

2023 MOTORIZED RECREATION REPORT

For BLM Managed Lands in California

Prepared for:

The U.S. Bureau of Land Management



By

The National Off-Highway Vehicle Conservation Council



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2023 Motorized Recreation Report

Executive Summary

The Bureau of Land Management (BLM) manages approximately 15 million acres of public land in California. This accounts for 15% of the total land mass of the entire state. California has perhaps the most diverse types of public land managed by the BLM; including mountainous terrain, rangelands, forests, ocean beaches, and desert terrain.

Nearly 14% of Californians are estimated to enjoy the use of off-highway vehicles (OHV) every year and contribute upwards of \$7.7 billion to the State's economy. Popular State Vehicular Recreation Areas (SVRAs) make significant contributions to their local economy. Oceano Dunes was found to contribute \$160 million to the local economy. In 2016 the BLM recorded 7.1 million recreational visits to public lands in California. 5.6 million, or 78% of these visits were reported to be OHV related.

Many of the OHV recreation opportunities in California have been funded by grant dollars managed by the California Department of Parks and Recreation. The program was signed into law by Ronald Reagan in 1971 and is recognized as the largest and most successful OHV program in the nation. The program is funded through a mixture of fuel taxes, OHV registration fees, entrance fees generated at SVRAs, and interest fees and miscellaneous income. The program distributes \$35 million annually to projects across the state.

The work funded by these grants is often completed by land managers in partnership with local clubs and enthusiasts. California has a strong history of OHV volunteerism with numerous state associations and local clubs taking on volunteer projects.

These funding programs and proactive partnerships among land managers and OHV enthusiasts have been leveraged to create outstanding OHV opportunities across the state. This report was commissioned by BLM to identify issues and opportunities for improvement in OHV recreation opportunities on lands managed by the BLM in California.

The process behind the development of this report was based on the National Motorized Recreation Strategy and the Individual State Action plans created by BLM in partnership with NOHVCC. A series of community listening sessions were held across California to solicit public feedback on how they would like to see OHV recreation opportunities improved. NOHVCC received unique comment forms from across the state expressing needs and opportunities for numerous trail systems and riding areas.



Introduction

In 2014 NOHVCC and BLM partnered to develop a National Motorized Recreation Action Strategy designed to help the BLM develop individual state action plans for providing high quality OHV opportunities and develop partnerships to help maintain those opportunities. This process has created state specific OHV action plans in 8 other states where BLM manages public land. The strategies will be used to guide future travel management and resource management decisions; however, the strategies are NOT part of a specific travel management plan or resource management plan.

To accomplish this objective, BLM partnered with NOHVCC in creating action plans through a community driven process whereby enthusiasts can participate in an open forum. This unique approach provides a platform for candid discussion allowing the OHV community the ability to share ideas on how the BLM can enhance recreational experiences. The objectives of this process include achieving a greater understanding of existing and potential OHV opportunities, identifying priorities from enthusiasts, discussing methods to accomplish these goals by leveraging resources, and further developing inter-agency and community relationships through communication and action.

NOHVCC's role in this partnership is to facilitate a process whereby the OHV community is engaged in a dialogue that is driven by the public for the benefit of the public. Consequently, the recommended future management practices are specific to enhancing OHV trail systems and riding opportunities to include (but not limited to) repairing and developing current and new infrastructure, the design of new trail systems, new riding and staging areas, and improved communication between users, grassroots groups, and agencies.

Project Purpose

The development of a California Motorized Recreation Action Plan will provide numerous benefits to the BLM, its partners, and the public at large. It will provide for community efforts to plan for and manage motorized recreation opportunities, services, and facilities. The strategic planning process will assist BLM by prioritizing motorized recreation areas and leveraging resources through community partners to ensure that high-priority sites, services, and activities are provided.

To achieve consistent motorized recreation management on a national scale NOHVCC believes that it is necessary to utilize a step-down approach. This method will reduce expenses and allocate joint funding directly to projects. The BLM California State Office has been provided an opportunity to coordinate this effort with NOHVCC and existing State OHV organizations to gather information from local communities, motorized organizations, and individual motorized recreationists. The information gathered can then be used to inform planning processes and help create a dialog between motorized recreationists, local communities, and OHV managers. This will lead to better relationships and partnerships that will result in lasting solutions that benefit riders, local communities, and the land management agencies.

NOHVCC worked with BLM and local stakeholders to organize and facilitate a series of community workshops (i.e., listening sessions) designed to gather information from the motorized recreation community. Workshop sites were located near BLM managed lands in California. NOHVCC also worked closely with state motorized recreation associations and clubs to identify key community motorized organizations and individuals to participate in the workshops.

This report is the outcome of the workshops and will be shared with BLM and the public. The information contained in this report will be used to help land managers, NOHVCC, and the public achieve the following objectives:

- Provide high-quality OHV opportunities and experiences that meet the needs of motorized users and result in enhanced resource protection
- Develop riding opportunities within the urban interface (i.e., close-to-town settings)
- Identify current motorized recreation opportunities on BLM managed lands and develop ideas on how to improve these opportunities
- Identify potential opportunities on BLM managed lands
- Identify methods to inform the public on responsible use
- Inform the public on the decision-making process regarding motorized recreation
- Inform the public how they can best become effective participants in planning processes
- Help provide for seamless management between agencies
- Gain a better understanding of motorized recreationists' needs
- Develop partnerships that result in high-quality recreational opportunities
- Develop a report and spreadsheet and/or GIS data to indicate this information
- Gain better information to integrate into agency planning documents
- Create and enhance partnerships to better manage motorized recreation opportunities and experiences
- Enhance motorized recreation opportunities to help local economies

To enhance user experience, it is imperative to understand the needs of riders. Riding areas and trails should be designed to meet the riders' needs, provide desired opportunities, and offer quality experiences. Riding areas that do not meet riders' needs will not be used or supported. Riders desire trails that include some or all the following: fun, varying degrees of challenge, signing, trail maps, trail loops, distance, scenery, destinations, points of interest, open areas, camping, parking, and amenities. Once specific desires are recognized, land managers can make informed decisions on the types of motorized recreation needs of local users. User needs and desires can vary, so riding opportunities must be managed accordingly to ensure resource protection and sustainability for many years to come. Motorized recreation enthusiasts can desire activities as diverse as recreational trail riding, non-competitive organized trail riding, competitive activities, observed trials, motocross tracks for practice and competition, hill climbs for practice and competition, obstacle courses, open areas and more. To learn more about these types of uses please refer to "*Great Trails: Providing Quality OHV Trails and Experiences*" written by Dick Dufourd in association with NOHVCC in 2015.



