

# MOTORIZED RECREATION REPORT

For BLM Lands in Nevada

Prepared for:

Bureau of Land Management



In Partnership with:



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## Executive Summary

The Bureau of Land Management (BLM) manages recreation resources and visitor services to offer the greatest benefit possible to individuals and communities. The BLM's goal is to better enable communities to achieve their own desired social, economic, and environmental outcomes. Being recognized as "America's Great Outdoors" and a "Backyard to Backcountry" treasure, BLM lands are reserved for the general public as a resource for outdoor recreation. With more than 120 urban areas and thousands of rural towns located within 25 miles of BLM lands, recreational opportunities are uniquely accessible to a broad array of recreationists.

BLM recognizes that public lands are connected to and integrated with communities. This report is the first step in developing a Motorized Recreation Action plan, which will shift the current, reactive paradigm to proactive engagement with communities and local government agencies, establishing potential partners, and emphasizing the benefits of a community network of service providers.

Recreational use on BLM lands has increased dramatically over the past several decades, with Off-Highway Vehicle (OHV) recreation being among the fastest growing activities. The action plan developed from this report is intended to provide recommendations that will lead to better management of OHV opportunities on BLM lands in Nevada. The ultimate goal is to provide high quality, sustainable opportunities for OHV recreationists through direct engagement with the public. The action plan will seek to deliver recommendations that lead to outstanding and sustainable recreation opportunities and experiences, while retaining the distinct character of BLM-managed lands.

According to the BLM's state-wide website for Nevada, 67% of the state (48 million acres) belongs to the American people. The state's iconic landscapes and rich history provide a gateway to the West and can be enjoyed by equestrians, OHV enthusiasts, hikers, hunters, fishermen and others. Nevada is rich in recreational opportunities and a crown jewel for any recreationist seeking fun, scenery, varying terrains, history, education or more generally, the opportunity to get outdoors and enjoy what nature has to offer.

Over 140 recreational leaders, professionals, and enthusiasts provided valuable input to this report. Their recommendations are directed at enhancing OHV opportunities on BLM-managed lands in Nevada.

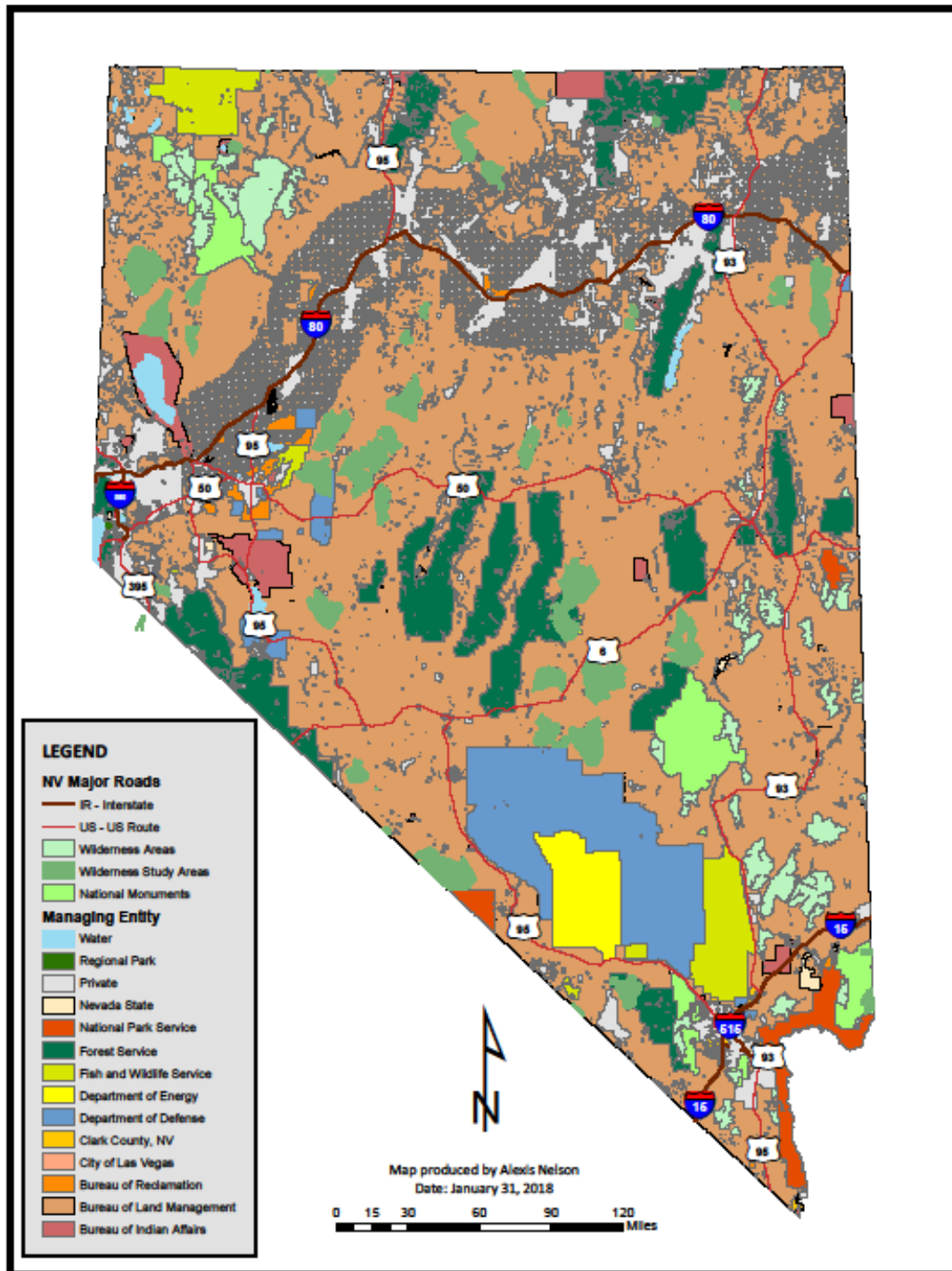




The following are priority recommendations provided for BLM lands in Nevada:

- Develop high quality maps of OHV riding areas and designated trail systems within each district
- Develop and implement consistent trail signing across BLM-managed lands
- Develop communication plans to enhance communication amongst land managers and recreational users (including BLM, USFS, and user groups)
- Trail development and maintenance projects
- Improve and upgrade current facilities
- Streamline BLM Permit Process to Host Events/Races

# Management of Public & Private Lands in Nevada



## Introduction

The state of Nevada, known as the ‘Silver State’ and the ‘Battle Born State’, spans 110,567 square miles, of which 86% is publicly owned. Nevada is the 7th largest state in the country (land mass) and has 340 mountain ranges (the most in the contiguous US) that accent the beautiful, dry, and desolate landscape. The BLM, the largest land manager in the state, manages about 67% of Nevada’s land base. To put this in perspective, the acreage that the BLM manages in Nevada is more than all the land in the six New England states combined.

Much of Nevada is largely desert with a semi-arid climate located within the Great Basin. On average, there are 275 sunny days per year, making Nevada an ideal year-round off-highway vehicle recreational travel destination. There are 68 designated wilderness areas in Nevada, spanning 6,579,014 acres under the jurisdictions of the National Park Service, the Forest Service, and the BLM. Much of the remaining expansive landmass is available to the public for a wide range of OHV recreational opportunities. From the rugged terrain of the Sierras and Lake Tahoe, the dunes of Sand Mountain, to the famous Red Rock in Las Vegas, there are treasures far and wide across this wild and extensive state. The following table provides acreages of BLM-managed lands in Nevada and is divided into Districts and Field Offices.

### BLM Nevada District Acreages

District	Field Office	Total Acreage	Open Acreage	Limited Acreage	Closed Acreage
Battle Mountain		10,565,723	9,098,167	1,467,556	0
	Mount Lewis	4,474,622	4,257,356	217,266	0
	Tonopah	6,091,101	4,840,811	1,250,290	0
Carson City		4,803,315	3,840,340	924,256	38,719
	Sierra Front	1,222,633	834,087	359,065	29,481
	Stillwater	3,580,682	3,006,253	565,191	9,238
Elko		7,449,991	7,234,019	215,972	0
	Tuscarora	3,204,544	3,134,019	70,525	0
	Wells	4,245,447	4,100,000	145,447	0
Ely		11,500,000	0	10,306,500	1,193,500
	Bristlecone	6,400,000	0	6,007,459	392,541
	Caliente	5,100,000	0	4,299,041	800,959
Southern Nevada		3,265,862	24,145	2,879,809	361,670
	Las Vegas	2,082,265	12,821	1,806,774	262,670
	Gold Butte NM	285,160	0	258,194	26,966
	Pahrump	700,372	11,324	688,900	148
	Red Rock/Sloan NCA	198,065	0	125,941	72,124
Winnemucca		8,419,726	392,880	7,248,607	778,239
	Humboldt River	7,214,686	288,105	6,900,236	26,345
	Black Rock NCA	1,205,040	104,775	348,371	751,894

Nevada is a destination for OHV enthusiasts of all ages and skill levels. Known for its vast openness and desert riding, challenging terrain for rock crawling, access to historic and cultural sites, and the dramatic contrast presented where the mountains meet the desert, there are exciting year-round off-highway vehicle recreation opportunities for everyone. Whether it’s a family outing on the trail, or a race event across the desert, Nevada has endless opportunities for adventure.

Many enthusiasts are seeking out this adventure. According to the Nevada Commission on Off-Highway Vehicles, there are 43,390 active OHV registrations, which, based on Commission estimates, is less than 20% of all OHVs in the state. Nevada's program to register and title off-highway vehicles went into effect in 2012. The program requires all off-highway vehicles with an engine size greater than 70cc and that were manufactured in 1976 or later, to be registered and display a registration decal. The revenue generated from the registrations is directly utilized for the purposes of creating new OHV trails and infrastructure, trail and infrastructure maintenance, enforcement, mapping, and special projects on all recreational lands in Nevada.

Outdoor recreation and tourism are a vital part of the Nevada economy. In 2010, the US Census Bureau

reported the population of Nevada was 2,700,551 with an estimated population of 2,996,358 (World Population Review) in 2017. Nevada currently has one of the strongest population growth rates in the country, with 7.05% growth from 2010 to 2015, which ranks 6th in the nation. The Outdoor Industry Association found that active outdoor recreation supports 87,000 jobs in Nevada, generating \$1.1 billion in annual state and local tax revenue and producing \$12.6 billion in annual retail sales and services. The dramatic economic impact of outdoor recreation makes it imperative that the Action Plan provides for continued growth and opportunity.



Over the last four years the BLM has examined current OHV management practices and how it interfaces with stakeholders who recreate on public lands. This process led to the development of a revolutionary and proactive approach in engaging the OHV community in a collaborative process. This approach was created as part of the 2014 National Recreation Strategy: Connecting with Communities, and the National Motorized Recreation Action Plan.

The BLM leads through proactive engagement with communities and stakeholders, professional partnerships and interagency coordination and communication, and manages an array of recreational resources to offer the greatest benefit to individuals and communities. This innovative approach has created a much-needed paradigm shift in the way our public lands are managed; particularly with respect to OHV recreation. Dramatic growth of OHV use is occurring on public lands. This increased use calls for a detailed strategy for OHV recreation management and a reinforced commitment to protection of resources, while continuing to provide sustainable high-quality OHV experiences on BLM managed lands. The BLM's proactive OHV management practices and internationally acclaimed trail systems are

recognized by OHV professionals, enthusiasts, and industry worldwide. This is where the BLM shines and continues to make improvements to its recreation strategy.

To accomplish this challenging new objective, the BLM partnered with the National Off-Highway Vehicle Conservation Council (NOHVCC) to create action plans through community driven processes whereby enthusiasts 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 progressive 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 important 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, riding and staging areas, and improved communication between users, grassroots groups and agencies. This process will result in a detailed strategy outlined in an action plan that will be shared with Outdoor Recreation Planners within the relevant BLM districts and Field Offices of Nevada.

### **Project Purpose**

The BLM completed a National Management Strategy for Motorized Off-Highway Vehicle (OHV) Use on Public Lands in 2001. The plan used input from various interest groups and enthusiasts to provide guidance to BLM field offices that emphasized techniques on how to address motorized recreational use on public lands. The strategy addressed multiple OHV-specific issues, identified subsequent



management goals, and established action items to address the issues. The effort helped the BLM with the following goals:

- 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
- Implementing on-the-ground solutions to motorized OHV recreation and access issues, protecting public land resources, making more effective use of existing staff and funding, and pursuing additional resources to successfully accomplish strategy
- Promoting consistency of OHV decision-making and management within the BLM by clarifying guidance and promoting understanding of OHV management goals.
- Reducing conflict among user groups
- Providing an opportunity for long term involvement of the public in OHV management on public lands

In 2014, the BLM National Motorized Recreation Action Plan was developed consistent with the National Management Strategy for Motorized OHV Use on Public Lands. The recreation action plan complemented the direction that was identified during the 2001 effort by providing state and community driven direction to better plan for and manage motorized recreational use on BLM



lands. This new action plan repositioned the resources of the Recreation Visitor Services Program to achieve social, economic, and environmental goals of local communities, and provided more benefits for different types of recreational users. The plan ensured BLM participation in partnerships and potential secure and reliable funding resources.

The BLM is committed to working with the communities it serves, as well as its national, state and local partners, to establish sustainable motorized recreation trail guidelines based on desired experiences, landscapes, trail types and difficulty levels.

A long-standing national partnership between the BLM and NOHVCC has positioned the BLM, its partners and the communities it serves to effectively create a state-wide action plan to identify and manage motorized recreation use across BLM-administered lands.

