applications approved by the county commissioners for wind farms and possible solar farms within close proximity to Searchlight, Nevada. Currently, I have a property that is 700 feet from one of the towers proposed for a wind farm being developed by Duke Energy. The tower which is proposed to be 700 feet from my property will be 450 feet tall with a blade span of 65 feet. I don't feel this is appropriate and want to see a buffer zone, if there is, in fact, going to be any type of wind farm development around Searchlight. I feel the proposal for wind farm so close to an existing community is shortsighted. Wind and solar projects need to be targeting into a renewable energy zone located away from existing communities. They need to be able to prove themselves as a financially viable project and as a reasonable source of energy before we get permission for all these projects stringing across the Mojave Desert and the Great Basin. I will encourage the Bureau of Land Management to allow zones for these projects to develop their prototypes so we can see if these various energy corporations have a product that is cost effective and a good investment for the U.S.</p>
306	<p>It concerns me that we're discussing travel and recreational implementation near Lake Mead on the one hand and on the second hand we're talking about putting in industrial wind farms in the same area. I propose moving forward moderately with the recreational plan given the economy, and I secondly propose that designated energy quarters be made available for corporations to work on their various energy models before changing the course of growth for outlined small communities. The towns and people of Nevada need to come first before corporations in designating use areas.</p>
307	<p>It concerns me that we're discussing travel and recreational implementation near Lake Mead on the one hand and on the second hand we're talking about putting in industrial wind farms in the same area. I propose moving forward moderately with the recreational plan given the economy, and I secondly propose that designated energy quarters be made available for corporations to work on their various energy models before changing the course of growth for outlined small communities. The towns and people of Nevada need to come first before corporations in designating use areas.</p>
308	<p>No solar plants.</p>
309	<p>No solar plants.</p>
310	<p>No solar plants.</p>

# Travel and Recreation Implementation Plan: Scoping Comments

## Topic: Energy

Comment #	Comment
311	<p>My concerns, however, are that we have several applications approved by the county commissioners for wind farms and possible solar farms within close proximity to Searchlight, Nevada. Currently, I have a property that is 700 feet from one of the towers proposed for a wind farm being developed by Duke Energy. The tower which is proposed to be 700 feet from my property will be 450 feet tall with a blade span of 65 feet. I don't feel this is appropriate and want to see a buffer zone, if there is, in fact, going to be any type of wind farm development around Searchlight. I feel the proposal for wind farm so close to an existing community is shortsighted. Wind and solar projects need to be targeting into a renewable energy zone located away from existing communities. They need to be able to prove themselves as a financially viable project and as a reasonable source of energy before we get permission for all these projects stringing across the Mojave Desert and the Great Basin. I will encourage the Bureau of Land Management to allow zones for these projects to develop their prototypes so we can see if these various energy corporations have a product that is cost effective and a good investment for the U.S.</p>
312	<p>It concerns me that we're discussing travel and recreational implementation near Lake Mead on the one hand and on the second hand we're talking about putting in industrial wind farms in the same area. I propose moving forward moderately with the recreational plan given the economy, and I secondly propose that designated energy quarters be made available for corporations to work on their various energy models before changing the course of growth for outlined small communities. The towns and people of Nevada need to come first before corporations in designating use areas.</p>
313	<p>The areas presently allowing ORV use seem to now be targeted for renewable energy projects. Below are areas I am aware of that will soon be off-limits to anything other than industrial wind or solar energy.</p>

# Travel and Recreation Implementation Plan: Scoping Comments

## Topic: General

Comment #	Comment
314	There are many other places and areas they can destroy, but not here-please. We need to keep Sandy Valley safe and the mountainside kept like the beautiful painting it is now, natural and totally desert.
315	We're responsible. We clean up areas that we go out and keep it nice and clean.
316	Keep it clean and simple!
317	The agency should develop a specific monitoring plan (with specific measures and thresholds), a public education plan, a restoration plan, and a budget estimate for the annual implementation of the plan for the life of the plan for each alternative considered.
318	Thank you for taking some suggestions on what this usage will do to our community and how we can ALL benefit from it. Maybe to produce positive relationships between the Users and the residents. 1.Tax breaks On 2. More lenient on outdoor dining 3.Internet for the whole area OR Testing of some new Federal program. 4.A community testing solar platform?
319	I strongly urge BLM to emphasize the Multiple Use aspect on management to reach the most users of public land and help provide local communities the opportunity for recreation revenue.
320	How will the RAMP/CTTM be responsive to continually changing conditions, stemming primarily from an increasing urban interface? First, plans need to be flexible and responsive. Second, establish comprehensive regional master plans, involving and binding all levels of government, designating areas for recreation, conservation, preservation, and development. Third, these plans should be regularly reviewed, every decade or two. All land use designations should be subject to review and revision.
321	How will the RAMPS/CTTM integrate with other Federal, regional and local plans? Establish a comprehensive regional master plan, involving and binding all levels of government governing development, recreation, conservation, and preservation. Decisions should be made on as local a level as possible. These are the people most affected. Citizens of a community, county, and state should have a greater say than those in some megalopolis two thousand miles away.
322	How will CTTM designations be incorporated into long-term goals for recreation and other resource needs? In anticipation of future growth and development, an area's development, recreation, conservation, and preservation should be governed by a comprehensive master plan made by and binding all levels of government. A regional master plan should be jointly developed that governs development, conservation, preservation, and recreation.
323	We support multiple use for most areas; different types of use on public land are compatible; it is only rare circumstances wherein specific uses should be assigned to specific areas. Designating areas for only one type of use segregates users and does not encourage understanding among users.

# Travel and Recreation Implementation Plan: Scoping Comments

**Topic: General**

Comment #	Comment
324	The RAMP-CTTM-EIS effort is concurrent with several other major land-use planning and project implementation processes. Among these are the BLM's Las Vegas RMP Revision, the TransWest Express Transmission Project, Solar Energy Programmatic EIS, several independent and fast-tracked wind and solar energy generation projects located in Clark and southern Nye counties, and Clark County's Multiple Species Conservation Plan Pennit Amendment reflects an appreciation of the land management complexities involved. Timing of when any of these endeavors are completed influences the others.
325	While growing up, my family taught me to respect and treasure the unique environment of the high desert that is my home by staying on the designated trails, and by leaving the trails, or area that you are using, as clean as, or cleaner than it was when you arrived, or some day it may be gone. Sadly it looks like this day may be looming near.
326	I am a school teacher and conservationist in Las Vegas that actively enjoys responsible, low speed, OHV recreation. I am a member of Total Karnage, a Las Vegas based rock crawling club. I have lived in Las Vegas for 13 years and I am exited for the opportunity to form a partnership with BLM and other local OHV groups.
327	In closing, I appreciate your time and look forward to strengthening the partnership with BLM and local OHV groups. As a member of Total Karnage I can assure you that my club wants to assist BLM in any way possible; marking trails, assist in desert cleanups, train newcomers to the OHV community on how to be effective stewards and conservationists of the land, form a group of local club representatives where Chris (BLM) can communicate BLMs needs to the OHV community, etc.
328	I would like to start out by saying that I appreciate the efforts of the Clark County BLM to map and identify viable trails/routes in the latest revision of the Las Vegas RAMP. Your willingness to hear us and plan for our use of eh land helps us recreate responsibly and legally.
329	As an OHV enthusiast, I would like to volunteer my time toward the preservation of the trails that we currently use, as well as trails that we used to use.
330	I am a member of the organized OHV community. I am not only willing but already do promote sensible and responsible off highway access. I am also willing to go beyond the scope of just talking to people that own OHVs. If new education programs need to be developed, I would be willing to volunteer my time to that cause as well.
331	My brother-in -law works for the BLM in Moab and has shared his concerns with us,
332	I am a member of the Moapa Valley Trails Committee, and the Commander of the Logandale American Legion Post. I was a member of the Moapa Valley Open Space Plan as a cooperative planning process led by Clark County, which partners with land management agencies, interested citizens, and the Moapa and Moapa Valley Town Boards.

# Travel and Recreation Implementation Plan: Scoping Comments

*Topic: General*

Comment #	Comment
333	<p>Thank you for the opportunity to comment on the Recreation Area Management Plan (RAMP) and Comprehensive Transportation and Travel Management Plan (CTIM) for the Las Vegas Field Office. These comments are submitted on behalf of The Wilderness Society and Friends of Gold Butte. The combined membership of our organizations includes thousands of Nevada citizens and more than five hundred thousand members and supporters nationally who care deeply about the management of our public lands. We appreciate the BLM's commitment to evaluating and implementing comprehensive travel and recreation planning in southern Nevada. The Wilderness Society and Friends of Gold Butte submitted scoping comments on the Las Vegas Resource Management Plan (RMP) revision in February 2010, which addressed travel and recreation planning. In addition to reiterating those comments which we have attached to this letter, we have outlined other considerations for this planning process below.</p>
334	<p>CTTM is an interdisciplinary and holistic process that involves more than a route-by-route evaluation. BLM must take a complete look at all of the resource allocations and uses in the planning area and designate the route network that is appropriate for activities and access, while also closing or limiting travel in areas where important or sensitive resources should be prioritized or may conflict with certain types of travel. According to BLM policy guidance, CTTM should be "outcome-based" meaning that the network should be integrated with the RMP's desired outcomes with prescriptions that:</p> <ul style="list-style-type: none"><li>• Meet all resource program goals and objectives, and be consistent with social and environmental objectives for allowing travel and determining transportation networks in the area,</li><li>• Provide appropriate levels of access and associated benefits to both recreation travelers and resource users,</li><li>• Ensure that prescribed setting characteristics are maintained and establish the primary means and modes of travel allowed for accomplishing the planning objectives.</li></ul>
335	<p>General Recommendations: We submitted comprehensive scoping comments on travel and recreation planning with our scoping comments on the Las Vegas RMP revision, dated February 26, 2010. We ask BLM to incorporate those comments into the CTTM and RAMP, and have excerpted and attached them to this comment letter. In addition, BLM issued new guidance on designating recreation management areas (RMAs) since we submitted our previous scoping comments. 1M 2011-004 changes recreation management to a three category system wherein lands in the planning area can be designated as special recreation management areas (SRMAs) managed as extensive recreation management areas (ERMAs), or classified as public lands not designated as recreation management areas. Management focus for SRMAs is to "protect and enhance a targeted set of activities, experiences, benefits, and desired recreation setting characteristics," whereas ERMAs are managed to "support and sustain the principal recreation activities and the associated qualities and conditions of the ERMA." In SRMAs, recreation is to be the dominant use .. and in ERMAs management is "commensurate with the management of other resources and resource uses." Whereas SRMAs are intended for more intensive management, ERMAs may be appropriate to designate for quiet-use, backcountry experiences and layer with other special designations that are compatible with quiet recreation, such as ACECs and lands with wilderness characteristics. Both SRMAs and ERMAs provide mechanisms for the BLM to actively manage different types of recreation to the benefit of users while protecting the other resources of the public lands. If RMAs are designated for backcountry experiences, they should be closed to uses that are incompatible with those types of experiences such as oil and gas leasing and off-road vehicles.</p>

# Travel and Recreation Implementation Plan: Scoping Comments

## Topic: General

Comment #	Comment
336	Recommendations: BLM should incorporate the attached comments, which were previously submitted during the Las Vegas RMP revision scoping period, into the CTTM and RAMP. Additionally, BLM should incorporate the new recreation planning guidance by adopting a range of SRMAs and ERMAs and management prescriptions which provide adequate opportunities for non-motorized or quiet recreational experiences and are written to enhance the other values that ultimately contribute to the experiences of the area. BLM should use an aspirational approach which allows the agency to ensure that some level of existing disturbance does not disqualify areas which do provide a primitive experience from a decision to manage them to protect and enhance such qualities and provide this important experience.
337	My family and I enjoy the following activities on public land: Ranch for our livelihood, 4-wheeling, riding motorcycles riding ATVs, scenic drives, picnics, camping, hunting. Hiking, exploring, star-gazing, practicing survival skills, riding horses, target shooting and the peace and quite of the back country and mountains.
338	Please consider my comments and include me in the RAMP process from this day forward, specifically addressing my comments and issues in all documents and the draft and final management plans. I also would like to request that I be included on all future mailing lists and that f be notified of every phase of this process, especially all public comment phases.
339	Thank you for the opportunity to comment on the Las Vegas Field Office TRIP/EIS. Please add our office to your mailing list for this EIS so that we receive summary information on public comments received and the Draft EIS for review and comment.
340	If you require any data from Arizona that is adjacent to your field office or need more information from the Arizona Strip District related to travel management, contact Diana Hawks, Team Lead for Recreation, Wilderness and Cultural Resources for the Arizona Strip District at (435) 688-3266 or by email at dhawks@blm.gov. If you have any National Environmental Policy Act (NEPA) questions, contact Richard Spotts, Arizona Strip District Planning and Environmental Coordinator, at (435) 688-3207 or by email at rspotts@blm.gov. We appreciate you as neighbors and look forward to working with you on these TMPs.
341	In addition, many of the members of our tribe retain close ties to the land. Medicines and foods are still gathered from natural resources and the preservation of the natural flora and fauna is a high priority to the tribe. A concern of the tribe is that increased traffic into non-developed areas will also increase pollution in these areas by people who do not follow a "Leave No Trace "policy. Campers create fires that could seriously harm the natural state of the desert if not properly tended or extinguished. In addition to the land, the limited water sources used by a variety of desert species may be polluted.
342	These concerns and recommendations are limited to the ancestral lands of the Pahrump Paiute tribe. Please contact our tribal representative, Kim Jim (1-775-764-7226), our tribal chairman, Eddie Jim (1-775-764-1462)1 or use the address listed above if you have any questions.
343	People are going to use the trails weather you want them to or not. I believe it is good to have some positive interaction.
344	My wife and I belong to Total Karnage.. We moved here in 2000 and have always enjoyed OHV recreation. These organizations have always been responsible & insisted that in others which is what our country need to keep lands available for future generations.

# Travel and Recreation Implementation Plan: Scoping Comments

## Topic: General

Comment #	Comment
345	Being in partnership with these gives the new comer a way to find out where to recreate. People are going to recreate weather you like it or not and developing a working relationship with will be beneficial.
346	I have been living in Las Vegas for 21 years. I am a founding member of Total Karnage an off road club.
347	I use off roading as a relaxing sport to see nature and educate my children in the beauty of nature. In closing trails and limiting access I will loose in being able to continue in showing my children.
348	I have been in Vegas for 4 years. My husband has been here for over 20 years. Since I met him I have been introduced to the wonderful world of off-roading. We are members of VV4W & he founded Total Karnage. Our clubs are very concerned about keeping access open and providing as many OHV routes as possible.
349	Both clubs practice responsible recreation, we do clean up every time we go out. We never leave trash & most of the time we are dragging more out. We know there are a few that ruin it for the rest of us but I can assure you we are all about education.
350	Most of us have kids and grandkids that we are passing our traditions of wheeling, camping, hiking, biking, and photography on to. The next generations of responsible off-roaders.
351	However, we are much more than off roaders. We love the outdoor, it's beauty, its wonder, wildlife, vegetation the history. I grew up on the east coast, much different than the desert.
352	In closing, our public lands are our greatest asset and people should be encouraged to "Get Out" To many people are obese and never spend time outdoors. Enjoying our public land should be promoted as a healthy activity and people should be encouraged to do so. Maps with places to explore, suggested short hikes, nice picnic sites should be distributed so that people can plan their public land adventure. The people that live in Las Vegas want more to do than go to the Strip. When our family comes in to visit, wheeling is one thing we like to show them. There is so much more to Vegas than the strip. Please let us use it and enjoy it!
353	I request that BLM consider my comments and include them in the RAMP process from this day forward, specifically addressing my comments & issues in all documents and the draft and final management plans; I also request that I be included in all future mailing list and that I be notified of every phase of this process, especially all public comment phases.
354	I have been living in Las Vegas for 21 years. I am a founding member of Total Karnage, an off road club.
355	As a club we believe in keeping nature clean and each and every time we visit hard to reach areas we also clean and pick up trash.
356	CCDOA owns and operates a system of airports that accommodate commercial service, corporate, general aviation, sport aviation and air cargo demands within southern Nevada, including the following existing and planned facilities: McCarran International Airport, North Las Vegas Airport, Henderson Executive Airport, The Jean Sport Aviation Center, Overton Municipal Airport - Perkins Field, The planned Southern Nevada Supplemental Airport (SNSA), The planned Southern Nevada Regional Heliport.