Demographics of OHV Enthusiasts

Note: These figures represent the most recently available figures and do not accurately capture the increase in outdoor and OHV recreation witnessed in 2020.

To better understand what OHV enthusiasts want, you must first know who these enthusiasts are. The findings of a 2014 Motorcycle Industry Council (MIC) survey of motorcycle and ATV owners are below. Since the side-by-side industry is still relatively new, statistics are not available for this type of OHV recreation.

Demographics	Motorcycle	ATV
Mean Age	44.8 Years	40.3 Years
Median Age	47 Years	39 Years
Male	86%	82%
Female	14%	18%
Single	38%	40%
Married	61%	59%
Some College	29%	27%
College Graduate	20%	19%
Postgraduate	23%	17%
Employed	71%	67%
Students	5%	10%
Retired	15%	11%
Median Household Income	\$62,200	\$63,400
Owners Have Children Under 16	31%	38%

ATV and motorcycle riders are similar in many ways. The average rider is in his or her forties, married with a family, and is employed with disposable income. ATV and motorcycle owners earned about \$10,000 more than the US national median income of \$52,500 in 2014. ATV and motorcycle riders generally start young and are surrounded by people who have a positive view of OHV recreation. Some other quick facts about ATV and motorcycle riders in the US include:

- Most motorcycle riders begin riding off-highway in their preteens around the age of 12
- 66% of motorcycle owners indicated their family/friends had a positive attitude towards their interest in motorcycling; only 5% had a negative attitude
- 83% of ATV owners indicated their family/friends had a positive attitude toward their interest in ATV's; only 10% had a negative attitude
- 39% of motorcycle owners participate in hiking and camping; 34% participate in hunting and fishing
- 50% of ATV owners participate in hiking and camping; 58% participate in hunting and fishing
- 53% of off-highway motorcycle operation is on public land in the Western United States

Powersports dealers indicate the average OHV owner uses ATVs and side-by-sides for more than recreational use. These machines are versatile and provide users with the option to use the equipment for both work and play. OHVs (ATVs and side-by-sides in particular) are highly capable machines in both work and recreation settings. Finally, a thriving aftermarket provides myriad accessories that allow for extensive customization to an individual owner's priorities.



California Recreation Statistics

California ranks highest in the nation when it comes to outdoor recreation expenditures. Outdoor recreation contributes an estimated \$54.7 billion (about \$170 per person in the US) annually to California's economy. Outdoor recreation accounts for 517,000 jobs in California with the most jobs found in RVing, boating, and ATV/Motorcycling.

Reporting Process

To develop a Motorized Recreation Report for California this project was divided into several phases:

- Phase I: Interview land managers in each Field Office across the state. Conduct research and compile information regarding current OHV riding areas, facilities, trail infrastructure, and any other relevant information.
- Phase II: Facilitate ten public listening sessions across California
 - Engage OHV enthusiasts in an open dialogue to address five specific questions on riding location, types of OHVs used to participate in activity, identify potential/new locations, improvements that need to be made to enhance rider experience. Gather all comments and feedback from participants then have the group prioritize their top three recommendations.
- Phase III: Compile comments and feedback, and develop tables to display acreages, OHV riding areas and current infrastructure.
- Phase IV: Develop final report to convey the priorities as outlined by the enthusiasts that recreate in California, summarize priorities, and make final recommendations for the Action Plan.

Community Workshops

NOHVCC reached out to partnering organizations, NOHVCC State Partners, the California State Parks OHMVR Division, the BLM California Travel Management Lead, and state and regional OHV clubs notifying them of the California OHV Recreation Action Plan and to garner support for the initiative. The intent was to invite the OHV community to participate in the workshops and share their thoughts on how land managers can enhance recreational experience on public lands. Participants took part in the NOHVCC-facilitated listening sessions. Listening sessions were held in Milpitas, Ukiah, Eureka, Redding, Susanville, and Sacramento. Virtual sessions were held to capture comments for those who ride and recreate in Southern California. These sessions were meant to serve enthusiasts from San Diego, Glendale, Covina/Ontario, Riverside/San Bernadino, Ridgecrest, Bakersfield, and Bishop. Those who wished to do so could also provide e-mail comments through June 4, 2023. Participants represented a broad array of OHV users, County Commissioners, Federal, State, and Municipal representatives, and the public.

Southern California listening sessions were held virtually based on in person participation in Northern California as well as form guidance from local BLM staff. BLM recreation staff were met onsite where possible in advance of the virtual sessions to gather better understanding of the area and to collect direct feedback from local staff. This change in methodology was planned in partnership with national level BLM staff.

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Listening Session Location	Date	Number of Participants	Participating Organizations and Representatives
Milpitas	11/14/23	4	CORVA, BARF
Ukiah	11/15/23	3	Mendo 4x4 club, Cal 4 Wheel Drive
Eureka	11/16/23	3	BLM
Redding	11/17/23	22	Redding Black Sheep, CA State Parks OHV Grant Program, Redding Dirt Riders, Bauer Powersports, Friends of Chappie Shasta
Susanville	11/18/23	2	BLM
Sacramento	11/21/23	4	CORVA, BLM
Virtual Sessions	4/27/23 5/2/23 – 5/4/23	43	BLM, Cal 4 Wheel Drive Assoc, Sierra Club, BARF, AMA District 36, San Francisco Motorcycle Club, Edge Alliance, Schuyler Family, Drifters Jeep Club, Point Mogu 4WD,
	Total	81	

Comments and Feedback

The workshops opened with an overview of the OHV Action Plan process for California, including the objectives and outcomes of the community workshop process. It was emphasized during this time that this process was not a substitute for participating in agency planning. Participants were encouraged to stay engaged in their local processes.

The second part of the workshops focused on engaging participants in a group discussion pertaining to how the land managers could enhance user experience on public lands. The participants were divided into groups and each participant was given an opportunity to fill out a comment form. The following questions were asked of workshop participants:

- Where do you ride on BLM managed lands in California? (Area and/or Trail)
- What OHVs do you ride in this area/trail?
 - Location: (Area/Trail)
 - Type of OHV:
- What are your favorite features in this area/trail?
- What improvements/experiences are you looking for in this area?
- Where might these improvements/experiences fit on public land in California?
- What could the BLM do better to enhance your OHV recreation experience?

After each participant answered the above questions, they were asked to discuss with their group how they felt the BLM could best enhance their OHV recreation experience. The groups were then instructed to look for common themes in their answers and to prioritize the three most important answers as determined by the group. A detailed record of individual comments may be found in the Appendix.