The development of a Nevada 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 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, the BLM and NOHVCC believe that it is necessary to utilize a step-down approach. This method will reduce expenses and allocate joint funding directly to projects. The BLM Nevada State Office has been provided an 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 (RMPs) and Travel Management Plans (TMPs) and help create a dialog between motorized recreationists, local communities, and BLM Managers. This will lead to relationships and partnerships that will result in lasting solutions that benefit riders, local communities, and the BLM. The priorities developed will be locally-driven, but the process for reaching those decisions will be consistent and replicated in other states. The action plan will help achieve the vision of the BLM National Recreation Strategy in various planning processes and better utilize adaptive management practices.

NOHVCC worked with the BLM and state/local OHV organizations to organize and facilitate a series of community workshops designed to gather information from the motorized recreation community. Workshop sites were strategically located near BLM lands in Nevada. NOHVCC also worked closely with state motorized recreation associations 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, workshop participants, and the public. The information contained in this report will be used to help BLM, 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 lands and develop ideas on how to improve these opportunities
- Identify potential opportunities on BLM lands
- Identify methods to inform the public on responsible use
- Inform the public on the decision-making process regarding motorized travel

- Inform the public how they can best become effective participants in RMP and TMP processes
- Provide 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 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

To enhance user experiences, it is imperative to understand the needs of riders. Riding areas and trails should be designed to meet 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, mud bogs 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.



## Motorized Recreation Opportunities

Motorized recreation is a relatively new way to spend time outdoors. It provides families, friends, and outdoor enthusiasts the opportunity to spend time together outdoors in a positive environment.

To better understand why users want what they want, it is important to know more about the users themselves. According to a 2014 Motorcycle Industry Council (MIC) survey, the following demographics are attributed to motorcycle and ATV owners. Since the side-by-side industry is still relatively new, numbers are not available for this type of OHV recreation.

<b>Demographics</b>	<b>Motorcycle</b>	<b>ATV</b>
<b>Mean Age</b>	44.8 Years	40.3 Years
<b>Median Age</b>	47 Years	39 Years
<b>Male</b>	86%	82%
<b>Female</b>	14%	18%
<b>Single</b>	38%	40%
<b>Married</b>	61%	59%
<b>Some College</b>	29%	27%
<b>College Graduate</b>	20%	19%
<b>Post Graduate</b>	23%	17%
<b>Employed</b>	71%	67%
<b>Students</b>	5%	10%
<b>Retired</b>	15%	11%
<b>Median Household Income</b>	\$62,200	\$63,400
<b>Owners Have Children Under 16</b>	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 employed with disposable income to enjoy outdoor recreation. Additionally, ATV and motorcycle owners earned about \$10,000 more than the US national median income of \$52,500 in 2014. Finally, ATV and motorcycle riders generally start young, and are surrounded by people who have a positive view of OHV recreation. Also from the MIC survey:

- 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

Local 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.

## **Process**

This process has already been conducted in Montana, New Mexico, and Arizona with Action Plans completed for Montana and New Mexico. The results provided state and national BLM staff a better understanding of OHV user needs and desires. New partnerships have been created between local OHV enthusiasts, BLM and NOHVCC staff.

In developing this Motorized Recreation Report for BLM - Nevada, this project was divided into several phases:

- Phase I: Interview BLM Outdoor Recreation Planners 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 six public workshops across Nevada in Ely, Elko, Winnemucca, Reno, Pahrump, and Las Vegas. 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 and have group prioritize their top three recommendations.
- Phase III: Compilation of comments, 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 Nevada, summarize the priorities, and make final recommendations for the Action Plan for Nevada on BLM Lands.

## **Workshops**

NOHVCC reached out to partnering organizations, statewide and regional NOHVCC representatives, the Nevada Commission on Off-Highway Vehicles, the BLM Nevada Travel Management Lead, and state and regional OHV clubs notifying them of the National Motorized Recreation Strategy and garnered support for the initiative. The intent was to invite the OHV community to participate in the workshops to inform the BLM on how it can enhance recreational experience on BLM managed lands. 130 participants took part in the six NOHVCC-facilitated workshops held from November 13th through November 20th, 2017. Meeting locations were determined by NOHVCC, the BLM National Motorized Recreation Subject Matter Expert, and the BLM Nevada Travel Management Lead. Participants represented a broad array of OHV users, County Commissioners, Federal, State, and Municipal representatives, and the public. Driven and Lat + Long Consultants assisted with interview and fact gathering processes, planning and facilitation of the workshops and the preparation of the BLM Nevada Report.

Public Meeting Location	Date	Number of Participants	Participating Organizations and Representatives
Ely	November 13, 2017	30	GBI, USFS, NV Com. OHV, High Desert Trailblazers, BLM
Elko	November 14, 2017	9	Ruby Mountain Snowmobile Club, Elko County, 5 <sup>th</sup> Gear Powersports, BLM
Winnemucca	November 15, 2017	15	Northern NV ATV, BLM, GBI, NV Outdoor School
Reno	November 16, 2017	37	High Beamers, Pine Nut Mountain Trails Association, MRANN, Western States Racing Association, Carson City Open Space, HMB Racing, Komstock Krawlers, Sierra Stompers, NV 4WD Association, MRANN, ORBA, Lake Tahoe Hi-Lo's 4WD Club, Hills Angels, Strategies 360, WSRA, AMA D-36, Trailblazers
Pahrump	November 17, 2017	11	Pahrump Valley 4- Wheelers, JLR Inc & Dirt Bike Test, GBI, BLM, AMA D-35, BLM Law & Resource Protection
Las Vegas	November 20, 2017	29	Total Karnage, Vegas Valley 4 Wheelers, Dunes & Trails, Polaris Ward Adventure Time Tours, MRANN, Partners in Conservation, offroadnevada.org, USFS, BLM
	<b>Total</b>	<b>131</b>	

**Comments & Feedback**

The meetings opened with an overview of the BLM National Recreation Strategy and National Motorized Recreation Action Plan including the objectives and deliverables of the public meeting process and background on NOHVCC, Driven and Lat + Long Consultants. It was emphasized during this time that this process did not take the place of Travel Management Planning or Resource Management Planning. Participants were encouraged to stay engaged in the TMP and RMP processes. The second part of the meetings focused on engaging participants in a group discussion pertaining to how the BLM can enhance user experience on BLM-managed lands. The participants were divided into groups and each group selected one person to fill out a comment form. To maximize use of available time, each group recorded one set of comments. The Reno and Las Vegas workshops had six groups while other locations had two to three groups. Every workshop featured a diverse range of perspectives, knowledge, and experience from the OHV community resulting in general, specific and substantive comments regarding permitting, policy and communication.

Participants in each group were asked to answer six questions. Once they completed discussion and answered the questions, the facilitators asked each group to prioritize their top three answers related to how the BLM can enhance the OHV recreation experience on public lands. A detailed record of all comments is in the Appendix. Listed below are the questions that were part of the comment form:

- Where do you ride on BLM lands in Nevada? (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 BLM land in Nevada?
- What could the BLM do better to enhance your OHV recreation experience?

Once group activities were completed, the facilitators reconvened all participants and asked each group to share their top three answers with the entire group. Once every group had a chance to share their answers, the participants were asked to vote on their top three recommendations. The meeting priorities are listed below.



### Meeting Priorities

The tables below list priorities indicated from the groups during each meeting and are separated by meeting location. A list of current OHV areas on BLM-managed land in Nevada and the facilities found in can be found in the Appendix.

<b>Las Vegas Priorities – Nevada BLM / NOHVCC Workshops</b>		
<b>Priority</b>	<b>Description</b>	<b>Votes</b>
1	Make maps available on BLM website <ul style="list-style-type: none"> <li>• Show all designations (open, limited, closed)</li> </ul>	22
2	Interagency cooperation for trail systems <ul style="list-style-type: none"> <li>• All user types – multiple use</li> <li>• Consistent signing &amp; mapping</li> </ul>	15
3	Provide accurate & updated maps	11
4	Better communication about area & trail designations	10
5	BLM work with groups & clubs – Rider-provided trail inventories	8
6	Provide open access routes to trailheads	7
7	Re-open previously closed routes	6
8	Agency representation at club meetings	5
9	Create adjacent trails to access points	2
10	BLM should respect users & work as partners	2
11	Explain no representation of certain trails	1
12	Adequately sized trailheads	1
13	Provide various trail difficulties	0

<b>Pahrump Priorities – Nevada BLM / NOHVCC Workshops</b>		
<b>Priority</b>	<b>Description</b>	<b>Votes</b>
1	Area Designation <ul style="list-style-type: none"> <li>• Open</li> <li>• Closed</li> <li>• Specific for Competition</li> </ul>	9
2	Route Inventory <ul style="list-style-type: none"> <li>• Maps (consistent/coordinated signage)</li> </ul>	9
3	Keep Sand Washes Open	6
4	More Volunteer / User Group Coordination	3
5	Preserve Existing Access	3
6	Trail Markers & Rating System	0
7	Practice / Skills Areas (ie. Training for rock crawling)	0
8	Preserve Access & Keep Open Area <ul style="list-style-type: none"> <li>• Southeast Pahrump to California border</li> <li>• Big Dunes</li> <li>• Wheeler Pass</li> </ul>	0

<b>Winnemucca Priorities – Nevada BLM / NOHVCC Workshops</b>		
<b>Priority</b>	<b>Description</b>	<b>Votes</b>
1	Trail Loops	9
2	Sand Dunes – Restrooms (food truck)	7
3	Trail Maintenance – Shoshone	7
4	Designated Trails with Signage <ul style="list-style-type: none"> <li>• See Group #1's Notes</li> <li>• All Over</li> </ul>	4
5	Sonoma Mountain Trail Loops (Specific Example) <ul style="list-style-type: none"> <li>• Connector to Water Canyon</li> </ul>	4
6	Skills Course for Safety & Education (Sonoma Mountain)	3
7	Trail Re-Routes & Easements	1
8	Trailheads (Water Canyon)	0
9	Restrooms	0
10	Kiosks	0
11	Preloaded GPS Routes & Points	0

<b>Elko Priorities – Nevada BLM / NOHVCC Workshops</b>		
<b>Priority</b>	<b>Description</b>	<b>Votes</b>
1	Extending Silver State Trail in White Pine County	8
2	More cooperation and communication through MOUs	7
3	More signage and designated trails	5
4	More trailheads and staging areas (winter use)	4
5	Spruce Mountain	0
6	South Wendover	0



7	Cherry Creek	0
8	North Elko to Adobe	0

<b>Reno Priorities – Nevada BLM / NOHVCC Workshops</b>		
<b>Priority</b>	<b>Description</b>	<b>Votes</b>
1	Streamline permit process for events and races (in order to promote events)	11
2	Environmental Assessment on racing routes and cost recovery (Programmatic EA): Moon Rock, Pine Nuts, Yarrington, Dead Camels Mountain	10
3	Long Distance “open’ connector roads and trails (more XC trails) <ul style="list-style-type: none"> <li>• American Discovery Trail</li> <li>• Pony Express</li> </ul>	9
4	More Single track: Dog Valley, Verdi, and Bordertown	8
5	Trail Signage: Lockwood, Virginia City, Silver Springs, and Churchill	7
6	Adopt-A-Trail Program	6
7	More restrooms, camping and staging areas <ul style="list-style-type: none"> <li>• Pine Nuts</li> <li>• Johnson Lane</li> </ul>	5
8	Trail designation for the Hackett (and Wackett) Area	4
9	Expansion of the Silver State Trail in White Pine and Elko Counties	3
10	Trail Maintenance: Specifically in Eldorado Canyon, Dayton (trail washout), Moon Rocks and Cold Springs Areas	2
11	More partnerships with clubs on maintenance projects	1
12	Increase communication	0