# Travel and Recreation Implementation Plan: Scoping Comments

*Topic: General*

Comment #	Comment
357	Thank you for the opportunity to comment on the Recreation Area Management Plan and the Comprehensive Transportation and Travel Management Plan. The Public Lands Conservation Committee (PLCC) was formed in 2009 specifically to give a public voice to Clark County residents who support public access and multiple use of our public lands while also ensuring common-sense utilization, conservation, and preservation of those same public lands. We also whole-heartedly support on-the-ground conservation projects that get something done instead of talking about them forever. To that end, PLCC is working with the BLM to have rural residents support, both financially and philosophically, dumpsters at Whitney Pockets; we are also advancing other on-the-ground projects and strongly believe this approach will have the biggest positive impact to our public lands.
358	It is not the DCP's intent to eliminate or reduce existing uses, travel or recreational opportunities in the proposed RUs but rather to provide clear guidance to law enforcement and the public as to what is allowed and where. In addition, the DCP is still revising the boundaries of the proposed RUs in order to proactively reduce or eliminate conflicts with certain kinds of recreation, such as off-highway vehicle (OHV) events.
359	Natural erosion is wiping stuff out. We'd like to see it before that happens and continue to see it before that happens.

# Travel and Recreation Implementation Plan: Scoping Comments

## Topic: Interpretation

Comment #	Comment
360	Gold Butte: want usable maps (similar to the National Park maps), feature signage that leads from site to site, list of trails and descriptions, how to get to trailheads; potential for a guidebook.
361	Gold Butte: mark cryptobiotic soils with signage and in the description of rules for trails and different types of areas, such as wilderness.
362	Gold Butte: More education on cultural sites.
363	I know there's petroglyphs, but I've never seen them. I'd like to know the trails that are in the Gold Butte area, more designated trails, where they are, have them available, and tell us where they actually are. Last time we went to Gold Butte, we missed it. Because the trails that forked, we went the wrong way because we weren't paying any attention to that. So that would be nice to have a really good map.
364	Provide informational signage around areas of concern. Education enhances the riders outdoor experience and brings cooperation. I enjoy the outdoors. Please continue to allow me access to it, This is after all PUBLIC LAND.
365	Areas of critical concern could have a trail system by or through them with signage educating the public as to the how and why the area is important.
366	What I'd like to see is an information sign or kiosk with map of area dos and don'ts.
367	Information sign of dos/don'ts.
368	Visitors would be willing to pay for maps or guidebooks.
369	I would like to emphasize the importance of education in improving the quality of our outdoor environment. Enforcement is not nearly as important as teaching people the principles and practices of good environmental stewardship.
370	It's important not to restrict access -- public access to our public lands. But it is important that the public be educated on how to respect the natural environment.
371	I'd like to see, you know, more spent on educating people on back country etiquette.
372	The BLM has to provide shops that sell these vehicles with some information to provide to the purchasers of what areas that are open for the type of activity or travel that their vehicle that they just bought can go. It just can't be just say, "Now, you buy it. You go anywhere where you don't get caught."
373	And certainly I'm -- I like my off-road vehicle also, but I do it -- drive it responsibly, only on an existing trail road or a wash, which is the way that it is written in regulations; but it is not made available to salespeople or sales facilities. To my knowledge, I've never seen anything in one of these stores.

# Travel and Recreation Implementation Plan: Scoping Comments

## Topic: Interpretation

Comment #	Comment
374	I was speaking to the lady over there about, although the BLM land is open to shooting, BLM doesn't offer any type of safety class. I think that, if they're going to let people shoot on the land, they should have a voluntary class that people can go to where, you know, learn about the area of a place to shoot and places not to shoot at, just to increase safety. Nothing mandatory, just optional.
375	I think that -- I want to speak to education. I think that we have conflict, major conflict, between off-highway users and others because they have different values. They're focusing -- off-highway users are focusing on the fun of kicking up the dust, whatever jollies they get out of it all. The people who are not part of that world focus on the damage that is done to trails through the historical resources to the environment -- our environmental resources; so there's a conflict, which, to me, says there's a major failure in education. Now, BLM and other federal agencies and the public need to talk about what -- how do we convey values through our educational system that will counter the delight in going out and just kicking up a berm of dirt dust. There needs to be better balance. There isn't. I don't know how we'll do it, but somebody needs to start. And maybe what we need to do is sit around in a room like this and fight about it. I don't know. But what we need to do is get started. We are not going to have anything worthwhile left if we don't get it started. And I'm convinced that it's parents as well as children. We all need to be together in the room, and we need to be arm wrestling until we reach some kind of understanding. I don't know how we'll get there, but we need to do it. That's very vital.
376	We are off road enthusiasts who enjoy the various roads available to us in Nevada. What we would like to see is a map that shows us the roads with the trail markers on it. I personally went to the BLM office in Las Vegas and asked for one of these maps and was told that nothing was available. In fact, they acted like they didn't know what I was talking about, which I found unbelievable.
377	We participate in the clean-up activities and routinely pick up other peoples garbage. It would help us all if the BLM would work with a news agency and disclose the dumping problems in our backcountry. People need to know where that load goes when you have something torn down at your house....and how to report if you witness it. There must be a better form of prevention than closing off everything.
378	I would like to see the trails marked better (like the snowmobile trails in mountain states).
379	It would be nice to have brochures to know what to look for when we are there.
380	Increased & improved signage would have a dramatic impact in all areas. Not only trail head signs, but trail markers.
381	I would specifically suggest the BLM review the Colorado "Alpine Loop" and neighboring trails where informative displays teach visitors about native wildlife, flora, and local history.
382	Historical markers and signs should be placed where appropriate; this helps people learn about the area's past.
383	Old mining sites should be signed with some history as well as old trails and routes and access to these areas kept open.
384	Springs should be marked on maps so people can visit them; water sources are where most of the wildlife are and that is one of the fun things-- to see wildlife, especially for kids.

# Travel and Recreation Implementation Plan: Scoping Comments

## Topic: Interpretation

Comment #	Comment
385	Maps are needed as are correct signage. Signs should have GPS coordinates and mileage information.
386	Historical markers and signs should be placed where appropriate; this helps people learn about the area's past. Old mining sites should be signed with some history as well as old trails and routes and access to these areas kept open.
387	Springs should be marked on maps so people can visit them; water sources are where most of the wildlife are and that is one of the fun things-- to see wildlife, especially for kids.
388	Need to ID designated routes by name and number.
389	Capture difficulty of routes such as ski area (green - easiest, etc.)
390	Identify and inventory cultural sites and natural resources of concern. Preservation should be by education (including signage) where possible. If a resource requires further protective measures (fences and other barriers) only as small an area as needed should be closed to other uses. If a large area or parts thereof is determined inappropriate or not sustainable for responsible vehicle travel, appropriate sustainable routes should be determined, constructed if need be, and designated. Large areas should not be completely closed to vehicle travel.
391	All washes, including washes in ACECs must be kept open to travel and should be signed open so that people don't wonder if they can drive down that wash or not.
392	Historical markers and signs should be placed where appropriate; this helps people learn about the area's past. Old mining sites should be signed with some history as well as old trails and routes and access to these areas kept open.
393	Springs should be marked on maps so people can visit them; water sources are where most of the wildlife are and that is one of the fun things-- to see wildlife, especially for kids.
394	Have plans in place for OHV training opportunities to educate people in the proper land use processes and regulations.
395	Naming the trails and giving tourist info where they can go & have fun would be a huge step also.

# Travel and Recreation Implementation Plan: Scoping Comments

## Topic: *Lands and Realty*

Comment #	Comment
396	We have been recommending, some of us in the neighborhood here in Mesquite, for a recreational reservoir and which also serves as a flood control storage facility; and part of it may be on BLM land or may be a cooperative issue between the city and the states, but I think every time it comes down to it, we think that land is BLM land. So it's in a very, very north edge of Clark County by the Arizona border. Good chance of some of the lake might be in Arizona. It's so close. So there have been two hundred-year-flood situations in the past. I think five to eight years, I think, and resulted -- I think there were damages to 60 houses. I think the last one, across the line into Arizona, same thing, a dozen houses destroyed. We didn't get it as bad last time in Mesquite, but we had houses damaged by flood waters. So for this reason, we were recommending that they audition that idea of building it, and the model we have is the reservoir that was built in Blackfoot, Idaho. And they built it actually for flood control from the Snake River.
397	In northeast Clark County west of the Mesquite area, extensive development will occur over the next several years. Industrial, commercial, and residential expansion will prompt adaptive management on the part of Lincoln and Clark Counties, as well as the City of Mesquite and the Las Vegas and Ely BLM districts. We recommend this area be addressed within the draft EIS.
398	Recognize the Congressionally-Designated SNSA Site: Both the Federal Aviation Administration and the United States Congress have recognized a compelling public developing a new commercial service airport in Las Vegas region. In 2000 Ivanpah Valley Airport Public Lands Transfer Act (public Law 106-362), directed the United States to sell 6,000 acres of public land approximately 20 miles south of Vegas in the Ivanpah (the Airport Site) to Clark County for the purpose of developing the Nevada Supplemental Airport (SNSA) and related infrastructure, so doing, congress recognized that, because restricted military airspace, topography, existing development, constraints at the McCarran International Airport, the location Ivanpah Nevada, is likely the only available site in the vicinity of Las Vegas with sufficient airspace to ensure safe and efficient operation of a new airport that can serve the long-term demand. Title to the Airport site was transferred to the County in 2004 by BLM Patent No, 27-2004-01.
399	All maps in the RAMP should reflect County ownership of the Airport Site.
400	Recognize the Congressionally-Designated Heliport Site: In 2005, Congress included a provision in a federal appropriations law that directed the Secretary of the Interior to convey to Clark County a 229-acre parcel south of Sloan Road to be a tract for a public heliport facility. Title to the land was transferred to the County by BLM Patent No. 27-2010-0001.
401	All maps in the RAMP should reflect County ownership of the heliport site.
402	Comply with Congressional Directives Regarding Lands Designated for Airport Uses: BLM is a joint lead agency for the pending federal environmental impact statement (EIS) for the proposed SNSA. Even though funding for the EIS is currently suspended, federal law precludes BLM from permitting any land uses that would be incompatible with construction and operation of the SNSA. As illustrated in a recent MOU between BLM and CCDOA, various parcels of land will be required for the SNSA and associated infrastructure. The Field Director of the LVFO, Bob Ross, has recently memorialized this congressional intent regarding the SNSA and BLM's obligations as a joint lead agency for the SNSA EIS in a letter to CCDOA (exhibit A).

# Travel and Recreation Implementation Plan: Scoping Comments

## Topic: Lands and Realty

Comment #	Comment
403	1. Airport Environs Overlay District: In 2002, Congress enacted the Clark County of Public Land and Natural Resources Act (public 107 -282), Title V that Act designated an additional 17 ;000 acres surrounding the SNSA Site as an Airport Environs Overlay District (Overlay District) and directs BLM to convey those lands to Clark County upon final federal approval of the SNSA project. As a result, any BLM land use planning and management decisions affecting the Overlay District must be closely coordinated with so that management of area is consistent with its future use as an Airport Overlay District.
404	2. Transportation and Utilities Corridor: Title V of the 2002 Act directed BLM to designate a transportation and utilities corridor (the T/U Corridor) between Las Vegas and the Airport Site to withdraw the relevant lands from location and entry under the mineral and geothermal leasing laws. The purpose of this provision was to preserve critical rights-of-way the SNSA. In July 2007, BLM designated the T/U Corridor and withdrew the relevant lands from entry under the mining or mineral leasing laws. The T/U corridor lies within the current boundaries of the Jean Lake/Roach SRMA.
405	3. Off Site SNSA Facilities: In addition to needing the 6,000-acre Airport Site and the 17,000-acre Overlay District, the SNSA project will require additional "Off-Site" facilities, i.e., facilities outside of the 6,000-acre Airport Site, 17,000-acre Overlay District, and Corridor. Off-Site facilities include modified retention facilities, temporary conveyor belts, and rights-of-way to accommodate an increase in flood elevations on the Roach Lake Playa outside of the Overlay District. Clark County has already filed applications for rights-of-way for these uses, e.g., N-87969, N-8S0SI. In addition, FAA is currently investigating several locations for required radar and navigational aid facilities (see Exhibit B for the proposed locations), but has not yet selected ultimate locations and/or filed applications with the BLM. Preserving space for these Off-Site facilities is essential because without them, the critically-needed airport project will not be feasible. Please refer to the 2011 Memorandum of Understanding (MOU) between CCDOA and BLM regarding land use on the airport-related lands (Exhibit B) for a formal description and map of these lands.
406	All maps of the Jean Lake/Roach Lake SRMA in the RAMP and CTTM should depict the Overlay District, the T/U Corridor, and the Off-Site airport related lands.
407	The RAMP should be developed in accordance with BLM's obligation to manage the airport-related lands for airport-related infrastructure.
408	The RAMP should recognize all the areas required for Off-Site SNSA facilities as special management protection areas and coordinate recreational management in those areas in partnership with CCDOA.
409	I strongly suggest that the BLM Stops Disposal Sale of public land pending planning for a belt of public land around the Vegas Valley being set aside to remain public and undeveloped, This land would have to be available to all users, not solely one group.
410	When I was a little kid, Las Vegas quit at Decatur. And so obviously over the years we've given up a tremendous amount of the valley and area to grow, and I appreciate that. And it's nice to be able to retain a lot of that original or what's left of the original.
411	As you are aware, the concept of an open space corridor and trail encircling the greater Las Vegas Valley dates back to early 2004. The concept first officially appeared in the City of Las Vegas Northwest Open Space Plan that was approved by City Council in January 2005. The Plan recommended "establishing a Vias Verdes corridor on the lands surrounding the Las Vegas Valley. The Vias Verdes would be a large-scale conservation strategy for the publicly and privately owned lands that surround the valley and form the mountain backdrop."

# Travel and Recreation Implementation Plan: Scoping Comments

## Topic: *Lands and Realty*

Comment #	Comment
412	The Vias Verdes concept was further developed and defined in the Southern Nevada Regional Planning Coalition's (SNRPC) Regional Open Space Plan, adopted by the SNRPC Board in July 2006. One of the primary recommendations of this plan involved the "establishment of the Las Vegas Vias Verde, a transitional belt of open space between the backdrop of mostly federal lands and the urbanizing area situated at the base of the mountain backdrop" Generally this was defined as the more gently sloping lands between the steeper, more sensitive terrain of the surrounding wild lands and the developed and developing areas of the Metro area. The plan recognized that this corridor might vary from a few feet (where restricted by development) to several miles in width depending on available space. This land as envisioned in this Regional Open Space Plan would serve as a buffer to protect the more sensitive lands of the backdrop and offer a recreational belt with an interconnected trail and managed landscape that encircles the valley.
413	The Regional Open Space Plan implementation strategy was to: 1) work closely with Federal and state agencies through a joint planning effort to implement the strategy 2) adopt policies within local land development codes that protect the Vias Verdes from encroachment and development and 3) nominate portions of the Vias Verdes annually for SNPLMA funding as joint projects.
414	Subsequent to the 2007 Open Space & Trails Summit, the SNRPC and the Southern Nevada Agency Partnership jointly chartered a Regional Open Space and Trails & Workgroup to help drive implementation of the Regional Open Space Plan and expand the regional trails system, now called "Neon to Nature." One of the implementation tasks was to initiate a Las Vegas Valley open Space Plan, which would define in greater details some of the policy recommendations from the Regional Open Space Plan, such as the Vias Verdes.
415	While Clark County took the lead role in the Las Vegas Valley Open Space Plan, all the SNRPC agencies were very much involved. An Open Space Advisory Committee (OSAC), made up of prominent community leaders, business people, and federal and local agency representatives oversaw the Phase 1 planning effort. This group recognized the need for a central connecting artery that would integrate the evolving urban systems of the Las Vegas Valley with the system of evolving trails on the adjacent federal lands that surround the metropolitan core. They took the Vias Verdes concept and added additional detail as to potential locations for where that corridor might lie (based on a detailed analysis of what constituted high priority open space lands).
416	The Phase I Plan identified a conceptual 113-mile corridor. The OSAC adopted a working title for this element of the Vias Verdes: "The Great Circle." This "Great Circle" corridor was viewed by the OSAC as the thread that would bind the fabric of many land management areas, recreational destinations, municipalities, and agencies together. In addition the great Circle would be the key integrator to assure better connectivity for the regional "Neon to Nature" trail system. The SNRPC Board approved the Phase I report in August 2009.