Once group activities were completed, the facilitators reconvened all participants and asked each small group to share their top three answers with the entire group. The facilitators recorded the answers from each group on a flip chart. Once every group had a chance to share their answers, each participant was asked to vote on their top three recommendations. The workshop priorities are listed below.

Workshop Priorities

The tables below list priorities indicated by the groups during each workshop and are separated by workshop location.

Milpitas, CA Priorities-NOHVCC Listening Sessions	
Priority	Description
1	Reopen Clear Creek
2	Provide alternative OHV access within 75 miles of the Bay Area
3	Review permit requirements for clubs and associations to ensure that they are reasonable and realistic
Ukiah, CA Priorities-NOHVCC Listening Sessions	
Priority	Description
1	Improve access road to Cow Mountain to allow for RV access
2	Updated signage
3	Add additional trail miles to Cow Mountain
4	Brush Removal
5	Improved/additional campgrounds
Eureka, CA Priorities-NOHVCC Listening Sessions	
Priority	Description
1	No comments collected in person
Redding, CA Priorities-NOHVCC Listening Sessions	
Priority	Description
1	Improved Camping
2	Additional/Improved parking areas
3	Additional 4x4 trails
4	Campsite amenities: hook-ups, cell service,
5	Improve permitting process
6	Include one-way trails
7	Youth/beginner area for OHV
Susanville, CA Priorities-NOHVCC Listening Sessions	
Priority	Description
1	No comments collected in person
Virtual Session Priorities, CA-NOHVCC Listening Sessions	
Priority	Description
1	Open up Clear Creek
2	Improve permit process
3	Increased law enforcement and education

Bureau of Land Management - California OHV Recreation Needs and Opportunities

The BLM manages nearly 15 million acres of land in California, nearly 15% of the state's total land area, for multiple uses. The State is divided into three districts: The California Desert District Office, the Central California District Office, and the Northern California District Office. Each of these districts is split up into individual field offices. A list of field offices is provided below.

- California Desert District: Barstow Field Office, El Centro Field Office, Needles Field Office, Palm Springs –South Coast Field Office, Ridgecrest Field Office
- Central California District: Bakersfield Field Office, Bishop Field Office, Central Coast Field Office, Mother Lode Field Office, Ukiah Field Office
- Northern California District: Applegate Field Office, Arcata Field Office, Eagle Lake Field Office, Redding Field Office

Specific comments provided by listening session participants include:

California Desert District:

- Ridgecrest Field Office:
 - Better signage to raise awareness of wildlife and sensitive resources nearby OHV use areas. Increased law enforcement presence to ensure un-authorized OHV use is not an issue to the degree that it is.
 - Keep existing routes open, keep dispersed camping opportunities, enforce illegal activity (dumping, stay limits, vandalism, arson, theft)
- Barstow Field Office:
 - Improvements can be made with the Barstow and Ridgecrest BLM with what is required to complete the Special Recreation Permit (SRP) packet to obtain a permit. Our Barstow office was recently re-staffed with new people. I have been completing SRP's since the first year they were implemented and had the worst time getting it approved this year for an off-road racing event. I was told multiple times it has been approved only to have it sent back for an address on the COI or asking for updates on three separate occasions. We received the permit the Friday before the event which created a lot of stress for our club. We must get our info 6 months to a year in advance to secure our date so we really can't make any changes. Before the SRP was implemented, we were able to give the BLM a copy of our race schedule that listed every event for the calendar year. It would be great to be able to do this again and secure the dates this way, working alongside other racing organizations who also request dates. Clubs will still submit the SRP, but only to secure a permit as the event date would have already been secured. This will take a lot of stress out of the equation for the clubs hosting events. I would like to meet someone from BLM in person to go over the SRP so we can have all clubs turn in the same format and know exactly what is required of them. We also have to obtain a separate COI for the BLM. The hosting club is the certificate holder and lists BLM as an additional insured, but the Barstow office (Katrina) requires us to get a separate COI

listing the Barstow BLM as the certificate holder. I don't think the Ridgecrest office requires this. All offices should require the same things so there is no confusion as to what is required. The whole process could just be run smoother

- With the restrictions placed on the east side of Johnson Valley OHV by the Marine closure it would seem fair to re-open more area West of Camp Rock Road adjacent to Anderson Dry Lake that is currently "marked trails only". This would allow us to obtain an SRP to host an event in this section of the OHV area
- For the most part, all of the Rangers and LEO's have been very friendly, informative and great to work with
- It would be preferred that the SRP application process be more uniform and streamlined for motorcycle events as our Districts' clubs host 15 to 20 events per calendar year. Most of these events are similar to each other in format and function
- We would love to work on getting some of the riding areas re-opened for competition use. One place in particular is the west side of Camp Rock Road in the Johnson Valley OHV Area. Since the military has taken a good portion of our riding area, the areas we do ride in are getting overused and are not being given time for the weather to repair the terrain. Opening up the land would allow us alternate areas to race and would allow the over used areas time to recover

Central California District:

- Ukiah Field Office
 - Add more designated trails to Walker Ridge
 - Improve/add camping to Walker Ridge
 - Brush removal needs to be a top priority for all trails within Cow Mountain OHV
 - Better access to Cow Mountain from the Lakeport/Ukiah Side. A top-notch RV/Toy Hauler campground needs to be built on both sides of Cow Mountain.
 - Improved interpretive signs at Cow Mountain
 - Provide a full-time maintenance crew of 2 or more individuals with a mini-excavator and a skid steer to remove brush and do other trail maintenance as needed
 - Provide area for truck and trailer parking at Red Mountain Campground and Buckhorn Campground.
 - Metal awnings over tables at all campgrounds at Cow Mountain
 - Covered tables at the obstacle area, sediment pond area above waterfall, and at Vista points.
 - Satellite campgrounds on the most remote shared trails
 - Build a new west access road off East Side Road or River Road
 - Kiosk information center at the beginning of Buckhorn Road
 - Put gravel on Scott's Creek Road, parking areas, at the campgrounds and road access to them. Gravel roads would help keep dust down and make it better for winter travel
 - Fix the water systems at the Red Mountain and Buckhorn Campgrounds
 - Widen or reroute Scott's Creek Road on the east Lakeport access side
 - More rock used on trails at Cow Mountain
 - New rock crawling trails at Cow Mountain