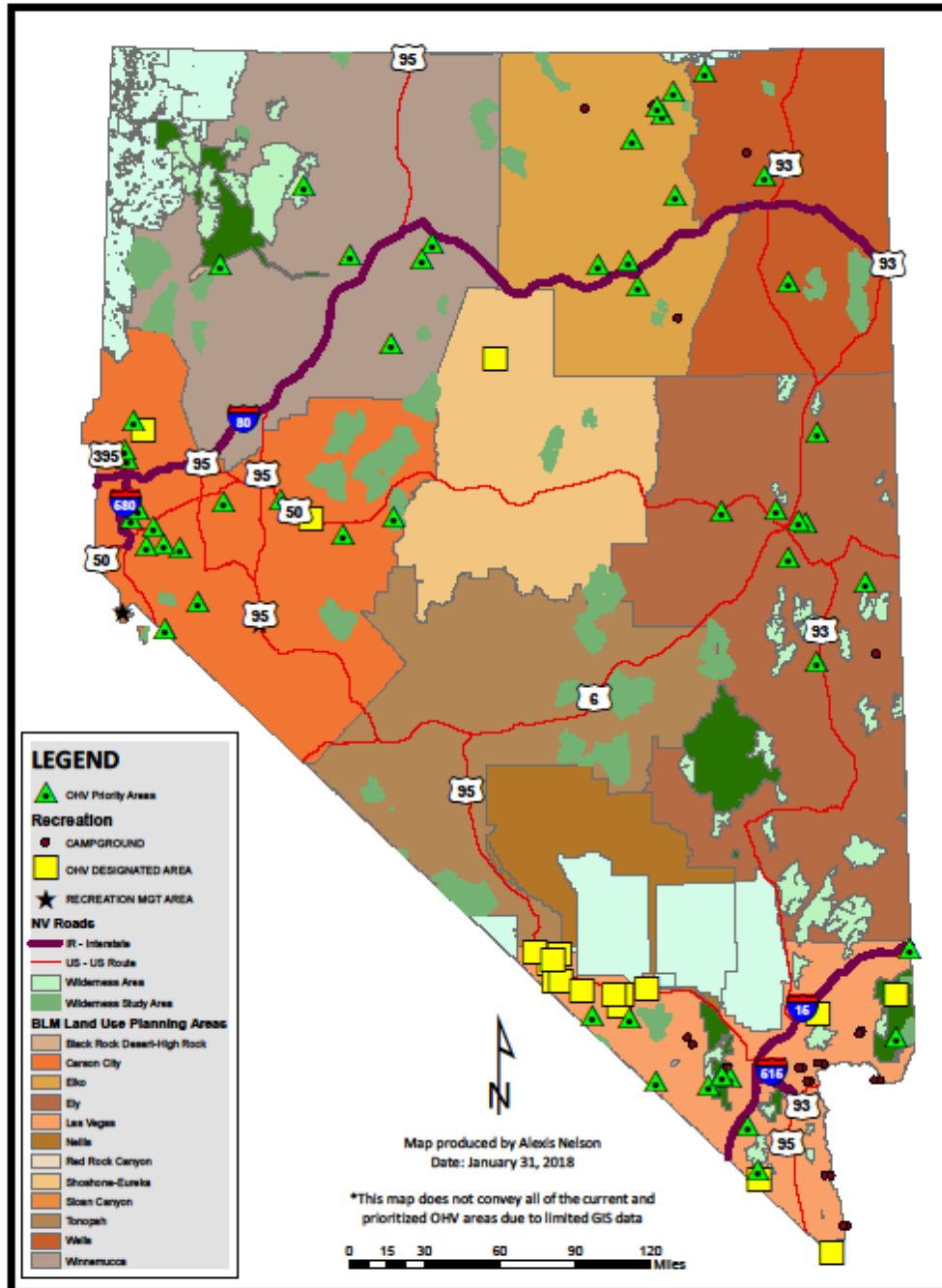
<b>Ely Priorities – Nevada BLM / NOHVCC Workshops</b>		
<b>Priority</b>	<b>Description</b>	<b>Votes</b>
1	Signage/Maps/Trails	13
2	Trail development – new & existing	11
3	Cooperation between USFS, BLM & User Groups	10
4	Consistency of width restriction (65”)	6
5	Silver State Trail – White Pine County	6
6	Completion of trail loops	5
7	Communication	4
8	Develop and promote organized rides	3
9	Restrooms (facilities)	3
10	Trail difficulty rating system	3
11	Interagency communication – trail transition consistency	1

**Top 3 Priorities/Meeting – Nevada BLM / NOHVCC Workshops**

<b>Location</b>	<b>Description</b>	<b>Common</b>
<b>Elko</b>	Extending Silver State Trail in White Pine County	Trails
	More cooperation and communication through MOUs	Comm/Coop
	More signage and designated trails	Sign, design.
<b>Ely</b>	Signage/Maps/Trails	Sign, maps
	Trail development – new & existing	Trails
	Cooperation between USFS, BLM & User Groups	Comm/Coop
<b>Pahrump</b>	Area Designation: Open, Closed, Specific for Competition	Designation
	Route Inventory: Maps (consistent/coordinated signage)	Maps
	Keep Sand Washes Open	
<b>Reno</b>	Streamline permit process for events and races (in order to promote events)	Permit
	Environmental Assessment on racing routes and cost recovery (Programmatic EA): Moon Rock, Pine Nuts, Yarrington, Dead Camels Mountain	EA
	Long Distance “open’ connector roads and trails (more XC trails) <ul style="list-style-type: none"> <li>• American Discovery Trail</li> <li>• Pony Express</li> </ul>	Trails
<b>Vegas</b>	Make maps available on BLM website: show all designations (open, limited, closed)	Maps
	Interagency Cooperation for Trail Systems: All user types – multiple use, consistent signing & mapping	Map, Sign, Coop
	Provide Accurate & Updated Maps	Map
<b>Winn.</b>	Trail Loops	Trails
	Sand Dunes – Restrooms (food truck)	Facilities
	Trail Maintenance – Shoshone	Main.

The map below shows current OHV riding areas managed by the BLM, as well as riding areas meeting participants prioritized for evaluation for the potential addition of OHV trail systems, facilities, or management.

## Designated & Prioritized OHV Areas in Nevada



## Recommendations

### Develop High Quality Maps of OHV Riding Areas and Designated Trail Systems Within Each District

Participants in all six meetings identified mapping as a priority throughout the input process. Users emphasized the importance of having accurate maps to clearly identify areas that are open for and closed to OHV use, including Wilderness Study Area and Wilderness Area boundaries. Defining jurisdictional boundaries, municipalities, and private lands on a map allows users to know their current location and where OHV travel is allowed. Reference points highlighting features such as trail facilities, intersections, points of interest and scenic and historically significant areas may be shown in detail on the map legend. Having these specific features indicated on a map helps users to plan travel routes, gauge approximate distances and calculate the amount of time necessary to reach a destination. Featured facilities may include restrooms, camping areas (designated and dispersed), shade structures, trash receptacles, staging and parking areas, and kiosks.

High quality maps educate users by clearly defining OHV areas as open, closed, or limited use. Succinct definitions of these categories help users understand exactly what is allowed within the designated areas. Participants also indicated a need for trail designations within OHV areas. Trail designations define which specific use or uses (dirt bike versus ATV/ROV use, etc.) are allowable on a trail. While multi-use trails are prevalent, there is a need for more single use trails in designated OHV areas. Maps may also include a trail rating system. A rating system can be developed by dividing trails into universally known categories such as easiest, more difficult, and most difficult.

It is recommended that maps be made available in printed format and located in a downloadable pdf format on the BLM website, as well as on partner/club websites. There are georeferenced pdf maps already available in many Western states. Georeferenced maps provide important information to users on their exact location relative to a base map. This is not only important from a reference perspective, it is also critical for the safety of users on public lands, especially those in remote areas where cell phone service is often non-existent. Additionally, Avenza is a commercial tool that could be expanded to include open OHV riding areas in Nevada.

In addition to printed and georeferenced maps, GPS trail data could be provided in a user-friendly and downloadable format. The data could be made available in .kmz and .gpx files and accessible from a direct link on BLM and partner websites. GPS data may include coordinates for features such as trail intersections, points of interest, restrooms and trailhead facilities, camping, and scenic areas. A mapping strategy should be developed to accurately gather GPS data. The strategy should include a detailed outline and prioritization of trails and areas for consideration, beginning with a test protocol in a high-use area. This process will identify the project parameters in terms of cost, time, and resources needed to complete sections within a specified district. The plan may be implemented over a five to ten-year period as practicable dependent upon available resources. Funding for implementation could be obtained through various sources including working with partnering organizations and applying for grant funds through the Nevada Commission on OHVs, industry grant opportunities, the Recreational Trails Program, and cost sharing with user clubs and organizations.

The BLM Tuscarora Field Office developed an OHV map for existing roads in partnership with Elko County. This model of collaboration between the County, the State of Nevada, the Forest Service and

the BLM could be replicated. It is recommended the BLM consider applying this model in the Las Vegas District and Clark County in conjunction with an ongoing OHV mass-marketing campaign.

Specific areas recommended for the mapping initiative:

- White Pine County
- Silver State Trail
- Pine Nuts Area (Carson City District)
- Moon Rocks (Carson City District)
- Jean, Nevada (Las Vegas)
- Gold Butte National Monument
- Boulder City (Las Vegas)
- All designated trails mapped in Las Vegas District
- Pahrump
- Shoshone Trail: Note - trail is signed and mapped, however maps need to be available to public (Battle Mountain)
- Sonoma Range (Winnemucca)

### **Develop and Implement Consistent Trail Signing Across BLM-Managed Lands**

Trail signing is a critical component for user safety. Excellent trail signage provides useful and detailed information that helps OHV enthusiasts in numerous ways. Proper signage provides notification of allowable uses, level of difficulty and warning of potential hazards, all of which enhances the safety and enjoyment of OHV enthusiasts. Trail signs are also important in identifying areas and trails closed to motorized recreation, jurisdictional boundaries, and marking Wilderness Area and Wilderness Study Area boundaries.

The key attributes of any successful trail signing program are simplicity and consistency. There are trail-signing resources and guidelines available through the International Association of Snowmobile Administrators (IASA) and the International Off-Highway Vehicle Administrators Association (INOHVAA), which provide detailed information on achieving a sign plan that meets these goals. Developing partnerships with organizations such as NOHVCC, the Off-Road Business Association (ORBA), the California-Nevada Snowmobile Association, the Nevada 4WD Association, the Nevada Commission on Off-Highway Vehicles, Off-Road Nevada and regional and local clubs across the state will not only strengthen the relationship between the BLM, agency partners, and grassroots organizations, but could also help provide manpower and resources to implement a trail signing program.

Specific areas recommended for new/improved trail signing (\*Indicates high priority)

- Ely District:
  - \*Silver State Trail (Specifically in White Pine County)
  - Ward Mountain
- Elko District:
  - \*Silver State Trail
- Carson City District:
  - \*Pine Nuts: specific signs include “No Dumping” & “Share Trails”
  - Moon Rocks
  - Peavine
  - Wilson Canyon

- El Dorado Canyon
- Hackett Canyon
- Antelope Valley
- Pahrump District
  - More trail signage in open areas to include “No Dumping” and Leave no Trace
- Battle Mountain District
  - Sonoma Range
  - More informational kiosks
- Las Vegas District
  - \*Gold Butte National Monument
  - \*New/updated kiosks at trailheads (designated trails)
    - El Dorado
    - Nellis Dunes
    - Nelson

### **Development of Communication Plans to Enhance Communication Amongst Land Managers and Recreational Users**

Workshop participants at every location indicated a perceived lack of communication is inhibiting OHV recreation in Nevada. The meeting attendees expressed concerns that the BLM was not effectively communicating on the following matters:

- Letting users know where they can and can’t ride
- Potential land closures minimizing the user experience
- Learning the users wants and needs to enhance user experience
- Communication amongst the different government agencies with similar goals and/or land management challenges

Communication is crucial to align land managers’ and user groups’ expectations of predicted outcomes. While cultivating relationships to a point where enough trust is established to allow for meaningful communication can be difficult, it is necessary for ultimate success. In short, putting the work in now to improve communication will save effort and frustration and prevent unrealistic expectations in the future.

The following five recommendations should be used to develop a communication action plan focused on OHV recreation in Nevada.

- Develop of a “Working Group” to assist with action plan goals
- Establish a statewide association that can manage user groups and establish guidelines to facilitate dissemination of information to clubs and users
- Implement annual and semi-annual meetings and site visits to implement recommendations
- Identify and assign responsibilities for trail maintenance, signing, and other recommendations
- Coordinate and promote events/rides

## Working Groups

A working group is a committee or group established to address a specific issue, make recommendations and manage implementation of remedies. A working group should be established in Nevada including representatives from land management agencies including BLM and USFS, the Nevada OHV Commission and user groups.

Currently, there is a breakdown in communication between the BLM and user groups in the state. BLM Field Office Staff are not familiar with existing representatives of user groups, and user group representatives are not certain who their contact at the BLM should be. Establishing a working group consisting of representatives from the BLM and other land management agencies, as well as leaders from the off-highway vehicle community would improve communication and collaboration between the BLM and the public. Once established, this group would serve as a communication hub between land managers and recreationists.

## Statewide OHV Association

A statewide OHV association has been key in developing a healthy working relationship between the BLM and OHV user groups in other Western States. Statewide Association representatives serve as points of contact for the BLM, who can then work with the Association to spread important news and information to their membership. NOHVCC has been



active in the development of statewide OHV organizations in other states and could help the state of Nevada establish its own association. NOHVCC could serve as a facilitator in creating a statewide OHV association by providing sample bylaws and other documents, like those used by long-standing OHV associations in California, Colorado, Idaho, Montana and Washington.

## Annual/Semi-Annual Meetings

Annual/semi-annual meetings provide an opportunity for communication and education to both user groups and the BLM. These meetings provide a forum to communicate latest concerns, achievements and promote upcoming opportunities for events and programs.

NOHVCC conducts annual meetings, which provide land managers and enthusiasts the opportunity to participate in open discussion about current issues, trends and successes related to OHV recreation. Annual meetings provide an excellent venue for the BLM to communicate with diverse user groups from across the state about upcoming plans and how to effectively partner to overcome issues on the trail systems they manage.

The Colorado Off-Highway Vehicle Coalition (COHVCO) is an example of an organization that does an excellent job of managing user groups and keeping them focused on common goals. Throughout each year, COHVCO hosts trail workshops to provide user groups with information on how they can help land managers with the everyday tasks of managing trails and riding areas. Annual or semi-annual meetings between the BLM and OHV recreationists in Nevada could achieve similar results.

### **Identifying and Assigning Responsibilities**

User groups are aware that BLM may not have adequate resources to dedicate to every priority. As a result, several local clubs in Nevada have established volunteer groups to assist with everyday tasks such as general maintenance and event promotion. These volunteer groups have rejuvenated trail systems and trailheads that previously had not received much needed maintenance and attention. These volunteer efforts have succeeded in bringing in enthusiasts from both in and out of state to enjoy recreational opportunities, providing an economic boon to the local area. Once a volunteer group has been established at a local level, land managers and user groups can prioritize cooperative maintenance projects, enjoy open lines of communication, and partner to leverage existing grant and support dollars.