# Travel and Recreation Implementation Plan: Scoping Comments

*Topic: Lands and Realty*

Comment #	Comment
417	<p>After the Phase I Plan was approved, a Great Circle Leadership Coalition was formed to help drive the process forward ad to secure funds to complete the Phase II planning. The Outside Las Vegas Foundation agreed to place "The Great Circle Coalition" under its umbrella, and to work on behalf of this tremendous project to develop public, private and in-kind funding for Phase II. The Phase II planning is intended to take the Phase I conceptual corridor and create a more defined schematic vision of a specific corridor. This will be accomplished through community engagement a further agency collaboration. Importantly, the development of the alignment will also involve educating our public as to the existing resources, and the need to enjoy these resources responsibly. Thus, the process will emphasize the need to value and protect this legacy for generations to come. In addition, Phase II will include a detailed economic analysis that will provide deeper understanding of long-term operation and management needs, as well as construction costs. As part of the Phase II work, the Foundation has retained a consulting firm to work with the Coalition and the community in developing a name and brand for the project that captures the grand vision of the project for our residents and our visitors. Importantly, this naming and branding effort incorporated stakeholder involvement in order to achieve agreement on a name and brand that will eventually be incorporated into plans and signage.</p>
418	<p>This fantastic project embodies our values of "enjoy, value, protect." It will literally and figuratively connect our communities, and enhance our communities' understanding of the tremendous resources that are our public lands.</p>
419	<p>Our valley has sprawl to an alarming rate. Empty desert lots cover the landscape of our valley.</p>
420	<p>I would like to request more information concerning the RAMP, specifically a map showing the areas that are planned for recreational use. We are concerned about incompatible land use in and around our proposed machine gun ranges on the Northeast side of the valley North of our property on 6400 Range Road. The Nevada Army National Guard will submit an official comment upon a better understanding of specific locations.</p>
421	<p>In the West we're blessed by so much of our land being public land. The negative impact of metropolitan growth can be mitigated by planned open areas so growth doesn't degrade our quality of life. All that needs to be done is keep the Federal Agencies from disposal of (selling) public lands haphazard.</p>

# Travel and Recreation Implementation Plan: Scoping Comments

## Topic: Law Enforcement

Comment #	Comment
422	Finally, we are so far from BLM offices where law enforcements and so forth are housed. Is there a way to deputize locals out here who can at least make a report that would be given some weight, when it gets into the office, about people they've talked to or issues that have come up that would indicate more on the grounds kind of response when something is occurring that needs some attention? Sandy Valley, this is maybe more of an issue because they have that California-based highway, whatever it is, dirt tracks sort of thing. And they all come to Sandy Valley, and it's a big mess in Sandy Valley, and who's going to go out from Lone Mountain office all the way out there? By the time they get there, they'll be gone, whoever it is. So we need to have a way to address this in some fashion locally, and I don't know what it is, and whether there's an example anywhere for deputizing. Or you got site stewards. Maybe we can have a program that compares to that, but instead of being site stewards, you'll be behavior stewards. I don't know. Something. It's just worth looking at, I think. I thought so for a long time. If we had some deputies and people knew who they were, that would help.
423	The trash has been Dramatic since the motor -cross started up. WITH NO fines for littering. WE have to pick it up ourselves. SIGNS, to facilitate this change and WE NEED enforcement fines. I asked Greg a few times to put in for a sign.
424	Traffic does not stop on the two way coming into town. It will take someone dying to get it.
425	By Clark County Ordinance No Fire Arms can be discharged in Sandy Valley. What safeguards will BLM provide that the law is enforced?
426	How is BLM going to assure that Dirt Bikes and ATVs will not use the dirt streets in Sandy Valley for their activities rather than the BLM dirt roads?
427	What I would like to see happen is a sign kind of like the one that they've just put up Jean Lake, Roach Lake therein. They put several around the area that have absolutely no function. I'd like to see a sign that actually had a function that would say something like "You are one mile from the town of Good Springs. Town built in the 1890s." Within the mile perimeter around the entire town, only street-legal vehicles are permitted and only on county roads with posted noise and speed limits. Violators will be persecuted -- prosecuted. Not persecuted, prosecuted. Maybe both. Local resident -- this is where it gets tough. Local residents are exempt but subject to town regulations so that basically you can move a vehicle that doesn't have a license from your house to your friend's house without being in violation as long as you're not driving, you know, rampantly around the town. But I would like to see something like that.
428	Most of the ranches or the homesteads on Cherokee Street on the Nevada side are horse owned. So we've gone out on our own and purchased signs that says "caution," the yellow parking signs and put horses on them and have them mounted on the road.

# Travel and Recreation Implementation Plan: Scoping Comments

## Topic: Law Enforcement

Comment #	Comment
429	Finally, I would like to see, once various roads are open, rules are set, whatever they might be, that some indication on small poster-sized signs put up in public places for people to consult. When people in this town go out on the open range there, they think nothing of it, whatever they're doing. If there were around the town, for example, on a post, maybe it would be shot up; but we'll replace it. There needs to be an indication where the boundary is where they cannot do these kinds of things. There needs to be information in the only public place we have, which is the bar and maybe the library, about what the rules are, where you can go, where you mustn't go, and who to consult. And I think that a long time ago we thought we were going to get signs at the bar. I lived in this town for a long time, and we never got them. But I do think the BLM should be putting some up. The county, perhaps, should participate. We need to get people around the table talking about what the issue is and how to solve it. And it isn't just going to be on the BLM's shoulders. It has to be fire service, county, maybe state highway. I don't know. We need to think broadly, and maybe we can get many problems addressed, if not solved. I don't know if we'll ever solve the problem totally, but we can try.
430	We have an off-road dirt track that came into Sandy Valley, and the Nevada side wouldn't allow them to build. So they went across the boarder to the California side and built an off-road racetrack. Within the first six months, they've had four deaths on the property and 70 some-odd Flight for Life; so we stopped counting. So they don't do any water, dust control on that; so we're concerned also, when these dirt bikes come on the private roads or BLM land, there's no control of them. They just do what they want, and dust will fly all over the place. And since they're gone, we suffer.
431	The other thing we have a problem with, since it's in a residential area, they'll come through ignoring the speed limits. And until a county police officer is notified or is present at the time, they'll get them to stop. But there's nothing that we can do, even though it's been posted at 25 miles an hour or 35 miles an hour. They just disregard it. So I have a concern that they don't care, you know, what the rules are or whose personal property they're on.
432	We have been advised by Clark County Police that there is a 25 mile an hour maximum speed limit. How does BLM plan to control speed?
433	My property is adjacent to the town of Good Springs. It's the same size as the townsite. I have vehicles parked on my property at least -- well, every week or so, especially these next few months there will be with a group of off-road vehicles on their trailers. And not only across private property, my property, but they run rampant cross the desert not following any trails.
434	I live in Sandy Valley off Cherokee -- down Cherokee Street, I should say. My property and other property owners are in BLM land. They're private property, meaning patented since 1919. And I have off-road dirt bikes coming through my property with no control. I do have it marked as private, NRS, whatever number, area. And they continue to ignore it.
435	Gold Butte has unauthorized motorized use on closed routes and routes being rehabilitated.
436	Gold Butte: Make it pack in/pack out, trash begets trash.

# Travel and Recreation Implementation Plan: Scoping Comments

## Topic: Law Enforcement

Comment #	Comment
437	I live here in Mesquite, and I've been riding in the back country on ATVs for about ten years now. And I appreciate -- in the Gold Butte area. I appreciate being able to ride to the petroglyph any sites and being able to enjoy them, and more and more they've been closed down. They've been closed down with the idea of protecting them from vandalism. I've worked for 25 years for the state parks in California, and my experience -- and our experience as a department there was always that areas that there were less visited were the highest vandalized areas. People that are going to vandalize feel more comfortable when people aren't around. So by closing all the sites, they've, in fact, made their more welcome to the vandalizers. So we ride with a group of anywhere from 40 to 50 people, mainly seniors; and we have enjoyed visiting these sites that are actually in some way kind of caretakers for them because we're there and we care about them and we see them, and no one's going to do anything to them during our visits. So what they've done is kind of eliminated us from being able to visit the sites. A lot of the closures so far away that people aren't going to walk to them.
438	Better enforcement and education.
439	Enforce OHV designations.
440	Write tickets to non-spark arrested & no helmet riding.
441	Concerned about OHV use within 1-2 miles of any town, want restrictions
442	Keep the enforcement efforts to a very low background level.
443	Very simple, they can eliminate a lot of our problems if they only allow licensed street vehicles out on the trail. Any vehicle that is not street legal and is not licensed not allowed. That will be self-regulating a lot of the problems.
444	I'd also like to see most of the rangers not writing speeding tickets on state routes but actually back on hiking trails. I'm tired of yelling at people littering. I'd like a ranger to do it.
445	I believe that rangers should give out tickets for people who have spark arrestors, people that have motorcycles that are high sound output and riding without safety equipment like a helmet.
446	The areas of importance should be monitored and patrolled, you know, the petroglyphs, the culture sites, just the general openness, not so much -- unless it's, you know, dumping or threat of illegal dumping.
447	The solution to preserving public lands for future generations to use is NOT roping them off and calling them closed. Educate people on proper trail etiquette, and punish those who break the rules.
448	In my mind, closing off public lands because of a few people's bad decisions is akin to banning ALL cars because of a few stupid drunk drivers. It just doesn't make sense. Punish the law breakers, not everybody.

# Travel and Recreation Implementation Plan: Scoping Comments

## Topic: Law Enforcement

Comment #	Comment
449	I moved here from north Idaho, the Forest Service had developed there travel plan and implemented it 4 years ago. They closed all OHV areas to the public, anyway since they implemented it, they have documented a 50% increase in illegal land use, and vandalism. I am sure you have fifty times the amount of research and information than I have, but please don't ignore the off-road community.
450	These are off road vehicles, yet they drive on the highway often, the dune buggies have been on the highway-it is a nightmare-if you are a driver in a car on your way to work. Bicycle people are unbelievable-they flip you off if you are driving on the highway, because you have to honk at them to get them to move over, and they won't, and their middle finger means they won't move, and they think they do not have to move, and they can do whatever they want. The arrogance they display is almost their declaration of a wanted death sentence, how foolish and dangerous these persons are to themselves and others. These persons have no business to be on the highway at all.
451	Now the car races, dune buggy races, and the quad races are often held at night in the summer. I have seen this as well, these are huge races, tents, camping, all off the freeway-what a mess to view, and these persons hope to come here-I pray not! The night time races encourage drinking, drugs, and I am sure a lot more goes on-that is something we should never have to deal with-those persons let loose in our community after these events could be catastrophic. I am sure day time activities are no different. Some of the persons can be violent and dangerous, who needs that?
452	Several years ago while I rode my horse alone on that lake bed, the one close to Jean, on one particular day a large black suv attempted to terrorize my horse, dog and myself with dust, the driver and his friends were circling us at a high speed, creating a huge dust plum-I got my cell phone out and they took off-cell phones back then did not work out there-but that could have been a very serious situation, had I not gone for my phone.
453	The best designed motorized trail system will fall short of meeting the expectations set for it if there is inadequate enforcement. Over the past decades, advances in off-road vehicle technology and performance have enabled riders to drive on nearly any type of terrain, up steep slopes and onto lands previously only accessible by foot. An extensive network of unauthorized, user-created routes now crisscrosses the public lands leading in many cases to a legacy of unacceptable damage to environmental and cultural resources. In this CTTM, the BLM must include a viable enforcement component to accompany any proposed motorized trail system.
454	To assist you in that task, the Center is including as Appendix B a report on six strategies for successful enforcement on public lands. Wildlands CPR. 2009. Six Strategies for Success: Effective Enforcement of Off-Road Vehicle Use on Public Lands. Available at: <a href="http://www.wildlandscpr.org/2009-update-six-strategies-success">http://www.wildlandscpr.org/2009-update-six-strategies-success</a>
455	There are some areas along the road that may need fencing It seems to me that the Motocross track out here may be in need of a fence there to. If this recent noise is from their contribution. If there is Not Compliance. Then the Division of Forestry Should be able to Ticket. Within CERTAIN Clark COUNTY limits. Without being overpowering. Remember you dealing with kids also. Maybe \$50.

# Travel and Recreation Implementation Plan: Scoping Comments

## Topic: Law Enforcement

Comment #	Comment
456	No turn signals and the self-righteous is my biggest concern over the new people visiting. They are so selfish it's amazing. The rocks belong to them they REFUSE to move Over, AND GOD forbid They "SHARE THE ROAD" they travel in the Left lane and wont let you pass. IT'S DANGEROUS. GOD I AM not saying we need more medians; to promote traffic jams Just signs that inform people of how we drive in this area. SHARE THE ROAD" OR BE TICKETED.
457	If BLM opens the Land to off road activity what supervision will be provided?
458	What guarantee and supervision is BLM going to provide to assure that any area that is designated for ATVs and off road activities are used for that activity and that persons participating in the activity remain in the set boundaries?
459	It is our understanding that any vehicle using a road designated and maintained by the County for the use by home owners requires a Nevada State License. What enforcement or control will BLM provide that if these roads are used by unlicensed persons that they will be stopped?
460	Also for the MINT 400 event north of Vegas, I will be manning a checkpoint out on the course and plan on reporting any illegal activities to the authorities immediately via radio. My sons have grown up "playing" in the southwest desert as I have and someday my grandson will want to also.
461	Concerns about trespassing on private property of OHV groups (organized or otherwise) on powerline roads that run through private property, need signage to prevent trespassing
462	Another question that comes in is how BLM issue rights for mining, or mining exploration, which eventually would impact water usage when the basin that is being explored is already designated as an overdrawn basin. Doesn't anyone check with USGS files on water, et cetera, before issuing permits for mining?

# Travel and Recreation Implementation Plan: Scoping Comments

## Topic: *Non-Motorized Recreation*

Comment #	Comment
510	And it serves the community there very well. I think 550 square acres. And they use it for boating, small boats, no titanic, and ski, whatever, jet skis. And there's a Sandy Beach, and there's the esplanade that goes all the way around it so people can rollerblade for recreational. The President wants everybody to get fit; right? I rollerblade around it every time I pass by. So put that on. It could be for the community's recreation. It's not usually a BLM kind of thing because they're more into wildlife, protecting the fish. It's a little of BLM, but if it's on their land and they were asking for suggestions and comments, since this one has the recreation plus the flood control aspect to it, we'll throw it in. We'll recommend it.
511	There are opportunities in Cal-Nev-Ari for hiking, horse, and dune buggy trails.
512	The Yellow Pines Rails to Trails project, that was one of the two counties recommended for this year's SNPLMA funds, but it was seven on the list of the ten or something because there was not enough demand supposedly. So, therefore, they put two other things higher. One of the demands for this trail would be the Ragnar Relay people. Well, they are nationwide. They run relay races. From Jean up to here, they had to run on a pole line road, which was very difficult for people. And I know that Ragnar wanted support that this Rail to Trails project be put in place, which would help them with their relay race. And it's a big economic boost to this county as well to the various people out here. So in terms of recreation, the relay races are very important. In terms of county economy and state economy, it's important as well. So whatever BLM can do to help and assist with that would be very much appreciated.
513	The berm of the Yellow Pine Railroad is under study. It's been in -- there's already been SNPLMA funding. SNPLMA is Southern Nevada Public Land Management. They've only funded a study to see the feasibility of that -- of the trail. It has met the qualification of feasibility. It's been accepted as a good proposal for a trail project, but it's still in limbo waiting. We worked on it for seven-plus years. During the time, while that is under study, it should be protected somewhat from vehicular traffic because the historic sites along that trail are on that berm, the railroad berm, are destroyed every weekend by vehicles driving on the berm, crossing it, tearing it up. So that by the time this feasible trail may be funded, they'll have to go back and look at it again and see if they can find the berm. So why wouldn't you proactively say that's a restricted area? It doesn't have to be totally restricted, but it could be at least limited to some minor activities, not races or that type of activities. Because when an area is under study, motorized vehicle traffic should be restricted or limited. Historical sites along that study area disappear every weekend, like I said, within the onslaught of those motorized vehicles.
514	I would like the area between the intersection of Highway 161 and Sandy Valley Road for one-mile square going towards Sandy Valley to stay open to hiking only, no ATVs.
515	In regards to future use of BLM land for recreation I am concerned about lack of equine space in and around LV and Sandy Valley. Riding trails are essential to retaining the rural lifestyle of our open lands.
516	There are also large areas of BLM land in Sandy Valley. Please consider designated equine land here also to preserve the rural spaces.
517	And all these years of going to the sites -- and it's been, like I said, 10, 12 years -- never once have I seen a hiker going to one of the sites, not once. Now, I'm sure it's happened; but the vast majority of people take their ATVs, their off-road vehicles, and go to them and enjoy them and appreciate them.
518	I would like to see that area maintained for its natural beauty. I would go there to hike there.

# Travel and Recreation Implementation Plan: Scoping Comments

## Topic: *Non-Motorized Recreation*

Comment #	Comment
519	<p>I enjoy the following activities on public land: Ranch for our lively hood, 4-wheeling, riding motorcycles, riding ATVs, scenic drives, picnics, camping, hunting, hiking, exploring, star-gazing, practicing survival skills, riding horses, target shooting and the peace and quite of the back country and mountains. Bunkerville Mountains and the Gold Butte area are in our back yard. We like to do all the things I have stated above in these areas as well as many other places in Nevada, Arizona and Utah. In each state we are tied to the land through many generations of hard working grandparents, and family members who settled in many of these areas. We take pride in keeping it beautiful and clean.</p>
520	<p>Management of the Gold Butte area: We included in our scoping comments on the Las Vegas RMP revision recommendations for managing the Gold Butte area on a landscape level including areas managed to protect wilderness characteristics, existing ACEC values such as desert tortoise habitat, areas for quiet backcountry recreation, and protection of rock art and other cultural resources. Gold Butte provides exceptional opportunities for primitive recreation, which should be protected and enhanced through a range of recreation management area designations that include management prescriptions to preserve quiet use experiences, including specifically closures to motorized use. Travel and recreation planning in the Gold Butte area must also ensure protection of cultural and ecological values. We are concerned that the previous travel plan for the Gold Butte area was based on route inventory obtained without adequate input from other members of the public or opportunity to comment on routes that should be removed from the system. This CTTM and RAMP; and the Las Vegas RMP revision more broadly provide BLM with an opportunity to develop a travel and recreation plan for Gold Butte that allows for extensive public participation and serves the needs of various user groups while protecting natural and cultural values. We expect that as part of the CTTM and RAMP, BLM will solicit route inventory information from the general public and accept comments on routes that are damaging and/or redundant, or otherwise should be closed and/or restored. The CTTM and RAMP should also evaluate areas where primitive recreation should be the predominant use and manage to enhance that experience. By way of example, the St. George Field Office (Utah) employed GIS technology to assist commenters on the route inventory at open houses for its travel management planning process, which helped the public make substantive comments on routes. After the scoping meetings were concluded, BLM scheduled regular days and times that the public could visit the field office and work with GIS/Recreation staff with real-time GIS and aerial photos. We encourage the Las Vegas Field Office to similarly make GIS staff and data available to assist the public with comments on the route inventory and other resources, within Gold Butte and throughout the planning area.</p> <p>Recommendations: The Las Vegas Field Office should design a travel and recreation plan for the Gold Butte area that provides multiple opportunities for quiet, backcountry recreation and protects natural and cultural resources. To accomplish this, BLM must ensure broad public participation in the inventory and planning processes. Real-time GIS and aerial photos. We encourage the Las Vegas Field Office to similarly make GIS staff and data available to assist the public with comments on the route inventory and other resources, within Gold Butte and throughout the planning area.</p>
521	<p>Many of the local residents as well as my family enjoy the great out doors and the following activities on public land: 4-wheeling, scenic drives, riding motorcycles, riding ATVs, picnics, camping, bird watching, geo-caching, rock collecting, exploring, riding horses, training hunting dogs, hunting, hiking, target shooting, swimming, rock climbing, and ranching, to name a few.</p>
522	<p>I am pleased with the large area designated as "Jean Roach Lake" and would support any actions that would provide significant preservation for equine and hiking trails in this area.</p>
523	<p>Las Vegas Valley: Landsailing use on Eldorado Dry Lake.</p>

# Travel and Recreation Implementation Plan: Scoping Comments

## Topic: *Non-Motorized Recreation*

Comment #	Comment
524	All areas: don't close hunting areas.
525	Education programs for shooting safety - voluntary, show areas where shooting is appropriate, designated shooting areas, far enough from towns, communication/signage so all users know, areas accessible by major roads, encourage shooting in certain areas
526	For as long as I can remember I have always enjoyed motorized recreation and the opportunities that it provides access to. These opportunities include, but not limited to; rock climbing, 4 wheeling, mountain bike riding, motorcycle/ATV riding, camping, hiking, exploring old ghost/mining towns, geo caching, and spending time with my family while we enjoy the above listed.
527	Many of the local residents as well as my family enjoy the great outdoors and the following activities on public land:4-wheeling, scenic drives, riding motorcycles, riding ATVs, picnics, camping, bird watching, geo-caching, rock collecting, exploring, riding horses, training hunting dogs, hunting, hiking, target shooting, swimming, rock climbing, and ranching, to name a few.
528	We have chosen to live in this area because of the recreational opportunities it provides. Our family is involved in boating, hiking and four-wheeling activities on a regular basis.
529	I do photography and am learning so much when we do our trail rides. Much of the time I get out and walk (that's how slow we go) so I can get some great shots, and I have. I have given many gifts of photography of our beautiful areas.
530	Access to go out camping like out of the Valley to get, you know, like out in the middle of the desert where there isn't any development, like Wheeler Pass, to keep that open.
531	I would urge that specific allowances be included for primitive camping.
532	Throughout southern NV, there needs to be designated campsites, primitive, and more developed. There needs to be group campsites. Disturbed areas that are already being used should be designated.
533	The BLM does not have any primitive camping sites designated in southern Nevada; many residents love to primitive camp and desire no facilities other than fire rings and a level area to camp. Primitive campsites are critical and necessary for the public to enjoy and use their public lands responsibly.
534	All areas: all recreation can coexist and stay on existing trails and educate other groups on how to use the public lands.
535	Has the BLM established large zones for quiet recreation? How has the agency considered the impacts to non-motorized users? How will each alternative achieve the goal of minimizing user conflict across the landscape?
536	My family enjoys the public lands by horseback, hiking, picnics, hunting, target shooting and just taking casual drives or just heading out to do a bit of exploring throughout the area. Even after a lifetime here there is always something new and different to see, do or find. I don't usually take part in organized events, though I don't mind working at them. I prefer the casual use with friends and family.

# Travel and Recreation Implementation Plan: Scoping Comments

## Topic: *Non-Motorized Recreation*

Comment #	Comment
537	My family enjoys experiencing the many beauties of the open lands in Southern Nevada. We enjoy camping, riding ATV's, taking scenic drives, target shooting, geocaching (we maintain many caches on public lands), desert exploration, viewing and photographing wild flowers, hiking, photography of the many dessert sites and wildlife, stargazing, exploring many nooks and crannies of the sandstone rocks and the hidden and unique beauties in the desert as well as visiting historical sites. There are many places in our current open public lands throughout southern Nevada that we as a family explore, from those close the Las Vegas Valley and the surrounding area, and others throughout Clark County.
538	As best as can, separate hiking only trails from equestrian and off highway vehicle trails to minimize noise pollution and dust (odor) pollution.
539	I personally use hiking trails and paths regularly and have since moving to Las Vegas in 1994.
540	Better bike routes/roads - paved or packed natural surface - something accessible from I-15. Routes now may have a trail for bikes alongside the road, but then it joins the road and isn't as safe.
541	I am most interested in maintaining, improving, expanding & developing new mountain biking, hiking & running trails. There is a tremendous opportunity to expand these types of trials in Southern Nevada do to the shear size of land available.
542	Maintaining, improving & expanding said trials will have tremendous impact on physical fitness opportunities for residents of S. NV, and countless other positive impacts on the community.
543	We should consider improving & expanding the existing trails in the following areas: Cottonwood / Blue Diamond, Twilight Zone (located near Kyle Canyon Road / Harris Springs Road), Cowboy Trails (located south of the Red Rock Canyon entrance / exit), Bootleg Canyon (located in Boulder City), Sloan Canyon, All other: Not limited to only these trails, Improving & expanding these trails would help prevent erosion, and help to create a more sustainable trail system.
544	Involving local groups would have a positive impact by helping to create sustainable trail systems. Local mountain bike groups, running clubs, hiking clubs etc, are eager to participate & help.

# Travel and Recreation Implementation Plan: Scoping Comments

## Topic: Project Questions

Comment #	Comment
545	I just read an article by John Bacher regarding the BLM's travel and recreation implementation plan. Is there anyway I could have access to these plans to view the maps with the stickers and usages suggested within Sandy Valley?
546	REGARDING the website notification Notice of Intent to Prepare a Recreation Area Management Plan, a Comprehensive Transportation Management Plan for the Las Vegas Field Office: In the Notice I noted a Public Input meeting scheduled for Goodsprings on March 9th. The map posted on your website shows Goodsprings in the Red Rock/Sloan Field Office jurisdiction. Does the RAMP area include more than the Las Vegas Field Office jurisdiction? My concern, does the RAMP include the Pahrump Valley?
547	The bulk of the Pahrump Valley is divided between the Red Rock/Sloan Field Office and the Pahrump Field Office. The boundary is not geographically notable. Trails and minor roadways cross back and forth between them. Any RAMP or TMP for the Pahrump Valley would need include Pahrump. Should a Public Input meeting be scheduled for Pahrump?
548	As a member of the Clark County Advisory Board to Manage Wildlife we just became aware of the RAMP scoping process and would like to be added to your list of interest/user groups for input. We would like to participate in your open house and public input process. Can you inform us on public meeting dates, times and agendas?
549	This process is critically important to the amendment of the MSHCP and its proposed reserve system. In order to provide sound and complete scoping comments for the CTTM EIS, DCP will need to review and analyze BLM's Roads Inventory Dataset and all OHV race course datasets. We made a verbal request for this information at the cooperating agency information meeting on March 3, 2011 and have not received a response or the data from the BLM.
550	Has there been any more scheduled RAMPS meetings for public input since those held in early March? I would like to be kept informed on discussions that may concern wildlife or access to public areas. Any information you could provide would be appreciated.

# Travel and Recreation Implementation Plan: Scoping Comments

## Topic: NEPA Process and Public Involvement

Comment #	Comment
463	It has been brought to our attention that back on March 8-unknown to the residents of Sandy Valley that individuals outside our community have plans and designs for using our town-and residing land for their own pleasures and recreation. The fact that this was a meeting excluding us the residents is a disturbing reality, and the other fact regarding this is, why?
464	I attended the March 9, 2011 public open house in Goodsprings, NV. My comments are directed to the area of Clark County west of highway 160 and north of Interstate 15. All the way to the California border. The Red Rock HMA, Goodsprings and Sandy Valley.
465	It has come to my attention that there are land use plans being made for the Sandy Valley area, yet there has been NO meeting with BLM folks within that area. It was stated to me that the meetings were being held in Goodsprings and Las Vegas. This would seem unacceptable as there are 3,000 residents in Sandy Valley that will be impacted. Surely this was a simple oversight and this can be remedied by extending the time of input and including the area of direct impact?
466	On March 8th, 2011, a notice concerning the captioned Plan was provided to the Sandy Valley community. It announced a "scoping" meeting in Goodsprings on March 9th. This was the first and only notice Sandy Valley received concerning a BLM meeting for "Travel & Recreation Plans." Since this Plan will affect all the Residents of Sandy Valley, the Board of Directors of the Valley's Non-Profit Civic Association, Sandy Mesquite Valley Development Association, instructed me to request that prior to the end of the comment period a presentation be held in Sandy Valley! It is disturbing that BLM scheduled meetings in Goodsprings, with a population of 232 residents and Searchlight, with a population 760, and ignored Sandy Valley with a population well over the 2005 Clark County Parks & Recreation estimate of 2,030 people. If BLM elects not to present this plan in Sandy Valley, this letter will serve as a protest on any decision made relevant to Sandy/Mesquite Valley residents.
467	It is our understanding that the Resource Management Plan (RMP) currently under revision will establish the boundaries of Special Recreation Management Areas (SRMAs), and will resolve land use conflicts by establishing permitted and prohibited uses throughout the Las Vegas District. By contrast. the RAMP and CTTM will specifically address management of recreation and off-highway vehicle (OHV) uses in the SRMAs. A number of our airports are located in areas with inventoried OHV routes, and three of our facilities. the Jean Sport Aviation Center, the Southern Nevada Regional Heliport, and the SNSA - are located inside the Jean Lake/Roach Lake Special Recreation Management Area.

# Travel and Recreation Implementation Plan: Scoping Comments

## Topic: NEPA Process and Public Involvement

Comment #	Comment
468	In order for CCDOA to receive federal grant funding under the Airport Improvement Program (AIP), CCDOA must comply with several statutorily-defined obligations. In particular, the airport sponsor must take appropriate action to ensure that the terminal airspace required to protect instrument and visual operations to the airport will be cleared and protected by mitigating existing and preventing future airport hazards. 49 U.S.C. 47107(a)(9). As the recipient of AIP grant monies, CCDOA must also take appropriate action to restrict the use of land next to or near the SNSA to users that are compatible with normal airport operations. 49 U.S.C. 47107(a)(10). As a result of these legal requirements, CCDOA is contractually and statutorily obligated to ensure that land uses in and around aviation facilities will not impair the use and operation of facilities. In addition, as noted above, CCDOA party to three separate agreements with BLM related to the use of public lands near or affecting County aviation facilities. Finally, CCDOA has unique knowledge about the planned SNSA and the proposed future uses for the Overlay District, which lands are still in the public domain, but are directed to be conveyed to the County at CCDOA's request upon final environmental approval of the SNSA. Because of its status as current and future owner and manager of facilities that could be affected by BLM's RAMP and CTTW and its legal obligations to protect against any incompatibility between its facilities and surrounding land uses, CCDOA formally requests to be cooperating agency for the Recreation Area Management Plan and Comprehensive Transportation and Travel Management Plan. As described above, CCDOA has both the necessary jurisdiction by law and also special expertise necessary to participate as a cooperating agency.
469	First of all, I appreciate the meeting process that they're having here today. I would like to certainly thank Shawna, Bob, Chris, Robert, and anyone else in the meeting process. It was a very positive experience.
470	I'm the owner of Trac-On. I just wanted to note that I'm not going to say a lot to you, but I want them to understand I'm gonna to have a lot of paper coming back to them. There's too much here to really, you know, detail it. It's going to take me a little bit of time to put that into works. I told Bob I will tell you that so you got a recording that I was here and reviewing this, obviously backing up roadside motorized. Just wanted to make a note of that.
471	I recently received a certified letter from your office regarding the development of travel and recreation plans within the Las Vegas Field Office planning area. The letter included a request to respond in writing within 15 days. Respond to what? If it is the invitation to be a cooperating agency during the preparation of the RAMP and CTTM, the District would prefer to attend the informational meeting on this project scheduled for March 3 before we make that decision.
472	We just wanted to thank Bob Ross, yourself, and the other BLM employees for taking time out of your busy lives to stay late and hear the "voices" of the OHV public land use groups. We, Total Karnage, believe it is something that has needed to happen for a long time. We anticipate the months to come when we can work together and go on "field trips."
473	We look forward to assisting yourself and the BLM in any way possible. Hopefully, what we create will be a model for other western states to follow on how BLM and the public land use groups should coexist.
474	Please do more about these concerns than just have a meeting and talk.

# Travel and Recreation Implementation Plan: Scoping Comments

## Topic: NEPA Process and Public Involvement

Comment #	Comment
475	I think that the BLM needs to have a meeting in Henderson like you did for the RMP meeting last year . The turn out for the Henderson meeting was one of the highest of all the BLM meetings on the RMP so it shows that the citizens of Henderson care and want to be involved in this planning process. A meeting held at the BLM office during rush hour traffic on Nascar week when they had a parade of the race teams was a big deterrent for Henderson residences to attend. I urge you to have One more meeting on the motorized travel plain in Nevada's 2nd largest city so that input can be gathered from all the people that reside in the plains borders.
476	Thank you for the opportunity to provide comments on the BLM's CTTM EIS. The Desert Conservation Program administers the Clark County Multiple Species Habitat Conservation Plan (MSHCP) and Section 10(a)(1)(B) Incidental Take Permit on behalf of the Nevada Department of Transportation, the Cities of Boulder City, Henderson, Las Vegas, Mesquite, and North Las Vegas, and Clark County (the Permittees).
477	The DCP is requesting the BLM to provide the Roads Inventory Dataset and any OHV race course datasets in a ArcGIS shapefile or geodatabase format at its earliest opportunity. In addition, the DCP is requesting an extension to the NEPA scoping comment period. The DCP needs 30 days from the date we receive the BLM Roads Inventory Dataset and OHV race course datasets to prepare comments. We appreciate the opportunity to provide comments to the CTTM EIS and look forward to the data requested so that we may fully participate in the scoping process.
478	I would like to request more information concerning the RAMP, specifically a map showing the areas that are planned for recreational use. We are concerned about incompatible land use in and around our proposed machine gun ranges on the Northeast side of the valley North of our property on 6400 Range Road. The Nevada Army National Guard will submit an official comment upon a better understanding of specific locations.
479	I accessed the BLM website but you did not have specific information so that I could comment on specific routes. I also called the Field Office and was told that you were not doing specific routes at this time. Therefore, I would like to make a few general comments and request that I be updated when more specific information is available.
480	The Department recognizes the importance of proactively updating and implementing management for the variety of recreational values and activity opportunities inside and outside the project planning area having bearing on wildlife resources. The Department understands the BLM's efforts in facilitating an interdisciplinary community approach for developing the RAMP-CTTM/EIS. About a month ago the BLM hosted a meeting for prospective cooperating agencies introducing its planning team, summarizing the process underway and fielding questions. The Department attended this meeting engaged in discussions and shortly thereafter provided the BLM written acceptance of the invitation to become a cooperating agency.
481	The Department looks forward to continued coordination and consultation throughout the planning process with the BLM including timely opportunities for impact analyses through the use detailed databases and maps of BLM facilitated roads and trails inventories.
482	Motorized recreationists have become the new conservationists. We are ready and committed to working with the Las Vegas Field Office to preserve and enhance motorized trails for all recreationists through responsible environmental protection. We respectfully ask that the selected action for the Las Vegas Field Office Recreation Area Management Plan and Comprehensive Transportation and Travel Management Plan be structured to produce this end result by addressing and implementing the comments provided.

# Travel and Recreation Implementation Plan: Scoping Comments

## Topic: NEPA Process and Public Involvement

Comment #	Comment
483	The environmental analysis must adequately address the human environmental including issues, needs, alternatives, and impacts on the public associated with the reduction or lack of adequate motorized recreation. An adequate 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.
484	In fairness to the public, BLM needs to have specific changes/proposals for each affected area on their maps prior to the meetings. These meetings were a waste of time - due to the fact that BLM representatives could not - or would not give any specific plans on changes/closures or restrictions. All of our questions were answered the same, "This meeting is to allow public input and solicit public opinions." It's impossible to comment when you don't know what is being proposed. This letter is being sent to give our opinion and concerns relating to the very vague and non-specific information we have received regarding these public issues.
485	On March 8th, 2011, a notice concerning the captioned Plan was provided to the Sandy Valley community. It announced a "scoping" meeting in Goodsprings on March 9th. This was the first and only notice Sandy Valley received concerning a BLM meeting for "Travel & Recreation Plans." Since this Plan will affect all the Residents of Sandy Valley, the Board of Directors of the Valley's Non-Profit Civic Association, Sandy Mesquite Valley Development Association, instructed me to request that prior to the end of the comment period a presentation be held in Sandy Valley! It is disturbing that BLM scheduled meetings in Goodsprings, with a population of 232 residents and Searchlight, with a population 760, and ignored Sandy Valley with a population well over the 2005 Clark County Parks & Recreation estimate of 2,030 people. If BLM elects not to present this plan in Sandy Valley, this letter will serve as a protest to any decision made relevant to Sandy/Mesquite Valley residents.
486	Second, establish area Citizens Councils or Advisory Boards to plan locally in compliance with the regional master plan. These boards need to be made up of representatives of all stakeholder groups. A qualification of being a representative should be being tolerant and open minded enough to see the points of views of others. Sometimes we don't realize how what we do can affect others being able to enjoy our public lands. We need to work together. In all cases decisions should be made on as local a level as possible.
487	PWR has no comment regarding above subject document.
488	Work with the public and make the process easy, simple, and free.
489	Management decisions of public lands should when possible be made on as local level as possible. These are the people most affected. However, it's understood some management decisions need consider as regional issues. Local, State, and Federal agencies need work together. Ironically, bringing the federal agencies together is the most difficult.
490	Native Americans are legitimate stakeholders of public lands and their wants and needs should be considered. But those wants and needs should not be given greater value than those of other legitimate stakeholders. No persons vote should be either diminished or enhanced by race, religion, ancestry, or the time he or his family have resided in a community. That would be un-American.
491	Public land management should be fair to all. Those most affected by public lands management decisions should have the greatest voice in those decisions. Citizens of a local communities or counties should have a greater say than those living in a megalopolis two thousand miles away. Decisions should be made on as local a level as possible.

# Travel and Recreation Implementation Plan: Scoping Comments

## Topic: NEPA Process and Public Involvement

Comment #	Comment
492	We support the BLM's efforts and this undertaking which we believe will provide recreationalists and public land users with a much more organized, efficient, understandable, and comprehensive approach to public land use.
493	Mindful of the relationships of the public lands with changes in regional socio-economic growth and demographics over the last 23 years, the Department strongly urges approaches taken in the RAMP-CTTM/EIS effort remain consistent with travel management and recreation guidance still in effect under the existing Las Vegas Resource Management Plan and EIS of October 1998 (RMP).
494	I also want to address the "mapping" process of the RAMP. It was appreciated that BLM allowed OHV groups to label and mark their favorite trails. I would like to take this one step further and request that you, Mary Jo Ragwell, Bob Ross, and Chris join us for "Field Trips" so the trails my club and I enjoy can be GPS'd and placed on the new maps as an open trail.
495	Our club has a lot of these and other trails in the valley on GPS. If the opportunity arose, we would like to take a BLM person out on some trail mapping excursions.
496	I have known Chris Linehan for many years and have enjoyed working on projects with him in the past. I can help provide trail information to him and the BLM in the form of GPS coordinates as well as physical field trips out to the trails. It is crucial that we show these trails to the BLM as they have not made it on to the recent mapping attempts. There are trails that are used by many user groups that seem to be seen as only used by one or two of these groups. That is not factual at all. We are willing to cooperate with all users so we can enjoy our public lands.
497	I request that the BLM consider my comments and include them in the RAMP process from this day forward, specifically addressing my comments and issues in all documents and the draft and final management plans; I also request that I be included on all future mailing lists and that I be notified of every phase of this process, especially all public comment phases.
498	Please notify of any further meetings or if you need volunteer assistance.
499	The Arizona Strip District of the Bureau of Land Management (BLM) is pleased to submit these scoping comments on the Las Vegas Travel and Recreation, Implementation Plan and Environmental Impact Statement (TRIP/EIS) for the Las Vegas Field Office.
500	Between 2001 and 2008 the Arizona Strip District conducted a route evaluation and designation process as part of the Arizona Strip District Resource Management Plan (RMP/EIS). At that time, the Arizona Strip District completed the route designations for both national monuments and the Ferry Swale area of the Arizona Strip Field Office. Accordingly, specific route designation decisions for Grand Canyon-Parashant National Monument, which borders the Las Vegas Field Office, were made in the Record of Decision (ROD) for the 2008 Grand Canyon-Parashant National Monument RMP/General Management Plan.
501	We are now in the process of completing the route designations and travel management plan (TMP)/environmental assessment (EA) for a portion of the Arizona Strip Field Office. One of these areas is the Littlefield Route Designation Sub-region, which borders the Las Vegas Field Office in the vicinity of Littlefield/Beaver Dam/Scenic, Arizona. The public scoping meetings for this TMP /EA will be on April 18 - 21, 2011. The Beaver Dam, Arizona scoping meeting will be held on April 18, 2011 in the Beaver Dam Fire Station from 4-7 pm (Mountain Standard Time).

# Travel and Recreation Implementation Plan: Scoping Comments

## Topic: NEPA Process and Public Involvement

Comment #	Comment
502	During the route evaluation/designation process for Grand Canyon-Parashant National Monument: we provided the Las Vegas Field Office with internal copies of the GIS route data so that adjacent agency review could occur to correct or consider any route inventory or route evaluations across state lines before public review. This was a critical step in our route designation process and resulted in some crucial route inventory corrections for route data that was missing or inconsistent across state lines. We would appreciate it if we could receive the route inventory and evaluation data from the Las Vegas Field Office for review. We will share our route inventory and evaluation data for the Littlefield Route Designation Sub-region for the Arizona Strip Field Office TMP/EA with the Las Vegas Field Office for your review and input as well.
503	We recommend an archeological study and review of prior studies conducted by the Bureau of Land Management and the Department of Fish and Wildlife be done of the area before any decisions were made regarding the usage of our ancestral lands as a recreational area.
504	VV4W & Total Karnage are working hand-in-hand with the BLM to get these trails GPSed and with our help we can all keep these areas clean and safe if we are allowed to be out there. The demand on the BLM is to great to do this alone so let us enjoy the outdoors & trails & we can help make the jobs of the BLM much easier.
505	The purpose of these comments is to ensure that in planning for recreation and travel in the management areas, BLM fully meets its federal mandates to protect and manage certain lands in the planning area for airport purposes. To that end, we have identified below several key issues for BLM to consider and address in its planning efforts. In addition to these specific issues, we are formally requesting to be a cooperating agency on the RAMP and CTTM so that we may provide comments concerning the impact of recreation and travel plans on our facilities
506	BLM should adopt planning criteria for the RAMP that requires that all management actions are consistent with existing Agreements with Clark County.
507	We support a recreation management plan as well as a transportation plan as long as both plans focus on the POSITIVE—that of keeping roads open, keeping access to areas open, designating the vast majority of public lands to be multiple use, and including the public in all issues and phases of public land processes.
508	We support the BLM involving and including the public in as many ways and for as many reasons as is possible; the mantra should be MORE public involvement, MORE public input, MORE public interaction, MORE public inclusion. This concept alone, will vastly improve relations between the BLM and the public. The public needs to be viewed as an active partner, an asset, a valued contributor to the BLM. PLCC has recently experienced this open-arms approach to involving the public and it is the best thing that has happened to public land in a long, long time. We commend the Las Vegas Field Office for this noticeable improvement and deeply appreciate all the work done, internally and otherwise, to elevate the public to that of a helpful partner. Thank you; please continue this wonderful trend.

# Travel and Recreation Implementation Plan: Scoping Comments

## Topic: NEPA Process and Public Involvement

Comment #	Comment
509	In conclusion, PLCC wishes to thank the BLM for beginning the process to develop these management plans with such informative and open public meetings. We are committed to being very active throughout the entire process as well as the RMP revision process. Our most important issues are making sure the public is the most important aspect of all public land policies and regulations and making sure that access and multiple use are maintained in all areas. We support keeping roads open unless sound scientific data can demonstrate that a specific road is creating negative impacts on species or resources; we believe the closure of any road, or segment of road, is a last-resort action and that all other options to mitigate for that negative impact have been exhausted. Closure is not the first option; it is only the last, final option when all other options have been tried and have failed. We support staying on designated roads and trails and look forward to being active, responsible, engaged partners with the BLM. PLCC requests that our comments be incorporated and addressed in both the RAMP and CTTM process; thank you again, for the opportunity to participate and make these comments.
551	Bunkerville Mountains and the Gold Butte area are in our back yard. We like to do all the things I have stated above in these areas as well as many other places in Nevada, Arizona and Utah. In each state we are tied to the land through many generations of hard working grandparents, and family members who settled in many of these areas. We take pride in keeping it beautiful and clean. Our Family has a permit to run cattle.
552	Now, this isn't necessarily directly related to the travel and recreation. It's somewhat related to the recreation, and it has to do with the grazing in Gold Butte. Now the permit was long pulled for the ranchers currently grazing cattle that did not have a permit initially, and BLM has allowed this to go on for a long time, and it's affecting the tortoise habitat, and in a sense it's reflecting -- affecting recreation; so I want to know what BLM intends to do about it because they've been approached a number of times and has not taken any action.
553	Get rid of illegal cattle.
554	How unfortunate the horses and burros are removed (and in many cases treated very unfairly without regard for their safety) while these dangerous and disrupting vehicles are allowed.
555	Actions in Which We Are Interested: Designating or changing 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 which evaluate monitoring data (i.e. allotment or rangeland health evaluations); Issuance of non-renewable grazing permits (Le. Temporary Non-Renewable Use); Emergency Stabilization and Rehabilitation projects as a result of Wild Fires; Closures of allotments due to drought, fire, flood, insect infestation, or when continued use would pose significant resource damage.
556	List of allotments in which we are interested: FLAT TOP MESA, LOWER MORMON MESA, MUDDY RIVER, WHEELER WASH, HIDDEN VALLEY.

# Travel and Recreation Implementation Plan: Scoping Comments

## Topic: Recreation Services and Facilities

Comment #	Comment
557	In the Searchlight area there are hundreds of miles of trails that are recognized as open already by the BLM. Currently there is 1 event held a year in Searchlight, NV. There are two ways to access these trails, 1st by parking on private property which leads to possible trespassing violations and 2nd is to park on public lands where no parking/pit area has been established by the BLM. This leads to undesirable disturbance of public lands. I request the BLM establish 2 parking/pit area so the public and promoters can access these high quality trails without worrying about trespassing on private property or disturbing non-disturbed public lands. I would offer 2 suggestions for these areas, 1st on the south side of the paved highway that leads cottonwood cove in one of the old abandoned gravel pits the other approximately 2 miles out of town turn left on 24 foot wide dirt road and travel approximately 1 mile and establish area in existing wash that is up to 50 foot wide. A past MRAN club helped install markers for approved routes and MRAN could help the BLM in establishing these parking areas by volunteering time.
558	Sandy Valley is remote. The valley has no gas station. The valley has no medical services. The paved road into the valley is narrow and winding. It has several 'blind' 90 degree turns, try driving this road at night. If the state wants to increase the recreational use of land in Sandy Valley, it has to provide a safe access.
559	Sandy Valley (AKA Mesquite Valley) is a rural area has no paid EMT personnel and whose Fire Department is all volunteers. A requirement for building homes requires 2 to 2 1/2 acre parcels. According to the Nevada State Engineer Sand Valley is a "Designated Basin (#163) and is overdrawn. Most of the home owners and businesses involve horses and horse boarding and horse training. Several years ago an attempt to establish a Dirt Track for Racing was turned down at our Citizens Advisory Council and permission for the track was never permitted by Clark County. A track was established on the California side of the Valley. Las Vegas Channel 3 did an exposé that the track was using Nevada 911 to obtain ambulance services. Now severely injured persons are airlifted to local hospitals.
560	The trash that accumulates in the desert due to biker's activities, how BLM will provide Cleanup? Note: Since the bikers pass thru the Valley to get to the California track we've had to post signs and volunteers have pick up trash on State Road 161 and Sandy Valley Road that has accumulated due to their activity.
561	Many of the popular camp sights are polluted with human waste, Whitney Pockets is the worst.
562	A hiking trail to Kirk's Grotto - the ATV road was closed but it's difficult for many people to hike down and up the grade. Put please keep the ATV road closed.
563	(need?) Some toilets at Whitney Pockets at least during the busy weekends.
564	Need toilets at Whitney Pockets.
565	I'd like to see the Gold Butte area kept primitive.
566	There are just to many people who enjoy our public lands for there not to be some designated areas, and primitive rest rooms are needed at Whitney Pockets as too many people use that area.
567	Keep Gold Butte primitive. Kiosks, maps, education OK. No visitor center, paved roads.

# Travel and Recreation Implementation Plan: Scoping Comments

## Topic: Recreation Services and Facilities

Comment #	Comment
568	We realize that roads in the Gold Butte area, one of our primary areas of focus, have already gone through a similar process, so our comments regarding the Gold Butte area address the recreation aspect. We request that disturbed areas be formally designated as parking areas, staging areas, primitive campsites, etc. The disturbed areas show traditional use and show where the public likes to park, camp, etc. These areas need to be designated so they are not lost or use is not restricted in some future plan.
569	There are several open space plans in the Las Vegas Valley that have been completed, are nearing the construction phase or are being planned. We have review these open spaces and trails existing projects and planned projects and are in favor of their goals.
570	The Sierra Club, with its motto of "Explore, Enjoy and Protect the Planet" applauds the forward thinking Las Vegas communities and organizations involved in bringing these outdoor facilities to our valley. And we further encourage the governments and organizations planning for similar future open space and trails facilities. Upon completion of these sites and trails, in addition to already existing parks and trails, we feel the Las Vegas valley will become one of the nation's premier outdoor vacation destinations.
571	Further, we feel that our residents of this urban area will finally have enough open space, parks and trails to accommodate its 2 million plus population. It is recognized that there will, in and all probability, be another expansion of the BLM Disposal Boundary for regional development. And it is in vein that the Sierra Club would suggest that the BLM protect all of these existing and future outdoor facilities whenever possible.
572	Realizing the current and likely future budget restraint upon the Bureau of Land Management, we suggest the BLM to expand and encourage cooperation with local government entities and private organizations in the planning, building, and maintenance of Las Vegas Valley open space and trails facilities.
573	We (MRAN) use the Goodsprings area on both sides of Kingston Road, and would like to see a OHV Parking area on the north side of Kingston Road.
574	One of my favorite things to do is to choose a road at random, follow it as far as I can, camp there for 3 days, and if I'm lucky, not see another soul the entire time. The solitude of the desert is the thing I most love about it.
575	Minimize improvements such as signs, kiosks, interpretive facilities and partner with private user groups to enhance education efforts.
576	The more primitive the roads, the less they will be used, so make no improvements to existing roads unless absolutely necessary to support a key facility.
577	We respect the nature beauty, except footprints and tire tracks unless you want to leave out the tire track parts. We pack out what we pack in. We invested money in a -- it's called a "trasher route." It hangs on the back end of the vehicle for just trash.
578	Education programs for shooting safety: voluntary, show areas where shooting is appropriate, designated shooting areas, far enough from towns, communication/signage all users know, area accessible by major roads, encourage shooting in certain areas.

# Travel and Recreation Implementation Plan: Scoping Comments

## Topic: Recreation Services and Facilities

Comment #	Comment
579	What facilities and infrastructure will be needed to provide visitor services, information/interpretation, and administration of recreation opportunities? To be determined as the plans comes together. Many want a primitive experience and aren't looking for facilities.
580	Third, despite what I said at the top, sometimes signage and even barriers are needed to educate of, and protect sensitive natural or cultural resources. Again, these decisions should be made as locally as possible.
581	I know some would suggest hiking as the only way in. But having 4x4 access also provides a level of safety. I have personally rescued casual day hikers from trails that were departing too close to evening or in need of other help. I am also a Ham Radio volunteer. In any land use plan, considerations should be made for 4x4 access that benefits public safety.
582	While I personally prefer that most areas should be left primitive so that one can truly 'get away' as the experience of exploring and discovering new places and new sights is one of the best ways to spend a day, I realize that there needs to be some designated campsites, primitive, and more developed areas. There needs to be group campsites. Disturbed areas that are already being used should be designated.
583	Parking and staging areas that are already being used should be designated as such and kept open.
584	Pull offs are necessary along every route, especially those routes that are popular; pull offs allow for people to pass each other and prevents inexperienced drivers from pulling off the road in an unsafe area.
585	Roads that are destination routes or that have an end point need to have room at the end of the route for parking and turning around—and for more than one vehicle, etc.
586	Leave areas primitive so that one can truly 'get away'.
587	Roads that are destination routes or that have an end point need to have room at the end of the route for parking and turning around—and for more than one vehicle, etc. It is safer for people to travel in pairs or small groups, so all end points should have parking and turn around space for at least several vehicles.
588	Disturbed areas that are already being used should be designated. Parking and staging areas that are already being used should be designated as such and kept open.
589	Pull offs are necessary along every route, especially those routes that are popular; pull offs allow for people to pass each other and prevents inexperienced drivers from pulling off the road in an unsafe area.
590	Parking and staging areas that are already being used should be designated as such and kept open.
591	Pull offs are necessary along every route, especially those routes that are popular; pull offs allow for people to pass each other and prevents inexperienced drivers from pulling off the road in an unsafe area.

# Travel and Recreation Implementation Plan: Scoping Comments

## Topic: Recreation Services and Facilities

Comment #	Comment
592	Most areas should be left primitive so that one can truly 'get away'; the experience of exploring and discovering new places and new sights is one of the best ways to spend a day.
593	Before spending any money on facilities that will cost money to develop and maintain, the BLM should focus on staffing issues of on-the-ground recreation planners so the existing issues can be addressed before there are more problems created. Having an efficient staff available to deal with the public (and specifically commercial permit applications and competitive event planning) needs to be addressed and is a direct relation to this process.
594	If BLM designates off road activities who will provide EMT services.
595	Disturbed sites should be documented and then identified as parking areas, unloading areas, camping sites, etc. These sites are already disturbed BECAUSE of use; therefore these sites need to be designated to make them official and then utilized.
596	There needs to be ample room at the end of roads, especially where there is an end designation such as trailheads, historic or prehistoric sites, interesting areas to visit—there needs to be room for parking and turning around so that people can stay inside the berms of roads and inside the parking area disturbed areas.
597	More specifically, the present RAMPS-CTTM/EIS process should at least include embracing: Implementing strict enforcement of resource protection and corrective actions as well as enhanced public education programs as responsive and preventive measures for heading off establishment of additional road and trail disturbances that have occurred or are in progress.
598	Geo-caching markers should be installed at the several historic and interesting places. Trailheads should be available for parking vehicles and trailers. Picnic tables, camping areas and toilet facilities should be placed throughout the recreation area.
599	It is very nice to see the BLM being proactive and develop a recreation plan for our Valley. Please keep in mind that all the outdoor activities are able to comingle. The bikers need trail heads as do the hikers, horseback riders, being in the OHV end of this there have been times when a hiker or biker has gotten a ride due to a problem they had.
600	The go-around on some trails , primitive campsites, staging areas all need to stay open, and access roads also (GPSed trails to follow).
601	We request the buffer zone for dirt roads throughout all of Southern Nevada be a minimum of 25 feet on each side. This is necessary to allow for people to pull-over legally—to let another vehicle pass. This is also necessary to allow people to pull off of a road to have a picnic, stretch, or any number of activities; also, there are times that people simply need to turn around. That is why a buffer zone of at least 25 feet on each side of any dirt road is necessary.
602	Provide staging and pit area near Goodsprings.

# Travel and Recreation Implementation Plan: Scoping Comments

## Topic: Resource Management Plan Conformance

Comment #	Comment
603	NCA is not desired in Gold Butte.
604	Protect the Gold Butte Area as NCA.
605	Include or treat like Lake Mead NRA or Grand Canyon Parashant.
606	Jean/Roche area should have rec. as priority.
607	<p>The Las Vegas Valley RAMP is the plan that relates directly to the "Great Circle." In the Las Vegas Valley, much of the opportunity to preserve current and future open space rests on BLM public lands currently outside the congressionally designated disposal boundary. In the future, this boundary could be expanded, making these lands privatized or held in trust by local jurisdictions. Creating an interconnected ring of open space and a trail encircling the Las Vegas Valley is one of the most exciting and durable legacies we can build for our region. It is our hope that the Coalition can work closely with the BLM to incorporate the corridor concept into the Las Vegas Valley RAMP. While we do not yet have a defined alignment, we urge the revised RAMP to recognize the importance of this tremendous effort, and to recognize the need for Coalition, the Foundation, and our federal, state and local agencies to work together as we continue to define and design the alignment and features of these links that will enhance the connection between the BLM lands to the remainder of this 100+ mile loop. Cooperation will be critical to success as the project moves from planning and incorporating existing segments and open space areas into the construction of new trails and open space areas. This region has established a tremendous history of collaboration (SNRPC, SNAP, the Regional Open Space &amp; Trails Workgroup), and we look forward to continued collaboration and cooperation as this project becomes a signature amenity for residents and visitors alike.</p>
608	<p>The RAMP-CTTM/EIS effort is concurrent with several other major land-use planning and project implementation processes. Among these are the BLM's Las Vegas RMP Revision, the TransWest Express Transmission Project, Solar Energy Programmatic EIS, several independent and fast-tracked wind and solar energy generation projects located in Clark and southern Nye counties, and Clark County's Multiple Species Conservation Plan Permit Amendment reflects an appreciation of the land management complexities involved. Timing of when any of these endeavors are completed influences the others.</p>
609	<p>Mindful of the relationships of the public lands with changes in regional socio-economic growth and demographics over the last 23 years, the Department strongly urges approaches taken in the RAMP-CTTM/EIS effort remain consistent with travel management and recreation guidance still in effect under the existing Las Vegas Resource Management Plan and EIS of October 1998 (RMP). More specifically, the present RAMP-CTTM/EIS process should at least include embracing:</p> <ul style="list-style-type: none"><li>- Limiting authorized roads establishment to the levels stated in the RMP presently in effect</li><li>- Implementing strict enforcement of resource protection and corrective actions as well as enhanced public education programs as responsive and preventive measures for heading off establishment of additional road and trail disturbances that have occurred or are in progress</li><li>- Minimizing or avoiding redundancy of non-vital roads throughout the planning area</li></ul> <p>Clear and effective avoidance of wash systems essential to wildlife life cycles, natural springs and seeps, wildlife water developments</p> <ul style="list-style-type: none"><li>- Precluding additional access to any Area of Critical Environmental Concern, National Conservation Area, and Designated Wilderness Area.</li></ul>

# Travel and Recreation Implementation Plan: Scoping Comments

## Topic: Resource Management Plan Conformance

Comment #	Comment
610	As I mentioned to Ms. Rugwell and Mr. Ross at the open house regarding this project, I am concerned about the relationship between it and the resource management plan ("RMP") revision currently on-going for the Southern Nevada District of the BLM. Of course, the RMP is the ultimate land use zoning decision, and plans such as this are subordinate to it and need to be consistent with it. The BLM in beginning this plan without a revised RMP has placed itself in an awkward situation of not knowing what will be allowable where under the new RMP. To complicate matters even further, the BLM has likely confused the public who are not knowledgeable of the hierarchy of plans. At the open house, the BLM and their contractor provided the public the opportunity to indicate on maps their preferences for land uses, including motorized recreation. By doing so, false expectations were created in that no use can be considered for an area until the RMP revision is finished. As a former federal land managing responsible official, I can see a train-wreck coming and urge you to do a better job of informing the public of the planning process and where the current decision-space resides in time.
611	The Center in our scoping comments for the RMP revision did address motorized recreation and we ask that they be incorporated in this planning effort as well. We further supplement those comments with what follows in this letter.
612	The Sustainable Grazing Coalition is an affiliation of organizations dedicated to the continuation and production of well managed viable livestock operations that provide food and fiber, wildlife habitat, recreation, ecological and watershed values and other multiple use values on a long term sustainable basis. We would like to request that we be placed on your Las Vegas Field Office mailing and interested party lists (SEE ATTACHED LIST OF ALLOTMENTS AND ACTIONS THAT WE ARE interested IN) for all actions concerning RMP's, Management plans, Allotment management decisions and evaluations, public comment notices, appeals, EA's, EIS' S, Fire management plans, and Wilderness plans effecting any grazing allotments (SEE ATTACHED LIST) that you administer within the Las Vegas District.
613	A prime example of area being removed from recreational use is the rezoning of a portion of the Big Dune area of Nye County, in Amargosa Valley, for solar energy. The dunes have been a favorite recreation area for many southern Nevadans for at least fifty years.
614	A first step should be establishing a comprehensive master plan (governing development, recreation, conservation, and preservation) involving and binding all levels of government.
615	1) This planning process should be combined with the Las Vegas Resource Management Plan revision process. The BLM Las Vegas Field Office is currently revising its resource management plan, for which BLM accepted public scoping comments through February 26, 2010, and should now be developing draft alternatives. Travel management decisions should be made in the RMP, per BLM's guidance. The Land Use Planning Handbook states that BLM should complete a defined travel management network (system of areas. Roads and/or trails) during the development of the land use plan, to the extent practical. If it is not practical to define or delineate the travel management network during the land use planning process, a preliminary network must be identified and a process established to select a final travel management network. (emphasis added)

# Travel and Recreation Implementation Plan: Scoping Comments

## Topic: Resource Management Plan Conformance

Comment #	Comment
616	<p>The Land Use Planning Handbook (Appendix C, Section II.D) also sets out requirements for travel management at the land use planning level. At the land use plan level, BLM must identify areas for use based on program goals and objectives, primary users, reason for "allowing travel" into an area, setting character to be maintained (including Visual Resource Management and Recreation Opportunity Spectrum Classifications), and primary means of travel appropriate to meet objectives and keep setting character. Comprehensive travel and recreation management planning should therefore be included in the Las Vegas RMP revision, rather than in a separate process, so that decisions are made in the context of other resources and values which BLM is analyzing as part of the RMP. In the RMP, BLM will be designating areas of the field office for different uses and special management, such as ACECs, Wild Lands, and areas open and closed to energy development. Those land use allocations should inform travel and recreation planning, and so the CTTM and RAMP should be developed as part of the RMP.</p>
617	<p>In addition, BLM must manage the lands in the field office for multiple uses, which means making the most judicious use of the land for some or all of these resources or related services, the use of some land for less than all of the resources: a combination of balanced and diverse resource uses.(FLPMA, 43 U.S.C. § 1702© (emphasis added).</p>
618	<p>One approach that has been successfully implemented by BLM to integrate CTTM into the goals of the RMP is to create management zones to guide decisions in the RMP. Management zones emphasize certain types of management and experiences for the planning area as allocated in the RMP. These broadly-defined landscapes describe the type of uses and experiences that will be expected in the specific areas and other management decisions, such as designated routes for travel, can be made based on the criteria for that zone. This is exactly the type of process envisioned by the BLM and stated in policy guidance. The selection of travel management areas should parallel identified Recreation Management Zones (RMZ) within Special Recreation Management Areas (SRMA). Both recreation management objectives and recreation setting prescriptions guide and constrain the kinds of travel, as well as the location of travel routes. All road and trail construction and maintenance must be constrained to fit within these setting prescriptions.</p> <p>In the same guidance, BLM states that "(f)ield Offices may choose to establish TMAs or management zones ... that cover the entire planning area." Id., Attachment 1 (emphasis added). There are several zones to provide guidance to help define permitted or excluded activities and any stipulations pertaining to them." MMP at 8. These zones included Frontcountry, Passage, Outback, and Primitive Zones. Id. At 8-9.</p>

# Travel and Recreation Implementation Plan: Scoping Comments

## Topic: Resource Management Plan Conformance

Comment #	Comment
619	<p>Another example is the Craters of the Moon National Monument RMP which included the Frontcountry, Passage, Primitive, and Pristine Zones for the entire planning area. Craters RMP at 13-14. The plan describes the use of zones as a useful way to guide decisions to meet desired conditions. Management zoning is established throughout the planning area to provide and maintain a range of recreation and access for different user types with varying interests and abilities. Each separate zone has distinct settings to be provided and maintained. Physical settings consider the degree of naturalness and amount and type of facilities, as well as proximity to roads. Social settings consider the number of contacts with other people, the size of groups, and evidence of other users. Managerial settings consider the amount of visitor management used to achieve desired social and resource conditions, the compatibility of traditional land uses with the recreational environment, and the type of access and vehicle use allowed in the area. Other management zones for the broader planning area that we have seen include titles like "Rustic" zones or can parallel labels for Recreation Management Zones that are designated in SRMAs. There is currently no standard way to create management zones for a planning area; they are often based on the needs and uses of that particular area. However, once designated, zones can provide guidance for not only travel and transportation management decisions, but also for management of other uses, such as right-of-way exclusion or avoidance, and management prescriptions, such as visual resource management classifications. In order for BLM to integrate CTTM with the goals and objectives of the RMP, including through designated management zones, the process must be combined with the RMP revision. This is the best way for the Las Vegas Field Office to comply with BLM's travel planning guidance. Recommendations: BLM should combine the CTTM and RAMP with the full Las Vegas RMP revision, and ensure that travel and recreation decisions are integrated with the RMP's goals and objectives for the various resource programs.</p>
620	<p>The new guidance also includes an updated Recreation Setting Characteristic Matrix. We encourage BLM to not use the qualities in the matrix as a "bright-line test to disqualify areas which are or could in the future provide a primitive recreation experience. Rather, the qualities should be used as a goal which proper management could help the areas achieve and focus on the experience that can be achieved. In this manner, areas which have primitive character should be managed for that experience and desired future condition, even if they do not currently meet an of the criteria that the BLM has set for primitive physical settings or designation. By adopting such a prescriptive, or aspirational management approach, as opposed to a more descriptive or reactive approach of just basing the management of the RMAs on perceived evidence of human presence or an expectation of more people wanting to use the area, the BLM can ensure that some level of existing disturbance does not disqualify areas which do provide a primitive experience from a decision to manage them to protect and enhance such qualities and provide this important experience.</p>