- Connect more of the trails together to make long loops possible
- More obstacles available to drive on by the obstacle course
- The beginning of the Buckhorn Road could be improved with day use tables or campgrounds could be added
- Improve Red Mountain Campground
- Widen the county road coming up to the west side staging area
- Enlarge the area across from the West Side staging for trailer parking, and for event parking when needed
- More technical rock crawling trails
- Central Coast Field Office
 - Reopen Clear Creek Management Area to OHV Recreation
 - Reversal of the insensible closure over asbestos (which has been proven to NOT be the health and public safety issue it was first claimed to be). Since the initial closure, massive restrictions have been imposed such that few people can get in, the gate access point is often impassible, the staff who manage it are inaccessible and nonresponsive. Clear Creek is in an area that would alleviate congestion from other riding sites that have taken on more users since Clear Creek closed.
 - Clear Creek was always my place to go when motorcycle or 4 wheeling when I was younger. I no longer ride motorcycles, but I do continue to 4-wheel in my jeep. I find closing the land to 4 wheeling enthusiasts unfair, partial, judgmental, and showing no regard to the enjoyment of 4 wheelers who used to enjoy, and who could further enjoy, OUR lands. We no long can share with our children and grandchildren the lands that we once traveled to in our wheeling vehicles
 - Cal4Wheel used to host a huge annual event (Molina Ghost Run) at Clear Creek. Thousands of our members and the public have a long-standing history and tradition of riding at Clear Creek. When there was initially an asbestos scare, everyone understood the need to temporarily close the riding area and evaluate the actual risk. However, the threat of asbestos to human health and safety was quickly proven unfounded. There is ZERO reason that Clear Creek should remain closed now. BLM needs to prioritize reopening Clear Creek ASAP. On behalf of Cal4Wheel, I would be more than happy to assist with this process in any way
 - Removal of locked BLM gates on county road Clear Creek Road and cumulative annual visit restrictions to Clear Creek OHV area
 - Please open up all areas of Clear Creek for use, year-round, by all types and registration status motorcycles

Northern California District:

- Redding Field Office
 - Provide showers at Chappie Shasta Campground
 - Improve signage at Chappie Shasta, including a speed limit in the parking area
 - Advertise Chappie Shasta as an OHV destination
 - More shade structures at Chappie Shasta
 - Additional 4x4 trails/challenge areas

- Increased law enforcement presence at Chappie Shasta
- Diversify trail difficulty level to provide for riders of all experience types
- Add firepits to Chappie Shasta
- Add more camping sites
- Add beginner areas for motorcycles
- Provide better guidance for parking at parking lots so visitors know how to park
- Begin planning for electric OHVs and how charging stations can be installed
- Provide dust mitigation near campground
- New updated map for Chappie Shasta
- Better staging area off East Fork Road further in away from the houses
- Additional single track at Chappie Shasta
- Speed up the process to buy private land within the OHV area
- Connector across from Rattlesnake Trail to the end of the 2 Road.
- Look for access that does not require crossing the BOR Dam.
- Susanville Field Office
 - Plan and develop a connector trail from Fort Sage/Dry Valley to Moon Rocks in Nevada.
 - Shade Structures needed at Dry Valley and Fort Sage.

General Comments:

- We need an education program for proper trail use and to provide education on the OHV laws of CA.
- Expedite the time it takes to identify, plan, and build new trails.
- Create ROV/UTV Safety Program for new users
- More open space areas and trails and connectivity between areas. More Camping areas and facilities
- Improve maintenance on access roads to OHV trail systems and areas
- With the growing popularity of OHV activities, we need more space to enjoy and explore the deserts and mountains of California
- We've watched our local lands become fragmented as development, mining, solar/wind farms come in. We need to pay attention to wildlife habitat and connectivity
- Better signage to raise awareness of wildlife and sensitive resources nearby OHV use areas. Increased law enforcement presence to ensure un-authorized OHV use is not an issue to the degree that it is
- Stop proposing road closures in travel management plans (eventually, there will be no roads left; it never seems to go the other way); maintain updated GIS information and make it available to map app developers
- Basic maintenance of existing infrastructure, law enforcement to prevent damage
- Stop proposing road closures in travel management plans (eventually, there will be no roads left; it never seems to go the other way); maintain updated GIS information and make it available to map app developers
- If the BLM could have an easy to access living calendar document for Motorcycle clubs to see when and where other organizations (car races, Side x Side races, etc.) are hosting and vice-

versa it might improve the overall process. Also, to be considered are criteria for how dates are awarded (lead time on application, etc.)

- Keep the trails open, support Adopt-A-Trail organization more, and support Cal4Wheel and CORVA

NOHVCC Recommendations for the BLM:

1. Improve the education and information around Clear Creek. Provide a clear and concise description of who manages the closure and why it remains in place. Attempt to provide a road map to what would need to happen for reopening to be considered. Even though there are many agencies and stakeholders involved with the closure, it is the public perception that the BLM is responsible. Having open discussions or readily available information about the closure will improve relationships with the public and reduce public concern
2. Work with clubs, associations, and promoters to streamline and simplify the permit process. We understand that these discussions are ongoing, but there are still public concerns and frustrations. Continue the BLMs work to improve the process.
3. Improve access and camping opportunities at Cow Mountain. We understand that discussions around this topic have been going on for years, but it is still a high priority for enthusiasts. Cow Mountain is a beautiful area with great riding opportunities, people just want to be able to enjoy it. Access is the greatest limiting factor to the area
4. Provide increased educational and enforcement presence across the State. This is a concern that showed up across all listening sessions. We understand that enforcement funds and personnel are limited, so use recreational staff and volunteers to increase visibility. Consider additional OHV ambassador programs or incorporate educational programs into existing adopt-a-trail or Friends Groups
5. Investigate opportunities for additional long-distance trails that connect existing OHV opportunities. Overlanding, dual-sport, and destination riding continue to grow in popularity and these long-distance trails will be well received by the public. These destination rides can also alleviate use on local trail systems
6. Utilize Chappie Shasta and Imperial Sand Dunes as positive examples of how OHV trail systems and areas can be managed. These areas exhibit not only excellent riding opportunities, but also fantastic examples of BLM staff working cooperatively with the recreational enthusiasts. Sky Zaffarano and Neil Hamada are just two examples out of the many BLM staff members in California that have great working relationships with the user public
7. Celebrate your successes. The feedback from the participants in the sessions was overwhelmingly positive. Your work with the enthusiasts is commendable

BLM Staff Recommendations: Partnership and Facility Needs:

As part of the research for this report, NOHVCC distributed a questionnaire to BLM staff in California. Each Field Office was asked to provide some basic information and any specific notes for the OHV opportunities that they manage. This feedback can be found below