### **Promotion and Coordination**

Once policies to manage responsibilities are in place, it is important to remember work continues. The newly established communication can help with coordinating and promoting events. Nevada's user groups have already done a great job at identifying areas for racing events, but there is a need to develop a similar standard and enthusiasm for trail rides and educational opportunities. At a time when social media provides numerous free resources to promote events, opportunities for advertising and communication are readily available.

Today's public is accustomed to having access to information with the click of a button. Sites like Facebook, Instagram, and Twitter to name a few, provide OHV users with the tools to promote at local, regional, statewide and national levels. The BLM will have much greater success promoting local riding areas, organizing volunteer days, enticing participation in travel management processes, and supporting local communities if it advertises its efforts on sites the public utilizes daily.

### **Trail Development and Maintenance Projects**

OHV trail system planning is necessary to identify what opportunities exist, how those opportunities will be managed, and how the user's experience can be improved. *Great Trails: Providing Quality OHV Trails*



*and Experiences* promotes OHV recreation as a route-oriented activity. In general, riders will use routes that already exist to satisfy their needs and desires. If existing routes fail to meet the rider's expectations, or if routes do not exist, some riders may create non-designated routes that fail to account for water drainage and trail sustainability. This results in negative resource impacts and social user conflicts and provides poor recreational opportunities. During the six workshops the following recommendations were top priorities:

- Establishing a trail rating system to reflect difficulties
- Developing trail loops
- Keeping the sand washes open
- Placing priorities on maintaining access to existing trails

### **Training & Education for BLM Staff and OHV Volunteers**

As referenced above, NOHVCC commissioned the writing of the *Great Trails: Providing Quality OHV Trails and Experiences* in 2015. This book is intended to provide land managers and OHV enthusiasts with the information they need to create sustainable OHV trails that also provide high quality recreational experiences. Authored by OHV trail expert Dick Dufourd, *Great Trails* features over 350 pages of information about trail planning, trail layout and design, OHV management, maintenance, trail construction and much more. A limited supply of these books was distributed to BLM staff in Nevada at the six workshops. *Great Trails* will be a valuable resource for both BLM and enthusiasts as they seek to fulfill the recommendations found in this report. Free copies can be downloaded in electronic format at <http://gt.nohvcc.org/>. Hardcopies can be purchased for \$30 at the same website.



NOHVCC offers a companion workshop for *Great Trails* that consists of three days of intensive training to provide a basic understanding of the major components found in *Great Trails*. These workshops have been held all over the country with great success. NOHVCC recognizes it can be difficult to secure funding for training. As a result, NOHVCC commits to working with the BLM, the Nevada OHV Commission, The Nevada Recreation Trail Program Administrator, and local OHV clubs to secure funding for such a workshop or series of workshops. The intended audience for these workshops is BLM staff, OHV volunteers, and other stakeholders. The agenda would be tailored to local needs and issues.

### **Trail Ratings**

Establishing trails with varying difficulties allows riders to plan routes based on individual skill level, desire for challenge and trail variety. Common difficulty levels that allow trails to be subjectively classified based on difficulty of other trails in the area include easiest, more difficult, and most difficult.

To learn more about trail ratings, refer to chapter three of *Great Trails: Providing Quality OHV Trails and Experiences*.

### Trail Loops

One key factor of an outstanding OHV recreation area is the development of trail loops. Trail users look for a variety of riding opportunities to have a satisfactory experience; they do not wish to travel to and from their destination on the same route. Offering a variety of loops allows OHV enthusiasts to enjoy a variety of experiences and entices them to stay on designated trails. Trail loops can be established by developing a trail concept plan. Detailed instructions on how to establish a trail concept plan that allows for loops and variety can be found in chapter three of *Great Trails*.

### Sand “Dry” Washes

Continued access to sand washes was identified as a high priority by participants in the Pahrump workshop. Participants are concerned the sand washes will no longer be open to OHV users. Follow-up communication with the BLM National Travel Management Lead and BLM Nevada Travel Management Lead provided additional information addressing this priority. The 1998 Resource Management Plan (RMP) divided the districts into two types of limited OHV areas. The ACECs were limited to designated routes and the rest were limited to existing roads, trails and dry washes. When the draft RMP came out, the BLM - Nevada used the standard language of deferring implementation planning and the process to analyse existing routes for inclusion in the designated travel route system. The specific term "dry washes" used by the OHV community was not used in the plan so it was assumed the BLM would not consider or approve travel on any route in dry washes. Many of the larger washes in southern Nevada have traditionally been used as travel routes and are part of the BLM’s route inventory. There are also several races that have taken place in the dry washes. The BLM’s intent is to consider all existing routes, including those in dry washes. However, not every dry wash will be considered as an existing route unless there is evidence of regular travel. The BLM has already modified language in the Las Vegas RMP to include some existing routes in dry washes.

### Prioritization of Existing Trails

Having a vision is a crucial factor in managing an OHV trail system. This vision should be based on existing opportunities, opportunities that should exist, and options available to the land manager to provide these opportunities. Workshops participants were asked where they currently ride and where would they like to ride. A list of responses was created to assist the BLM in prioritizing existing routes for maintenance and reroute, as well as to examine the potential for new opportunities. The following trails and areas were listed as key opportunities the users would like the BLM to provide and manage.

Trail/Riding Area Priorities					
<u>Ely</u>	<u>Elko</u>	<u>Las Vegas</u>	<u>Pahrump</u>	<u>Reno</u>	<u>Winnemucca</u>
Ward Mountain	Wild Horse	S of Round Mountain	South Quarter Horse	Pine Nut	Sand Dunes
Telegraph	Gold Creek	Counties: Lincoln, Nye,	South Pahrump Valley &	Mountain	China Gardens
Bothwick	Coalmine	Esmerelda, Clark, White	Highway 160	Toulon	Local access from
Schell Creek	Canyon	Pine	Trout Canyon Levy	Tonopah	homes
White Pine Lincoln	South of Wells	Gold Butte	South Turner/Quarter	Nightingale	Sonoma Canyon
Elko County	Elko to Adobe	Virgin Mountains	Horse to East end of Dry	Sweetwaters	Elbow Canyon
Clark County	Wilson Lake	Mountain Springs to	Lake to far end of Frontsite	Wilson Canyon	Dun Glen

Silver State Trail Locally created single track White Pine County	Area N of Wells to Ten Mile Carlin N to Mary's River N of S Fork Reservoir Diamond Mountain Pony Express Trail Silver State Trail North of Elko to Adobe Independence Range Spruce South Wendover South Fork, South Shale Mines Jarbridge	Good Springs Nellis Dunes Nelson Dunes Logandale Trails Hells Half Acre Mormon Mesa Mercury Mesquite Jean Nevada Dry Lake Beds Cold Creek Apex Searchlight Armagossa Dunes Armagossa Valley Pahrump Crater Flats Beatty/Caliente Sloan Sandy Valley/Stampede Trailhead (Pioche) UTE Road Mesquite Overton Alamo/Delamar Valley Ely Re-open Great Basin	Timber up to go by Johnnie Gold Butte Piaute Area & Canyons Expedition Southeast Arovno City Northwest towards Spring Mountain Raceway Along CA & NV Border Big Dunes Wheeler Pass Bella Vista (North/West)	Dead Camel Salt Wells Hungry Valley Moon Rocks Peavine Winnemucca Dry Lake Lava Beds Nixon Middle Gate Sierra Silver Springs Churchill Reno Area Northern- Nevada Roads Dog Valley Bronco Canyon El Dorado Canyon Hackett Canyon Antelope Valley	Hinkey Summit Shoshone Trail Majuba Winnemucca Mountain Pine Forest Range Shoshone Trail Eugene Mountains Sonoma Mountains Bloody Shins Trail, Black Rock Desert Owyhee Desert Wilson Reservoir Midas Area
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### Improve and Upgrade Current Facilities

Providing for camping, support facilities, and staging areas is necessary when developing or enhancing an OHV recreation area. It is not only important for the facilities to exist, but also to be mapped and maintained. If facilities are not shown on the map (the main resource for promotion), few OHV riders will know they exist. Clean and well-maintained campground and trailhead facilities are often major factors in determining where a rider will recreate and will entice riders back for subsequent visits. The following tables reflect current facilities and necessary upgrades in each area.

Existing Amenities - Facilities				
<u>Ely</u>	<u>Elko</u>	<u>Las Vegas</u>	<u>Reno</u>	<u>Winnemucca</u>
Trailheads	Parking area	Kiosks	Kiosks	Kiosks
Campgrounds	Kiosks	Portable & vault	Dispersed &	Restrooms
Staging areas	Campgrounds	restrooms	designated camping,	Disability accessible
Primitive campsites		Campground	Restrooms	Campground
		Dispersed camping	Staging area	Designated &
		Parking	Parking area	dispersed camping
		Picnic tables	Trash receptacles	Cabins

Improve, Upgrade or in Need of Development - Facilities					
Ely	Elko	Las Vegas	Pahrump	Reno	Winnemucca
More trail signing and kiosks Restrooms	Trailhead development	Restrooms Shade structures Kiosks w/maps Parking Campgrounds Trailheads, staging areas	Trailhead designations	Bathrooms/facilities Parking areas Camping staging areas Campsites Loading ramps	More facilities at trailheads (restrooms) Kiosks with information

**Streamline BLM Permit Process to Host Events/Races**

Special Recreation Permits are required to host an event or race on BLM lands. Permits are issued to businesses, organizations, and individuals allowing the use of specific public land and related waters for commercial, competitive, and organized group use. These permits allow the BLM to coordinate and track commercial and competitive use of public lands and ensure resource protection measures are in place. During the workshops, participants commented that the permit process needs to be streamlined to make it easier for permits to be acquired, especially if the event is held for consecutive weekends or annually.

Environmental assessments are required prior to permit approval. Meeting participants also requested this process be streamlined to make it easier for the public to apply for permits.

**Conclusion**

Nevada’s unique mountainous and desert landscape is the ultimate playground for OHV recreation. It’s an iconic destination for off-highway vehicle adventure and is home to passionate enthusiasts that place tremendous value on their backyard resource. The BLM’s goal of engaging communities in a process that enhances recreational experiences for the public is a proactive and successful approach in implementing change. The series of workshops proved when you ask the public for their input, they are willing to participate, want to be involved, and expect follow-through. This process attracted solid participation from a broad array of motorized uses ranging from off-highway motorcycles, 4WD, ATV/ROV to desert racing and snowmobiling.

NOHVCC will share the recommendations and the final report with the BLM Washington DC Office. The information provided in the BLM Nevada Motorized Recreation Report will be incorporated into the evolving BLM National Recreation Action Plan process that currently encompasses three other Western states (Montana, New Mexico, and Arizona). The BLM will use information gathered in this Report, along with institutional knowledge, to develop a balanced Action Plan that will be distributed to the BLM Outdoor Recreation Planners within each district where they may use the information for planning and implementation of the recommended action items. This document may also be utilized in assisting the various districts and field offices in the development and revision of their Resource Management Plans (RMPs) and Travel Management Plans (TMP). Compiling the information in an inclusive and singular resource may streamline several phases of the comprehensive planning processes.

The meetings with the various user groups highlighted common desires among the OHV users including web-based access to OHV trail/area maps, access to GPS data, trails designated by allowable machine

type, improved trail signage, and improved communication between the BLM and OHV recreationists. These recognized desires can be achieved through partnerships and by working with organizations and clubs that have common goals of improving the OHV experience and infrastructure. There are successful models across the country that demonstrate these goals can be achieved by sharing resources. NOHVCC believes these are realistic and feasible action items that can be accomplished in the near future.

We learned through this dynamic process the importance of working with our partners to coordinate efforts. Public engagement is a critical component to the success of this report. Without input from enthusiasts, the BLM will lack the direction it is seeking. Emphasis should be placed on having real-time maps in GIS available during the workshops. This missing piece would assist NOHVCC in providing more detailed information on location of desired riding areas and areas of improvement.

It is imperative that we prioritize and develop a strategy that connects OHV organizations, clubs, municipalities, and agencies together. By doing this, we strive to improve our communication, our relationships, and ultimately our OHV experiences on BLM lands. The BLM has shown its willingness to make this happen, now it's time to execute a course of action.

### **Project Team**

The success of this report is a reflection of all partners and participants involved with this process. It's the dedication and enthusiasm in this process that helped deliver a thorough report, providing much-needed direction to the Nevada BLM.

Thank you to our following partners in the various Nevada BLM District and Field Offices. These offices provided initial direction on how BLM land is utilized in the state. Their time and direction helped prepare us for the workshops, with several offices providing additional documentation (such as brochures and maps) so we had as much information as possible in helping determine the report's final recommendations.

The public participation was greatly appreciated. We can't thank everyone enough who took the time to provide written comments or contributed to the planning sessions held during the workshops. Over twenty cities were represented at the meetings including: Carson City, Cottonwood, Dayton, Elko, Ely, Gardnerville, Henderson, Incline Village, Jupiter, Las Vegas, Minden, Moapa, Pahrump, Reno, Silver Springs, Sparks, Spring Creek, Tahoe Vista, Tonopah, Verdi and Winnemucca.

Our team enjoyed hearing all of your insight on OHV use in the state of Nevada as well as the users wants and needs. This report is a reflection of your input and will provide each BLM district with direction necessary to provide fun, sustainable and adequate OHV recreation.

Our team is made up of outstanding organizations and staff with over 50 years of combined experience in OHV management and are all enthusiasts themselves. Together with your help, we were able to make this process a success.