# Travel and Recreation Implementation Plan: Scoping Comments

## Topic: Social Justice and Economics

Comment #	Comment
621	I'm 70; so I think, when you're making these decisions, I want you to keep in mind a lot of senior citizens would like to continue to use these facilities. And a lot of road closures are going to stop us from having access. So I want them to keep the whole population in mind and not just the young folks. We do our part -- or have done our part, and I would love to be able to take my grandkids up there, not talk to them about it down here. Okay.
622	We are personally concerned at the lack of respect and consideration for seniors and handicapped individuals that will never again be able to see some of the beautiful places in our area. When you have hike-in or horseback only areas many citizens are excluded.
623	Expanding trails in existing areas, and creating new trails in new areas is also important. By doing this, more people will stay in the area to utilize the trails, versus travel to Southern California, Northern Arizona, and Southern Utah. Obviously this would have a number of positive impacts on the area.
624	Adequate recreational opportunity for all visitors is the supreme issue that must be addressed by this action. The relative importance of recreation on a national basis is demonstrated by the Bureau of Economic Analysis statistics for spending on recreation. In 1979 the index for recreation spending was 32.537 (year 2000 = 100, <a href="http://www.bea.gov/national/nipaweb/TablePrint.asp?FirstYear=1979&amp;LastYear=2004&amp;Freq=Year&amp;SelectedTable=33&amp;ViewSeries=NO&amp;Java=no&amp;MaxValue=155.606&amp;MaxChars=7&amp;Request3Place=N&amp;3Place=N&amp;FromView=YES&amp;Legal=Y&amp;Land=">http://www.bea.gov/national/nipaweb/TablePrint.asp?FirstYear=1979&amp;LastYear=2004&amp;Freq=Year&amp;SelectedTable=33&amp;ViewSeries=NO&amp;Java=no&amp;MaxValue=155.606&amp;MaxChars=7&amp;Request3Place=N&amp;3Place=N&amp;FromView=YES&amp;Legal=Y&amp;Land=</a> ). In 2004, the index was 113.695 for an increase of 349%. No other sector has increased this dramatically. Clearly, the public wants and needs adequate recreational opportunity and this should be the over-arching theme of this evaluation and decision.
625	We also are concerned that not everyone can enjoy the desert and wild areas on foot. As our population ages, all areas need to remain open to OHV/ATV vehicles.
626	Do not discriminate against those who cannot hike.
627	Please remember there are other people in our age group (I am 75, my wife is 71) that can not hike or bike the back county due to our age and health, but we could if allowed use our 4 wheel drive vehicles to enjoy it..
628	The BLM needs to re-open closed areas and make public land more accessible to the general public, especially to the elderly and disabled.
629	This morning I awoke to ENNENENEN that roaring motorcycle sound. There is so much BLM land around don't you have designated areas. Since most people in the area live in Mobile homes or manufactured homes, the noise from McCarran is so loud that sometimes I have not been able to hear the TV or Phone. I have notified McCarran and it appears that they have move around a bit maybe a few A 100,000 miles, on a few different sides of me. I am SO Thankful!! I have heard of other states where the residents were awarded, new soundproofing on their homes. Somewhere in the millions of dollars. I don't mind living in these populated areas, But we must be respect full of ALL and in WIR" ideology.
630	I was unable to attend the 3/3/11 meeting and would like to request the help of the BLM to maintain the respect of our public lands and parks with regard to restricting the use of the very noisy and dust activating motorized vehicles in our parks and on our public land.

# Travel and Recreation Implementation Plan: Scoping Comments

## Topic: *Special Recreation Permits*

Comment #	Comment
631	Nelson Hills needs to be reopened to truck and buggy events.
632	Please do not allow foot races over Sandy Valley road/Columbia Pass.... Due to the narrow road with blind S turns and no shoulders, the traffic cones placed on the shoulder make vehicles drive on the center line during those turns.
633	As a resident of Sandy Valley I am very upset to hear that BLM is considering a proposal to develop the valley as a place where people can hold off-road recreational events. Please, Ms. Peterson, reconsider this proposal. By allowing such activity in the valley this area will no longer be a peaceful and quiet retreat for the residents that live here.
634	I'm with Southern Nevada Off Road Enthusiasts. I just have a few comments. I think the BLM needs to open up more areas for off-road events around the Jean area, the Jean, Nevada area.
635	I also think that the BLM needs to allow race events in ACEC inactive tortoise season. When the tortoises aren't out and about, they need to allow us to do off-road activity.
636	During development of the PM10 SIP, the Bureau of Land Management (BLM) reviewed permits for off-road racing events on BLM land in Hydrographic Area 212 and found that no off-road racing events were approved by BLM in the nonattainment/maintenance area during the past year and that all off-road racing courses in the nonattainment maintenance area were permanently closed. The BLM indicated that it was working to establish off-road racing courses outside of the nonattainment/maintenance area. The permanent closure of these off-road racing courses was incorporated into the PM10 SIP as a federally enforceable control measure. Future RAMP and CTPP must comply with this control measure.
637	The permits for competitive events cost way too much!!!
638	What areas can we use for competitive events April, May, September?
639	You need to allow race events in ACEC in inactive tortoise season.
640	All off road events in Season.
641	I feel that for some small organized events the cost of permits and compliance is prohibitive and as there are a lot of areas close to Las Vegas and the rural towns that seem to become dumping spots by people who just don't seem to appreciate or desert, I would like to suggest that some sort of volunteer work for cleanups etc should be made available as a cost offset. So many hours of volunteer work equals so much decrease in cost of the permit.
642	The Special Recreation Permit process needs to be streamlined and the process posted on the website, with realistic timeframes for the process. Most groups just want to go out and enjoy our public lands with friends; the process to do this should be easy, simple, and as unrestrictive as possible.

# Travel and Recreation Implementation Plan: Scoping Comments

## Topic: *Special Recreation Permits*

Comment #	Comment
643	Recreation planners spent too much time on commercial permittees or race/speed events; the average group, informal or organized, that wants to enjoy a day together should not have a long, arduous process. Non speed events and non commercial events should have a very easy, simple application.
644	Make the designations of routes and areas contain planning to make permit processing a much easier and less time consuming process.
645	PLCC is concerned with the trend towards Special Recreation Permits being needed for more and more outings. We understand that the BLM is mandated to 'manage' use and that group use is increasing; yet, we are concerned that the time, effort, and money to obtain these permits is being more and more bureaucratic and burdensome. We are concerned that regulations and fines will become more the norm; this is opposite of our concept of public land and while we understand that cost recovery is needed in these days of budget cuts, the notion of the public having to fill out forms and pay money to use public land is unsettling. We would urge the BLM to work with the public to develop policies that provide flexibility and are as minimally restrictive, in time and money, as possible, especially for those activities that the individual casual user does. We realize there is no easy answer and that the best answer isn't a one-size-fits-all solution; perhaps workshops to explain this issue and get some out-of-the-box ideas from the public would be helpful. Definitely, the public as a whole will need some serious face time to understand this issue; please consider working through this issue in a slow, deliberate manner, involving the public throughout the entire process. If this permitting process becomes too time consuming and too costly, some will resort to doing the activity without the permit; this would defeat the objective of knowing where and how the public is using public land and create 'outlaws' out of otherwise law-abiding citizens. PLCC, in the strongest language possible, urges the BLM to not force people into that outlaw situation; a restrictive, extreme permit policy will negate much of the goodwill now existing between the BLM and the public; we urge a methodical, thoughtful, transparent public process for this issue.
646	Make it easier for groups to hold hike, run or mountain bike on trails without a "Special Permit." If a group of 12 or more, want to use the trail for a social gathering, there should not be a requirement for a permit.
647	Make the process for holding running or mountain bike races easier and faster to completed.
648	I don't believe there should be any need for groups of friends going out for the day/weekend to have to obtain a permit, but do realize that sometimes there are rules and regulations or constraints that the public land managers must work within. Therefore I am asking that you streamline and simplify any permit process that is required.
649	Groups that hold informal events such as Poker Runs, club rides, family get-togethers, scout events should have a simple, easy-to-follow process and the timeline for that process should not be burdensome to the public; Special Use Permits for such casual use should not be costly, time intensive and complicated; the public is a partner for the BLM and these processes should be simplified. The public should be treated like partners, not adversaries.
650	I would urge that where permits are required the groups size limits be sufficiently large to accommodate church and social groups such as the Boy Scouts.
651	Off- road races should be allowed as they are and not eliminated as a few would have.

# Travel and Recreation Implementation Plan: Scoping Comments

## Topic: *Special Recreation Permits*

Comment #	Comment
652	I request all past approved Special Recreation Permit events, specifically competitive and non-competitive OHV permit routes be included in the trail inventory and be shown on maps as open for use. OHV events have been held in this district since 1965 and promoters have obtained permits from the BLM to host these events. All these routes have been approved by the BLM and should be recognized on maps made available to the public. If any of these routes are not included I request the BLM make public data that including all environmental documentation that proves these trails should not be "Open for Use" by the American public. I further request that language be included in the RAMP that states "All existing roads, trails and dry washers are deemed "Open" for public use unless shown on maps as "Closed". The American public is not being served properly due to lack of due diligence by the BLM in accurately mapping and studying all existing routes on American public lands before the BLM issues closures of America's trails on public lands.
653	In the Nelson Hills area the BLM allows for 6 motorcycle and 6 Truck races a year with a limit of 60 entries for each event. This policy does not meet the needs of the public. I request that the limit be raised to 300 entries and limit the events to 3 motorcycle events a year and no truck and buggy races. Nelson Hills has hundreds of miles of existing single track and used weekly by both ATV and Motorcycles. This would be an appropriate area to allow competitive events and this area has hosted many competitive events in the past.
654	I suggest that the BLM write a programmatic EA that covers Motorcycle and ATV vehicles and recognizes the difference between motorcycle/ATV and truck and buggy vehicles. In the past the motorcycle/atv community has been disciplined due to impacts from truck and buggy events in past programmatic EA's. This is not fair and there is a distinct difference between the 2 types of vehicles and the impacts of their use.
655	The permits for competitive events cost way too much!!!!
656	What areas can we use for competitive events April, May, and September?
657	You need to allow race events in ACEC in inactive tortoise season.
658	Allow off road events in Season.
659	And, you know, we also have races out here once a year. And, you know, we're happy; and we hope they'll continue.
660	The biggest complaint is the permits for competitive events cost way too much. It's way out of hand, way, way, way out of hand. I mean, it's out of hand. So, I mean, that's just a few of the concerns that I have.
661	And I just want to comment that I believe that we should take a look at opening up more areas for high-speed racing events, and we've taken the time to mark the maps in some of the areas we'd like to suggest.

# Travel and Recreation Implementation Plan: Scoping Comments

## Topic: *Special Recreation Permits*

Comment #	Comment
662	I thought I would go on the record and say that, as SNORE's treasurer, I've got a pretty good idea of what this costs. Currently I'm paying 120,000 a year for four days of that I pull permits. I think that's excessive. And I'd like to see those lowered. I also would like to see them less stringently monitored, basically anything to help our fees come down in the Las Vegas district. If this keeps up -- and I was just talking to Shawna, they're forcing us to go to other race districts where the fees are lower. And that includes Ely District, Ridgecrest California District, and Plaster City, California. And right now, even though SNORE holds six races a year, four of them -- only four of them are in Nevada and two are in California, and that might increase if things don't change.
663	I request that the BLM streamline the SRP process in the RAMP and recognize that if a promoter is hosting an event on existing approved SRP routes they do not need to analyze the routes extensively as this work has already been performed. It would also help the process if the BLM made available maps/GPS data like the Ely BLM District that shows the approved SRP routes, this makes it possible for a promoter to develop a route that is solely on existing approved routes and would keep the hours of processing time to a minimum. Last, when is the programmatic EA going to be finished, this document was supposed to be finalized according to meetings with OHV groups in January 2010, we are now 2 months into 2011 and there is no programmatic EA, the lack of this document is costing private business (promoters) tens of thousands of dollars a years, I request the BLM make the completion of this document a high priority or grant exemptions to the cost recovery process. There is a monetary value to this document being completed and the private industry is feeling a financial impact due to this document not being completed.
664	I attend many off road races and club events in these areas and the permitting process and lack of available designated OHV use areas is troubling. The areas around Barstow and Ridgecrest CA are great examples of well-run OHV areas. The Nellis dunes are good but to small for the kinds of vehicles and the numbers that attend busy weekends.
665	About 30 to 40 square miles is needed to safely hold an off-road race, less for short events like Laughlin races maybe 12 to 15 sq miles there.
666	Of great concern is the possible loss of motorized access for desert racing—a long-time and well supported sport throughout the country. As a race participant there is immense challenge and enjoyment driving the routes that exist in the desert. We seem to be under bombardment with the constant “threat” of possible closures for many reasons; among them—endangered species; dust; wild and scenic areas; cultural sights, etc. However, the biggest threats to our sport come from the anti-motorized groups that are able—from their vast funding—to attack our sport through litigation from well-paid attorneys.
667	Regarding locations and mileage/acreage for competitive races and events. As in the past, we require large open areas for the sport of motorized racing—not less. This would be an opportunity for our two entities (BLM/SNORE) to work together and come up with the best sites in which to hold our events. If, for some reason, an area must be closed to our sport, then that area must be replaced with an area of equal size, mileage and challenge. Rights-of-way can be established for a specific racing corridor; easements can be made available; long-term leases; a cooperative management agreement; a partnership agreement or an Adopt-a-Road agreement. These are all items that need to be addressed and studied by both parties. Desert racing causes no long-term damage to the terrain—far less, in fact, than when Mother Nature shows her temper by wiping away all traces of everything in her path—flora, fauna, rocks and boulders—but it all grows back in a short time, does it not?

# Travel and Recreation Implementation Plan: Scoping Comments

## Topic: *Special Recreation Permits*

Comment #	Comment
668	Since BLM—as required by law—follows the principles of FLPMA, multiple use/sustained yield, we urge you once again, to seriously consider the needs of the racing and four wheel drive communities. There are many opportunities for us to work together with the BLM and come up with a reasonable long-term plan. Whenever and wherever our races are held we find that desert racing provides substantial revenues for the local economies—restaurants; gas stations; grocery stores; motels; casinos; pharmacies; hardware stores; auto parts stores and repair shops. We are an excellent source of income for many of these areas and are gladly welcomed annually by the populace.
669	I would urge that your permitting systems for competitive and commercial events be streamlined so that these types of events can proceed where appropriate without an overly complex process.
670	We also feel that competitive speed events do not belong on BLM public lands. Such events are destructive and disruptive to native ecosystems. Their sole purpose is to push the limits of man and machines. The racers pay little attention to their surroundings except as it pertains to their racing. Such events are best conducted on private lands with facilities established for this type of motorized use.
671	Though I don't actually go out on the Vegas Valley 4-Wheelers annual Hump n Bump event, I do enjoy going down in the evening and talking to those that do enjoy this kind of multiple use recreation and hearing all about their adventures of the day.
672	The idea of rotational racing areas could be considered to preserve the quality of trails in areas and allow the trails to recover over time. Race trails and tracks can do wonders for establishing and working in a trail but they can also damage a trail to a level where it is no longer fun to use. With pro-active resource managers who have an understanding of this management and the ability to make decisions from experience in the specific area and the specific event could improve the trail networks while allowing racing activities that could be exceptional.
673	A series of routes for racing and competitive events should be designated by working with groups that put on these events. There needs to be enough routes to allow for a variety of race routes so that the same routes are not used year after year. These racing and competitive events need to be held in areas outside of sensitive and/or critical habitat, but racing and competitive events are a tradition long enjoyed by many residents and these events bring a substantial amount of money into local economies—a definite point during this recession.
674	We recommend BLM designate a limited number of routes in existing "open areas" as off-highway race courses to replace the current network of race courses within the range of the desert tortoise. As an alternate, BLM should evaluate new "open areas" then designate a limited number of routes within those areas as off highway race courses. At a minimum, BLM should designate a limited number of routes, avoiding washes and conservation areas, to minimize the effects to desert tortoises and other sensitive species. This tool would also better manage the large volume and various types/sizes of off-highway races.

# Travel and Recreation Implementation Plan: Scoping Comments

## Topic: *Vegetation and Noxious Weeds*

Comment #	Comment
675	Trust me when I say that I've always done everything possible to avoid hitting a bush or animal while riding or driving off road.
676	Identify and protect rare, fragile and unique vegetation types and ecosystems such as springs and seeps, bogs, riparian zones, and meadows.
677	Buffer streams, ponds and lakes by at least 200 feet, and provide hardening or other mitigation measures at water and wetland crossings.
678	Avoid placing new routes in areas with invasive species problems and close and restore routes that are already contributing to the spread of invasive species into un-impacted areas, or require that ORVs are cleaned and washed when leaving infested areas.
679	Implement procedures to inventory, control and monitor noxious and invasive plants along roads and motorized trails.
680	We recommend BLM eradicate or suppress invasive weeds and revegetate degraded areas with native plants.
681	Invasive species disrupt natural ecological processes, alter fire regimes, and out-compete native perennial and annual plant species.
682	We recommend BLM eradicate or suppress invasive weeds and revegetate degraded areas with native plants.
683	Ms. Peterson have you seen the destruction in Jean? If you will look to your left on the hillside-as you are driving south you will see a huge track....it is really ugly. Where are the environmentalist to protect Nevada from such devastation? The dust is another issue, here in Sandy Valley we as residents have very strict laws regarding dust control, people live here, not so up on the hill in Jean, or that lake bed off the freeway before you get to Jean-they have all kinds of dust and dirt flying everywhere,-okay, at least nobody lives there.
684	When residential development is planned close to existing (or planned) trails and open spaces we would encourage these communities to adopt architecture and landscaping codes similar to the City of Henderson's "Desert Edge" proposal near the Sloan Canyon National Conservation Area. Can this transition architecture be written into BLM regulations? This will improve the viewscape for bother the residents and trail users. It will show that trails and open spaces in our valley will become the equivalent to beachfront property for residential areas bordering them.
685	Most people don't see the beauty of the desert. But it's beautiful out there. He -- like I said before I came here, I was scared in the desert. She helped me to see the beauty of the desert, especially the sunrise and sunset. Well, you know, you got all the red and the -- just the colors coming out in the mountain ranges.
686	Whenever possible, locate routes such that natural topography and vegetative cover provide visual and acoustic barriers.

# Travel and Recreation Implementation Plan: Scoping Comments

## Topic: *Water Resources and Hydrology*

Comment #	Comment
687	The third issue is water. I'm in Basin 163. It's a designated basin. The state engineer says that we are overdrawn; so if you're going to do dust control, where's the water going to come in and who's going to enforce the dust control? BLM has issued claims on property in Sandy Valley, and right now there's a company going through various areas. They're doing horse sampling. My question is, if we're an overdrawn basin and we have no water and we're designated to no agriculture or anything else and BLM allows mining activities, what impact is that going to be on our water?
688	Please be advised that wells and/or points of diverting water on these lands, whether new or existing, shall require prior approval of the State Engineer, including changes of the point of diversion, place of use, and/or manner of use. All waters of the State belong to the public and may be appropriated for beneficial use pursuant to the provisions of Chapters 533 and 534 of the Nevada Revised Statutes (NRS), and not otherwise. Any water used on the described project for construction, dust control, or maintenance should be provided by an established utility or under permit or waiver issued by the State Engineer's Office.
689	Please be advised that wells and/or points of diverting water on these lands, whether new or existing, shall require prior approval of the State Engineer, including changes of the point of diversion, place of use, and/or manner of use. All waters of the State belong to the public and may be appropriated for beneficial use pursuant to the provisions of Chapters 533 and 534 of the Nevada Revised Statutes (NRS), and not otherwise.
690	Any water used on the described project for construction, dust control, or maintenance should be provided by an established utility or under permit or waiver issued by the State Engineer's Office.
691	There has been a tendency, lately, to fence off springs, seeps, and water sources—while this hasn't happened too much on BLM managed lands in Clark County yet, PLCC wants to stop this trend before it gets entrenched. While this is done with good intentions, it nevertheless can have the opposite effect. Water sources are abundant with life and people naturally are drawn to this. Far better than to fence off springs, would be to provide access with education. Eagle Scout projects would be a perfect way to build ramps, walkways, and viewing platforms—so that access to water sources is directed and focused—yet would still allow people to visit riparian areas. Moderate educational or interpretative signs would further promote responsible use and enhance the visitor's experience. Viewing wildlife, looking at all the different plants and insects are all activities that children love; water sources provide excellent opportunities for families to explore and learn; access to water sources should be provided, not denied. Again, this is something PLCC would be happy to help the BLM with; fencing off anything has such a negative connotation. Far better to provide focused, manageable access; this makes for a more positive experience than for the public to keep encountering fences.

# Travel and Recreation Implementation Plan: Scoping Comments

## Topic: Wilderness

Comment #	Comment
692	Wind and solar energy: Areas on both sides of the Nipton Road, near Crescent Peak, area also zoned for wind energy. This proposed wind farm will abut the Wee Thump Joshua Tree Wilderness Area. The proposed wind farm would also extend to the south and west border Mojave National Preserve. Wilderness areas, hiking, bird and wildlife watching are not compatible with industrial wind farms.
693	22 Wilderness areas in Nevada: Delamar Mtns, Clover Mtns, Mormon Mtns, Meadow Valley Range, Arrow Canyon, Lime Canyon, Jumbo Springs, Muddy Mtns, Pinto Valley, Jimbilnan, Charleston, La Madre Mtn, Rainbow Mtn, North McCullough, South McCullough, Wee Thump Joshua Tree, Black Canyon, El Dorado, Ireteba Peaks, Nellis Wash, Spirit Mtn, Bridge Canyon. NCA Areas: Sloan Canyon and Red Rock Canyon. 8 Wilderness Areas in Arizona: Paiute, Grand Wash, Mt Trumbull, Mt Logan, Mt. Wilson, Mt. Tipton, Warm Springs, Wabayuma Peak.
694	All routes designated in WSAs should be specifically identified in the plan as "ways" and distinguished from "roads," since WSAs are, by definition, roadless. All ways should also be identified as temporary.
695	Travel management planning within WSAs must minimize ORV motorized routes, which can impair wilderness characteristics. BLM is obligated to manage the WSAs in accordance with the Interim Management Policy (IMP) for Lands Under Wilderness Review (BLM Manual H-8550-1), which requires that WSAs are managed to protect their wilderness values. The IMP requires management of the WSAs in the planning area in accordance with the non-impairment standard, such that no activities are allowed that may adversely affect the WSAs' potential for designation as wilderness. As stated in the IMP, the "overriding consideration" for management is that: . . . preservation of wilderness values within a WSA is paramount and should be the primary consideration when evaluating any proposed action or use that may conflict with or be adverse to those wilderness values. The IMP also reiterates that WSAs "must be managed to prevent unnecessary or undue degradation." Wilderness, Wilderness Study Areas and known proposed Wilderness should also be buffered from roads and motorized trails to the extent necessary to guard against incursions and unauthorized motorized use. Existing user-created routes must be closed to secure the ability of Congress to designate in the future.
696	Stop seeking land for further Wilderness designation. The Wilderness Act of 1964 was a good idea. There are indeed special places that belong to all Americans and should be specially protection. But relaxing requirements and seeking more land to designate as Wilderness (lands that don't meet original criteria) is unnecessary and unjust to the majority of public land stakeholders, especially rural communities. By current requirements, many areas of rust belt cities leveled as urban renewal meet current wilderness requirements, but I haven't seen a rush to designate a Detroit or Philadelphia Wilderness. Natural and cultural resources can be adequately protected without the extremely restrictive Wilderness designation.
697	2) Travel and recreation planning decisions must comply with the Wild lands policy. As we discussed in our scoping comments on the Las Vegas RMP revision, the lands governed by the Las Vegas Field Office contain pristine wildlands, many of which have been inventoried by the Nevada Wilderness Project and submitted to the BLM as deserving of protection. Since we submitted our previous scoping comments, BLM issued a new policy for inventorying and protecting lands with wilderness characteristics. Secretarial Order 33101 issued By Secretary of the Interior Salazar on December 23, 2010, affirms that protection of wilderness characteristics is a "high priority" for the public lands and that the BLM should protect the "open and natural productive state" of these lands. The Order further directs the agency to not only inventory for wilderness characteristics, but also to formally designate lands where those values are identified as "Lands with Wilderness Characteristics." LWCs can be designated as Wild Lands through the land use planning process.

# Travel and Recreation Implementation Plan: Scoping Comments

*Topic: Wilderness*

Comment #	Comment
698	<p>As we discussed in our scoping comments on the Las Vegas RMP revision, the lands governed by the Las Vegas Field Office contain pristine wildlands, many of which have been inventoried by the Nevada Wilderness Project and submitted to the BLM as deserving of protection. Since we submitted our previous scoping comments, BLM issued a new policy for inventorying and protecting lands with wilderness characteristics. Secretarial Order 33101 issued. By Secretary of the Interior Salazar on December 23, 2010, affirms that protection of wilderness characteristics is a "high priority" for the public lands and that the BLM should protect the "open and natural productive state" of these lands. The Order further directs the agency to not only inventory for wilderness characteristics, but also to formally designate lands where those values are identified as "Lands with Wilderness Characteristics." LWCs can be designated as Wild Lands through the land use planning process. The BLM is required to protect its ability to designate Wild Lands by identifying and protecting lands with wilderness characteristics as other projects and interim management decisions arise. Therefore, BLM must inventory lands with wilderness characteristics in developing this CTTM and RAMP, unless BLM has already completed this inventory as part of the RMP revision, in which case that inventory must be applied to the CTTM and RAMP. The Order provides for the agency to determine, in accordance with the Order and other policy that impairment of wilderness characteristics is appropriate based on law and other resource considerations. However, in light of the importance of the wilderness resource and the vulnerability of these values, the BLM should protect lands with wilderness characteristics identified through the updated inventory and preserve the opportunity for the agency to designate those areas as Wild Lands in the Las Vegas RMP.</p>
699	<p>Manual 6302, Consideration of lands with Wilderness Characteristics in the land Use Planning Process, identifies possible actions that may be appropriate for protecting Wild lands. Those actions include closing LWCs to motorized use and off-trail mechanized use. Therefore, the CTTM and RAMP should evaluate closing areas that are identified as lands with wilderness characteristics to motorized and/or mechanized travel and recreational use. Recommendations: BLM must apply the Wild lands policy to the CTTM and RAMP. For areas that have not been inventoried under the new policy, BLM must inventory for wilderness characteristics prior to approving travel and/or recreation decisions, and consider protecting lands with wilderness characteristics from motorized and mechanized use.</p>
700	<p>We don't need more wilderness or conservation areas.</p>

# Travel and Recreation Implementation Plan: Scoping Comments

## Topic: *Wildlife Habitat*

Comment #	Comment
701	An area adjacent to a designated "Critical Bighorn Habitat" northwest of Searchlight is zoned for wind development. Area referenced above as 1, 2, 3, 4 and 5 are also bighorn habitat and/or migration areas.
702	The critical tortoise habitat designation for Nelson Hills needs to be lifted.
703	I recently talked to a neighbor and he said that he has seen deer in the area. We told him we have seen mountain lion tracks. God forbid someone should get attacked.
704	And she can find a wildlife. She spotted wild turkey and rattle snakes.
705	Roads and motorized trails fragment habitats, destroy or trample vegetation, add sediment to streams, destroy riparian habitats, invite the harassment of wildlife, disrupt animal movement patterns and interfere with an animal's ability to hear and detect dangers and warning signals, cause direct mortality, and facilitate the rapid spread of invasive plant and animal species, to name a few common impacts.
706	An advantage of this is the opportunity to discuss a possible need for seasonal closures in certain areas, such as Ewing season for Big Horn Sheep.
707	Also, in respect to this, it has come to my attention that trails in Big Horn habitat have or will be closed due to the eweing season. We are willing to use trails seasonally and responsibly, which in effect means we would not use trails in certain habitats during certain months.
708	As a girl I remember seeing the wild life around the water holes and be ever so quite to watch and observe as the came to drink. We would play in the green lush grass and enjoy the wild flowers that grew because the water could be checked often and repaired and kept running.
709	Clark County, Nevada, through the Desert Conservation Program (DCP), administers the Clark County Multiple Species Habitat Conservation Plan (MSHCP) and Section 10(a)(1)(B) incidental take permit (TE034927-0) for compliance with the Federal Endangered Species Act on behalf of the County and the cities of Boulder City, Henderson, Las Vegas, Mesquite and North Las Vegas; and the Nevada Department of Transportation (Permittees). Currently, the MSHCP is being amended to address several goals including providing an additional 215,000 acres of incidental take on non-federal land in Clark County and designing a conservation strategy that will offset the impacts and provide for the protection and conservation of covered species and their habitat. At this time, the revision of the conservation strategy includes nominating four (4) proposed reserved units as Areas of Critical Environmental Concern (ACEC) on lands currently administered by the BLM as multiple use lands (see Attachment 1), The revised conservation strategy also contemplates that the BLM and Clark County, on behalf of the Permittees, may enter into a cooperative management agreement for the administration and management of the proposed Amended MSHCP Reserve Units (RU) designated as ACECs. It is essential to the U.S. Fish and Wildlife Service and the Permittees that these lands are afforded ACEC status and are subsequently managed in a way that elevates the protection and conservation of MSHCP covered species and their habitats and reduces threats and stressors. Therefore, the two planning processes being proposed by BLM related to travel and transportation management and recreation management are of Significant interest to the Permittees.

# Travel and Recreation Implementation Plan: Scoping Comments

## Topic: *Wildlife Habitat*

Comment #	Comment
710	These four proposed RUs shall be open to the public and the DCP recognizes a number of historical and existing uses in the proposed RUs that can be consistent with habitat conservation. The comments provided herein suggest designations and management actions that help facilitate the coexistence of such uses while protecting covered species and their habitat and allowing for the most efficient and effective management of the proposed RUs.
711	As wildlife, burros, and the remainder of the RR HMA wild horses are in this area, it could also restrict monitoring the water supplies at Wilson and Bird Springs.
712	The agency should answer in the appropriate NEPA document the following landscape-level questions: How will each alternative affect natural quiet throughout the planning area? How will each alternative affect habitat fragmentation? How will each alternative affect core wildlife reserves?
713	Habitat fragmentation and degradation have significant impacts on listed species and their habitat. Roads, trails, and tracks act as barriers to movement, serve as corridors for dispersal of invasive species, and provide access to recreation. Invasive species disrupt natural ecological processes, alter fire regimes, and outcompete native perennial and annual plant species.
714	We also recommend BLM restore and enhance habitat to allow natural function of environmental systems.
715	We also recommend BLM restore and enhance habitat to allow natural function of environmental systems.
716	We're willing as an OHV community to work with the Bighorn sheep group. If they would like seasonal closures during ewing season of certain areas, we have no problem staying out of those if they want to educate us. Like we want to educate people about what we do. We'll help them get their guzzlers to needed areas that they can access because they don't have a proper four-wheel-drive vehicle.
717	Avoid deer and big horn sheep winter ranges, or place in effect appropriate seasonal closures.
718	Limit open motorized road and trail densities in deer and sheep spring and summer ranges. Spring ranges are important for the deer and sheep to assure good nutrition in the last trimester of pregnancy for the adequate production of colostrums at birthing times. Fawns and lambs that get good nutrition at birth survive at much higher rates. Summer ranges are important to the animals for acquiring the fat reserves they will need to see them through the breeding season and winter. The ability of deer and sheep to properly utilize these ranges is severely compromised if they are harassed hindered by the presence of motorized vehicles;
719	Locate routes to avoid disturbance in fawning, lambing and nesting areas, or place in effect appropriate seasonal closures.
720	Identify and set levels of acceptable disturbance that are compatible with maintaining species viability or recovery.
721	Ensure open routes do not interfere with wildlife movement corridors.
722	One concern is the voices of experts saying we are killing juvenile tortoises. There have been no documented cases he just knows. This kind of misinformation should not be allowed or find another expert who can do his job properly.

# Travel and Recreation Implementation Plan: Scoping Comments

## Topic: *Wildlife Habitat*

Comment #	Comment
723	The Center feels that the current level and type of motorized uses are resulting in significant damage to soils, desert vegetation and springs, as well as causing significant harassment and disruption of wildlife, including listed species such as the desert tortoise or sensitive imperiled species such as the white-margined penstemon and Las Vegas buckwheat.
724	Identify and protect the locations of sensitive, threatened or endangered plant and animal species. These should include species on federal, state and agency lists. Of particular concern for this effort are desert tortoise, and populations of Las Vegas buckwheat in the Muddy Mountains, Gold Butte, Coyote Springs Valley and Touquop Wash areas and white-margined penstemon in the Jean Lake and Hidden Valley areas.
725	What preliminary and on-going monitoring and enforcement will BLM provide regarding endangered species?
726	We recommend that the Bureau of Land Management (BLM) prohibit speed events in desert tortoise habitat during the months of April, May, and September to minimize the effects to desert tortoises and other sensitive species.