- California Desert District:
 - Barstow Field Office
 - No requested additions
 - El Centro Field Office
 - No requested additions
 - Needles Field Office
 - No requested additions
 - Palm Springs –South Coast Field Office
 - No requested additions
 - Ridgecrest Field Office
 - A comprehensive Sign Plan needs to be developed for the Jawbone Open Area and the surrounding TMA. Some management area signs exist currently.
 - Install route difficulty markers along the main access routes at Jawbone
 - A comprehensive Sign Plan needs to be developed for the various TMAs in the Limited Use Areas. Some management area signs exist at this time. We try to maintain route signs on all major access route
 - We would like input or assistance identifying ideal dirt bike trails in Limited Use Areas.
 - The primary routes through the Limited Use Areas should be signed and are monitored and maintained as we have the capacity to do so
 - The primary routes through the Olancha Dunes OHV area should be signed and monitored and maintained as we have the capacity to do so. All routes in the open area will not be signed, as users can go cross-country within the area
 - A comprehensive Sign Plan needs to be developed for the Olancha Dunes Open Area along with the surrounding Jawbone TMA. Some management area signs exist at this time
 - The primary routes through the Spangler Hills OHV area should be signed and monitored and maintained as we have the capacity to do so. All routes in the open area will not be signed, as users can go cross-country within the area.
 - A comprehensive Sign Plan needs to be developed for the Spangler Hills Open Area along with the surrounding TMA. Some management area signs exist at this time
 - Install route difficulty markers along the main access routes at Spangler Hills OHV area.
- Central California District:
 - Bakersfield Field Office
 - No requested additions
 - Bishop Field Office

- Install new Kiosk at Pelota OHV Area
- Central Coast Field Office
 - Add Condon Peak to Avenza, Carry Map etc.
 - Install barriers to non-designated routes for Condon Peak
 - Expand trail system at Williams Hill
 - Finalize Route/Trail System at Williams Hill
 - Install new tot lot/beginner/intermediate track at Williams Hill
- Mother Lode Field Office
 - No requested additions
- Ukiah Field Office
 - Improve signing, mapping, and travel information and education for BLM public lands visitors to Indian Valley.
 - Foster partnerships with other agencies, cooperating associations and friends groups to achieve mutual interpretive goals at Indian Valley.
 - BLM will design a manageable and sustainable multiple use trail network. In general, these routes will be open for motorized, non-motorized and mechanized recreation. BLM will work in conjunction with adjacent land managers (Mendocino National Forest, CDFG, and Yolo County Flood Control) to create the trail network. New trail segments may need to be constructed to connect existing trail segments and/or re-route to avoid highly erosive trail segments at Indian Valley.
 - Indian Valley: Establish and maintain a trail network for shared use and, if necessary, some areas of separated use (motorized, non-motorized, and mechanized recreation) to avoid visitor conflict
 - Provide adequate and timely maintenance of all facilities, roads, trails, and signs at Indian Valley
 - Develop and maintain trailhead facilities which may include parking area, restrooms, and kiosks at Indian Valley
 - Develop and maintain trailhead facilities which may include parking area, restrooms, and kiosks at Indian Valley
 - Construct fences or barriers where needed to control unauthorized visitation or use from public land onto private land. Install effective barriers to preclude vehicle use within designated closed areas surrounding Indian Valley
 - Install identification signs to point out backcountry campsites, water sources, sensitive resource areas, or other important features, where necessary for visitor safety and resource protection (Indian Valley)
 - Management actions will inform visitors of recreational opportunities, safety concerns, and regulations designed to protect the natural and cultural resources in the area
 - Management actions will inform visitors of recreational opportunities, safety concerns, and regulations designed to protect the natural and cultural resources in the area

- BLM may develop up to 30 miles of trail for trail connectors and re-routes at Knoxville. No new trail development in ACEC
- Continue to create a loop trail system by constructing trails to connect “dead end trails” or “out and back” routes at Knoxville
- Identify and develop new interpretive exhibits and kiosks throughout the management areas. Existing exhibits and kiosks will be maintained or updated as required.
- Cow Mountain Routes will receive new numbers to fit new route numbering system
- All trails will be numbered/named and posted at Cow Mountain
- Continue to develop a loop trail system where feasible at Cow Mountain
- May develop up to 40 miles of trail for reroutes to protect erodible soils and sensitive resources and to expand rec opportunities at Cow Mountain
- Designate primitive campsite locations (Lost Valley)
- Designate primitive campsites in Eight Mile Valley area
- Add campsites to Buckhorn Campground
- Expand Red Mountain Campground
- Develop staging area with camping facilities along Highway 175 or Scotts Creek
- Improve existing facilities at Buckhorn Campground
- Develop staging area with camping facilities along Highway 175 or Scotts Creek
- Assess potential of day use facilities at the Safety Course
- Northern California District:
 - Applegate Field Office
 - No requested additions
 - Arcata Field Office
 - Explore installing a hard packed track at Somoa Dunes
 - Explore opportunities for new OHV area at Little Dann
 - Eagle Lake Field Office
 - Create friends group to promote use at Dry Valley OHV Area
 - Build connector trails between existing trails at Dry Valley
 - Explore funding sources to create a trail maintenance program for Dry Valley
 - Widen the Mission Hills and Turn of the Road trailhead and place delineators at each.
 - Install 6 fire rings and 9 barbecues at Dry Valley
 - Install vault toilet at Turn of the Road trailhead
 - Install 6 picnic tables at Dry Valley
 - Install shade structures at Dry Valley
 - Create safety/obstacle course at Dry Valley
 - Install no-shooting signs at the Mission Wells trailhead
 - Update and refresh difficulty markers at Dry Valley
 - Secure help organizing volunteer efforts at Fort Sage
 - Connect trail 9 to the Pinnacles Trail at Fort Sage
 - Open the Pinnacles Trail and Wildhorse trail to OHV at Fort Sage

- Widen the Land of David Parking Area
- Install 1 vault toilet at Widowmaker Trailhead
- Install up to 15 shade structures at Fort Sage
- Install loading ramp at Raptor Trailhead
- Install safety/obstacle course at the Raptor and Widowmaker Trailhead
- Refresh and update difficulty markers at Fort Sage
- Connect the open play area to the rest of the SRMA by constructing/designating routes
- Need 1-2 more tables at Rice Canyon
- Install 3 shade structures at Rice Canyon
- Update and refresh route difficulty markers at Rice Canyon
- Create digital map for WSA's in the Eagle Lake Field Office, add map to Avenza, Carrymap, etc.
- Create Friends group for the OHV areas within the WSAs managed by Eagle Lake Field Office
- Organize volunteer efforts to help educate the public about stopping points in the Wilderness Study Areas managed by Eagle Lake Field Office
- Create sign plan for the OHV areas within the WSA's managed by Eagle Lake Field Office
- Redding Field Office
 - No requested additions