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**About BLM**

The BLM mission is to sustain the health, diversity, and productivity of America’s public lands for the multiple use and enjoyment of present and future generations. Congress tasked the BLM with a mandate of managing public lands for a variety of uses such as energy development, livestock grazing, recreation, and timber harvesting while ensuring natural, cultural, and historic resources are maintained for present and future use. This multiple-use approach enables the agency to prioritize and advance the President’s priorities which include energy independence, shared conservation stewardship, keeping our borders safe, putting Americans back to work, and serving the American family. To do this, BLM manages public lands to maximize opportunities for commercial, recreational, and conservation activities. This promotes healthy and productive public lands that create jobs in local communities while supporting traditional land uses such as responsible energy development, timber harvesting, grazing, and recreation, including hunting and fishing.

**About NOHVCC**

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 in order 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 rather a partnership organization with volunteer state and associate state partners in almost all of the United States. NOHVCC staff is working to get all of the states covered. The organization partners with the Canadian Off-Highway Vehicle Distributors Council, the All-Terrain Quad Council of Canada, and the Motorcyclists Confederation of Canada. In addition to these enthusiast partnerships, we have and form partnerships with government agencies such as the US Forest Service, the BLM, the Federal Highway Administration, plus state and local agencies. NOHVCC’s goal is simply to provide 'A Positive Future for OHV Recreation'.

### **About Driven**

Driven is a consulting service for businesses and non-profits, providing assistance in developing policies and procedures, strategic planning, marketing campaigns, social media management and business management services. The company specializes in providing attractive and effective yet affordable services based on business goals and direction for the future. Currently, Driven serves as the Executive Assistant for the International Association of Snowmobile Administrators (IASA) and the International Off-Highway Vehicle Administrators Association (INOHVAA), provides marketing and strategic planning solutions for the Off-Road Business Association (ORBA) and serves as the organization's Editor for its digital publication the National Advocate, assists AIARE (American Institute for Avalanche Research & Education) with planning and business services while marketing the program to the snowmobiling community and serves as Ride Rasmussen Styles business manager obtaining USFS permitting and scheduling snowmobile clinics. Keri Wanner, owner of Driven, has over 15 years of motorized and non-motorized recreation management and marketing serving as Snowmobile North Dakota's Executive Director and serving on several non-profit boards.

### **About Lat + Long**

Lat + Long provides strategic and operational support to non-profit organizations and small businesses specializing in motorized recreation. Lat + Long's unique services include grant writing, strategic planning, meeting facilitation, and the coordination and implementation of specialized projects. Alexis Nelson, owner of Lat + Long, has served the motorized community in multiple capacities; she was the Chief Executive of a large non-profit organization in Vermont for thirteen plus years and is part of a team that established and facilitates a newly formed national OHV organization called One Voice. She has lead two economic impact study projects in Vermont and Nevada from preparing the grant proposal and project execution to the development of the final report. Alexis provides ongoing strategic and operational consulting services to the Off-Road Business Association (ORBA) and works with several non-profit organizations in New England.

### **About Driven Lat + Long Partnership**

Driven and Lat + Long have had a long standing mutually beneficial working relationship since 2004 where both principals were members of the International Association of Snowmobile Administrators (IASA). Keri and Alexis are contractors for ORBA and together have established and implemented an aggressive marketing campaign and managed planning strategies for future direction. Together they facilitated planning sessions for members at the SEMA Show providing direction for future marketing efforts and project development for One Voice. With their knowledge and experience in the OHV industry coupled with management skills and understanding the dynamics of working with volunteers and non-profit organizations.

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## APPENDIX

### Attachment 1: Current OHV Opportunities & Facilities on BLM Managed Lands in Nevada

**NOTE:** Acreages are organized into the following categories:

Open = Open to motorized travel

Closed = Closed to motorized travel

Limited = Motorized travel allowed on existing and/or designated routes

<u>District</u>	<u>Area Name</u>	<u>Use</u>	<u>Facilities</u>	<u>Notes</u>
<b>Carson City: Sierra Front FO</b>  <b>Acreage:</b>  Open: 834,087  Closed: 29,481  Limited: 359,065	Moon Rocks	Rock Crawling Dirt Biking ATV/ROV Desert Racing	Kiosk Dispersed Camping (no formal campground)	
	Wilson Canyon	All OHVs	Dispersed Campground Restroom	*No formalized trail system. Proposed Recreation Area
	Pine Nuts	All OHVs	Several Access Points Kiosk: Cuomo Road	
	Mason Valley	Primarily OHV race track and course	Staging Area Kiosk	
	Jumbo	All OHVs	Parking Area Restroom	*Scenic by-way from Fort Churchill to Wellington
<u>District</u>	<u>Area Name</u>	<u>Use</u>	<u>Facilities</u>	<u>Notes</u>
<b>Carson City: Stillwater FO</b>  <b>Acreage:</b>  Open: 3,006,253  Closed: 9,238  Limited 565,191	Sand Mountain OHV Recreation Area	All OHVs	23 Miles of designated trails Open riding on Dunes Staging Area & access to 4,700 acres (3) Restrooms Trash Kiosk Designated & Dispersed Camping Areas	*Recreation permit required for access
	Dead Camels Mountain	Dirt Bikes 4WD ATV/ROV		
	Mina	All OHVs	500 acres of open two-track trail riding	

<u>District</u>	<u>Area Name</u>	<u>Use</u>	<u>Facilities</u>	<u>Notes</u>
<b>Elko:</b> <b>Tuscarora FO</b>  <b>Acreage:</b>  Open: 3,134,019  Closed: 0  Limited: 70,525	Gold Creek	OHVs Snowmobiles	Parking Area: 75 vehicles Kiosk Campgrounds: <ul style="list-style-type: none"> <li>• North Wildhorse</li> <li>• Wilson Reservoir</li> <li>• Zunio/Gigs Reservoir</li> </ul>	
<u>District</u>	<u>Area Name</u>	<u>Use</u>	<u>Facilities</u>	<u>Notes</u>
<b>Elko:</b> <b>Wells FO</b>  <b>Acreage:</b>  Open: 4,100,000  Closed: 0  Limited: 145,447	Spruce Mountain	All OHVs	Kiosks Campgrounds:	
<b>Ely:</b> <b>Bristlecone FO</b>  <b>Acreage:</b>  Open: 0  Closed: 392,541  Limited: 6,007,459	Egan Crest Trail System  Illipah Reservoir Recreation Area  Sacramento Pass Recreation Area  Cleve Creek CG  Lost Ox Trail	Single & Two Track  Open to OHV use on existing roads  Open to OHV use on open and existing roads and trails  All OHVs  All OHVs	11 miles Trailhead  Campground Staging Area  (2) Campgrounds Restrooms Picnic Tables & Grills Shade Structures (SS) Staging Areas  Campground Staging Area	*Area borders Great Basin NP

<u>District</u>	<u>Area Name</u>	<u>Use</u>	<u>Facilities</u>	<u>Notes</u>
<b>Ely:</b> <b>Caliente FO</b>  <b>Acreage:</b>  Open: 0  Closed: 800,959  Limited: 4,299,041	Silver State Trail	All OHVs	260 miles (5) Trailheads (6) Campgrounds <ul style="list-style-type: none"> <li>• Stampede</li> <li>• Chief Mountain  West: Restroom, SS, picnic tables, fire rings, and grills</li> <li>• Chief Mountain  South: Restroom, SS, picnic tables, fire rings, and grills</li> <li>• Patterson:  Restroom, SS, picnic tables, fire rings, and grills</li> <li>• Pahroc Wash:  Primitive – one shade structure and</li> <li>• Pine Dam: SS, picnic tables, restroom – OHV staging area</li> <li>• Matthews Dam:  towards UT border</li> </ul>	*First Congressionally designated OHV trail in the US
<u>District</u>	<u>Area Name</u>	<u>Use</u>	<u>Facilities</u>	<u>Notes</u>
<b>Ely:</b> <b>Basin &amp; Range NM</b>		OHVs allowed on existing roads	(60) Primitive campsites	
<u>District</u>	<u>Area Name</u>	<u>Use</u>	<u>Facilities</u>	<u>Notes</u>
<b>Battle Mountain:</b> <b>Mount Lewis/Tonopah FO</b>  <b>Acreage:</b>  Open: 9,098,167  Closed: 0  Limited: 1,467,556	Shoshone OHV Area	45 miles of designated ATV trails, Signed, Mapped	(2) Kiosks Restrooms Disability accessible Mill Creek Campground	Trail System designated for vehicles 50 inches wide or less

<u>District</u>	<u>Area Name</u>	<u>Use</u>	<u>Facilities</u>	<u>Notes</u>
<b>Southern Nevada: Las Vegas FO</b>  <b>Acreage:</b>  Open: 12,821  Closed: 262,670  Limited: 1,806,774	Muddy Mountains	Established for off-road vehicles	123,400 Acres	*Logandale Trails: Not a Special Recreation Management area but a popular place to ride and it includes kiosks, (2) vault restrooms, trash receptacles and parking. Partners in Conservation partners with the BLM on the stewardship of this area.
	Nellis Dunes	Established for OHV high speed & open plan opportunities	10,860 Acres	
	Sunrise Mountain	OHV travel is limited to designated roads & trails	37,620 Acres	
	Las Vegas Valley	Established for trail connectivity	197,300 Acres	
	Nelson Hills/Eldorado	Established for competitive OHV events	81,600 Acres	
	Jean/Roach Dry Lakes	Established for competitive OHV events	216,300 Acres	
	Laughlin	Established for permitted OHV events	25,600 Acres Information kiosks are available throughout the district but do not display maps and focus more on educational purposes	
<u>District</u>	<u>Area Name</u>	<u>Use</u>	<u>Facilities</u>	<u>Notes</u>
<b>Southern Nevada: Gold Butte NM</b>  <b>Acreage:</b>  Open: 0  Closed: 26,966  Limited: 258,194	Gold Butte Backcountry Byway	Trail is signed and paved but not maintained and leads to Gold Butte Monument, Routes outside of the byways are marked with carsonite posts and need to be maintained	64 Miles (5) Kiosks on the Byway Portable Restrooms, Parking, Campground	*Trail system was in place before monument

<b>District</b>	<b>Area Name</b>	<b>Use</b>	<b>Facilities</b>	<b>Notes</b>	
<b>Southern Nevada: Pahrump FO</b>  <b>Acreage:</b>  Open: 11,324  Closed: 148  Limited: 688,900	Big Dunes	Open sand dune riding	No facilities, dispersed camping		
	<hr/>				
	<b>District</b>	<b>Area Name</b>	<b>Use</b>	<b>Facilities</b>	<b>Notes</b>
	<b>Red Rock FO</b>  <b>Acreage:</b>  Open: 0  Closed: 72,124  Limited: 125,941	Good Springs Road	Trail systems total 52 miles and open to designated roads only	7 Miles, Kiosk, Parking	All of the trails have a Red Rock Canyon sign identifying the field office
Bird Spring Road			5 Miles, Kiosk		
Mustang Road			2.5 Miles, Parking		
Black Velvet Canyon Road			2.5 Miles, Parking		
Rocky Gap Road			10 Miles, Parking, Restrooms, Picnic Tables, Dispersed Camping		
Hair Springs Road			4 Miles		
Brown Stone Canyon Road			2 Miles, Kiosk		
Grape Vine to Lucky Strike Road			12 Miles, Dispersed Camping		
Boot Leg Spring			2 Miles		
13 Mile Canyon			13 Miles		

	Rainbow Spring		2 Miles, Kiosk, Dispersed Camping	
	Deer Valley		10 Miles, Dispersed Camping	
<u>District</u>	<u>Area Name</u>	<u>Use</u>	<u>Facilities</u>	<u>Notes</u>
<b>Winnemucca:</b> <b>Black Rock / Humboldt FO</b>  <b>Acreage:</b>  Open: 392,880  Closed: 778,239  Limited: 7,248,607	Black Rock Playa	Roads are open to motorized recreation	737 Miles Seasonal Closures affect 23 Miles 35 Miles of Closed Routes (7) Kiosks (3) Cabins Restroom located near each cabin Designated Camping Areas: <ul style="list-style-type: none"> <li>• Stevens Camp</li> <li>• Massacre Camp</li> <li>• Soldier Meadows (6)</li> </ul> All designated camping sites have fire pits & tables Dispersed camping is also offered	*Mines are partnering with clubs to help manage routes

## Attachment 2: References/Phase 1 Project Notes

### Appendix

#### References

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

BLM Special Recreation Permits: <https://www.blm.gov/programs/recreation/permits-and-passes/special-recreation-permits>

BLM Nevada: <https://www.blm.gov/nevada>

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

International Association of Snowmobile Administrators Signing Guidelines (2014)

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

Motorcycle Industry Council 2014 Motorcycle/ATV Owner Survey

Nevada Legislature: <https://www.leg.state.nv.us/General/NVfacts/index.cfm>

Nevada Off-Highway Vehicles Program: <https://ohv.nv.gov/>

Nevada. (n.d.). Retrieved December 19, 2017, from <https://outdoorindustry.org/state/nevada>

World Population Review: Nevada Population. (2017-11-16). Retrieved 2017-12-19, from <http://worldpopulationreview.com/states/nevada-population/>

Off-Highway Vehicle Acronyms	
4WD	Four Wheel Drive
ATV	All-Terrain Vehicle
ROV	Recreational Off- Highway Vehicle

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## BLM/NOHVCC Nevada Workshops

### Phase 1 Notes

#### Carson City District

Notes: The Carson City District is revising its Resource Management Plan (RMP). The draft includes the Proposed Alternatives which are the BLM's preferred action. The majority of the district will be classified into one of three categories: Open, Closed, and Designated. The designated status implies OHV recreation will be limited to existing use within the area. Until Travel Management Planning takes place, there will be no specific designated trails. There are 4,161,573 acres of BLM Land within this district.

#### Sierra Front Field Office:

No designated OHV Areas. There are 3,499,266 acres of BLM-managed land and the majority of this is considered "open" to OHV use.

There are five primary OHV areas of interest:

- Moon Rocks. Located approximately 30 minutes from Reno in Washoe County. Known for its unique outcropping of slick granite, this site is a popular destination for rock crawling, hill climbs and cross-country desert travel. Other uses in this area include dirt biking and ROV/ATV's. There are no designated campsites; however, dispersed camping is allowed and there are kiosks with area maps.
- Wilson Canyon. Located in Lyon County, this OHV area has a dispersed campground and a restroom facility. There is not a formalized trail system; however, there is a proposal to classify this area as a Proposed Recreation Area. There is a private RV Resort, Walker River Resort, which is used as a staging area.
- Pine Nuts. Popular for Jeep, ATV and single-track touring - this area has a designated route map. There are several access points including Johnson Lane and the intersection of Lone Tree and Pine Nut Roads. There is also a kiosk located on Cuomo Road.
- Mason Valley. Area hosts OHV races and a track/course. Single track is primary use. There is one staging area that includes a wide spot in the road to park – there is a ramp and kiosk.
- Jumbo. Located on the East side of Washoe Lake. There is a parking lot and a restroom. Point of Interest worth noting is the Scenic Byway from Fort Churchill to Wellington. This is also the main route to access the Pine Nuts area.

#### Proposals by User Groups:

- Centennial Hills (located in Carson City) – connecting an OHV trail network from Centennial Hills to Virginia City.
- OHV loop trail through Pine Nuts



## Stillwater Field Office

Sand Mountain is the only designated OHV area within the Stillwater FO jurisdiction.

- Sand Mountain OHV Recreation Area. Located 25 miles East of Fallon off of Highway 50, this popular OHV destination attracts enthusiasts from all over the country. There are 23 miles of designated trails in addition to the open riding on the dunes. Sand Mountain also serves as a staging area for destination riding accessing over 4,700 open acres (in addition to 19,000 proposed acres). Facilities on the premises include three restrooms, on-site trash receptacles, kiosk, designated and dispersed camping area. Sand Mountain is a recreation fee area; a recreation permit is required. The weekly permit is \$40 for 1-7 days and an annual permit is \$90/year.
- Dead Camels Mountain. Located in Southwest Fallon, this is a popular OHV recreation for dirt bikes and 4WD's
- Mina. Approximately 500 acres for dispersed two-track trail riding.

There is a total of seven Wilderness Study Areas (WSA's); one in the Sierra Front FO and six in the Stillwater FO. All WSA's are closed to motorized travel. There is OHV access on what the BLM refers to as the 'cherry stemmed roads' and many use these roads to access points of interest and historical sites within the WSAs.

Within the draft RMP, there are two types of recreation areas: SMRA (Special Recreation Management Area) where OHV use is the primary recreational use. These proposed designations include Sand Mountain, Moon Rocks, and Wilson Canyon. The other recreation area, ERMA (Extensive Recreation Management Area), has unique properties and characteristics of the land which include minerals, range and energy. The only proposed ERMA within the district is the Mina area.

All acreages are considered an approximation until the RMP is complete. Each OHV area will have a status of open, closed, or designated. Excepting Sand Mountain, there are no designated areas until the RMP is finalized.

## **ELKO District**

### Tuscarora Field Office

There are no designated OHV areas within this jurisdiction. Approximately 98% is open to OHV use and the other 2% is WSA. At this time, there is not a draft RMP, however the FO is in the pre-planning stage of preparation for the inevitable RMP process, with exception of the sage grouse areas where cross country motorized travel is not permitted. The Tuscarora FO manages 3,204,544 acres of the 7,499,991 total acres in the district.

- Gold Creek Area: Open to snowmobiles and OHV use. There is a kiosk that needs updating. There is also a gravel surface parking area that accommodates approximately 75 vehicles and trailers. Gold Creek is located off Hwy 225, 65 miles North of Elko. This area is a gateway to USDA Forest Service land.

The Tuscarora FO has a partnership with Elko County which has resulted in the production of an OHV map for existing roads – this is a collaboration between the County, the State of Nevada, the Forest Service and the BLM. Other partnerships include Nevada Backcountry Roads - a volunteer-based organization that assists in identifying routes for two-track OHV travel.

There are three campgrounds within this area and there is OHV access from all three campgrounds.

- The North Wildhorse Campground, located ¼ mile from the Gold Creek Parking Area.
- Wilson Reservoir
- Zunio/Gigs Reservoir

### Wells Field Office

There are no designated OHV areas and trails within this jurisdiction. Approximately 98% is open to OHV use and the other 2% is considered WSA. There are four WSA's and one small ACEC consisting of 6000 acres. The Wells District is 4,245,447 acres in size, including one million acres of Sage Brush focal area. In the early 2000's, a travel management process considered classifying Spruce Mountain as a designated OHV Area. The process was aborted after scoping, public meetings and comments due to changes in ownership of a private parceled piece of land. Spruce Mountain continues to be a popular OHV area that does not have a formal status or designation.

The OHV Areas of Interest:

- Spruce Mountain: Open and popular to all types of OHV use. Also known as a big game area. There are three kiosks as well as signed and numbered roads. The California Trail Backcountry Byway is part of this area.
  - Campgrounds: Tabor Creek, Mary's River Riparian Area (not a designated CG – more defacto)

Other notes: The Utah Desert Foxes used to coordinate a race event in the Eastern section of the district. They held Club Days where they would perform trail rehab. There is a new club, the Gold Diggers Motorcycle Club, that initiated a race near Wells and may become an active partner in the future.

### **ELY District**

11.5 Million total acres, limited to designated roads and trails – 10,306,500 acres open, 1,153,500 acres closed to OHV – includes Wilderness and WSA. All existing areas are open to OHV use excepting Wilderness and WSA within this jurisdiction. There are two travel management plans within this area that are in effect; Duck Creek TMP and South Steptoe TMP. The last RMP was implemented in 2008-2009.

### Bristlecone Field Office: 6.4 Million Acres

- Egan Crest Trail System: Approximately 11 miles of single and double track trail. The Trailhead is located on US Hwy 50, 8 miles NW of Ely.
- Illipah Reservoir Recreation Area: Open to OHV use on open and existing roads accessing historic mining and ghost towns such as Seligman, Hamilton, Babylon, Monte Cristo, Treasure City,

Picotillo, Eberhardt, and Shermantown. There is a campground within this recreation area and serves as a good staging area for OHV access on open roads and trails.

- Sacramento Pass Recreation Area: Open to OHV use on open and existing roads and trails. Note - the Sac Pass Trail is closed to motorized recreation. This area borders Great Basin National Park and there are two campgrounds that serve as staging areas for OHV access. There are picnic tables, grills, shade structures, trash cans, and restrooms at the lower campground.
- Cleve Creek campground is a great place to camp and stage from.#6 on rec opp map

The Lost OX trail was an OHV plan that was written but terminated at the last minute because of lack of community support. It's a possibility it could be reconsidered with proper community support. The White Pine County Silver State Trail Plan was written and signed - again no community support.

Caliente Field Office: 5.1 million acres, 98% open to OHV with exception of WSA

- Silver State Trail System: Popular network of OHV trails open to all types of OHV's. The system has approximately 260 miles of roads and trails that are signed from Patterson Pass on the northern end and west of Caliente on the southern end of the trail. The Silver State Trail was the first congressionally designated OHV trail in the country. All types of OHV's are permitted in this area with five trailheads: Chief Mountain South, Chief Mountain West (SW of Caliente), Stampede, Patterson (north of Pioche), and Pahroc Wash (north of Hiko).

Campgrounds:

Stampede: Campground with shade structures, picnic tables, fire rings – no restrooms (proposed restroom facility)

Chief Mountain West: Restroom, SS, picnic tables, fire rings, and grills

Chief Mountain South: Restroom, SS, picnic tables, fire rings, and grills

Patterson: Restroom, SS, picnic tables, fire rings, and grills

Pahroc Wash: Primitive – one shade structure

Pine Dam: SS, picnic tables, restroom – OHV staging area

Matthews Dam: towards UT border

Basin & Range National Monument: 704,000 acres

The proclamation of this monument was in July 2015. All existing roads are open to OHV use, but cross-country travel is not permitted in the monument. There are sixty primitive campsites, however there is not a developed/designated campground. All OHV's are allowed on existing roads; any road smaller than fifty inches wide is considered a trail and is not open for use at this time. There is zero development in the monument excepting one sign on Seaman Wash Road.

## **Battle Mountain District**

Tonopah Field Office

There are 10.6 million acres within this jurisdiction with 98% open to OHV use; the other 2% is a Wilderness Study Area (WSA). The TMP is complete, but the RMP is expected to be completed within the next four years. The area is open to cross country travel, but it is not advertised. The district

planned to use the TMP to further manage motorized travel; however, the plan still needs to be developed. The Shoshone OHV Area is the only designated trail in the district.

- Shoshone OHV Area: The trail is designated, signed, mapped and open for the public to enjoy. The mileage is low. There are two kiosks, restrooms, and the area is accessible to persons with disabilities. Parking is available at the main point of entry. There is a lookout at the top of the trail and there is a 50-inch trail width restriction. Side-by-side use needs to be addressed for the area. The area is known for the Mill Creek Competition.

Events or group outings are the only types of use that are formally managed. There are two clubs the district used to work with, but there hasn't been any recent contact with either one - the Battle Mountain Club or the Northern Nevada ATV Association.

There is only one campground within this area called Mill Creek, but it is currently closed because of damage from a fire. It will get rebuilt, but timing is uncertain.

Another trail system was proposed for the district through a grant application near Beatty. However, the grant application had to be removed so nothing ever materialized for this proposed trail. There is a mountain bike riding area that could potentially be a proposed trail in the future.

The wildlife areas are not open to motorized recreation.

## **Southern Nevada District**

### Las Vegas Field Office

A comprehensive travel management plan is not complete for the BLM Las Vegas Field Office. Generally, OHV operation is allowed on existing roads and trails with few exceptions (designated Wilderness, Wilderness Study Areas, some Areas of Critical Environmental Concern, and the Las Vegas Valley In-Valley Closure). The BLM Southern Nevada District is currently reconsidering the Resource Management Plan. Once the RMP is finished, travel management plans will be initiated for priority areas (Those areas will be identified through the Resource Management Plan).

The Las Vegas Field Office is 2.4 million acres and has designated seven different Special Recreation Management Areas.

- Muddy Mountains (Las Vegas Field Office): 123,400 acres, established for recreational and off-highway vehicle use.
- Nellis Dunes (LVFO): 10,860 acres, established for OHV open play opportunities. Congress has also designated 10,000 acres for an open OHV riding area.
- Sunrise Mountain (LVFO): 37,620 acres, established for recreation opportunities, sensitive plants, scenic, cultural, and geologic values (ACEC). OHV travel is limited to designated roads and trails.
- Las Vegas Valley (LVFO): 197,300 acres, established for open space and trail connectivity with the local community. The Las Vegas Valley in-valley closure applies to motorized travel in this area.

- Nelson Hills/Eldorado (LVFO): 81,600 acres, established for competitive OHV events.
- Jean/Roach Dry Lakes (LVFO): 216,300 acres, established for competitive OHV events, dry lakes, open OHV play areas. The town of Jean offers lodging, fuel, and food and is central to several riding areas.
- Laughlin (LVFO): 25,600 acres, established for permitted OHV events.

A Travel Management Plan has been initiated for the Paiute-Eldorado Area of Critical Environmental Concern (ACEC). Road and trail designations will be determined through completion of the travel management plan.

Although Logandale Trails is not a Special Recreation Management Area, it is a very popular riding area and has information kiosks, two vault restrooms, trash receptacles, and there is parking available. Partners in Conservation (a terrific partner with the BLM on the stewardship of this area) has a Facebook page on the Logandale trails and display maps. There are also dispersed camping opportunities throughout this area.

There are several local OHV clubs in southern Nevada.

There are also event organizations that focus on organizing and hosting competitive events permitted under BLM Special Recreation Permits. The Motorcycle Racing Association of Nevada's (MRAN) main purpose is organizing and hosting motorcycle races through BLM issued Special Recreation Permits. Best in the Desert and the Southern Nevada Off Road Enthusiasts (SNORE) focus on organizing and hosting truck and buggy races through BLM issued Special Recreation Permits. The BLM evaluates race proposals through the National Environmental Policy Act (NEPA) before a special recreation permit can be issued.

There are information kiosks throughout the district. They are informational and do not display maps; they focus on more educational information.

There are several other points of interest:

- Bitter Spring Backcountry Byway
- Logandale Trails: 13-mile trail loop
- Gold Butte National Monument - has a Travel Management Plan and routes designated as open to motorized use

The district wants to learn where riders are recreating on the area and find out if there are popular areas of which they are not currently aware.

### Gold Butte National Monument

10,000 miles of trail exist in the district- the district has completed review of about 30% of the designated route system. The majority of the OHV riding opportunities are on existing roads and dry washes. OHV's are not allowed to operate on any vegetation water funnels. There is a designated route system consisting of 350 miles. The area is open to ATV, ROV, and motorcycles and there are width

restrictions. There are two riding areas consisting of the Gold Butte Backcountry Byway and Nellis Dunes.

- Gold Butte Backcountry Byway: The trail system is 64 miles long and leads to the Gold Butte National Monument. The trail system was in place before the monument. The byway is signed including mileage signs to inform riders of distances. Other riding areas only have carsonite posts, but they need to be maintained. There are five kiosks in the byway located at markers 170, 6 and three located at 21. There are portable restrooms located at marker 2 near Whitney Pocket. Additional parking is available; at this time, it is not fully designated, but the area has been blocked off so the parking area can't be expanded by users. The area has significant cultural resources under review, which will take two to three years.
- Nellis Dunes: Open riding area.

The district works with a conservation group called the Friends of Gold Butte. Their focus is on protection and restoring roads. Partners in Conservation is based in Logandale and is focused on OHV's.

Points of interest on the trail include:

- Whitney Pocket – campground
- Devils Throat – giant sink hole
- Gold Butte Townite – old mining site
- Little Finland – rock formations
- Falling man

There is only one campground in the area located at Whitney Pocket. This area has been historically used for camping, but it is not designated in the area. Las Vegas is 90 miles from the riding area and the town of Mesquite has the closest amenities such as lodging, food, and fuel.

### Pahrump Field Office

The District Manager is new and still learning about the area. He is unsure of the status of the TMP. The area is not designated for OHV use, but it can be used as a riding area. Because of this, riders are creating trails. Nellis Dunes and Big Dunes are the two riding areas. For more information on the area visit the Best in the Desert website (<http://bitd.com/>). There are no proposed trails or a physical map of the riding areas.

- Nellis Dunes: The area is 9,200 to 9,800 acres and is close to the air force base.
- Big Dunes: The area is 1,600 to 7,200 acres; approximately 5.5 square miles.

There are several enthusiast groups including:

- Best in the Desert
- Gamblers Motorcycle Club
- Nevada Off Road Recreation
- Vegas Off Road Racing Enthusiasts
- Adrenaline ATV Tours (Logandale)

There are no designated campgrounds, but open camping is available. Pahrump is 20 to 26 miles from Big Dunes. Amargosa Valley is adjacent to Big Dunes.

### Red Rock Field Office

The district has several trail systems totaling 52 miles and is open on designated roads only. There is no open access. The trails include:

- Good Springs Road: 7 miles
- Bird Spring Road: 5 miles
- Mustang Road: 2.5 miles
- Black Velvet Canyon Road: 2.5 miles
- Rocky Gap Road: 10 miles
- Hair Springs Road: 4 miles
- Brownstone Canyon Road: 2 miles
- Grape Vine to Lucky Strike Road: 12 miles
- Boot Leg Spring: 2 miles
- 13 Mile Canyon: 13 miles
- Rainbow Spring: 2 miles
- Deer Valley: located at the north end of the conservation area, is 10 miles and travels through Deer Pasture Canyon

The original plan included 52 miles of trail. However, north of Amadre Mountain was changed to a conservation only area. The plan proposed to eliminate 16 miles of routes. The District may consider proposed trails based on what was previously closed and the use patterns of the area. There was a temporary five-year closure on Hair Springs Road in Deer Valley due to a fire; this closure likely to be lifted this year.

The following routes have trailhead kiosks:

- Rainbow Spring Road
- Bird Spring Road
- Good Spring Road
- Brown Stone Road
- All trails have a Red Rock Canyon sign identifying the field office, but most of them don't have any trail signage - Deer Valley is not well marked

Additional parking is located at:

- Good Spring Road
- Mustang Road
- Black Velvet Canyon Road
- Rocky Gap Road

Rocky Gap Road offers restrooms and picnic tables as well. There are cultural sites along Brown Stone Road and in Sloan and Hidden Valley.

The following routes have scenic areas/points of interest:

- Rocky Gap Road: offers high end rock crawling
- Black Velvet Road
- Mustang Road & Good Spring Road

These routes offer dispersed camping use:

- Rocky Gap Road
- Rainbow Road
- Lucky Strike Road
- Deer Valley

The area is 30 minutes from Las Vegas offering lodging, fuel, and food.

### Sloan Canyon Field Office

Sloan Canyon is not in the conservation area. There is one route open to OHV/motorized use called RS2477 Road and it's approximately 2 miles. The county can claim RS2477 roads. The roads are not officially open or closed pending further management decisions. Direction will be completed in the TMP.

As the TMP is completed, the field office will work with these established user groups:

- Racing Association of Nevada
- Vegas Valley Fourwheelers
- Southern Nevada Land Cruisers
- Jimmy Lewis Racing
- Southern Nevada Off-Road Enthusiasts
- Best in the Desert
- Sun Buggy Fun Rentals
- Wilderness groups

Amenities are very limited in the district. There are facilities for non-motorized recreation in the Logandale area. Big Dunes does have a kiosk on each side of the route and offers camping. There is no signing on the RS2477 road; the road is open and goes to the mine.

Points of Interest:

- Logandale Trails
- Big Dune
- Pahrump
- Laughlin

Depending on where you are at in the district, the closest town might be four to 40 miles away. Las Vegas offers lodging, fuel, and food for the area.



## Winnemucca District

### Black Rock/Humboldt Field Office

The Black Rock Desert (Playa) is open to motorized recreation, but there are no designated trails. The RMP in the Humboldt district has 288,105 open acres, limited access in 6.9 million acres, and 26,345 acres that are closed. The Greater Sage Grouse Habitat is pending completion. There are 751,894 acres in the Black Rock district that are closed to motorized recreation and 104,775 that are open. The TMP process is scheduled to begin in 2020 for the Humboldt district.

- Playa: There are 737 miles of roads open to motorized recreation.

Both offices are waiting on public meetings and completion of the TMP to gain more direction on future opportunities and route enhancements. OHV riding exists near the trailhead for Winnemucca and Bloody Shins.

Black Rock works with Jeep and 4X4 clubs such as High Rock Canyon. The main group in the Humboldt field office is Jeep Junkies because they are utilizing the trails. There are also roughly six motorcycle clubs. Some mines are partnering with clubs to help with managing routes as well.

There are seven main portals with kiosks in the Black Rock district. It also offers three cabins and there is a restroom near each cabin. This is similar for Humboldt as well.

Point of Interests are:

- Black Rock Hot Spring
- Double Hot Springs
- High Rock Canyon

Designated camping areas include:

- Stevens Camp
- Massacre Camp
- Soldier Meadows offer six designated spots
- Designated camp sites have fire pits and tables
- Also offers dispersed camping

Gerlach offers the bare amenities and is less than 25 miles from the motorized recreation area. You cannot drive across the Playa during the wet season because the roads get washed out, so enthusiasts are always encouraged to check conditions before riding.

### Attachment 3: Record of Public Comment

Location	Area/ Trail	ATV/ ROV	OHM	Snow	4WD	Unique Feature	Improvements in this Area	Where?	What could BLM do better.....?	Other/Additional Comments
Ely	Ward Mountain, Telegraph, Bothwick, Schell Creek, White Pine, Lincoln, Elko County, Clark County, All routes/Roads, Silver State Trail, Locally created single track, White Pine County	X	X	X		Scenery, Wildlife, Getting outdoors, Historical Sites, Challenging Trails, Ghost Towns, Old Mines, Cemeteries, Routes in the trees, Up mountains, Terrain, Geology, Scenic loops Mountainous, Desert Terrain, Mountain Terrain	Access to Services, Trail loops, Better Signage, All Agencies working together, Re-open closed roads, Make Indian Creek to Mattier Creek a 60" trail, More 60" wide trails in White Pine County, Develop loops near Ward Mountain into Steptoe Valley and back to town, Desire actual trails and not just roads, More signs on the Silver State Trail, Designated, Maintained, Safe and close to community trails, Better coordination with OHV user group, County Sheriff's Dept. Need everyone on the same page,	White Pine County, Silver State Trail, Ward Mountain, Wherever OHV use is allowed, On all BLM lands where possible, Tying trail systems together (BLM to USFS)	<ul style="list-style-type: none"> <li>·Proper Signage to prevent public endangerment (ie rocks across roads)</li> <li>·Loops, Crossings and boundaries</li> <li>·Access from town to trails</li> <li>·Better Maps</li> <li>·Websites &amp; Web Info</li> <li>·Re-open more closed roads</li> <li>·Trails that lead into town for services such as food and fuel</li> <li>·More trail markers, OHV trail maps, turnouts on the trail</li> <li>·OHV Park near town</li> <li>·Trail Maintenance</li> <li>·Trail designations</li> <li>·More trail signage on Silver State Trail</li> <li>·50-60 mile loop opportunity</li> <li>·Well thought out with design specs on actual trails</li> <li>·More trail signing and kiosks</li> <li>·Restrooms</li> </ul>	<p>Cut through red tape and expedite process</p> <p>Interagency Loops</p> <p>Signage Contact the NPS to open Mt. Washington to OHV's</p> <p>Restrooms on trails would be nice</p> <p>Better explanation from the BLM on what we need to do in order to get trail plans approved. Can the BLM help us understand how to get grants? Can the BLM help OHV clubs understand what we need to do to help with everything.</p>

							<p>Trail development (expanding trail system),  Re-build existing trails &amp; widen,  Mapping,  Inter-agency work on trail systems,  Trail literature</p>	<ul style="list-style-type: none"> <li>·Communication and coordination between the public, clubs, and agencies so plans can be well thought out and have the support and approval of everyone.</li> <li>·More accurate signing when implementing travel management plans.</li> <li>·More designated routes to promote economic benefits within the community and tourism for Ely.</li> <li>·Identify single track and double track on maps and have separate designations.</li> <li>·More collaboration with partners to develop designated OHV use areas.</li> <li>·Develop organized rides and tours to see various projects being implemented. This will promote positive image and a better understanding of what the BLM does</li> <li>·Improve communication and develop more partnerships.</li> <li>·Work with local groups, clubs, city and county to make OHV use more user friendly.</li> </ul>	<p>Better dissemination of OHV sticker information and how the money is spent</p>
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Location	Area/Trail	ATV ROV	OHM	Snow	4WD	Unique Feature	Improvements in this Area	Where?	What could BLM do better.....?	Other/Additional Comments
Elko	Wild Horse Gold Creek Coalmine Canyon, South of Wells, Elko to Adobe, Wilson Lake Area, N of Wells to Ten Mile, Carlin N to Mary's River, N of S Fork Reservoir, Diamond Mountain, Pony Express Trail, Silver State Trail, North of Elko to Adobe, Independence Range, Spruce, South Wendover, South Fork, South Shale Mines, Jarbridge	X	X	X		Variation of terrain, Destinations (hot springs), Fishing & hunting access, Ghost towns, Spruce Mountain, Petrophyed Forest North of Ryndon, Fossil locations Accessibility, Scenery, Camping  Nothing	Access to areas and parking areas, Good maps and signage, Trail head signs and maps, Online & Avenza maps, Work with agencies to explore and develop new areas or designated routes, Silver State Trail expansion into Elko County, Signage, Maps, More single track	Develop access and routes along any/all ranges that don't have it currently, Peguop Pass, Build some connector for existing roads to make into loops, All BLM land	<ul style="list-style-type: none"> <li>·Develop MOU's with USFS, County, State, and the locals. (Use Utah example for Prospector Trail).</li> <li>·Mark the trails</li> <li>·Create cross-agency maps</li> <li>·Trailhead development</li> <li>·Finish loops and connect trails</li> <li>·Do something! Right now they aren't doing anything</li> <li>·Engage, communicate, collaborate (frequently)</li> <li>·Local input and local management</li> <li>·Leave Washington DC out of it</li> </ul>	<p>Set key people involved Start with a couple high use trails and make progress on maps and signing</p> <p>Who is in charge of this project?</p>

Reno	Pine Nut (Carson) Mountain, Toulon, Tonopah, Nightingale, Sweetwaters Wilson Canyon, Dead Camel, Salt Wells, Hungry Valley, Moon Rocks, Peavine, Winnemucca, Dry Lake, Lava Beds, Nixon, Middle Gate, Sierra Silver, Springs, Churchill, Reno Area, Northern Nevada Roads, Moonrocks, Dog Valley, Bronco Canyon, Eldorado Canyon, El Dorado Canyon,	X	X	X	X	Single Track, Rocks, Technical single track, Rock canyons, Connectivity, Sand washes, Wildlife viewing, Jeep Roads, Fast, Open Desert, Accessibility & variety, Scenery and travel, Open 2 Track, Canyons, Viewpoints, Overland Trails for long distances, Indian Petroglyphs, Good signage, Beauty, Challenging rock	Trail maintenance, Better tracking through google earth, Trail signage, Bathrooms/facilities, Trail connectivity, Preserving existing trails, Parking areas/camping/staging areas, Play areas, Mapping, Moonrocks/Peavine/Pine Nuts Maps, Trail ratings, Campsites, Allow for more open areas, Signage for official OHV Areas/trail, "No dumping" signs, "Share Trails" signs, Better promotion, Development of new trails (2 track and single track), Indian land transfers, Must maintain access to existing trails, Open cross-country travel on designated OHV areas	Most riding areas on BLM Lands, Silver State Trail, Pit toilets in Pine Nuts staging areas, Staging areas at Moon Rocks & pine nuts, Approved trail network for race/events, All locations listed above, Technical terrain is located throughout BLM land, Organized events/races located away from urban interface and concentrated use areas, Organized events/non-races should have access, Backcountry riding and exploring along with	<ul style="list-style-type: none"> <li>·Allow expansion of trail networks</li> <li>·Make BLM permits more affordable for clubs to put on events</li> <li>·Provide Environmental Assessments on trail system to allow for permitted activities (race/events)</li> <li>·User information/maps available</li> <li>·Develop partnership with clubs to perform &amp; streamline maintenance on trails</li> <li>·Streamline permitting process to allow &amp; encourage events in reasonable time</li> <li>BLM should follow proper guidelines for wilderness areas, ie closure of public lands without following the proper guidelines</li> <li>·Respond, work with people, communicate with no lip service</li> <li>·Build more trails in new areas</li> <li>·BLM to implement a trail adoption program</li> <li>·New and Different Backcountry Areas</li> <li>·Dispersed camping opportunities</li> </ul>	<p>Provide assurances if trails need to be closed. New trails of same type will be allowed to be created.</p> <p>Clubs represented:</p> <ul style="list-style-type: none"> <li>-Pine Nut Mtns Trail Association</li> <li>-District 36/AMA</li> <li>-MRANN – Motorcycle Racing Association of Northern NV</li> <li>-AMA</li> <li>-BRC</li> <li>-Dust Devils Motorcycle Club</li> <li>-High Beemers Motorcycle Club</li> <li>-Lake Tahoe Hi-Lo's 4WD Club</li> <li>-Tahoe Donner 4-Wheelers</li> <li>-North Tahoe Trail Dusters</li> <li>-Hills Angels 4x4 Club</li> <li>-NV 4WD Association</li> <li>-Komstock Krawlers</li> <li>-Sierra Stompers</li> </ul> <p>-Trail Blazers M/C</p>
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	<p>Hackett Canyon, Antelope Valley, Highest concentration of OHV activities take place as close to urban interface as possible, Highest quality of trails and general OHV experience is farther away from the interface and resulting crowds into the backcountry</p>					<p>trail for Jeeps, Flowy single track</p>	<p>Campgrounds, Air compressor station at Moon Rocks, Approach management from conservation not wilderness/preservation, Prioritize maintenance, BLM partnerships, More single track, Staging areas, Dangerous washout near the Dayton end of the trail, Washout repair, Exploring new and different backcountry areas, Dispersed Camping Opportunities, Riding trails that are away from heavily used areas, Satisfaction of riding, Challenging/technical terrain, Satisfaction and thrill of competing in organized races</p>	<p>dispersed camping must continue to be available throughout BLM lands</p>	<ul style="list-style-type: none"> <li>·Riding trails that are away from heavily used areas</li> <li>·Satisfaction of riding challenging/technical terrain</li> <li>·Competition and organized races</li> </ul>	<ul style="list-style-type: none"> <li>-Western States Motorcycle Association</li> <li>-Want Cross-Country Dirt Roads to go long distance and connect states</li> <li>-The Pine Nut Range is a fairly large area and there are seemingly endless trails and roads in other words the opportunity is fully developed. The only thing missing is facilities like restrooms, loading ramps/staging areas. Some quality camping areas would be a great addition.</li> <li>-Need a centralized place (website, organization, etc) to describe information on where to go, how to get involved and who to contact.</li> </ul> <p>NOHVCC State Association Rep</p>
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											<ul style="list-style-type: none"> <li>-Listen to and work more closely with local individuals and groups</li> <li>-Develop more backcountry trail systems; single track trails and roads</li> <li>-Designate open riding areas where appropriate</li> <li>-Educate all users of the ethics and responsibilities of multiple use on public lands.</li> <li>-Maps that include all uses – downloadable pdf's &amp; kmz that cross boundaries</li> <li>-Help connect rural communities and state parks for jamborees and family rides</li> <li>-Map all facilities using NV OHV grant money and GBI</li> <li>-Maintenance – Pine Nuts and Moon rocks</li> <li>-Partner with BLM &amp; FS for tourism</li> </ul>
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Location	Area/ Trail	ATV ROV	OHM	Snow	4WD	Unique Feature	Improvements in this Area	Where?	What could BLM do better.....?	Other/Additional Comments
Las Vegas	S of Round Mtn,  Counties: Lincoln, Nye, Esmerelda, Clark, White Pine, Gold Butte,  Virgin Mtns, Mtn Springs to  Good Springs,  Nellis Dunes,  Nelson Dunes,  Logandale Trails,  Hells Half Acre,  Mormon Mesa,  Mercury,  Mesquite,	X	X		X	Nelson: just the trail system period & its change in topograph y & the variety of trails,  Scenery, Scenic Views, Wildlife, Observati on, Technical Areas, Challengi ng Trails, Petroglyph s, Mines, Cultural, Historical Buildings & Sites, Remote, Destinatio ns, Mountains , Silver State	Restrooms, Shade Structures, Kiosks w/Maps, Signage (trail markers), way-finding, Maps made electronic & digital, Parking, Campgrounds, Trailheads, Multiple trail options (skills & types of vehicles), Trail Grooming  Nelson: additional signage & trailheads, more digital maps of open/closed areas, Maintaining access to trailheads, Parking, Camping, Bathrooms at Trailheads	Kiosks at Trailheads w/map display & for taking trail inventory,  Trails mapped w/Avenza (free),  Restrooms @ Nellis Dunes & Searchlight  Jean: restrooms, trailheads & maps  Mesquite: trails to stay open  Gold Butte: better access roads, signage & trailheads, maps and open more trails,  Better designation of trails, Re-open previously closed areas, Trail to the Colorado River, All areas – Boulder City,	·Send representatives to club meetings to educate maps posted & easily accessible on BLM website  ·Maps should be created w/a collaborative effort between the BLM & Clubs  ·Maps should show off-limits areas  ·BLM walk around at events distributing educational materials  ·Expand trailheads to ensure access for EMS & enough staging area for vehicles  ·More transparency in planning w/public direct from BLM  ·Open Communication  ·Digital online groups for ride planning, forums, map sharing	Club Listings:  Mesquite Kokopelli ATV Club  MRAN – Motorcycle Racing Association of Nevada  Nevada Back Roaders  Total Karnage  Partners in Conservation  Vegas Valley 4- Wheelers  Dunes Trans ATV/ROV Club  Re-open Great Basin, Area E of Sloan Preservation is designated closed but not documented (no public comments), Signage for reducing dust for areas near



	Jean Nevada,  Dry Lake Beds, Cold Creek, Apex, Searchlight, Armagossa Dunes & Armagossa Valley, Pahrump, Crater Flats, Beatty/Caliente, Jean/Sloan, Sandy Valley / Stampede Trailhead (Pioche), UTE Road Mesquite / Overton, Alamo / Delamar Valley, Ely					Trail, Exploring		Logandale, Searchlight	<ul style="list-style-type: none"> <li>·Hands on communication w/BLM staff regarding trails &amp; areas where OHV's are allowed</li> <li>·Maps &amp; Areas where OHV's are allowed (Needles Office)</li> <li>·Tips for new riders for the areas on where to ride</li> <li>·Digitize maps &amp; riding areas</li> <li>·Act like a partner working with us</li> <li>·Better communication with user respect</li> <li>·Provide updated maps that correlate to satellite</li> <li>·Re-open previously closed areas</li> <li>·Trails to the Colorado River</li> <li>·Keep access to trails along county roads</li> <li>·Camping at trailheads</li> </ul>	<p>residential, Don't close areas under So. Nevada, More rider involvement, Use rider provided inventories for TMP's, State reasons why trails are excluded, Multiple trails to same places to accommodate for different level riders &amp; different vehicles, Loop Trails, Allow open access roads to designated OHV areas Dunes &amp; Trail 4 &amp; MRAN/AMA D-35, Re-open trails / Prevent closure of existing trails</p> <p>Anyone that has access to google earth or satellite (GIS) map viewing &amp; compares it to BLM designated map can see over 50% of the trails are not on the</p>
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										<p>BLM map, add these trails to the map.</p> <p>Check notes from the BLM in 2010 (went through a similar process at that time)</p> <p>Partnership with BLM in producing maps, Meetings via Skype or Facebook Live</p>
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Location	Area/Trail	ATV/ROV	OHM	Snow	4WD	Unique Feature	Improvements in this Area	Where?	What could BLM do better.....?	Other/Additional Comments
Pahrump	S Quarter Horse, S Pahrump Valley & Hwy 160 Trout Canyon Levy, BLM & FS TRMLS, S Turner / Quarter Horse to East end of Dry Lake to	X	X		X	Historic Trails, Mine sites, Cultural Areas in Johnnie, Far end of Mountain Range, Petroglyphs, Challenging trails – loops by	Route Markings (warn if desert tortoise closure ahead – similar to FS), Grading of trails for difficulty, Thru Route, Type of recommended vehicle, Routes electronically (QR Codes) – Geo-referenced – Avenza Maps, Have some hard copy maps for old	Restrooms where there's a centralized feature, Big Dune facilities (restrooms/etc.) for people there – further away/harder to maintain, Most Pahrump riders leave from their homes, so not so critical in town, Further ahead	<ul style="list-style-type: none"> <li>·Open the recreational shooting area back up in S Pahrump (need org. shooting range in Pahrump)</li> <li>·People want to ride OHV's to shooting areas</li> <li>·LEAVE US ALONE!!</li> <li>·Don't want desert dumping, but don't need; quit cutting</li> </ul>	<p>Clubs:</p> <p>Pahrump Valley 4-Wheelers,</p> <p>Motorcycle Racing Association of Nevada,</p> <p>Family Groups</p> <p>Pahrump Dirt Riders (Facebook Group)</p>

<p>far end of Frontsite, Timber up to go by Johnnie &amp; get photos of old mine sites &amp; see cultural photos, Gold Butte, Piate Area &amp; Canyons Expedition, SE Arovno City then head N / NW towards Spring Mountain Raceway, Along CA &amp; NV Border, Big Dunes, Wheeler Pass, Bella Vista (N/W)</p>					<p>combination of trails, Trails are easy enough to learn (some), Diversity of Terrain, Potential for improved trail systems</p>	<p>school (future is phone – Google Earth or Drone the route to know what’s ahead), Trailhead designations (off main hwy location) – Wheeler Pass Road, End of Homestead Run, Off Bella Vista Road</p>	<p>can’t get thru (carsonites w/stickers) – help people know, Don’t close routes; wilderness, area in CA that you can no longer drive on Dry Lake Bed &amp; into CA Mtns now – Just happened &amp; no one knew, Need to show what “limited” means – what does “open” mean, Everyone understands pictures, Area designations for open area, Trail Maps, Kiosks (improved and updated info.), When closing off routes because of sprugs or similar – no need to cut off all routes, Skills area (practice areas), Areas designated for competition, Pahrump Loop</p>	<p>Mesquite, chainsaws in desert</p> <ul style="list-style-type: none"> <li>·Change RMP to state, sand washes are sustainable routes</li> <li>·Existing informal open areas remain S of Quarter Horse – hill climbs at Wheeler Pass &amp; FS 081</li> <li>·Stay on trail information</li> <li>·Trail designation – single track, non-motorized</li> <li>·More volunteer / user group coordination</li> <li>·Signage for BLM areas that include no dumping – no trash, etc.</li> <li>·Leave us alone (operate friendly)</li> <li>·Communicate w/users, permit holders, city &amp; county better</li> </ul>	<p>ADVRIDER.com has various groups that have events and use these areas</p> <p>Want ability to safety cross Hwy 160 &amp; Hwy 373 – need signage, inventory trails, staging areas to cross well marked / safe areas, Pretty good cell coverage in Pahrump Valley (coverage helps), Trails/inventory available on Avenza, Website has all (most) of the routes – <a href="http://www.visitpahrump.com">www.visitpahrump.com</a> - publish</p>
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								Trail for multiple use		
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Meeting Location	Area	ATV/ROV	Dirt Bike	Snow	4WD	Unique Feature	Improvements in this Area	Where?	What could BLM do better....?	Other/Additional Comments
Winn.	NW – Nevada BLM: Sand Dunes  China Gardens  Local access from homes, Sand Dunes, Sonoma Canyon, Elbow Canyon, Dun Glen, Hinkey Summit, Shoshone Trail, Majuba, Winnemucca Mountain, Pine Forest Range, Shoshone Trail (BLM), Eugene Mtns, Dun Glen,	X	X		X	Scenery, Quiet / Solitude, Wildlife, Explore old mining areas externally, Local access or short haul from homes, Sand Dunes change continuously, Remoteness, Unlimited riding on existing trails, Sonoma Mountains – can have lunch @ Midas, Shoshone	Better collaboration between riders/clubs – find common ground, Development of clubs/associations state wide, Maps *, Signage in high use areas*, More facilities @ trailhead (restrooms)*, Sand dunes need rest room, Make designated trails w/signage, Trail loops, Sonoma Mtns – would like some loop roads – long ones, Keep 2 track roads open, Kiosks with info, Replace signage, Skills course for safety instruction	Need more community organization/volunteers before we can take this issue on, Shoshone trail needs maintenance, Lucky to have so much open public land, Parking areas & bathrooms could be improved, More ATV cattleguards at gate crossings, Like to see a skills development course for safety instruction, Trail maintenance & designation	·Work Shops: more engaged riders & better communication  ·Make connector trail from Water Canyon to top of Sonoma Range which would allow riding ridge top to Bacon Canyon  ·Too much wilderness area – existing trails & roads closed now  ·BLM/Rancher/Recreationist – relationships  ·Separate dirt bike areas from ATV/OHV  ·Inventory trails: south of Trego, east of Razor Back	Also ride Utah & Santa Rosas: love Utah especially, but both are beautiful areas, Don't need much in term of facilities, Be allowed to shoot vandals,  Clubs:  BLM – Rec Tech  NNATV  Nevada Outdoor School  GBI

	Sonoma Mtns, Bloody Shins Trail, Black Rock Desert (go fast), Owyhee Desert, Wilson Reservoir, Midas Area					– beautiful loop – challengin g (for more advanced riders), Kids loop for youth, Nice parking area – bathrooms – camping, Sonoma Mtns – close by				
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