

**Transportation Observations,
Considerations, and Recommendations for
Spring Mountains National Recreation Area**
**Provided by the Interagency Transportation Assistance Group (TAG) /
Alternative Transportation in Parks and Public Lands (ATPPL) Program**

**Las Vegas, Nevada
December 4-8, 2006**

A field investigation of the current transportation infrastructure and operations at Humboldt-Toiyabe National Forest (H-TNF): Spring Mountains National Recreation Area (SMNRA or NRA) by the inter-agency Transportation Assistance Group (TAG) was conducted December 4-8, 2006, on behalf of the U.S. Forest Service (USFS) and local stakeholders. This TAG report was prepared subsequent to the site visit and documents the conditions observed, transportation issues and considerations, and recommendations arising from the TAG team's analysis. The site visit and the preparation of this report were facilitated and funded by the Alternative Transportation in Parks and Public Lands (ATPPL) program, administered by the Federal Transit Administration (FTA) in coordination with the Department of the Interior (DOI).

Notes:

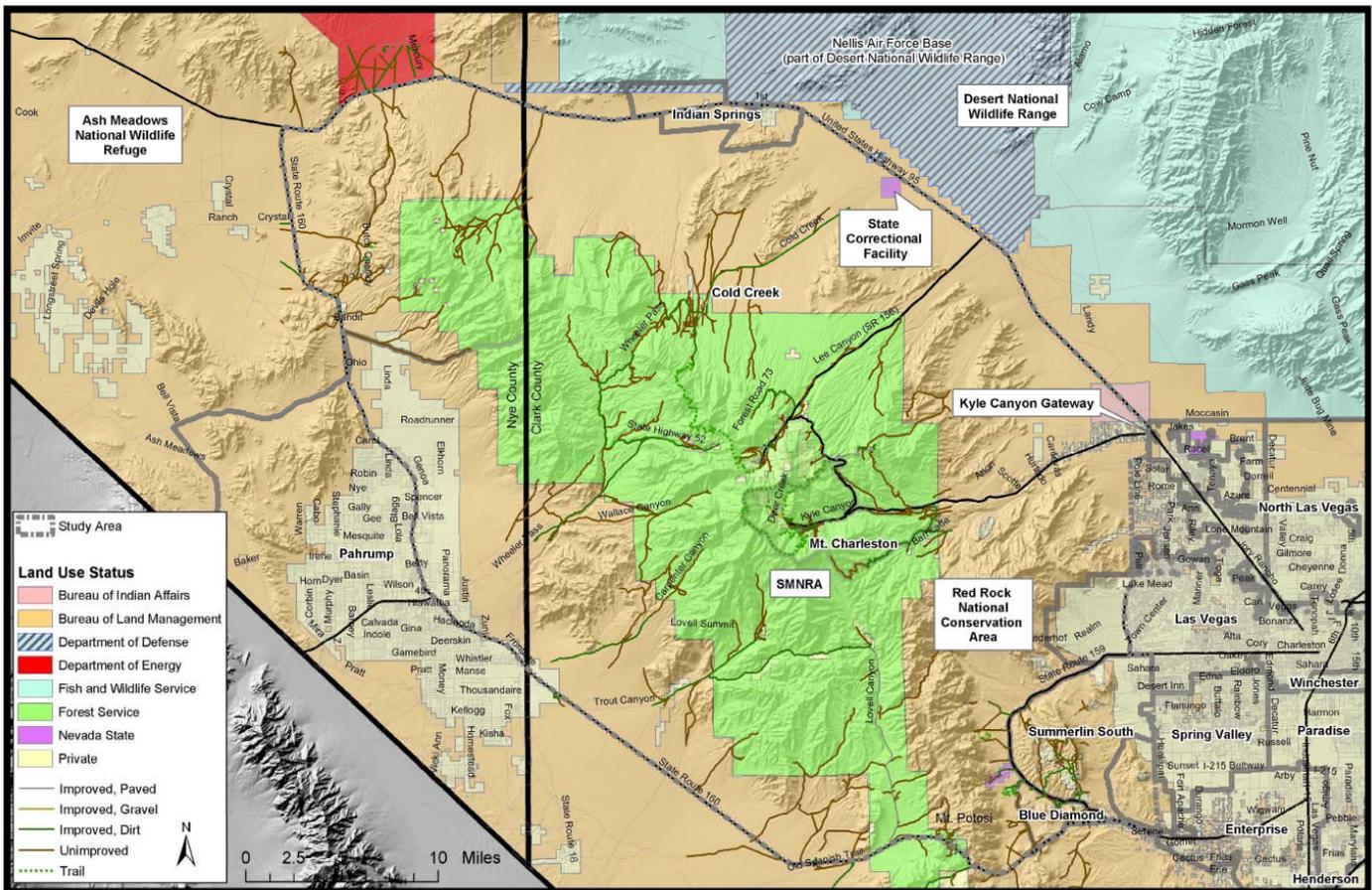
- The TAG also conducted field work for the adjacent Red Rock Canyon National Conservation Area, a unit of the Bureau of Land Management, simultaneously. However, this TAG report is applicable only to SMNRA; a separate report has been prepared for Red Rock.
- This TAG report concerns itself with the eastern side of SMNRA: specifically, the Kyle Canyon, Deer Creek, and Lee Canyon areas, accessible via SR 156, 157, and 158. ("SMNRA" is used throughout this document as an acronym for the entire unit, but, unless specifically stated otherwise, in the context of this report, SMNRA refers only to those areas.) The highest percentage of NRA visitation/use occurs along these highway corridors due to ease of access, making this the area where developed recreation sites currently exist, where the greatest impacts are experienced, and where the interest in alternative transportation is greatest.

Background and Conditions

Spring Mountains National Recreation Area (SMNRA) is administered by USFS; it encompasses more than 316,000 acres located just 30 minutes from downtown Las Vegas, Nevada. Recreational opportunities include such activities as picnicking, hiking, camping, climbing, skiing/boarding, and bird-watching. Mount Charleston, the highest peak in the NRA, is nearly 12,000 feet high; visitors can easily access alpine environments in the upper portions of both Kyle and Lee Canyons. SMNRA is a popular

year-round attraction for local residents and tourists, with the heaviest demand occurring during winter snow events. Snow “play” is very popular, and skiing/boarding demand is increasing at the local day-use ski facility in Lee Canyon. Demand is also growing in the summer, as visitors seek to escape the desert heat.

Visitation to the NRA is growing rapidly, in large part due to the sustained population growth and rapid urbanization of the region, especially in the Las Vegas Valley, on the eastern side of SMNRA. To a lesser degree, visitation to the NRA is also generated by urbanization of the Pahrump Valley, west of SMNRA. There are only three paved access roads into the NRA, all from the east: Nevada State Routes (SR) 156 - Lee Canyon, SR 157 - Kyle Canyon, and SR 158 - Deer Creek.* These roads are also on the Forest Highway System and are designated Nevada State Byways.



Map of SMNRA (in green), relative to Las Vegas. Source: Spring Mountains National Recreation Area Transportation Study, Sept. 2005.

* There are in fact two additional paved roads—Cold Creek Road, a county road that accesses the community of Cold Creek, and Lovell Canyon Road, a Forest Service road, near the community of Mountain Springs off SR 160—but the traffic volumes on those two roads are significantly less than on SR 156, 157, and 158.

Because the current visitor demand at SMNRA has begun to resemble use patterns that are more characteristically found in urban parks, portions of these access routes can, at times, be inundated to the degree that system capacity is overwhelmed, compromising circulation, safety, emergency response and the quality of the visitor experience. At times “grid lock” occurs, especially in Kyle Canyon and upper Lee Canyon, particularly during snow events.



Traffic congestion on Kyle Canyon Road, Jan. 1, 2005. Source: *Spring Mountains National Recreation Area Transportation Study, Sept. 2005.*

SMNRA does not have an accurate estimate of annual visitation, in part because there is no entrance station, and no entrance fee is collected from visitors. In 2003, the Federal Lands Alternative Transportation Systems Study report for SMNRA estimated that of approximately 2.5 million annual visitors to all units of H-TNF, perhaps 400,000 people per year visit SMNRA. A subsequent study, performed by Parsons Brinckerhoff (see below), estimated annual SMNRA visitation at 1.9 million. A peak during the winter is observed, as visitors from Las Vegas venture to Mount Charleston to experience winter weather, including snow, and to visit the ski area within the forest boundary. There is a secondary peak during the summer, when temperatures at elevations within the forest can be much cooler than the heat of the Las Vegas valley.

Several commercial and resort activities are currently contained within SMNRA, including the Mount Charleston Hotel, the Mount Charleston Lodge, and the Las Vegas Ski and Snowboard Resort. There is (limited) potential for additional residential, hotel, restaurant, and commercial development to occur on private lands within the SMNRA border.

SMNRA is currently planning to develop a major recreation and administrative complex, funded through the Southern Nevada Public Lands Management Act (SNPLMA). The project, estimated to cost \$53 million, includes plans to construct a transit center at a new primary visitor facility, to be located in Middle Kyle Canyon (MKC), near the intersection of SR 157 and SR 158. The transit center ultimately could serve as the transit hub for future circulating shuttle service on the eastern side of SMNRA, transporting visitors between and into the upper elevations of Kyle and Lee Canyons. SMNRA has initiated the National Environmental Policy Act (NEPA) analysis for the proposed MKC development, and is seeking more detailed information to determine the feasibility, scope, and scale for implementing a financially viable alternative transportation system.

As part of the NEPA process, SMNRA solicited public comment; transportation-related public input received during the spring of 2006 included concerns about additional traffic (especially related to continuing residential development near the SMNRA boundary) and general expressions of interest in and support for various types of visitor shuttle systems.

Commencing in 2002, a comprehensive transportation study for SMNRA was funded via the Forest Highway Program; which is administered by the “tri-agency” planning partners, including USFS, the Nevada Department of Transportation (NDOT), and the Federal Highway Administration Central Federal Lands Highway Division (CFLHD). Parsons Brinckerhoff was retained to produce the “Spring Mountains National Recreation Area Transportation Study.” This endeavor was developed in collaboration with the public and other local stakeholders, including the Regional Transportation Commission of Southern Nevada (RTC), Clark County, and Nye County. Completed in September 2005, the study included an Existing Conditions and Needs Assessment, and delineates/assesses potential alternative transportation opportunities, including transit. It provides recommendations for short- and long-term multi-modal transportation improvements, and addresses roadway management, signage, safety and enforcement, parking, and intelligent transportation systems (ITS) improvements, among other items.

A transportation “summit” was held for SMNRA in February 2005, to bring together interested parties. Subsequently, additional public events and joint meetings were conducted by USFS, to address transportation issues and other considerations related to the proposed MKC project. Currently, USFS is advancing an Alternative Transportation Systems (ATS) Study and an Environmental Impact Report, in addition to other related studies for MKC.

Transportation Issues/Problems

Within SMNRA, there are four different categories of existing transportation problems and other issues.

Visitation/Parking/Traffic/Visitor Use Conflicts

NDOT’s data do not indicate a significant traffic problem within SMNRA, when traffic counts are averaged over an entire year. However, congestion can occur during peak weekends. The SMNRA Transportation Study reported that on New Year’s Day, 2005, more than 6,600 cars entered SMNRA.

There are no reliable data on how many people visit SMNRA, or when. Without controlled access (and SMNRA does not control access, because SR 156, 157, and 158 are state highways—see below), such data have been difficult or impossible to collect. As a result, figures on crowding and congestion are mostly anecdotal, although there is ample evidence that, particularly on snowy winter days, demand outstrips road and parking capacity. Many drivers who visit SMNRA are unfamiliar with winter driving conditions in mountainous terrain, which increases congestion and operational problems.

Significant conflicts occur in such weather when visitors decide to use the forest highways themselves as play areas. The combination of snow events and high visitation creates numerous safety and circulation problems, especially when visitors cannot find parking and may park in unauthorized areas, such as along shoulders or actually in the roadway, or in the residential enclaves within SMNRA.

Limited parking can induce traffic congestion and cause safety problems, as visitors maneuver in and around crowded parking areas, especially the ski resort's parking area on snowy days. This can create bottlenecks on the forest roads; again, such problems can be exacerbated by drivers unfamiliar with the rugged terrain and potentially poor weather conditions.



Full Parking Lot and Illegally Parked Cars at Cathedral Rock Trailhead.

Source: Spring Mountains National Recreation Area Transportation Study, Sept. 2005.

There are several different kinds of visitors to SMNRA. Many use it as an urban park; these are local visitors who come for the day. There are some overnight visitors who either camp or stay at the hotel or lodge. Many visitors are opportunistic, who come when they hear that snow is on the ground or to escape the desert heat in the summer.

Since there is a lack of detailed visitation data, and of visitor survey data regarding transportation^{*}, it is unclear what the demand might be for a transit system, although public comments on the topic (for instance, as part of the MKC development) have been favorable.

Resource Impacts/Limitations

SMNRA is a sensitive natural environment, containing 57 sensitive plant and animal species, and 23 endemic species found no other place in the world. There is a desire not to expand paved or disturbed areas (with the possible exception of work connected to the MKC development). There is, therefore, a limitation or acceptable “holding capacity” on the number of vehicles that can safely operate and be accommodated in SMNRA, from both an operational and an environmental/resource management perspective.

^{*} SMNRA did collect National Visitor Use Monitoring data in calendar year 2005; the report was published in September 2006.

Due to the topography and existing highway geometry (e.g., sharp curves, steep grades, narrow lanes, lack of shoulders), typical transit vehicles might be inappropriate for operations within SMNRA. The high altitude in the upper portions of the canyons, along with the pronounced variations in weather conditions, may require that specialized, heavy-duty transit equipment would be necessary to sustain a transit operation.

Management/Safety Issues

The terrain and road geometry causes many safety problems for drivers; there have been accidents at many locations within SMNRA, sometimes with vehicles toppling off the forest highways. Pedestrian safety is also an issue, as visitors must sometimes cross the roadways on foot when navigating between trailheads, parking, snow play and picnic areas. There is a high probability of pedestrian and vehicle (car, truck, motorcycle, bicycle) conflicts, especially at popular activity nodes, where the circuitous highway alignments create limited sight distances.

Emergency response and evacuation, and communications in general, can be problematic in SMNRA, given that Kyle and Lee Canyons are in fact box canyons, with limited access via the forest highways, which terminate in dead ends. These conditions are exacerbated when there is high visitor traffic. The SMNRA Transportation Study notes that individuals experiencing medical emergencies during the peak season have become stranded within SMNRA for hours, when emergency responders have been delayed or blocked from reaching accident victims.

Also, as described in the transportation study, potential entrapment in case of a wildfire, due to traffic congestion and/or inaccessible roads, is an issue of tremendous concern. Increasing visitation raises the risk of fire, which already is considered very high. If a forest fire were to occur under congested traffic conditions, the results could be catastrophic; if evacuation could not be accomplished by road, the only option to evacuate the upper canyons would be to use helicopters. Avalanches are also possible in the upper elevations of both canyons.

Undesirable/illegal behavior by some visitors, often when driving (as mentioned earlier), is an ongoing safety issue. Enforcement of parking restrictions is also a concern, especially when visitors park illegally for want of a legal parking space. There are conflicts between visitors (often seeking parking) and the private residential and commercial landowners within SMNRA, with visitors often not realizing that they are not permitted on the private land. Visitors' use of private land for recreation is undesired; there have been instances of visitors parking in private areas, depositing garbage, and damaging private property.

Signage and traveler information are major issues, since insufficient and/or inconsistent information can confuse or frustrate visitors. For instance, the SMNRA Transportation Study documented at least five different kinds of "no-parking" signs (although this problem is being partly addressed). Many visitors do not learn about road closures or hazards due to weather, traffic, or emergency conditions until they arrive at SMNRA.

Under some scenarios, either SR 156 or SR 157 could be experiencing operational problems, making the alternative highway a viable option to access SMNRA. However, there is currently no effective way to communicate real-time information to potential visitors before they make the decision to travel to SMNRA. There is, however, a plan and funding in place to install several variable message signs as part of an intelligent transportation systems (ITS) application along US 95, between Las Vegas and SR 156 and SR 157, to inform travelers in real time about the transportation conditions in SMNRA.

USFS has expressed a desire to synthesize and refine the transportation planning (and related work) that has taken place to date for SMNRA, as part of the SMNRA Transportation Study, the Middle Kyle Canyon project, Nevada DOT traffic-monitoring activities, future development near SMNRA (see below), and other efforts.

Future Conditions

Visitation to SMNRA, though a precise count is not available, appears to be growing, possibly changing the seasonality peaking pattern. The growing population of Las Vegas is also shifting demographically, leading to changes in visitor demand and expectations (for instance, more demand for picnicking and camping). SMNRA wants to ensure that it is reaching out to its entire potential visitation.

Considerable development is planned near SMNRA. The Kyle Canyon Gateway is a mixed-use project that will create up to 30,000 residential units at the intersection of US 95 and SR 157, adjacent to the primary access “portal” which most visitors use to travel to SMNRA from Las Vegas. This project will create a sizable population base much closer to SMNRA than any currently urbanizing area. The Regional Transportation Commission of Southern Nevada (RTC), the transit authority/operator for the Las Vegas Valley, is seeking dedication of land for development of a bus facility within the Kyle Canyon Gateway project, primarily to facilitate transit services between this major project and central Las Vegas. The potential to facilitate subsequent shuttle service to the Middle Kyle Canyon (MKC) project has been identified, and further consideration of this opportunity for SMNRA is under consideration by USFS.

Within SMNRA, the MKC project may significantly change the visitor experience, as well as visitor circulation patterns within the NRA. At present within SMNRA, there are insufficient basic visitor facilities (such as restrooms and parking) and amenities (such as visitor centers and interpretive opportunities). The proposed MKC complex may include a variety of features, both transportation-related and otherwise, and will provide visitors with a central “hub” of activity and information that will help guide their visits, perhaps changing the way many people access and use the NRA. Bicycle, transit, pedestrian, and inter-modal facilities will be included in the alternatives considered during preparation of the project’s Draft Environmental Impact Statement (DEIS). Public involvement is mandated during this National Environmental Policy Act (NEPA) process. Promulgation of the DEIS is expected in the fall of 2007, with a Record of Decision tentatively slated to

be completed by the end of 2008. SMNRA has retained consultants to conduct related studies, including an alternative transportation systems study and a sensitivity study addressing intersection and roadway considerations. A market/financial analysis (including a transit component) for the MKC project is also underway (final report due in July 2007).

Related to the MKC project is the question of visitor fee authority/collection. At present, USFS does not control access or collect an entrance fee, as primary ingress into the NRA is on state highways, which are administered by NDOT. However, new fee structures (possibly using the authority granted to USFS under the Recreation Enhancement Act) may be considered as part of the MKC project. Concern has been expressed about potential Environmental Justice issues, related to the impact of levying entrance fees on certain visitor segments, the logistics of visitor fee collection implementation, and procedures/mechanisms to facilitate a permit system (access and parking) for residents living on inholdings within SMNRA.

The permittee (operator) of the Las Vegas Ski and Snowboard Resort, located at the upper reaches of Lee Canyon, has expressed an interest in expanding that facility, possibly to quadruple the current operational capacity of 1,000 patrons, and to include summer recreational operations as well. There may be some potential to partner with the resort regarding transit service. The previous permittee of the resort did offer an employee shuttle, to save scarce parking spaces for patrons. The current permittee reports considerable public interest in a visitor shuttle.

Analysis and Recommendations

SMNRA is experiencing a number of transportation-related problems, which will likely be exacerbated by growing visitation. Mount Charleston has already been referred to as “Mount Doom” by the media, in reference to the transportation dangers within SMNRA. Construction of additional road and/or parking facilities to accommodate visitors’ automobiles is incompatible with SMNRA’s resource-driven management directives.

The SMNRA Transportation Study proposed a number of transportation improvements and other recommendations. Using that report, the Middle Kyle Canyon complex documentation, and other studies (see below) as starting points, the TAG team offers the following recommendations.

1. Develop an ATPPL Proposal to Conduct a Transit Data-Collection Study, Including Evaluation/Integration of All Related Efforts and Providing for Peer Review

The proposal can consist of the following components. Considering the ATPPL eligibility criteria, it is important to cross-check all information provided in the proposal against the ATPPL eligibility criteria, to ensure that all aspects of the identified needs are eligible for funding, and to emphasize that intended work is focused on determining the feasibility

and viable integration of transit service for SMNRA, not simply on conducting traffic counts.

The ATPPL study should consider/address the following components:

- Transit-related data collection to “fill in the gaps” regarding visitation and vehicle movement, in order to gather enough information to perform a ridership/financial analysis of a potential transit-circulator system within SMNRA. Preliminary data collection/reporting/analysis in the 2004 existing condition/needs assessment document (part of the SMNRA Transportation Study), but limited, and needs to be updated. The SMNRA Transportation Study estimated capital and operating costs of a transit system and included some notes on operations, but did not estimate ridership/demand or discuss potential sources for operating funds (fares/subsidies).

The ATPPL proposal should seek funding of primary data collection and analyses, to expand on the previously conducted National Visitor Use Monitoring (NVUM) survey effort. The proposal should also seek support to perform an expanded, statistically valid traffic surveillance study (e.g., traffic counts, vehicle classification, and occupancy data) on State Routes 156, 157, and 158, to determine SMNRA-visitor traffic at critical locations. Traffic counts should account for weekday, weekend and holiday traffic, peak hourly traffic, and visitor traffic versus residential/commercial traffic (if feasible; might involve stopping and surveying drivers on the state routes, if permissible). Traffic projections should be determined, in five-year increments, for a twenty-year planning horizon, considering population growth of the Las Vegas Valley and the general region, as well as the significant impacts generated by thriving tourism. An origin and destination study should also be performed as part of this analysis, which would assist in alternative transportation planning decisions: gauge potential market size, financial feasibility.

- Comprehensive review/integration of previous and current transportation (and related) studies, and the identification of emerging land use, transportation, economic and environmental issues that impact SMNRA. The ATPPL proposal should address the need to explore and delineate specifics on multi-modal integration, in general, and specifically related to transit implementation opportunities and funding. Facilitation of formal peer review by subject matter experts also needs to be addressed and funding sought. Peer review should evaluate the following efforts (and other related endeavors): the SMNRA Transportation Study; the sensitivity studies (traffic flow/maximum flow rate) completed/underway as required by NDOT; the transit study being conducted for the proposed MKC development, which is an element of the current business and economic development planning effort for MKC; potential programming of the \$3 million earmark from the Nevada Forest Highway Program for implementation of recommended transportation improvements in SMNRA, as identified in the SMNRA Transportation Study.

2. Explore Recreation Enhancement Act Fee Authority

- Consider exercising Recreation Enhancement Act (REA) authority regarding permitting/fee collection/congestion pricing/demand management.
- Integrate ATPPL data/feasibility proposal; work with NDOT and state law enforcement regarding jurisdictional issues (i.e., potential ability of SMNRA to collect entrance fees in an acceptable way, since the access roads are State Routes).

3. Coordinate with Planning Partners / Potential Partners and Stakeholders

- Work with NDOT and RTC to get project(s) into the regional Transportation Improvement Plan (TIP) and State TIP (STIP)—ATPPL requires consistency with local planning/regional and statewide planning efforts.
- Work with RTC regarding feasibility of providing transit service from central Las Vegas and/or development of a park-and-ride facility on Kyle Canyon Road, in connection with the proposed MKC complex, and/or the potential of developing an on-site transit facility within the Kyle Canyon Gateway project (assuming the exaction requested by RTC for land to develop an on-site transit facility is realized).
- Pursue Intelligent Transportation Systems (ITS) technologies and applications: utilize funds secured from SNPLMA for purchase/placement of two permanent variable message signs (VMS) and four portable ones, to provide real-time information to travelers. Coordination is required with NDOT and/or RTC and/or the Las Vegas Metropolitan Police Department (“Metro”) in regards to sign placement, operations and information provided. NDOT has already installed one permanent VMS sign on northbound US 95 near Kyle Canyon. Additionally, one portable VMS has been purchased, and is available for trials. Purchase/utilization of additional signs may proceed subsequent to additional inter-agency coordination and technical considerations (e.g., solar power).

Note: The consideration/use of more advanced dynamic message signs (DMS) may be appropriate for SMNRA.

- Continue to work with NDOT, Metro, RTC, Clark County, Mt. Charleston residents, etc., on emergency evacuation planning/response and incident management (Mt. Charleston Evacuation Plan), and to address circulation and road-safety issues along SR 156, 157, 158, and US 95.
- USFS should work with ski resort operator regarding transportation impacts of potential intensification of use/expansion of the existing facilities, explore possible transit service viability, and consider a joint venture to seek funding for a transit demonstration pilot project.

- Explore the potential to create a park-and-ride function at the Santa Fe Station Casino (off US 95), which has just opened a large new parking structure; explore this concept as a possible staging area for visitor shuttle operations to SMNRA, perhaps in connection with shuttle service to the ski resort.
- Continue public outreach and other activities aimed at sustaining stakeholder support (e.g., consider conducting a follow-up to the Mt. Charleston transportation summit).

4. Consider Treatment of Transit/Transportation in SMNRA Planning Efforts

- Develop an operations plan for transit service, with reasonable cost estimates, as well as discussion of management options in the event transit service is not indicated to be cost-feasible. (ATPPL funding not required for this activity.)
- Pending potential selection of a transit strategy as the result of alternative transportation planning (such as a plan funded by ATPPL), it may be possible/desirable to integrate any alternative transportation-related compliance activities that might be required (e.g., transit alternatives analysis, selection of preferred alternative) into the appropriate project-level NEPA document(s). ATPPL might be a potential source of funding for transit-related compliance activities, particularly if there is cost-sharing if compliance is done simultaneously with project implementation compliance. (Compliance funding for transit could be available if SMNRA successfully applies for an ATPPL implementation project.)

5. Consider Seeking Funds for a Transit Service Demonstration (Pilot) Project

Consider submitting an ATPPL proposal to fund a demonstration transit service project, perhaps in cooperation with the ski resort operator, to gain operational and fiscal experience with transit within SMNRA. Such efforts will foster a greater understanding of the factors that may lead to a successful permanent system and to build public support. Note: the existing parking lots on the USFS property that will be used for the MKC project are not currently suitable for visitor parking in support of such demonstration project endeavors, because they will be disrupted once construction on the proposed complex begins. However, it may be possible to use another area for park-and-ride/visitor staging functions (possibly on-Forest sites, such as the Sawmill Trailhead, or off-Forest locations, such as BLM lands near the intersection of US 95 and SR 156 or the Santa Fe Station Casino) to accomplish this goal, if desired.

Several funding sources (e.g., the Nevada Forest Highways Program, NDOT, ATPPL, SNPLMA, byways programs) might be applicable in considering a pilot project proposal.

6. Explore Commonalities Between Federal Land Management Agency Units—Applicability to Both SMNRA and Red Rock

Reasons to share transit resources, or pursue joint venture:

1. Complementary seasonal peaks (Red Rock has *spring* and *fall* peaks; SMNRA has *summer/winter* peaks)
2. Proximity of units
3. Similar transportation issues (parking, potential feasibility of transit)
4. Cost savings
5. Seek joint funding (application may be stronger if SMNRA and Red Rock work together)

Efforts and assets that could be shared:

1. contracting for transit vehicles/service
2. service planning and marketing
3. provision of real time information to the public
4. vehicles/all capital equipment/expenses
5. operations & maintenance (O&M) expenses
6. maintenance facility and expenses
7. studies/ideas – surveys; website information, public feedback
8. transit service staffing

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- Bruce Turner, Planning Manager, Regional Transportation Commission of Southern Nevada
- Brian Strait, Las Vegas Ski and Snowboard Resort

Supporting Documents

1. Federal Lands Alternative Transportation Systems Study report for Red Rock Canyon NCA (2001)
2. Federal Lands Alternative Transportation Systems Study report for Spring Mountains NRA (2003)
3. Red Rock Canyon NCA 2006 ATPPL project proposal
4. “Spring Mountains National Recreation Area Transportation Study” (www.mtcharlestontransportationstudy.com), September 2005 (incorporating “Existing Conditions and Needs Assessment,” October 2004)
5. Regional Transportation Commission of Southern Nevada (www.rtcsonthernnevada.com/mpo/documents.index.htm)
6. Middle Kyle Complex project (www.fs.fed.us/r4/htnf/projects/smnra/middle_kyle_complex/home.shtml)
7. “Middle Kyle Complex Environmental Impact Statement: Forest Service Responses to Scoping Comments Pertaining to Transportation Issues,” November 2006
8. City of Las Vegas Northwest Open Space Plan (www.lasvegasopenspace.com)
9. Outside Las Vegas (www.outsidelasvegas.org/partners/fs/index.htm)
10. “Red Rock Canyon NCA Interpretive Center Master Plan,” November 2002 (PDF)
11. “Red Rock Canyon NCA Facility Evaluation Report” (PDF)
12. “Red Rock Canyon NCA Transit Feasibility Study,” December 2001 (PDF/Word)
13. Red Rock Canyon NCA Resource Management Plan (WordPerfect) and Record of Decision (Word)
14. USFS/BLM Las Vegas district map

ACKNOWLEDGMENTS

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NOTICE

The Transportation Assistance Group (TAG) is convened at the request of the recipient agency. The TAG is an agency-independent effort that is intended to provide technical assistance in support of the ATPPL program and does not imply, preference, or guarantee programmatic funding or project support. This document is disseminated in the interest of information exchange. The recommendations found herein reflect the collective expertise and consensus of the individual TAG members, do not represent regulatory or programmatic requirements, and do not in any way reflect the official opinion of any Federal agency. The United States Government assumes no liability for the contents of this document or use thereof.