Conclusion

The overall feedback received about the OHV opportunities managed by the BLM in California was overwhelmingly positive. State and local staff are to be commended for their hard work and positive relationship with partner groups. The major issues that were recorded are fairly consistent with other states and reflect that the riders want to see an additional enforcement and education presence on the ground, and they would like to see better maps, websites, and social media presence from the agency. NOHVCC recognizes that these issues are not easily solved at the local or even state level and may require agency wide programmatic changes. Small changes and efforts in these areas at the local level will however help continue the positive relationships that BLM enjoys with their local clubs and organizations. The permit process for events and competition continues to be an ongoing concern, especially in desert regions like California, Nevada, New Mexico, and Arizona. The BLM has recently made some efforts to improve and streamline this process, but this issue will be something to continue to evaluate and update as needed.

Many of the changes recommended by the OHV enthusiasts were already underway or have been evaluated or added to planning since the initial listening sessions in November. This again demonstrates the positive relationship that the BLM has with the recreation enthusiasts that they serve. This proactive management of public lands is something that can be used as a positive example for other State Offices. Thank you to the BLM California staff for their enthusiasm and hospitality. Please let NOHVCC know if there is anything we can do to assist with continuing to improve and enhance OHV recreation in California.

About NOHVCC

The National Off-Highway Vehicle Conservation Council (NOHVCC), as a national body of OHV recreation enthusiasts, develops and provides a wide spectrum of programs, materials and information, or “tools”, to individuals, clubs, associations, and agencies to further a positive future for responsible OHV recreation. NOHVCC is a 501(c)3 education non-profit organization. The organization is not a membership organization, but a partnership organization with volunteer State Partners in nearly every State. The organization partners with the Canadian Off-Highway Vehicle Distributors Council, the Canadian Quad Council, and the Motorcyclists Confederation of Canada. In addition to these enthusiast partnerships, NOHVCC has partnerships with government agencies such as the USDA Forest Service, the USDI Bureau of Land Management, the Federal Highway Administration, plus state and local agencies. NOHVCC’s goal is simply to provide “A Positive Future for OHV Recreation.”



Project Team

Contact Information:					
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References

BLM National Management Strategy for Motorized Off Highway Vehicle Use on Public Lands (2001)

BLM National Recreation Strategy: Connecting with Communities (2014-2019)

BLM National Motorized Recreation Action Plan (2014)

BLM California: <https://www.blm.gov/california>

Great Trails: A Guide to Providing Quality OHV Trail Experiences (2015)

Management Guidelines for OHV Recreation by Tom Crimmins in Association with NOHVCC (2006)

Motorcycle Industry Council 2014 Motorcycle/ATV Owner Survey

California SCORP: https://www.parks.ca.gov/?page_id=29741

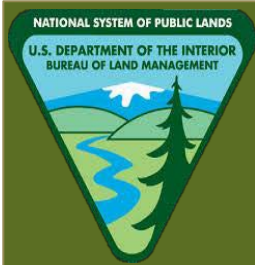
California State Parks OHMVR Division: <https://ohv.parks.ca.gov/>

Attachments

National Motorized Recreation Strategy

Sample Comment Form

*Listening session participant comment forms available upon request



National Motorized Recreation Action Plan



A Strategic Partnership to Redefine Motorized Recreation on Public Lands

Action Plan Overview

Changing public demands, evolving trail planning, design and construction techniques, and the repositioning of the national Bureau of Land Management (BLM) Recreation Strategy, to more effectively work with our partners and the communities we serve, have led to the need to develop an updated action plan for motorized recreation. A strategic, community-driven approach will increase the capacity of the BLM and provide sustainable, high quality, trail experiences to the public. A long-standing national partnership with the National Off-Highway Vehicle Conservation Council (NOHVCC) has positioned the BLM, our partners, and the communities we serve, to effectively create an action plan to identify and manage motorized recreation use across BLM-administered lands.

The BLM is generally regarded as the leading federal land management agency for providing quality motorized recreation opportunities on public lands. Several BLM-administered, nationally and internationally recognized, motorized recreation areas and subsequent trail systems incorporate progressive design practices, which result in some of the most highly sought after riding experiences available on public lands. While some of these opportunities exist, they are generally regarded as the exception to the rule. The majority of this development and subsequent management has occurred at the field office level, on a case-by-case basis, often as a function of local BLM personnel, not necessarily as a result of having a coordinated and community-driven strategic action plan in place.

The development of a national motorized recreation action plan will provide numerous benefits to the BLM, our partners, and the public at large. This effort will enhance community and landscape-level coordination to plan for, and manage, motorized recreation-specific settings, services and facilities. The strategic identification of these opportunities will assist with the prioritization of motorized recreation areas that provide the most significant public benefits, and leverage resources through community partners to ensure that high-priority sites, services and activities are provided.

Through the development of community-driven action plans, BLM is making a serious effort to:

- 1) Better understand motorized recreation use on BLM lands;
- 2) Better understand existing and potential opportunities;
- 3) Identify future priorities;
- 4) Establish guidelines built on the tremendous work that has been accomplished to date;
- 5) Reposition resources in support of community values while optimizing benefits for the public; and,
- 6) Strategically facilitate more partnerships that result in more Pipestone-like (BLM MT) success stories so they become the rule for the BLM, rather than the exception.

Background

The BLM completed a National Management Strategy for Motorized Off-Highway Vehicle (OHV) use on Public Lands in 2001. This plan provided guidance to BLM field offices, using input from various interest groups and individuals, with techniques on how to address motorized recreation use on public lands. The strategy addressed multiple OHV-specific issues, identified subsequent management goals, and established action items to address these emerging issues. This updated action plan will build on, and complement, the direction that was identified during the 2001 effort by providing state-level, community-driven direction to better plan for, and manage, motorized recreation use on BLM lands.

Trail design, construction, and maintenance techniques have evolved significantly over the past decade in reaction to rapidly-evolving OHV technology and increasing ridership, while simultaneously managing for potential impacts and providing high-quality visitor experiences. The BLM generally relies on existing guidance that often fails to fully include experience-based trail design guidelines for motorized recreation. The BLM has the opportunity to work with the communities we serve, and our national, state and local partners, to establish sustainable motorized recreation trail guidelines based on desired visitor experiences, landscapes, trail types and difficulty levels.

Reference Documents

- ***BLM National Management Strategy for Motorized Off-Highway Vehicle Use on Public Lands (2001):*** This plan provided guidance to BLM field offices, using input from various interest groups and individuals with techniques on how to address motorized OHV use on public lands. The strategy addressed multiple OHV-specific issues, identified subsequent management goals, and established action items to address these emerging issues.
- ***Off-Highway Motorcycle & ATV Trails Guidelines for Design, Construction, Maintenance and User Satisfaction by Joe Wernex (1994):*** This resource is a second edition to the original, ***A Guide to Off-Road Motorcycle Trail Design and Construction by Joe Wernex (1984)***, and includes updated information on motorcycle trail design, and added information for All-Terrain Vehicles (ATV) and User Satisfaction. This resource is still heavily utilized today by many land management agencies and recreation service providers.
- ***Management Guidelines for OHV Recreation by Tom Crimmins in Association with the National Off-Highway Vehicle Conservation Council (2006):*** This resource provides a comprehensive approach to OHV recreation, including: how to incorporate users' needs and desires; the 4 E's of OHV management (Engineering, Education, Enforcement, and Evaluation); developing a trail vision; system and route planning; trail design; and, active management techniques.
- ***Great Trails: A Guide to Providing Quality OHV Trail Experiences (2015):*** This resource will provide a practical and detailed guide for land managers to help plan, design, construct, maintain, and manage OHV recreation trails. The guide will include best management practices for OHV recreation, including the latest in OHV technology, and will give practical guidance on creating trails that are not only sustainable, but also fun to ride.

BLM's New Recreation Strategy – Connecting with Communities

The BLM manages recreation resources and visitor services to offer the greatest benefits possible to individuals and communities. This action plan will better enable communities to achieve their own desired social, economic, and environmental outcomes. BLM public lands are now recognized as America's Great Outdoors, a "Backyard to Backcountry" treasure. These lands are uniquely accessible with more than 120 urban centers and thousands of rural towns located within 25 miles of BLM lands.

The BLM fills a distinctive niche in the federal recreation marketplace, one that offers a unique opportunity for the motorized recreation community. The close proximity of varied stakeholders to BLM lands creates many opportunities for the BLM and communities to collaborate, set mutual objectives for proposed off highway vehicle opportunities, and develop resources towards shared goals.

The BLM recognizes that it is part of a greater whole. Public lands are connected to, and integrated with, communities, not federally designated islands separated from them. This motorized recreation action plan is a change in paradigm because it focuses on proactive engagement with communities, locally based government agencies, and established and potential partners, emphasizing the benefits from the perspective of a community network of service providers.

Our BLM Lands provide an incredible variety of outdoor recreational experiences. These opportunities range from non-motorized back-country and wilderness experiences that provide incomparable solitude, to managed motorized experiences that provide challenge and excitement. Recreation contributes to our quality of life and well-being and the incredible variety of recreational experiences offered on BLM lands provide important economic impacts that not only provide great benefit to local economies, but also influence where people choose to live and businesses choose to locate. BLM lands are generally located closer to our communities than other federal lands and often border both large and small communities.

Because of these factors, recreational use of BLM lands has increased dramatically over the past several decades. One of the fastest growing activities has been OHV recreation. With this growth comes the need for increased management, not only to protect resources, but to also ensure that the BLM is offering high-quality, sustainable opportunities and experiences for OHV recreationists.

On March 14, 2014, The BLM released an updated Recreation Strategy - Connecting with Communities. This strategy further develops BLM's successful recreation and visitor services program, and provides effective tools in cultivating partnerships and establishing closer ties with communities. A motorized recreation action plan will implement the approaches established in BLM's Recreation Strategy to offer the greatest benefits to individuals and communities. This action plan will seek to deliver outstanding recreation opportunities, experiences, and benefits to visitors, while sustaining the distinctive character of recreation settings on BLM lands. To accomplish this vision, the following framework will be utilized.

Motorized Recreation Action Plan Framework

Purpose

BLM and NOHVCC believe that, in order to achieve consistent motorized recreation management on a national scale, it will be necessary to utilize a step-down approach. Each BLM State Office will be provided the opportunity to coordinate an effort with NOHVCC and existing State OHV organizations to gather information from local communities, motorized organizations, and individual motorized recreationists. The information gathered can then be used to inform Resource Management Plans, Travel Management Plans (TMPs), and, more importantly, help build a dialog between motorized recreationists, local communities, and BLM Managers. It is through the relationships and partnerships that result from these conversations that lasting solutions will be forged that

benefit riders, local communities, and the BLM. While the management prescriptions for each area will be locally driven, the process for reaching those decisions will be more consistent and can be duplicated in other states.

NOHVCC has been working closely with the BLM Subject Matter Expert and the BLM Washington Office (WO) Recreation and Travel Management Coordinators to ensure that the information gathered through this effort will not only inform Resource Management Plan (RMP) and TMP processes, but will also provide consistency with other BLM priorities. These documents include the 2001 BLM Motorized Strategy and the 2014 BLM Recreation Strategy.

BLM 2001 Motorized Strategy

This effort will help the BLM achieve the specific goals identified in the 2001 BLM Motorized Strategy.

- 1) ...Developing a proactive approach to determine and implement better on-the-ground OHV management solutions designed to conserve soil, wildlife, water quality, native vegetation, air quality, heritage resources and other resources while providing for appropriate motorized recreational opportunities.
- 2) ...Implement on the ground solutions to motorized OHV recreation and access issues, protect public land resources, and make more effective use of existing staff and funding, and pursue additional resources to successfully accomplish this strategy.
- 3) ...Promote consistency of motorized OHV decision making and management within the BLM by clarifying guidance and promoting understanding of motorized OHV management goals.
- 4) Reduce conflict among user groups.
- 5) Provide an opportunity for long term involvement of the public in motorized OHV management on public lands.

2014 BLM Recreation Strategy

This effort will also help the BLM achieve specific goals identified in the 2014 BLM Recreation Strategy.

- (1) ...BLM will reposition the resources of the Recreation & Visitor Services Program to achieve social, economic, and environmental goals of local communities and provide more benefits for mutually shared customers.
- (2) ...Ensure BLM participation in partnerships remains relevant and effective.
- (3) ...Establish secure and reliable funding sources.

Development of State-Specific Motorized Recreation Action Plans

NOHVCC will work with BLM and State/local OHV organizations to organize and facilitate a series of community listening sessions (i.e. workshops) in strategic locations near BLM lands. The purpose of the listening sessions will be to gather information from the motorized recreation community, as well as to inform the motorized recreation community about BLM RMP and TMP processes that will be occurring in the future. NOHVCC will work with the BLM Subject Matter Expert, BLM State Recreation and Travel Management Coordinators, and local BLM Staff to finalize locations and listening session content. NOHVCC will also work closely with State motorized recreation associations to identify key community motorized organizations and individuals from each respective state to participate in the listening sessions.

Objectives

As a result of these listening sessions, NOHVCC will develop detailed reports that will be shared with BLM, workshop participants, and the general public. The information contained in these reports will be used to help BLM, NOHVCC, and the public achieve the following objectives:

- Provide high quality OHV opportunities and experiences in locations that meet the needs of motorized users and result in enhanced resource protection
- Develop riding opportunities within the urban interface (i.e. close-to-town settings)
- Identify current motorized recreation opportunities on BLM lands and develop ideas on how to improve these opportunities
- Identify potential opportunities on BLM lands that aren't currently being taken advantage of
- Identify methods to inform the public on how to use an area responsibly
- Inform the public about how decisions were/are made regarding motorized travel
- Inform the public of how they can best become effective participants in RMP and TMP processes
- Provide seamless management between agencies (BLM/USFS Pipestone example)
- Gain a better understanding of what motorized users desire from their opportunities and experiences
- Develop partnerships that result in high quality opportunities (BLM/USFS Pipestone example)
- Develop a report and spreadsheet and/or GIS data (patchwork of colors) to indicate this information
- Gain better information to integrate into BLM's RMPS and TMPs
- Create and enhance partnerships to better manage motorized recreation opportunities and experiences
- Enhance motorized recreation opportunities to help local economies

State-Specific Action Plan Development and Accomplishments

Montana/Dakotas

- NOHVCC held listening sessions in Butte, Glasgow, Glendive, & Billings (August-September 2015)
- NOHVCC provided BLM with a formal report summarizing listening session findings (October 2015)
- BLM completed a Motorized Recreation Action Plan for BLM Montana/Dakotas (March 2016)
- The following Action Plan items have now been completed:
 - NOHVCC facilitated a Great Trails: Trail Design, Layout, Construction, and Maintenance Workshop (Helena and Clancy, MT)
 - Finished BLM Clancy OHV Area trail system as a direct result of the workshop by constructing final 2 miles of OHV trail (vehicles 50" wide or less)
 - Friends of Glendive Shortpines OHV Area group was created & held first volunteer day
 - Pipestone trail system was added to Avenza application
 - Clancy trail system was added to the Avenza application
 - Radersburg trail system was added to the Avenza application
 - BLM/Friends of Pipestone completed clean-up projects for National Public Lands Days 2016, 2017, and 2018
 - Outdoor Recreation Industry Roundtable (ORIR) Project: The Motorcycle Industry Council (MIC) funded the construction of a \$10,000 OHV loading ramp at the Glendive-Shortpines OHV area in Glendive through a partnership with NOHVCC and BLM
- BLM & NOHVCC will continue implementation of the Montana/Dakotas Motorized Recreation Action Plan (2019)

New Mexico

- NOHVCC held listening sessions in Albuquerque, Las Cruces, Roswell, Espanola, and Farmington (February 2016)
- NOHVCC provided BLM with a formal report summarizing listening session findings (May 2016)
- BLM completed a Motorized Recreation Action Plan for BLM New Mexico (August 2017)
- The following Action Plan and Outdoor Recreation Industry Roundtable (ORIR) project items are now being completed at the Glade Run OHV area (Farmington):
 - Constructed delineated parking area at Brown Springs
 - Constructed Tot-Lot/learning area at Brown Springs
 - Constructed OHV obstacle course and training area at Brown Springs
- Currently constructing a developed campground at Brown Springs, including:
 - Kiosk installation
 - Restroom installation
 - Shade structure installation
 - Picnic table installation
 - Fire ring installation
 - Trash receptacle installation
- BLM & NOHVCC will continue implementation of the New Mexico Motorized Recreation Action Plan (2019)

Arizona

- NOHVCC held listening sessions in St. George, UT (Arizona Strip), Kingman, Quartzsite, Tucson, Wickenburg, and Phoenix (January 2017)
- NOHVCC provided BLM with a formal report summarizing listening session findings (June 2017)
- BLM completed a Motorized Recreation Action Plan for BLM Arizona (August 2018)
- BLM & NOHVCC will begin implementation of the Arizona Motorized Recreation Action Plan (2019)

Nevada

- NOHVCC held listening sessions in Ely, Elko, Winnemucca, Reno, Pahrump, and Las Vegas (November 2017)
- NOHVCC provided BLM with a formal report summarizing listening session findings (March 2018)
- BLM is currently working to complete a Motorized Recreation Action Plan for BLM Nevada (Expected: Winter 2019)
- BLM & NOHVCC will begin implementation of the Nevada Motorized Recreation Action Plan (2019), including an Outdoor Recreation Industry Roundtable (ORIR) Project: The Motorcycle Industry Council (MIC) will fund the construction of a \$10,000 OHV tot-lot/learner area at the Sand Mountain OHV area

Oregon/Washington

- NOHVCC held listening sessions in Salem, Coos Bay, Roseburg, Redmond, and Kennewick, WA (September 2018)
- NOHVCC will provide BLM with a formal report summarizing listening session findings (September 2018)
- BLM will complete a Motorized Recreation Action Plan for BLM Oregon/Washington (2019)
- BLM & NOHVCC will begin implementation of the Oregon/Washington Motorized Recreation Action Plan (2020)

Future State-Specific Listening Sessions and Action Plan Development

Colorado

- BLM & NOHVCC will identify BLM staff, key groups and locations for upcoming Colorado listening sessions (Spring 2019)
- NOHVCC will hold multiple listening sessions in Colorado (Summer 2019)
- NOHVCC will provide BLM with a formal report summarizing listening session findings (Fall 2019)
- BLM will begin drafting a Motorized Recreation Action Plan for Colorado

Additional States

- NOHVCC and State/Local organizations will coordinate with the BLM WO and BLM State Office's to prioritize completion of listening sessions and motorized recreation action plans for the remaining BLM states (Idaho, Utah, Wyoming, Alaska, and California)

Where do you ride on BLM managed lands in California? (Area and/or Trail)		
What OHVs do you ride in this area/trail?		
Location: (Area/Trail)	Managed by:	Type of OHV:
What are your favorite features in this area/trail?		
What improvements/experiences are you looking for in this area?		

(Optional) Name: _____ (Optional) Organization: _____

Where might these improvements/experiences fit on BLM managed land in California?

What could the BLM do better to enhance your OHV recreation experience?

Other questions/comments: