

2020 MOTORIZED RECREATION REPORT

For Public Lands in Colorado

Prepared for:

The Colorado Off-Highway Vehicle Coalition



By

The National Off-Highway Vehicle Conservation Council



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Executive Summary

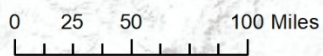
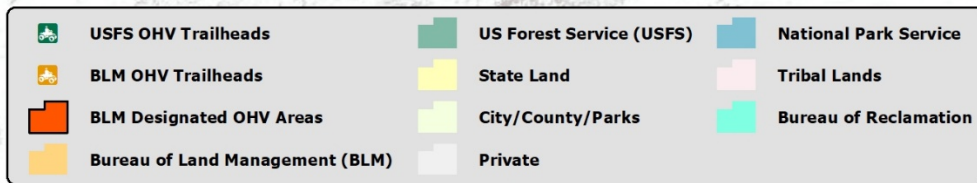
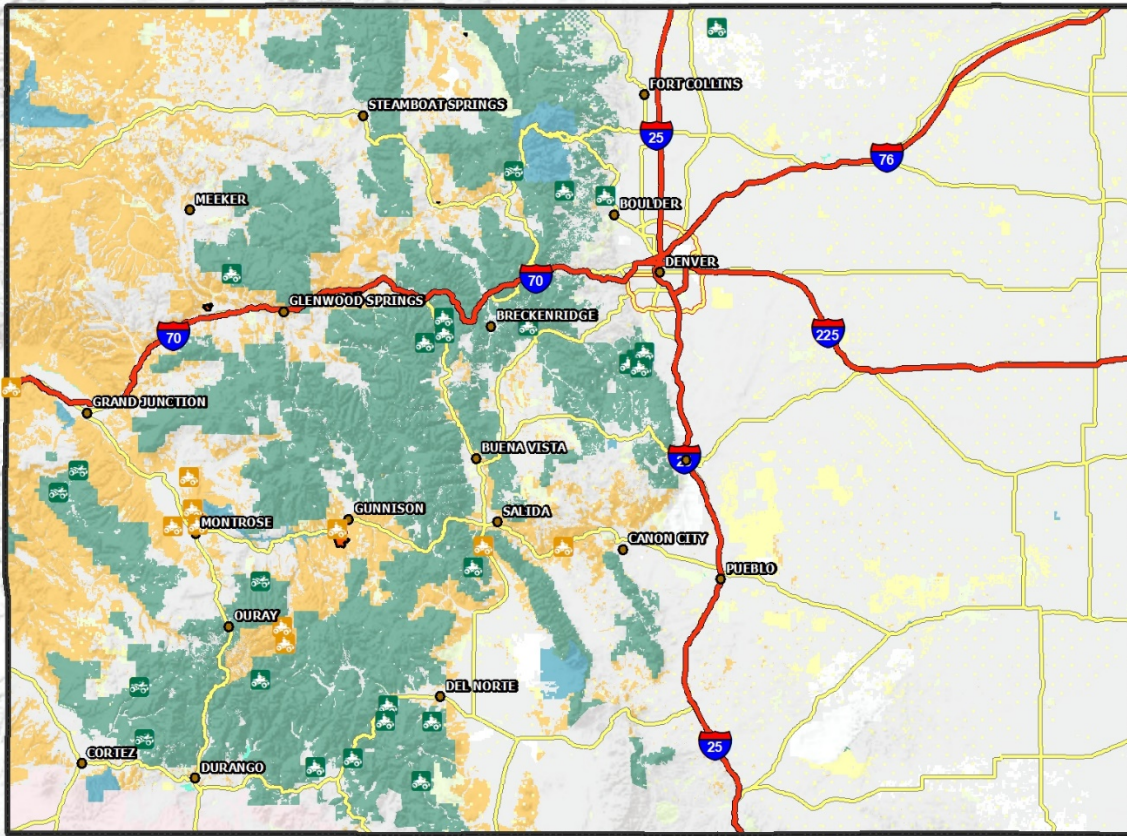
The State of Colorado encompasses 66.48 million acres, of that 24.08 million acres or 36.23% of the land is managed by the federal government. Because of the large portion of the State that is public land, and because Colorado was an early adopter of outdoor recreation as an economic driver, the State is considered a destination for all types of outdoor recreation, including motorized recreation. Colorado has a well-developed off-highway vehicle (OHV) program that has generated more than \$58 million in funding for on the ground projects. In 2019, \$4,122,273 was allocated to motorized recreation projects across the state. These projects can be awarded to federal, state, and local government agencies as well as non-profit sponsors for up to 100% of the project costs.

These funding programs and proactive partnerships among land managers and OHV enthusiasts have been leveraged to create outstanding OHV opportunities across the state. This report was commissioned by the Bureau of Land Management (BLM) and by a grant received by the Colorado Off-Highway Vehicle Alliance through Colorado Parks and Wildlife, OHV Program. The intent of this report is to identify issues and opportunities for improvement in OHV recreation opportunities in the Colorado. This report also sought out the partnerships, partners, and strategies to achieve these opportunities for improvement. Specifically, OHV recreation opportunities found on BLM and Forest Service managed land were examined as well as the funding priorities for the Colorado Parks and Wildlife OHV Program.

This process behind the development of this report was based on the National Motorized Recreation Strategy and the Individual State Action plan created by the BLM in partnership with NOHVCC. A series of community listening sessions were held across Colorado to solicit public feedback on how they would like to see OHV recreation opportunities improved. NOHVCC received 89 unique comment forms from across the state that spoke of needs and opportunities in numerous trail systems and riding areas.

Although comments and participation were limited by the COVID-19 pandemic; comments received were informed and substantive, which led to a high-quality and detailed report.

Colorado Land Management



Sources: Esri, USGS, NOAA

Introduction

In 2014 NOHVCC and the BLM partnered to develop a National Motorized Recreation Action Strategy designed to help the BLM develop individual state action plans for providing high quality OHV opportunities and develop partnerships to help maintain those opportunities. This process has created state specific OHV action plans in 5 other states where the BLM manages public land. In Colorado this process was expanded to include all land management agencies thanks to grant funds received by COHVCO through CPW. The strategies will be used to guide future travel management and resource management decisions; however, the strategies are NOT part of a specific travel management plan

To accomplish this objective, COHVCO, the BLM, and the Forest Service partnered with NOHVCC in creating action plans through a community driven process whereby enthusiasts can participate in an open forum. This unique approach provides a platform for candid discussion allowing the OHV community the ability to share ideas on how the BLM can enhance recreational experiences. The objectives of this 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 partnership is to facilitate a process whereby the OHV community is engaged in a dialogue that is driven by the public for the benefit of the public. Consequently, the recommended future management practices are specific to enhancing OHV trail systems and riding opportunities to include (but not limited to) repairing and developing current and new infrastructure, the design of new trail systems, new riding and staging areas, and improved communication between users, grassroots groups and agencies.

Project Purpose

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

To achieve consistent motorized recreation management on a national scale NOHVCC and COHVCO 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 Colorado State Office, the Forest Service Rocky Mountain Region, and the CPW OHV Program have 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 planning documents and help create a dialog between motorized recreationists, local communities, and OHV managers. This will lead to relationships and partnerships that will result in lasting solutions that benefit riders, local communities, and the land management agencies.

NOHVCC worked with the BLM, the Forest Service, the CPW OHV Program, and COHVCO to organize and facilitate a series of community workshops (i.e. listening sessions) designed to gather information from the motorized recreation community. Workshop sites were located near public lands in Colorado. NOHVCC also worked closely with state motorized recreation associations and clubs to identify key community motorized organizations and individuals to participate in the workshops.

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

- Provide high-quality OHV opportunities and experiences that meet the needs of motorized users and result in enhanced resource protection
- Develop riding opportunities within the urban interface (i.e. close-to-town settings)
- Identify current motorized recreation opportunities on public lands and develop ideas on how to improve these opportunities
- Identify potential opportunities on public 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 planning 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 agency planning documents
- Create and enhance partnerships to better manage motorized recreation opportunities and experiences
- Enhance motorized recreation opportunities to help local economies

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



Demographics of OHV Enthusiasts

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

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

Demographics	Motorcycle	ATV
Mean Age	44.8 Years	40.3 Years
Median Age	47 Years	39 Years
Male	86%	82%
Female	14%	18%
Single	38%	40%
Married	61%	59%
Some College	29%	27%
College Graduate	20%	19%
Post Graduate	23%	17%
Employed	71%	67%

Students	5%	10%
Retired	15%	11%
Median Household Income	\$62,200	\$63,400
Owners Have Children Under 16	31%	38%

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

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

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.



Colorado Recreation Statistics

Between 2000 and 2016, it is estimated that the population of Colorado increased by 1.2 million people to a population of 5.5 million. Colorado is the 7th fastest growing state in the nation with a 10-year population growth of 17%. Almost 60% of the new population are people who moved to Colorado, and most are between the ages of 18 and 34 years old. It is estimated that Colorado's recreation could expand to 8.5 million by 2050. Many identify Colorado's quality of life and outdoor recreation opportunities as a reason to move there. At least 92% of the population of Colorado recreate in the outdoors at least once every few weeks, with some reporting they participate in outdoor recreation four or more times per week. (Colorado Outdoor Recreation Plan, 2019)

With the growth in population there has been an increase in OHV enthusiasts in Colorado. An estimated 8.6% (104,916) of residential households in Colorado participated in motorized recreation in Colorado for the 2014-2015 season. That does not include the estimated 30,000 non-resident households that participated in OHV recreation in Colorado the same season. Between the years of 2000 and 2014 Colorado OHV registrations for residents increased by 219% while OHV permits for non-residents increased by over 1,607%.

In 2017 outdoor recreation contributed \$62.5 in economic output, \$35 million in gross domestic product (GDP), \$9.4 billion in local, state, and federal tax revenue, and 511,000 jobs in the state. Motorized recreation is responsible for contributing \$2.3 in direct expenditures, \$1.8 billion in total sales, almost 17,000 jobs, and \$671 million in labour income. (Economic Contribution of Off-Highway Vehicle Recreation in Colorado – 2014-2015, 2016)

Reporting Process

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

- Phase I: Interview land managers in each agency across the state. Conduct research and compile information regarding current OHV riding areas, facilities, trail infrastructure, and any other relevant information.
- Phase II: Facilitate fifteen public listening sessions across Colorado in Alamosa, Pueblo, Colorado Springs, Vail, Denver (South), Denver (North), Fort Collins, Steamboat Springs, Meeker, Glenwood Springs, Buena Vista, Gunnison, Durango, Montrose, and Grand Junction.
- 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 the group prioritize their top three recommendations.
- Phase III: Compile comments and feedback, and develop tables to display acreages, OHV riding areas and current infrastructure.
- Phase IV: Develop final report to convey the priorities as outlined by the enthusiasts that recreate in Colorado, summarize priorities, and make final recommendations for the Action Plan.

Community Workshops

NOHVCC reached out to partnering organizations, NOHVCC State Partners, the Colorado Department of Parks and Wildlife, the BLM Colorado Travel Management Lead, and state and regional OHV clubs notifying them of the Colorado OHV Recreation Action Plan and to garner support for the initiative. The intent was to invite the OHV community to participate in the workshops and share their thoughts on how land managers can enhance recreational experience on public lands. 89 participants took part in the eleven NOHVCC-facilitated listening sessions held from January 27-February 3, 2020 and October 26-29. Listening sessions were held in Alamosa, Pueblo, Colorado Springs, Vail, Denver (South), Denver (North), and Fort Collins. Due to COVID-19 in-person sessions in Steamboat Springs, Meeker, Glenwood Springs, Buena Vista, Gunnison, Durango, Montrose, and Grand Junction were cancelled and a series of four virtual sessions were held to capture comments from the Western Slope. Locations were determined by BLM Colorado State Office Staff, COHVCO, CPW, and USFS Personnel from Region 2. Participants represented a broad array of OHV users, County Commissioners, Federal, State, and Municipal representatives, and the public.

Listening Session Location	Date	Number of Participants	Participating Organizations and Representatives
Alamosa	January 27, 2020	7	Boothill Motorcycle Club, San Luis Valley Great Outdoors, BLM
Pueblo	January 28, 2020	11	TrailCat Enterprises, Quadfathers, Royal Gorge ATV Club, COHVCO, USFS, BLM
Colorado Springs	January 29, 2020	20	Colorado State Coalition of 4 Wheel Drive Club, COHVCO, Trails Preservation Alliance, Colorado Springs Christian 4WD Assoc, Colorado Quad Runners, Bighorn, Colorado Side by Side, Colorado Motorcycle Trail Riders Association, USFS, BLM
Vail	January 30, 2020	7	Stay the Trail, CORE, COHVCO, Rocky Mountain Sport Riders, USFS
Denver (South)	January 31, 2020	10	Rampart Range Motorcycle Management Committee, CORE, Colorado Motorcycle Trail Riders Association, Vickery Motorsports, Fay Meyers, BLM USFS
Denver (North)	February 1, 2020	9	Rampart Range Motorcycle Management Committee, Bass Pro, COHVCO, BLM, USFS,
Fort Collins	February 3, 2020	8	Bullitt Outdoors, Larimer County 4WD Club, COHVCO, USFS,
Virtual Sessions	October 26-29, 2020	17	Trails Preservation Alliance, Central Colorado Mountain Riders, Colorado Backcountry Trail Riders Association
	Total	89	

Comments and Feedback

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

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

- Where do you ride on public lands in Colorado? (Area and/or Trail)
- What OHVs do you ride in this area/trail?
 - Location: (Area/Trail)
 - Type of OHV:
- What are your favorite features in this area/trail?
- What improvements/experiences are you looking for in this area?
- Where might these improvements/experiences fit on public land in Colorado?
- What could the land managers do better to enhance your OHV recreation experience?
- Where/How would you like to see OHV Program Sticker Funds Utilized?
- What kind of projects should be prioritized for OHV grant funding?

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

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

Workshop Priorities

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

Alamosa – CO NOHVCC Listening Sessions		
<u>Priority</u>	<u>Description</u>	<u>Votes</u>
1	Education of new and existing OHV enthusiasts	4
2	Designated parking for OHV areas	4
3	Clear and consistent management between the BLM and the USFS	3
4	Restrooms at the Lime Kiln Area	2
5	Trail signage that provides destinations and mileage to them	2
6	Tot-Lots (beginner area) at Like Kiln and across the state	2
7	Trail Maintenance	1

8	Create/restore looping opportunities	1
9	Promotion and utilization of citizen-driven projects	1

Pueblo – CO NOHVCC Listening Sessions		
Priority	Description	Votes
1	Provide accurate and up to date maps in digital and paper format	3
2	Provide better overall education for OHV enthusiasts	3
3	Modify existing OHV routes for sustainability and fun	3
4	Keep trails open-limit closures	2
5	Utilize 2-way experience apps (COTREX)	2
6	Increased enforcement for registration and resource damage: more officer presence at trailheads and OHV areas	2
7	Improve feedback loop between managers and public	2
8	Improve agency website quality	1
9	Develop positive OHV perception campaign	1
10	Improve full-size rock crawling opportunities (more technical challenges)	1
11	Standardize 4WD trail rating system	1

Colorado Springs Priorities – CO NOHVCC Listening Sessions		
Priority	Description	Votes
1	Keeping what we have (roads, trails, access, trailheads, etc.)	12
2	Create new shared use trails for different use types and experience levels	10
3	Add loop trail opportunities, less “Out and back” trails.	8
4	Add more trail connections to other areas (provide long distance loops)	7
5	Maintain trails, keep what we have, maintain to TMO, keep technical trails	4
6	Better maps (downloadable GPS and geo-referenced pdf) and mapping apps	3
7	Implement volunteer trail patrols/ambassador programs	2
8	Improve agency communication to users, clubs, volunteers	1
9	Promote OHV community good deeds (show club projects, more positive messages about OHV community)	1

Vail Priorities – CO NOHVCC Listening Sessions		
Priority	Description	Votes
1	Increase motorized trail opportunities	3
2	Increase motorized loop trail opportunities	3
3	Improve collaboration between agencies and clubs to leverage volunteer contributions and grant funds	2

4	Improve perception of motorized use among land managers and area residents	2
4	Develop standardized trail rating system (difficulty)	1
5	Help local land managers understand that users/clubs want to help and fund new projects	1
6	Develop more balanced partnership between land managers and OHV enthusiasts	1
7	Standardize OHV opportunity information across various states and land management agencies	1
8	Energize ATV/UTV clubs to participate	1
9	Uniform management across BLM & USFS Districts	1

Denver (South) Priorities – CO NOHVCC Listening Sessions		
Priority	Description	Votes
1	Maps for each OHV area, with matching on the ground signing	5
2	Increase signing, education, and enforcement to keep routes open and improve experiences	3
3	Maintain designated trail widths to keep extra-large vehicles from impacting single track and 50-inch trails.	3
4	Better messaging to trail users by agencies	3
5	Increase trail and trailhead infrastructure	2
6	Reopen and maintain dispersed camping opportunities, consider instituting dispersed camping fees	2
7	Provide additional education for ATV & UTV enthusiasts	2
8	More loop opportunities and longer loop trails (50 – 150 miles)	2
9	Develop common talking points between various user groups and volunteers	1
10	Provide opportunity for public to understand agency challenges and sideboards	1
11	Create more trail opportunities for all types of OHV	1
12	Provide more single track trails for OHV use	1
13	Enhance the trails and facilities that we currently have	1
14	Stop closing trails and 4x4 roads	1
15	Help improve visibility of CO OHV Grant Program	1

Denver (North) Priorities – CO NOHVCC Listening Sessions		
Priority	Description	Votes
1	Keep trails open – promote dispersed use	3
2	Increased education on for trail etiquette and safety	2
3	Keep and expand opportunities for dispersed camping	2
4	Provide OHV dealers with land use ethics information to distribute to users	1
5	Better agency utilization of social media	1
6	Install width restrictors and filters on trails	1
7	Advertise the success stories of the OHV community	1

8	Increase OHV recreation opportunities and areas, more areas needed for increased population	1
9	Increase communication between agency and COTREX for more up to date information	1
10	Seek additional funding for USFS and BLM to support the increase in trail use in Colorado	1
11	Streamline Adopt-A-Trail Process for BLM and USFS	1

Fort Collins Priorities – CO NOHVCC Listening Sessions		
Priority	Description	Votes
1	Provide year around access where possible	4
2	Reopen closed trails	3
3	Provide adequate access for population	2
4	More presence from managers	2
5	Build new trails	2
6	Quality planning for new systems and connector loops	1
7	Education for users- safety and resource protection	1
8	Increased communication among all parties (public and agencies)	1
9	Increased number of difficult trails for 4WD	1
10	Streamline the process for opening new trails (too burdensome and long)	1

Virtual Session Priorities – CO NOHVCC Listening Sessions		
Priority	Description	Votes
1	More/improved single track trails and loops	7
2	Long distance single track loops	5
3	Single track opportunities for beginner/intermediate	3
4	Adopt non-system trails to add to available experiences	3
5	Improved signing/mapping	2
6	More ROV opportunities	1
7	Skills/endurocross training areas	1
8	Create an OHV Park on State Lands	1
9	Improved ROV Training/Education	1



US Forest Service in Colorado: OHV Recreation Needs and Opportunities

As part of the National Forest System, the Rocky Mountain Region enjoys a proud heritage in the Forest Service. The Shoshone National Forest in Wyoming and the White River National Forest in Colorado are among the first National Forests Congress created from the original Forest Reserves. The Region, headquartered in Golden, Colorado, comprises 17 national forests and 7 national grasslands.

The US Forest Service Rocky Mountain Region has formally identified four overarching themes as emphasis areas on which to focus strategic long-term efforts to preserve their special values: Forest and Grassland Health, Recreation, Water and Public Service. Forests and Grasslands continue to hold in trust America's resources- timber, wildlife, water, range, recreation - to ensure their availability today and tomorrow. The National Forests located in Colorado are:

- **Arapaho and Roosevelt National Forests and Pawnee National Grassland:** The forest is among the top three most-visited National Forests in the United States. Located in north central Colorado, the forests and grassland encompass 1.5 million acres and extends north to the Wyoming border, south of Interstate 70 to Mount Evans, west across the Continental Divide to the Williams Fork area and includes short grass prairie. Specific comments on this forest include:
 - Boulder Ranger District:
 - Reopen Left Hand Canyon (multiple mentions)
 - 4x4 trails need harder obstacles, additional trails, and year around access
 - Reopen Boulder Wagon Road to connect East and West sides of Rollins Pass
 - Canyon Lakes Ranger District:
 - Reopen access to Crystal Mountain

- Allow full OHV access of Pierson Park
 - Kelly Flats 4x4 trails need more difficult obstacles, especially in an open off-road area.
 - Kelly flats needs expansion look at the west end of the trail for adding a loop or spur.
 - Work with clubs to expand Kelly Flats and to mitigate trail braiding.
 - Provide a looping opportunity with Swamp Creek Trail
 - Red Feather Lake area needs more single track/looping opportunities
 - Red Feather Lake area needs more Jeep trails/looping opportunities
- Clear Creek Ranger District:
 - Reopen Warren Gulch to motorized access and extend to a second trail on that slope to allow loop rides
- Sulphur Ranger District:
 - Reopen access of Rollins Pass
- Pawnee National Grassland:
 - No specific comments
- **Grand Mesa, Uncompahgre, and Gunnison National Forests:** Comprised of over 3 million acres, the Forest is the largest administrative unit in the Rocky Mountain Region and hosts a variety of forested and non-forested riparian areas, wetlands, and a wide range of other ecological settings from alpine tundra to sage-grass prairie. Specific comments on this forest include:
 - Grand Valley District:
 - No specific comments
 - Gunnison Ranger District:
 - Separate groups, keep >50" off of single track
 - Increase dispersed camping opportunities in the Taylor Park area
 - Add more single track to Taylor Park
 - At Taylor Park, even the easier trails like Gunnison Spur have gotten to the next level of difficulty in some areas due to erosion. There is a rocky step when going N-S kind of near the top of the big switchbacks that is now very large. This obstacle may be welcomed by experienced riders, but it's out of character with most of the rest of the trail, which can be ridden by lesser experienced riders.
 - Ouray Ranger District:
 - No specific comments
 - Norwood Ranger District:
 - No specific comments
 - Paonia Ranger District:
 - No specific comments



- **Pike–San Isabel National Forests and Cimarron–Comanche National Grasslands:** This national Forest ranks third highest in recreation visits. The area is noted for the majority of fourteen thousand-foot peaks in Colorado and stretching from Colorado’s Front Range to the wide-open grasslands of western Kansas. The Comanche Ranger District lays claim to the internationally known dinosaur trackway at Picket Wire Canyon and continues to excite researchers and visitors alike with new discoveries. Specific comments on this forest include:
 - Leadville Ranger District:
 - The BLM and Forest Service need address jurisdiction issues over Birds Eye Gulch.
 - Pikes Peak Ranger District:
 - Provide better looping and trail marking on the Captain Jack’s trail system
 - Provide connectivity between Rule Ridge/N. Divide, Rainbow Falls and Tarryall systems
 - Provide bathrooms at 717. 362/363 parking lot would be a good place for installation.
 - Salida Ranger District:
 - Reopen Alpine Tunnel to West Portal
 - Provide better maintenance of existing trails. Although new trails could be designated to be more sustainable. So, a mix of upgrading existing trails, closing trails, and replacing trails with better designated (sustainable) trails.
 - Change designation of trail from ATV to full-size that connects Chinaman Gulch Loop to nearby Forest Service road and allow full size connecting routes.
 - Improve Bald Mountain Staging Area
 - The Four Mile OHV area is managed by the USFS Salida Ranger District. No new single track has been added in the SRD in 12 years – Triad Ridge. There are many user defined trails there that would take minor effort to open.

- The Rainbow Trail being 101 miles long needs more access points. There are times when people get tired, people get hurt, or bikes have mechanical issues, and the next access point is miles away.
 - More motorized single track to connect existing routes and provide looping opportunities. Single track for beginners and intermediate riders
 - Fourmile: Make existing non-system single track routes system routes & create single track for beginner and intermediate users. Current system single track is ~14 miles which is not adequate for a motorcycle trail system.
 - Rainbow Trail: re-establish access between FR 101 and Kerr Gulch @ Porter Gulch for safety and hiking access to Sangre de Cristo Wilderness. Also @ Gulch to Wellsville. Create a ST parallel to Kerr Gulch road and/or Hamilton Baldy Road from RT to HWY for loop options.
- San Carlos Ranger District:
 - No specific comments
- South Park Ranger District:
 - Provide dispersed camping opportunities in the Wilkerson pass area
 - Provide better definition of legal/illegal trails
 - Connect Hackett Gulch to Long Water Gulch
 - Conduct Trash Clean-ups in the Eagle Rock Area
 - Add restrooms in the Tarryall area
 - Keep all trails in the Alma and Mosquito Pass area open.
 - It seems like there's a good opportunity to create trails from the Rainbow down to Hwy 50 east of Salida down towards Wellsville and Howard. Right now there's no legal out between FS 101/Bear Creek and Kerr Gulch.
 - New single track paralleling the road up Kerr Gulch connecting the Rainbow to Hwy 50. Single track from somewhere around the Wellsville bridge over the Arkansas up to the Rainbow could take moto traffic off CR101/Bear Creek. Possibly Box Canyon/BLM 5971 area.
 - Riders could head east out of Salida, south up Box Canyon, east on the Rainbow, north on new single track around Kerr Gulch, cross the Arkansas in Howard then ride CR45/Point Barr Trail back to Wellsville.
- South Platte Ranger District:
 - Provide better connectivity between trails for loops and longer rides N. Divide and Rainbow Falls are not connected by about ¼ mile. Same goes with the top of Rainbow Falls (FS 348) and Dakan Road (FS 563) which are separated by about 200 yards of Rampart Road. Both of these are >50" trails but only has 50" connector
 - "At North Divide, the PSI has miles and miles of singletrack that isn't in the most recent EIS. Its all there, they are marking it illegal...the hillclimbs I get, but not the rest of it. It was likely all game trails 20 or so years ago, and enduro races were held there, but now it's all illegal. My riding friends who used to enjoy it are soo disappointed I can't even get them to rider there. Pretty much all that's left has now been widened and whooped out so its not nearly as much fun...and

travel on the wide and whooped can be so fast that collisions are much more likely now than in the past.” – Anonymous participant

- “At Rampart, all the new singletrack is great, but it’s getting pretty whooped out. I suppose there is no more in the near future, so, since we can’t build new (or can we?), can we run a trail dozer down it every once in a while to get rid of the whoops? Some may like them, but I’d bet most don’t. This could be done on a lot of the ATV trails too, but I suppose there is no desire to do so because the whoops slow a lot of riders down.” – Anonymous participant
- Open Rampart Range Road to OHV
- Improve access to trails at Rampart Range as there are significant increases in visitation recently
- Rampart has some educational areas, bathrooms, miles of trails but it needs more of all this because of its proximity to Denver and Colorado Springs
- The Rampart Range trails suffer from trail-bed degradation due to overuse. With the local geology, decomposed granite, this leads to whoops. Routine trail surface regrading using a mechanical trail tool would help.
- Reopen the closed trails in Park County to provide loop opportunities, river crossing, river access, and connection to Matukat Road.
- Designate open areas proposed in South Rampart Travel Plan
- Implement one-way trails at Rampart
- Cimarron National Grassland:
 - No specific comments
- Comanche National Grassland:
 - No specific comments
- **Rio Grande National Forest:** The 1.82 million-acre Rio Grande National Forest is located in south-central Colorado and is composed of a myriad of ecosystems ranging from high elevation desert at 7600 feet above sea level to rocky crags at over 14,300 feet in the majestic Sangre de Cristo Mountains. The Rio Grande River, the third longest in the United States, begins its 1900-mile trek to the ocean on the Rio Grande National Forest. Specific comments on this forest include:
 - Conejos Peak Ranger District:
 - Provide parking/staging area with parking for trailers at Spring Creek. Provide restrooms at Spring Creek.
 - Divide Ranger District:
 - Expand interest/opportunities for Side by Side enthusiasts
 - Make #1776 Colorado/Continental Divide trail between #917 Middle Pole Trail and existing motorized segment to #916 East Fork Middle Pole Trail open to motorized single track users. Re-open segment from #475 Cataract Creek to #820 Pole Creek to motorized single track users
 - Saguache Ranger District:
- **San Juan National Forest:** The San Juan National Forest includes approximately 1.8 million acres of federal lands administered by the U.S. Forest Service in Southwestern Colorado. The scenery ranges from high desert mesas and canyons to high alpine peaks and meadows. The area

features the Alpine Loop National Back Country Byway a part of the National Scenic Byway system -- a selection of the country's most scenic roads. Specific comments on this forest include:

- Columbine Ranger District:
 - No specific comments
- Dolores Ranger District:
 - Trails in the Rico vicinity and San Juan Mountains need to reopen closed access and connectors to allow long loop rides.
 - Improve ability to complete cross country motorized single track travel through the forest allowing users to connect individual Ranger Districts. This could include returning #735 Ryman Creek Trail, #734 Lower Ryman Trail, #733 Salt Creek Trail, #207 Wildcat Trail, #200 Section House Trail, #607 Lower Bear Creek, #217 Little Bear Pack Loop, #610 Morrison Trail from #227 BC Rim Trail to Highway 145, #641 Burnet Creek Trail, #646 East Fall Creek Trail, #640 West Fall Creek Trail & #202 Winter Trail to motorized single track designation. The development of trails to allow the Cherry Creek area to be connected to the Echo Basin area via single track routes.
 - A Trials/EnduroCross Skills Training area at the parking lot of Cherry Creek would be an excellent fit.
- Pagosa Ranger District:
 - No specific comments
- **White River National Forest:** Nestled in the heart of the Rocky Mountains, the 2.3-million-acre White River National Forest is the top recreation Forest in the nation. Home to world-renowned ski resorts and the birthplace of Wilderness, the White River has something to offer every outdoor enthusiast. Specific comments on this forest include:
 - Aspen-Sopris Ranger District:
 - No specific comments
 - Blanco Ranger District:
 - No specific comments
 - Dillon Ranger District:
 - People love to recreate in the mountains and these (motorcycle) trails need to be expanded to avoid conflict with other users
 - Eagle-Holy Cross Ranger District:
 - Need a connector trail between Big Park and Red Table Rd to the east of Green Gate Trail.
 - Make the Green Gate Trail a legal loop.
 - "We are looking to make the Green Gate trail system a loop. At the present time Green Gate is an out and back. This is creating a very dangerous trail. It also is wearing out the trail. When there is a out and back it puts twice as much pressure on the trail." – Anonymous participant
 - Legitimize the trail system North of Vail instead of trying to close it down. Utilize volunteer and grant support from the Rocky Mountain Sport Riders to make this happen.

- Treat all user groups equally, provide opportunities for everyone
- Reopen closed trails in the Red and White Mountain Area
- Reopen closed trails south of Gypsum
- Rifle Ranger District:
 - No specific comments



General Forest Service Public Comments:

- Stop closing trails
- Reopen closed trails
- Better maps
 - Digital maps
 - Paper maps at trailheads
- Improve communication between USFS and the public
- Management/Signage on Forest Service and BLM should match
- Better signage on routes
- Paper maps available at trailheads
- Provide better trail information to point of contact (receptionist) at Forest/District Office
- Older people who can't hike/bike still want access to public lands and need OHV trails
- Rate trail difficulty similar to ski slopes
- Provide more enforcement
- Gain a better understanding of single track vs. double-track experience

- Supply and help fund kiosks showing all types of recreation. An example would be the informational kiosks in the Monarch Crest/Greens Creek trail system in the Gunnison and Salida area Forest Service lands.
- Create more trail obstacles
- Install dedicated OHV play areas with multiple obstacles
- Provide restrooms at trailheads
- Provide better parking for trailers
- Recognize the fact that under multiple-use management practices, full-size/jeep motorized recreation is a legitimate sport at same level of any other outdoor recreation pursuit
- Provide better education to public
- It would be helpful to see public land managers endorsing the message that land is shared, that some land is OHV allowed and other land is not. More fairness in sharing.
- GPS trailhead and route information
- GPS trail downloads for Stay the Trail
- Bring all OHV groups together for local meeting on a schedule
- Preserve access
- Reopen trails as soon as practicable after washouts, avalanche, fire, etc.
- Improve interagency coordination with BLM
- Provide new sustainable trails to stay off forest roads with mixed motorized use
- Provide beginner level trails that connect to difficult trails
- Better announcement of volunteer opportunities/utilization of volunteers
- Have specific operating plans (or MOU's) set in place with all the volunteer OHV organizations for a particular area
- Have more Forest Service Personnel out on the ground when enthusiasts are out riding (i.e. weekends, holidays, etc.)
- Make it easier to get current status information and contacts, often search for info and find old info
- "Sometimes land managers do not know what type of comments should be submitted to their own scoping. 50% of our club's comments were rejected at the last RMP. Some of the comments were to be applied at a later opportunity. But that opportunity was not revealed to us." – Anonymous participant
- Listen to riders regarding safety (i.e. one-way trails)
- Have a more balanced approach to the process of trail selection, development, maintenance, etc. when deciding the ratio of hiking, biking, and OHV use. Forest Service should be fair when proportioning trails to motorized uses.
- Improve access close to town, too often opportunities are several hours drive from population centers
- Shooting closures to protect riders
- More trail opportunities in the winter
- Be receptive to change
- Have less of a feeling of individual ownership
- Access based on trail conditions and not date

- Provide open spaces for large campers
- Improve utilization of Social Media
- Increase camping opportunities
- Increase enforcement/remove squatters
- Improve transparency
- “I think you guys do a great, sometimes thankless job, under difficult circumstances. Maybe getting the word out via social media on some of the things you have to deal with on a daily basis, give people a better understanding and hopefully more appreciation for what you do.
- We’re fortunate in the valley to have great working relationships with the BLM, FS & CPW. We’ve collaborated on numerous projects together and they’re always willing to attend our volunteer workdays bringing personnel, tools, equipment, and expertise. It really is greatly appreciated.” – Anonymous participant
- “Re-establishing legacy trails. I can’t think of another program where we could get better value for money than getting old, abandoned trails added to the MVUM.”- Anonymous participant
- Add signage to multi use trail heads where a trail is heavily used by motorcycles (if there's only one single track trail open to motorized in the area, this is expected) to alert the other users to expect motorized on the trail and consider hiking/horseback riding/mountain biking on other non-motorized trails if looking for that type of experience.
- Work with our local club to determine the best and quickest way to introduce new single track trails into the system that are sustainable, fun, and provide access to the trails that are further out where the user numbers (and conflict) greatly decrease.
- There is a need and desire for designated "open riding areas" for riding Trials motorcycles. Trials riding cannot be limited to designated trails only but needs to be allowed in "open" riding areas and areas with suitable obstacles such as rocks and logs. The impact from Trials motorcycles is so minimal that it lends itself well to use in open areas. The need for open areas specifically for trials riding is needed throughout the state but especially in areas of the Front Range (e.g. Pike National Forest, South Park and Pikes Peak Ranger Districts). The Royal Gorge Field Office of the BLM has done a wonderful job working with the Rocky Mountain Trials Association (RMTA) to enable RMTA to conduct competitive trails events on BLM RGFO lands and has supported the development of the Turkey Rock Trials area near Howard, CO. However, the need for areas open to trials riding exists when there IS NOT an event and riders need areas to practice and learn distributed statewide. The USFS has not been as willing to allow any trials riding in open areas except under a Special Use Permit obtained for use during competitive events.

NOHVCC Recommendations for the Forest Service:

1. **Expand single track opportunities where feasible. There is a huge desire for more single track trails and loop opportunities in Colorado. This can be done through new construction, adopting existing routes, or creating connector routes.**
2. **Look for additional opportunities to provide connector routes to the Rainbow Trail. Rider’s love the long-distance route but want more opportunities for connections and “bail-outs.”**

This is an excellent opportunity to partner with the BLM and local riders to improve OHV access.

3. Make the Green Gate Trail a loop opportunity. There is significant public demand to improve this trail and access to it.
4. Increase Education and Enforcement presence across the state. Good riders want enforcement, and with the increase in OHV recreation in 2020 there is a need for additional education presence. Utilize resources from Stay the Trail and NOHVCC to increase educational presence.
5. Improve mapping resources. Avenza and Cotrex are great tools, continue or expand their use where possible.
6. Creatively seek challenge in trails. Rider's don't like trails that are too easy and will often create their own challenges. Recommendations for creatively creating challenge can be found in the NOHVCC publication "Great Trails: Providing Quality OHV Trails and Experiences." This book may be downloaded for free at www.nohvcc.org.
7. Sign trails with difficulty level, consistent across the trails in the specific management area. People like to be able to pick out a ride based on their skill level. Using terms such as easiest, more difficult, and most difficult communicate that the trail is among the easiest or most difficult in that system. It does not mean that a trail is "easy" but rather among local opportunities that trail is the easiest. See the Great Trails Guide for more information. Liability is low if the signing is consistent. It may also be feasible to sign certain obstacles or portions of a trail as "more difficult" or "most difficult" rather than the entire trail.
8. Increase transparency through better communication and improved websites. There is noted frustration with the difficulty of finding pertinent and updated information on Forest Service websites. Utilize social media when possible to share relevant news and information.
9. Improved signing: Maintaining signing across millions of acres is a daunting task. There is a significant desire for improved signing to ensure that people stay on designated routes and so that they can confidently navigate forest routes. Signs are also a vital part of educational efforts in recreation management.
10. Increase opportunities close to town: Studies have shown that the current generation in the workforce is more likely to pick a place to live based on quality of life and recreation opportunities rather than available employment. Many rural towns in Colorado are evidence of this. As the population and demand for recreation opportunities increase in these towns it is important to look for additional recreation opportunities.

11. Look for opportunities for open riding/ trials riding areas. Alto Pit on the Prescott National Forest is a great example of an OHV area on Forest Service Managed Land where “open” motorized trials are managed and allowed.
12. Ensure that 4x4 recreation opportunities are given equal consideration among all other recreation types. Colorado is well known for the amazing 4x4 opportunities found there. There is a perception among the public that this type of OHV recreation does not receive equal attention.
13. Provide better communication to the public regarding volunteer needs and opportunities. Improved website and social media presence can help with this area of communication.
14. Improve interagency communications with the BLM. It has been recommended in the comment forms that a “working group” is created among agencies with representatives from OHV organizations across the state. This group would meet regularly to discuss issues, solutions, and collaborative work opportunities. There is also opportunity to ensure that routes that cross management jurisdictions are managed consistently.

Forest Service Staff Recommendations: Partnership and Facility Needs

As part of this process NOHVCC distributed a questionnaire to determine the needs for additional trail stewardship partners and facilities within the National Forests in Colorado. The form also served to describe current shared stewardship activities, the organizations that partner in these activities, and examples of positive recruitment/interaction with these groups. Forests were asked to determine whether this form should be filled out at the Forest or District Level, and then to submit this questionnaire to NOHVCC. Responses can be found below:

Pike-San Isabel National Forest; South Platte Ranger District

1. Who are the OHV groups or individuals that participate in shared stewardship of public lands managed by the Forest Service on the Forest/District?
RRMMC, BSA, Local Dealerships, Individual Volunteers
 - a. Where are these individuals/groups located?
Mostly within the Denver Metro area.
 - b. What projects have these individuals/groups assisted you with?
Everything from trail planning, alignment, construction and maintenance, sign construction and installation, barrier construction and installation, facility maintenance, and event planning and organization.
 - c. Would it be OK to contact them for further information? If so, please provide contact information for these individuals/groups (e-mail, phone number, website)
RRMMC: rampartrange.org
2. Where in the Forest/District do you have a need for additional partners from the OHV community to participate in shared stewardship?
The, “high country” which is the western part of our district. The need at this time is greatest in that area due to budget constraints.

3. What are the best practices you have implemented, witnessed, or participated in to engage and successfully partner with the OHV community?
Encourage organization and lead by example.
4. What strategies have you implemented, participated in, or heard of that build a greater understanding and commonality between different types of recreation across user groups?
Participation typically helps to unite different user groups.
5. What capital improvements (i.e. trailheads, restrooms, shade structures, picnic tables, kiosks, etc.) could be made on the Forest/District to enhance OHV recreation?
Restrooms if maintenance and service was shared. Kiosks that are digitally interactive. Loading and offloading ramps. Trail signs.
6. What are the OHV trail and trail system needs (trail construction, major trail reroutes, signing, equipment) on the Forest/District? **Please provide trail numbers, trail names, and locations where applicable.**
The realignment and extension of trail #627 along with the connection of neighboring campsites and parking areas. The addition of parking areas within the Rampart Range Motorized Recreation Area.

Arapahoe-Roosevelt National Forest; Clear Creek Ranger District:

1. Who are the OHV groups or individuals that participate in shared stewardship of public lands managed by the Forest Service on the Forest/District?
Our partners are all full size 4x4 vehicle clubs including: Mile Hi Jeep Club, Colorado Jeep Girls, Rising Sun 4x4, Front Range 4x4, Colorado 4x4 Rescue and Recovery, FJ Cruisers, and North American XJ Assn.(NAXJA)
 - a. Where are these individuals/groups located?
Mostly all Front Range and Denver Metro Area
 - b. What projects have these individuals/groups assisted you with?
Adopt-a-Road on many routes on the district. Projects include route maintenance, signage, trash removal, outreach and eyes/ears on the Forest.
 - c. Would it be OK to contact them for further information? If so, please provide contact information for these individuals/groups (e-mail, phone number, website)
Some of my consistent contacts for Adopt-a-road are as follows: OK to contact. Mile Hi Jeep Club-Daryl Malas(dmalas@gmail.com) and Ryan Boudreau(boudreau1020@gmail.com) Colorado Jeep Girls-Catherine Fanaro (coloradojeepgirls@gmail.com), NAXJA-Mike Glasier (hypoids.haus@yahoo.com) Other groups have had year to year rotating or changing group leads in charge of Adopt-a-road
2. Where in the Forest/District do you have a need for additional partners from the OHV community to participate in shared stewardship?
Due to staffing for partner oversight, we are at (or near) capacity for partnerships. Continued improvement of current partnerships to expand projects and increase responsibilities would be adequate.

3. What are the best practices you have implemented, witnessed, or participated in to engage and successfully partner with the OHV community?
Substantial and meaningful projects where volunteers feel valued, successful and cared for... Projects should be well thought out, explained and prepared so volunteers can show up ready to work hard and be rewarded with valuable results.
4. What strategies have you implemented, participated in, or heard of that build a greater understanding and commonality between different types of recreation across user groups?
Regular and consistent outreach to users explaining the value in protecting our opportunities, caring for the Resource, enforcing regulations to those in violation, and promoting the importance of OHV registration program. Above all else, being present on the ground, visible to the recreating public is the biggest help.
5. What capital improvements (i.e. trailheads, restrooms, shade structures, picnic tables, kiosks, etc.) could be made on the Forest/District to enhance OHV recreation?
Trailheads, with associated facilities, would be very beneficial but due to landownership and topography engineering and construction becomes very challenging and expensive.
6. What are the OHV trail and trail system needs (trail construction, major trail reroutes, signing, equipment) on the Forest/District? **Please provide trail numbers, trail names, and locations where applicable.**
Specific, small scale OHV signage and maintenance needs are managed with our two person Grant Funded OHV crew. Large scale route maintenance, including drainage reconstruction, rerouting, and restoration is needed nearly district wide on nearly all routes. Soils and topography combined with heavy use are resulting in large scale sustainability issues needing heavy equipment and significant repair.

Medicine Bow-Routt National Forest; Hahns Peak/Bears Ears Ranger District:

1. Who are the OHV groups or individuals that participate in shared stewardship of public lands managed by the Forest Service on the Forest/District?
Northern Colorado Trail Riders (NCTR), and the North Park Snow Snakes (NPSS), Mountain Trails Access (MTA)
 - a. Where are these individuals/groups located?
NCTR = Ft. Collins, Loveland, Greeley NPSS = Walden, CO MTA = Steamboat Springs, CO
 - b. What projects have these individuals/groups assisted you with?
Trail clearing, trail maintenance, grant support, trail grooming
 - c. Would it be OK to contact them for further information? If so, please provide contact information for these individuals/groups (e-mail, phone number, website)
*NCTR = NCTR.net
NPSS= Randy Miller @ 970-218-4974
MTA = Jason Weber 970-734-4434*
2. Where in the Forest/District do you have a need for additional partners from the OHV community to participate in shared stewardship?
Dispersed recreation is a growing concern on the District and Forest. We are struggling with expanded use and site proliferation, unauthorized trail and campsite construction, resource

damage, and human waste issues. Not sure how the OHV community could best be utilized other than ambassadors for Tread lightly program and peer pressure on existing users? We continue to have needs to help address trail clearing in areas hard hit by deadfall from the beetle kill epidemic.

3. What are the best practices you have implemented, witnessed, or participated in to engage and successfully partner with the OHV community?

Through the Colorado Parks and Wildlife grants we have been able to reduce a lot of the backlog of trail maintenance and field a crew to keep working on clearing and maintaining OHV trails across our district and Forest. Examples include: re-routes, reconstruction, armoring water crossings, turnpike and bridge construction, water bar and tread maintenance, visitor contacts. The annual funding allows the Forest Service to consistently work with OHV club partners on enhancing / maintaining OHV opportunities. Without this funding the Forest Service would struggle to have capacity to engage with the OHV community on a consistent basis.

4. What strategies have you implemented, participated in, or heard of that build a greater understanding and commonality between different types of recreation across user groups?
Having a field presence and talking with all of the different user groups helps a lot. CPW grant funds provided to the Forest Service help with this outreach (Tread Lightly and Stay the Trail ethics) amongst the OHV community. Creating relationships and partnering with our local OHV clubs and community members is important as well. We are looking into multiple use signage for key motorized trails (CDT, Wyoming trail) that see conflict with non-motorized users to promote their multiple use designation.

5. What capital improvements (i.e. trailheads, restrooms, shade structures, picnic tables, kiosks, etc.) could be made on the Forest/District to enhance OHV recreation?

There is opportunities to install bathrooms and kiosks at OHV trailheads. One concern with adding new toilets is who is cleaning them and paying to pump them. Maybe if this could be done through the OHV crew grants for OHV specific trailheads it would help?

6. What are the OHV trail and trail system needs (trail construction, major trail reroutes, signing, equipment) on the Forest/District? **Please provide trail numbers, trail names, and locations where applicable.**

Percy Lake Trail #1134 needs = trail re-routes/reconstruction

Grizzly Helena # 1126 = trail re-routes/reconstruction, heavy tread maintenance, corridor clearing

Jack Park #1186 = needs some reconstruction work

Bear Draw # 1212 = needs some re-route/reconstruction work, travel management with Wyoming trail system

Snyder Creek and Radial Mountain #1226 and 1227 = ongoing trail clearing and maintenance

Whiskey Creek #1149.1A = trail re-routes / reconstruction

Nipple Peak #1147.1 – trail re-routes / reconstruction

Ellis Trail #499 – Install 4x4 technical rock features

North Routt – replace a few aging 50” bridges

North Routt – Complete planning to update trail system for newer side by sides and looped opportunities

Grand Mesa, Uncompahgre, and Gunnison National Forest; Supervisor’s Office:

1. Who are the OHV groups or individuals that participate in shared stewardship of public lands managed by the Forest Service on the Forest/District?
Western Slope ATV Association, Thunder Mountain Wheelers, GOATS, Uncompahgre Trail Riders Association, Trail Preservation Alliance,
 - a. Where are these individuals/groups located?
Grand Junction CO, Delta CO, Gunnison CO, Montrose CO, Colorado Springs CO, Telluride, etc.
 - b. What projects have these individuals/groups assisted you with?
Trail Dozers, Numerous OHV projects across the GMUG N.F.
 - c. Would it be OK to contact them for further information? If so, please provide contact information for these individuals/groups (e-mail, phone number, website)
Steve Chapel, WSATVA, dirtuser@bresnan.net
Marilyn Liebetrau, TMW, marilyn.liebetrau@totalspeed.com, 970-901-8705
Rich Jakino, UVTRA, richjakino@hotmail.com
GOATS, www.gunnibgoats.com
Don Riggle, TPA, info@coloradotpa.org, 970-338-4106
2. Where in the Forest/District do you have a need for additional partners from the OHV community to participate in shared stewardship?
Norwood Ranger District
Paonia Ranger District
3. What are the best practices you have implemented, witnessed, or participated in to engage and successfully partner with the OHV community?
Various projects associated with single track, double track and low standard 4x4 road access. The GMUG N.F. is recognized as one of the leaders in motorized recreation opportunities and also have provided leadership in the Trail Dozer programs including operator training and support. This forest is used as an example of proper stewardship and innovation.
4. What strategies have you implemented, participated in, or heard of that build a greater understanding and commonality between different types of recreation across user groups?
Trail Dozer program cooperative agreements and training, Trail Maintenance Workshops, First Aid training and Chainsaw training provided to cooperators, ATV, UTV and Trail Bike operator training, NOHVCO and COHVCO workshops when provided within the general geographic area (Grand Junction, Montrose, Gunnison).
5. What capital improvements (i.e. trailheads, restrooms, shade structures, picnic tables, kiosks, etc.) could be made on the Forest/District to enhance OHV recreation?
Specific Trailhead enhancement and addition of restrooms at high use sites such as the Round Corral and Leroux Creek Trailheads, Little Cimarron/Alpine Trailhead, Stevens Gulch Trailhead, Divide North OHV Trailhead, Star Trailhead, Timberline Trailhead at Cottonwood, Teocalli Trailhead, Imogene Pass, Engineer Pass, etc. While restrooms are desperately needed at these and multiple other sites, of even higher need is a cooperative agreement to maintain these sites and pump vaults.

6. What are the OHV trail and trail system needs (trail construction, major trail reroutes, signing, equipment) on the Forest/District? **Please provide trail numbers, trail names, and locations where applicable.**

Parallel Trail north from Columbine Pass to Divide North OHV Complex

Ragged Mountain Trail to top of McClure pass

Green Mountain East to Leroux Creek TH

Milk Creek south to Saguache Park

San Juan National Forest; Supervisor's Office

1. Who are the OHV groups or individuals that participate in shared stewardship of public lands managed by the Forest Service on the Forest/District?

San Juan Trail Riders, Pagosa Trail Riders, and PAPA

- a. Where are these individuals/groups located?

Dolores, Durango, Pagosa, and Telluride

- b. What projects have these individuals/groups assisted you with?

Trail Maintenance and construction as well as planning.

- c. Would it be OK to contact them for further information? If so, please provide contact information for these individuals/groups (e-mail, phone number, website)

Heather Hormell heather.hormell@gmail.com

2. Where in the Forest/District do you have a need for additional partners from the OHV community to participate in shared stewardship?

Everywhere.

3. What are the best practices you have implemented, witnessed, or participated in to engage and successfully partner with the OHV community?

We have developed a good long-standing partnership with the SJTR.

4. What strategies have you implemented, participated in, or heard of that build a greater understanding and commonality between different types of recreation across user groups?

We have hosted "Share the Trails" trail maintenance workdays as well as supported and participated in a long-standing trail round table.

5. What capital improvements (i.e. trailheads, restrooms, shade structures, picnic tables, kiosks, etc.) could be made on the Forest/District to enhance OHV recreation?

Unknown.

6. What are the OHV trail and trail system needs (trail construction, major trail reroutes, signing, equipment) on the Forest/District? **Please provide trail numbers, trail names, and locations where applicable.**

Unfortunately, we do not have that information gathered up but would be good feedback for us to receive from our OHV partner groups.

US Bureau of Land Management in Colorado OHV Recreation Needs and Opportunities

More than a quarter of public lands in Colorado are managed specifically for recreation and tourism. Recreation on BLM lands is all about the visitor's freedom to choose where to go and what to do. Unlike many other recreation destinations, the BLM's public lands are still quite rustic. There are no entrance stations and comparatively few developed recreation areas. Diversity is the name of the game in Colorado, from lands, to recreation opportunities, to adjoining communities. Dozens of nearby communities provide permitted guiding and outfitting services, gear and equipment sales, and lodging. BLM Colorado is always seeking recreation partnerships to enhance visitors' experiences and provide quality recreation opportunities.

BLM Colorado offers a variety of motorized recreation opportunities from the OHV play areas in Flat Top-Peach Valley and Grand Valley, to extreme rock crawling at Wolford Mountain Recreation Area or Independence Trail in the Gold Belt Recreation Area.

Public lands in Colorado managed by the BLM fall under three district offices: the Northwest, the Southwest, and the Rocky Mountain. The Northwest District includes 4 field offices: the Colorado River Valley, Kremmling, Little Snake, and White River Field Office. The Southwest District includes the Tres Rios, the Uncompahgre, and the Grand Junction Field Office. The Canyons of the Ancients National Monument, the McInnis National Conservation Area, the Dominguez-Escalante National Conservation Area, and the Gunnison Gorge National Conservation Area are also managed out of the Southwest District Office. The Rocky Mountain District includes the Gunnison, the Royal Gorge, and the San Luis Valley Field Office. There is also the BLM Colorado State Office which includes the Andy Senti Public Lands Information Center. Specific BLM comments collected include:

Northwest District:

- Colorado River Valley:
 - The BLM has closed long-standing motorized trails in favor of mountain bikes. The RMP didn't treat motorized users friendly
 - McCoy: BLM mapped trails but failed to recognize important loop connector sections that still remain closed
 - BLM has been a great partner at Hardscrabble and Gypsum Hills and has added 15 miles of new trail to the systems
 - Add more loop opportunities at Hardscrabble
 - Continue Bellyache road to BLM 8410 to Hardscrabble road.
 - Reopen closed trails in the South Gypsum area.
- Kremmling:
 - Install restrooms
 - Provide better trailhead identification
 - Provide safe riding for families and kids at Wolford and North Sand Hills
 - Provide longer riding/loop opportunities
 - Provide trash cans at N. Sand Hills or have more enforcement of pack it in, pack it out.

- Improve signing at North Sand Hills to prevent damage to sensitive areas
- In the RMP Wolford is designated as a SRMA and is an OHV area. The area is adjacent to the town of Kremmling and Wolford reservoir. This area has some great potential being that it melts out early and stays dry later in the season. The area is managed by the BLM Kremmling Field Office.
- Little Snake:
 - No specific comments
- White River:
 - No specific comments

Southwest District:

- Tres Rios:
 - No specific comments
- Uncompahgre:
 - No specific comments
- Grand Junction:
 - Provide restrooms in the vicinity of the 21 road
 - Conduct trail/trailhead clean-ups

Rocky Mountain:

- Gunnison:
 - Provide better trail marking in the Taylor Park area
 - Maintain Tomichi Pass Trail, Hancock, and Tin Cup
 - Alpine Loop: Re-open #895 Spirit Gulch/Greyhound Mine Road to the Public, Re-open Minnie Gulch Trail to motorized single track users, Re-open Pole Creek Connector Trail (Maggie Gulch) to motorized single track users, offer the ability for OHV's to connect Black Bear Pass & Imogene Pass as well as Imogene Pass and Engineer Pass. Overall, more motorized single track opportunities would be positive.
- Royal Gorge:
 - Become more involved in OHV
 - Fourmile could use more motorcycle only single track connectors
 - Provide connectors for the north and south parts of Four Mile
 - Provide more camping opportunities at Four Mile
 - Signs at Penrose should match maps
 - Penrose 4x4 trails are too short, need additional routes
 - Penrose: It's crowded all winter. Currently there is no legal single track which is probably going to cause conflict with land managers soon.
 - The Texas Creek OHV area is managed by the BLM Royal Gorge Field Office. This is a large area that has 1¼ miles of single track. There are lots of opportunities for more single track in that area.
 - Penrose Commons: Make user created single track system trails & build new trails to establish an adequate motorized single track experience

- Turkey Rock: Create Designated Dispersed Camping, Enduro Cross course and beginner training areas
- Sand Gulch Wellsville: Create single track to connect Howard to Wellsville- this will add single track loop options w/RT. Create designated dispersed camping at Wellsville. Add single track route from Wellsville to RT and Wellsville to CR 101 for better loop opportunities w/RT.
- Kerr Gulch: Single track connections to Rainbow Trail from HWY 50
- Texas Creek: Create more single track for a more adequate motorcycle experience
- San Luis Valley:
 - Build single track up to motorized trails near communities. Backyard to backcountry connections.
 - Expanding interest in motorized areas by trials bike users. Implement trials bike open play areas.
 - Pursue a Good Management Crew grant from the Colorado Parks and Wildlife OHV Fund.
 - Install beginner/training areas
 - Install loading ramp at Lime Kiln
 - Provide more signage at Lime Kiln
 - Better maps for Lime Kiln
 - Provide trailer access at Rio Grande Natural Area
 - Identify camping areas
 - Install restroom at Lime Kiln

General BLM Public Comments:

- Better Maps
 - Digital maps
 - Paper maps at trailheads
- More loops
- Improve communication with riders/public
- Provide better education to public
- Management/Signage on BLM and Forest Service should match
- Better signage on routes
- Paper maps available at trailheads
- Provide more winter riding opportunities like Penrose
- Provide better trail information to point of contact (receptionist) at District/Field Office
- Older people who can't hike/bike still want access to public lands and need OHV trails
- Provide more enforcement
- Create/design more trail obstacles
- Install dedicated OHV play areas with multiple obstacles
- Provide restrooms at trailheads
- Provide better parking for trailers
- GPS trailhead and route information

- Better announcement of volunteer opportunities/utilization of volunteers
- Formalize connector to allow travel to Moab off-road
- GPS trail downloads for Stay the Trail
- Bring all OHV groups together for local meeting on a schedule
- Preserve access
- Reopen trails as soon as practicable after washouts, avalanche, fire, etc.
- Improve interagency communication with Forest Service
- Make it easier to get current status information and contacts, often search for info and find old info
- Improve access close to town, too often opportunities are several hours drive from population centers
- Shooting closures to protect riders
- Improve utilization of social media
- Improve transparency
- Farmington Field Office (New Mexico) Glade Run & Pinon Mesa OHV Areas – development of motorized single track with width restrictors to prevent the encroachment by UTV's.
- "I think you guys do a great, sometimes thankless job, under difficult circumstances. Maybe getting the word out via social media on some of the things you have to deal with on a daily basis, give people a better understanding and hopefully more appreciation for what you do." - Anonymous participant
- "We're fortunate in the valley to have great working relationships with the BLM, FS & CPW. We've collaborated on numerous projects together and they're always willing to attend our volunteer workdays bringing personnel, tools, equipment and expertise. It really is greatly appreciated." -Anonymous participant

NOHVCC Recommendations for the BLM:

1. **Provide quality digital and paper maps for all OHV recreation opportunities. There is reported inconsistencies in how maps are presented to the public across Colorado. A standard mapping template for paper maps should be created to ensure consistency and clarity. Digital maps should be presented on Avenza and COTREX to allow users to download or access them. Local clubs may be willing to pursue grant funds to create these maps. NOHVCC has worked with Tread Lightly to create a standard mapping template for OHV recreation in Sedona. We can make this example available upon request.**
2. **Increase opportunities close to town: Studies have shown that the current generation in the workforce is more likely to pick a place to live based on quality of life and recreation opportunities rather than available employment. Many rural towns in Colorado are evidence of this. As the population and demand for recreation opportunities increase in these towns it is important to look for additional recreation opportunities.**

3. Increase Education and Enforcement presence across the state. Good riders want enforcement, and with the increase in OHV recreation in 2020 there is a need for additional education presence. Utilize resources from Stay the Trail and NOHVCC to increase educational presence.
4. Provide new or improved restroom facilities at trailheads. The increased amount of outdoor recreation in 2020 has increased the need for sanitation. Look for grant funding and partnerships to install and maintain these new facilities.
5. Install beginner/training areas near popular trailheads and campgrounds. The Peach Valley Recreation Area has an excellent example of a beginner training area and skills development course.
6. Look for additional opportunities to provide connector routes to the Rainbow Trail. Rider's love the long-distance route but want more opportunities for connections and "bail-outs." This is an excellent opportunity to partner with the BLM and local riders to improve OHV access.
7. Creatively seek challenge in trails. Rider's don't like trails that are too easy and will often create their own challenges. Recommendations for creatively creating challenge can be found in the NOHVCC publication "Great Trails: Providing Quality OHV Trails and Experiences." This book may be downloaded for free at www.nohvcc.org.
8. Sign trails with difficulty level, consistent across the trails in the specific management area. People like to be able to pick out a ride based on their skill level. Using terms such as easiest, more difficult, and most difficult communicate that the trail is among the easiest or most difficult in that system. It does not mean that a trail is "easy" but rather among local opportunities that trail is the easiest. See the Great Trails Guide for more information. Liability is low if the signing is consistent. It may also be feasible to sign certain obstacles or portions of a trail as "more difficult" or "most difficult" rather than the entire trail.
9. Expand single track opportunities where feasible. There is a huge desire for more single track trails and loop opportunities in Colorado. This can be done through new construction, adopting existing routes, or creating connector routes. Specific priorities have been noted in the comments above.
10. Ensure that 4x4 recreation opportunities are given equal consideration among all other recreation types. Colorado is well known for the amazing 4x4 opportunities found there. There is a perception among the public that this type of OHV recreation does not receive equal attention. Many favored 4x4 opportunities are identified on BLM managed lands in Colorado.
11. Increase transparency through better communication and improved websites. There is noted frustration with the difficulty of finding pertinent and updated information on

BLM websites. Utilize social media when possible to share relevant news and information.

12. **Provide better communication to the public regarding volunteer needs and opportunities. Improved website and social media presence can help with this area of communication.**
13. **Improve interagency communications with the Forest Service. It has been recommended that a “working group” is created among agencies with representatives from OHV organizations across the state. This group would meet regularly to discuss issues, solutions, and collaborative work opportunities. There is also opportunity to ensure that routes that cross management jurisdictions are managed consistently.**
14. **Create a purpose built 4x4 trail system, with challenge features, on Forest Service managed land in Colorado similar to the Wild Bill OHV trail system on the Flathead National Forest in Montana.**

BLM Staff Recommendations: Partnership and Facility Needs:

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

Northwest District:

- Colorado River Valley:
 - *Hardscrabble: Volunteers to be used in constructing new dirt bike trails. There are three new single track trails in the final stages of NEPA*
 - *McCoy: Currently we are assessing trails after route inventory this previous season*
 - *Red Hills: After extensive route inventory in the 2019 season route additions are being evaluated*
 - *Silt Mesa: We would like to add a kiosk and area map with QR code to the new trail head. We are hoping to gravel the access rd. and create a designated trail head to start trails in order to eliminate the current braided trail system that has taken root in this area.*
- Kremmling:
 - *Wolford RMA: Area already within COTREX and Avenza. Need to work with cooperators for updates as area management, updated trail designation is implemented, and new trail plan is developed to provide a better flowing trail system. Incorporation of a Stakeholder Group would assist in developing Interpretive messaging and visitor understanding of management requirements within the area which are in conformance with laws, regulations and RMP guidance for the area. Stakeholder group would also provided input and guidance on updated trail system that takes into account Greater Sage Grouse and Big Game Habitat, Grazing and Range Permittes, adjacent homeowners and inholdings. Take into account Zone 3 of RMA for Bicycle access from Kremmling. Consider development of camp facilities between Open OHV Play Area and Sidewinder trail to mitigate for dispersed camp expansion and impacts near Muddy Creek. Area currently used for camping by OHV visitors and anglers accessing Muddy*

Creek. Identify new trail plan to reroute unsustainable sections of trail, reroute existing system to flow better and provide logical connectivity and utilize control points to reduce impact to sensitive resources. Identify through outreach desires for improvements of Open OHV Area and potential for a "Training Track" for youth. Stakeholders should include at a minimum Kremmling, Grand County, Northwest Colorado River Conservation District (adjacent land managers), local CO Parks and Wildlife, State Land Board (OHV Access Route from town crosses State Trust Land adjacent to designated Endangered Plant Osterhout milkvetch (*Astragalus osterhoutii*), Colorado Natural Areas (rare plant) OHV interests, Mountain Bike interests, grazing interests, and adjacent homeowners. Historic use, 4 different grazing permittees, growing in popularity. User created trail system with poor flow, needs elimination of non-sustainable routes. Kremmling is supportive of OHV use. Local community does some peer policing in the area. Needs a good trail plan. Greater Sage Grouse priority habitat is an issue. OHV Tourism has been embraced by Grant County.

- North Sand Hills RMA: Currently undergoing Recreation Area Management Planning (RAMP) and dialog of expanding Cooperative Management Area (CMA) boundary. CMA renewal May, 2020. Public Open Houses held in Walden, Denver, Ft. Collins and Cheyenne, WY in 2019. Development of Business Plan for identifying Fees for Area, distribution of fees and planned use at RMA and CMA with CMA entities and Jackson County for providing essential services (EMS, Search and Rescue, Law Enforcement support). Undergo a Carrying Capacity analysis for RMA and CMA to determine Carrying Capacities for the area on popular weekends (Holidays, Mexifest), high use weekends and other periods when area is open. Incorporation of a Stakeholder Group would assist in developing Interpretive messaging and visitor understanding of management requirements within the area which are in conformance with laws, regulations and RMP. RMP and RAMP public Open Houses identified need to plan for designated camping, permanent fire pits and potential additional camp facilities (picnic tables). Numbers, types (single/group/open dispersed) of camp sites and alternatives being developed. Camp sites to mitigate impacts from: Historic camping where fire pits have been dug and covered after use. Very high amounts of trash from glass, cans, refuse being put into fire pits then buried. Expansion of dispersed camp areas with removal of trees to expand areas for larger trailers and increasing size for others in group. Expansion and creation of new disturbed sites as area continues in popularity and improved and increased size of trailers and equipment brought to area. Removal of both dead, dying and live trees for fuelwood – reducing cover for visitors and for big game habitat in crucial winter range. Design and installation of effective and safe fencing to prevent creation of social trails, loss of vegetation. New trails created annually originating from dispersed camp sites, along existing and designated trails. Identify, Design improved trail plan for access to/from camp areas and dune/trail areas. Identify new trail opportunities with/if potential CMA expansion area. Identify and plan for potential single track trail opportunity. Mitigate for sedimentation impacts to North Sand Creek and provide loop opportunity. North Sand Creek listed as impaired stream for sedimentation. In negotiations to reopen route with elimination of creek crossings. Provide protection and

interpretation to historic cabin adjacent to North Sand Creek crossing trail. Provide interpretive self-riding trail tour with stops providing information on area resources and opportunities. Include mitigating and designing crossing of Government Creek that does not contribute to sedimentation of creek to allow for loop opportunity utilizing Mendenhall Road in State Forest State Park. Develop EMS/Administrative sites for staging of essential service vehicles and sites for medical evacuation for Flight For Life's. (Admin site at entrance area already identified and approved through NEPA – need for helicopter landing site closer to dune area. Provide staging/landing zone site closer to dune area. Mitigate for parking along main access road to dune to ensure passage of Emergency Services and Vehicles. Develop area rules to enhance and provide for safety: Whip Flags, speed limits in camp areas and main access roads, no glass outside of camp sites, potential minimum age for unsupervised riders, potential quiet hours area for families or others not wanting radios etc. playing after a certain hour. Potential overflow parking area for additional vehicles unable to drive through soft roads to camps or unable to fit within a camp location. Identify alternative for a dispersed camp location for those looking for undeveloped camp opportunity (limit fires to propane/gas type fires to mitigate for littering) Heavy education efforts underway, but more enforcement could be utilized. Probably could have used management much earlier in the process. RMP completed in 2015 calls for this area to be managed as SMRA for OHV recreation.

- Little Snake:
 - Sand Wash OHV Area: Paper maps provided by private sources, need digital maps in future. Need more signing as existing OHV opportunities are inventoried. No facilities and campgrounds until route inventory is completed – now in progress. Complete inventory of existing trails and secure CPW funding for management plan over next 3 years. Need to work through travel management process to identify loops and connecting trails. Three geographical TMAs.
- White River:
 - L07 Hill: Add area to App Avenza, CarryMap, etc. Install signing. Create “Friends” group for OHV Area (Wagon Wheel OHV Club). Install kiosks and fencing. Design and Install trails for existing or new OHV area. Implement Open Area (16 acres)
 - North Rangely: Create digital and/or paper maps. Add area to App Avenza, CarryMap, etc. Install signing. Create “Friends” group for OHV Area (Rangely Area OHV Group) Organize Volunteer Efforts. Install parking area, kiosk, signing and fencing. Designate Open Area and limit travel outside of Open Area to designated routes (which are existing)
 - Rangely Rock Crawling Park: Add area to App Avenza, CarryMap, etc. Install signing. Create “Friends” group for OHV Area (Rangely area OHV group). Organize Volunteer Efforts. Install entrance signs and Open Area boundary signs, trail signs. Designate new rock crawling routes outside of the planned Open Area. Work with the Ute Tribes to address cultural concerns.
 - North Dinosaur: Create digital and/or paper maps. Add area to App Avenza, CarryMap, etc. Install signing. Create “Friends” group for OHV Area (Rangely/Dinosaur area OHV

group). Organize Volunteer Efforts. Install kiosk and Open Area boundary signs. Work with the Ute Tribes to address cultural concerns.

- Wagon Wheel West OHV Trails: Create digital and/or paper maps. Add area to App Avenza, CarryMap, etc. Create “Friends” group for OHV Area (Rangely/Dinosaur area OHV group). Organize Volunteer Efforts. Install additional kiosks.

Southwest District:

- Tres Rios:
 - *Mud Springs: With the signing of a new travel plan, we may have more facilities to install as we may be converting an existing gravel pit to an OHV play area. May have new facilities related to gravel pit conversion. Lack of organized support, primarily geared towards rock crawling, small ATV contingent that uses connector, gravel pit area when restored by concessionaire will be used as OHV open area in the future. Utilize rock filter gate to prevent road vehicles from accessing rock crawl areas. Surrounded by cultural based ACEC. Contingent of motorcycle riders violating closure, but 4x4 and ATV/ROV community have been supportive. Field Office is in the process of Travel Management and there will be a great opportunity to identify additional recreational routes in the Field Office Management Zone.*
- Uncompahgre:
 - *Peach Valley: Making our existing network of trails sustainable is the priority currently. We have done re-routes in recent years and will continue to do so as conditions dictate. Staff capacity to do these projects can be limited. Having a group supply volunteer labor or a contractor definitely helps get projects on the ground quicker. Signage is a constant task as signs get run over and pulled out frequently. Signage is key to keeping people on designated routes. We honestly need a couple of dedicated rangers each season to just focus on wayfinding.*
 - *Dry Creek: Signage is a continuous project that the BLM works on. We have limited facilities in this area but we are working on developing those that we have. Two that we are working on developing are on 90 Rd and Rim Rd. 90 Rd will have parking, bathrooms, and an OHV Skills course. We are in the process of transferring that land to Montrose. We are also working on developing Rim Rd Staging Area. Our main priority is to maintain existing trails with the help of our partners. We have done and will continue to build reroutes where needed. We have worked on trails where they dead end installed trail to help maintain flow and negate these dead ends.*
- Grand Junction:
 - *34 & C Road OHV Area: Kiosk that have placed in this area have been shot, ripped out and destroyed. Need to ensure information that is available to the public supports numbering on the ground, COTREX, etc. Working with office GIS specialist to provide georeferenced PDF maps. Will be made available online as well as to partners such as Stay the Trail. Needs kiosk to talk about open area, trails, shooting and non-shooting areas. Challenging area because things get destroyed here. Also dumping problem. Need to develop relationship with organized shooting group to manage the shooting area that is designated in same area. Working with Grand Mesa Jeep Club (GMJC) to clean area up*

trash and delineate open area. Work with Grand Mesa Jeep Club (GMJC) to build a challenge course.

- *Bangs Zone 2 Magellan-Tabeguache OHV zone: Need to update kiosk. -Continue improve and develop Third Flats Trailhead. Post and cable expanding area across from Third Flats. Maybe improve TH access off HWY 141. Design and install new trails: 8 miles windmill ST, Horse Mesa Trails 50" – 6 miles, Horse Mesa ST trails - 2 miles, Hells Hole ATV trail – 5 miles, Billings Rim ATV trail – 1.25 miles, Fenceline ATV trail – 1 miles, Hard Knocks rock crawler trail - .5 mile*
- *Barrell Springs: Roads north of Salt Creek need maintenance*
- *Cactus Park: Need to ensure information that is available to the public supports numbering on the ground, COTREX, etc. Working with office GIS specialist to provide georeferenced PDF maps. Will be made available online as well as to partners such as Stay the Trail. All open motorized routes are marked open, need to make closed routes to reduce confusion. Work with groups to open and close winter gates, currently working with WSATVA to open and Backcountry hunters and anglers to close. Work with Western Slope ATV Association (WSATVA) to design and build new trail to stay outside of Wildlife emphasis area along Farmers Canyon. Ponderosa trail that will connect dead end routes. Maintain 50" route in Gibbler Gulch. Connect dead-end fingers in the upper canyons of Cactus Park. Work with motorcycle clubs and range staff to find connection for dead-end routes in Cactus Park, currently a fence in the drainage doesn't allow this connection. (34 to 14A). Designate dispersed camping spots within the zone as use and abuse dictates.*
- *Gateway: No official seasonal closures however, access is limited to coming across the USFS that is gated in the winter or coming up the Niche Road that is self-limiting in the winter. Plan to start marking this area in the summer of 2020 to show current TM. Old mining roads in this area need maintenance that needs to be identified by area clubs.*
- *Grand Valley: Maintain 27 ¼ rd track. Design and install restroom, jeep challenge course, endurocross track, shade shelters, fire pit.*
- *Horse Mountain: Needs travel management signs*
- *Hunting Grounds: Work with GIS to provide georeferenced maps for area. Work with community to identify new trail opportunities that avoid ACEC (area of critical environmental concern) by Escalante Canyon.*
- *North Desert: Update kiosk at portals to show designated routes reflected by TMP. Work on education, not dumping and responsible recreation. Identify need for additional routes to make long distance loops. Designate routes in Zone L. Repair cattleguard crossing at 25 rd (needs to be brought to grade and graveled). Install cattle guards at fence crossings that are being left open.*
- *Rabbit Valley: -Install fire rings and tables at dispersed sites Add additional camping spots at Knowles Overlook Campground. Realign trail 2 to get out of flat and on cross slope. Look at possibility of building route that would connect to Zion Curtain trail in Utah. Identify other new trail needs in area*

Rocky Mountain:

- **Gunnison:**

- *Alpine Loop: Most of the Alpine Loop Back Country Scenic Byway is located on county roads and it doesn't normally show up on trail apps as an OHV opportunity. Alpine Loop - Because the Alpine Loop travels through BLM, 3 counties and a small portion of USFS, sign standards and OHV regulations are inconsistent. The BLM could use help with way-finding signs and kiosk maps. Alpine Loop - It would be beneficial to develop and foster a new "Friends of the Alpine Loop" partnership. Alpine Loop - Need OHV volunteers to help with information and education. Alpine Loop - The BLM is working towards designating dispersed camping. Funding is needed for site posts, picnic tables and fire rings. In 2020 BLM secured funding to replace 8 vault toilets. Funding is needed for new toilets at 2 locations as well as replacing vault toilets at 2 locations.*
- **Royal Gorge:**
 - *Turkey Rock: Plan to design a kiosk panel with input from Rocky Mountain Trials Association.*
 - *Fourmile: Ute Iron Goats Jeep Club has adopted the Chinaman trail. Rockhoppers adopted Carnage Canyon. Friends of Fourmile – produce maps and signs for area. Vault toilet could replace portable toilet in the future. Plans in place to construct 5 miles of single track motorized in Chinaman Gulch area*
 - *Seep Springs: NEPA is in process to construct additional loops in the trail system (one new, three connector trails)*
 - *Slaughterhouse: Needs kiosk and sign for area. Mile Hi Jeep Club maintains the trail for the FS and obtained the grant for parking area. Waiting on grant funds for parking area and fencing improvements. FS will maintain parking area on BLM in an agreement.*
 - *Texas Creek: CCMR club (Salida) designing new trails. Singletrack motorized trail has been designed and waiting NEPA (7 miles of ST)*
- **San Luis Valley:**
 - *Lime Kiln: Our largest need is a grant partner/grant assistance. If successful with a good management grant the crew would install signage and conduct weekend patrols. 42 miles of single track added in last 2 years. One open area shares boundary with wilderness study area. Flat sage and no fencing Second shares boundary with mine, always fine metal dust to contend with. Less use at these areas. Extreme jeep area is small, has cultural concerns, and difficulty signing. Looking for management suggestions, and suggestions for expanding area. No seasonal restriction on 4x4 area, but snow closes. Close to two communities. Desire to look at expanded open area at Lime Kiln, and open areas to North, South, and West (Limekiln) of town. Eliminate current open areas that are not well located or used. Want to try and keep OHV opportunities open year around because of use and proximity to communities. Good working relationship with the Forest Service, Divide Ranger District.*

Colorado Parks and Wildlife Off-Highway Vehicle Program: Fund Utilization and Prioritization

With increased population and demands for increased recreation opportunities comes increased demand for resources to provide and maintain these opportunities. This comes at a time when agency

recreation budgets continue to shrink. Luckily Colorado has an excellent OHV grant program. The program is funded through the sale of OHV registrations and use permits (non-resident). OHV registrations and use permits are \$25.25 per season. Funding for the program is managed by Colorado Parks and Wildlife, who uses funds for trail maintenance, trail construction, trailheads, parking areas, support facilities, trail signs, maps, and education. The program enables law enforcement personnel to identify and return stolen vehicles, encourages safe and responsible OHV use, and promotes respect for public lands.

Since the OHV Program's inception in 1991, more than \$58 million has been allocated to on-the-ground OHV projects. In 2019, \$4,122,273 was allocated to motorized recreation projects across the state. These projects can be awarded to federal, state, and local government agencies as well as non-profit sponsors for up to 100% of the project costs.

As a part of the data collection process listening session participants were asked specific questions about the utilization of OHV program sticker funds. Those questions, the responses collected, and the number of times those responses were given were:

Where would you like to see OHV Program Sticker Funds Utilized?

- Restrooms: 6
- Campgrounds at Trailheads:
- Signage: 10
- NEPA/Clearances:
- Install kids/beginner/training areas: 5
- Install skills development area/open areas: 2
- Education: 12
- Enforcement: 9
- Improve Trailhead facilities: 5
 - Better maps
 - Better kiosks
- Trailheads (construct): 4
- Provide better trailer parking opportunities at trailheads 4
- Facility Maintenance:
- Teller County:
- El Paso County:
- Motorcycle trails:
- Universal trail rating system:
- Better maps: 4
- Work with local governments to enable OHV:
- Grants for equipment 2
- Hire more Forest Service seasonal employees who manage the trail system. Funds go directly to a busy/important OHV area (Ranger District)
- Fund the studies needed to implement the 15 miles of trails at Hardscrabble and Gypsum Hills that are included in the travel plan decision: 2

- TMP Implementation
- Staffing
- Trail grooming

What kind of projects should be prioritized for OHV grant funding?

- New trails/opportunities/areas: 22
 - Construct some 65” trails
- Trail maintenance/keep trails open: 26
- Trail planning:
- Trail Connectivity (Create loops, connect BLM and Forest Service): 4
- Rock crawling trails on the front range
- Development of an all-inclusive OHV park, like Sand Hollow in Utah
- Gates limiting vehicle size, keeping side-by-side off single track: 2
- Trail trash/graffiti/shooting area mitigation
- Work to improve reputation of OHV recreation
- Enact state legislation for registration highway use, side-by-side should be useable on all county roads*
- Camping at OHV areas
- New trails at Gypsum Hills north of Gypsum
- New trails at Spring Creek south of Eagle
- Amenities (ramps, bathrooms, signs, trash) in the Eagle, Gypsum, and Red & White Mountain Area
- Trail patrols/trail rangers: 2
- Trash removal/trail clean-ups: 2
- Create new trails closer to Loveland/Ft. Collins
- Information/Interpretation
- Resource protection and restoration of non—system routes
- Working with local communities to develop and mark OHV legal routes so people can get gas/food without having to go illegally on roads to get to those services:
- Develop opportunities closer to population centers

*OHVs are not designed to be used on paved surfaces therefore NOHVCC and the manufacturers of these machines do not support such use.

General OHV Program Comments:

- Ensure that all trails are loaded on COTREX so that it is a one stop shop for all mapping needs
- Open dirt/gravel roads to OHV use
- Pay more to get more (increase sticker fees)
- Provide better information on what trails require OHV tags as opposed to a state license plate
- Sticker funds should directly fund the trail system used by each sticker type: dirt-bike, 4x4, snowmobile, etc.
- Send reports of trail maintenance work accomplished to OHV groups

- Provide a report on what trail funding is used for each year
- Barriers to user-created non-system trails
- Require plated vehicles to have stickers/permits
- Open all roads to UTV use *
- Don't "dumb down" or smooth out trails, maintain difficulty
- Colorado OHV Sticker process needs to be streamlined. Takes 6 months to get a sticker in the mail
- Prioritize education and advertising. Keep a presence with off-road clubs and shops.
- Improve transparency
- "Our OHV funds have been used to purchase dirt bikes for the forest service and are being used to erect closure signs and others. How about some trail maintenance instead of using our own funds against us?"
- "We're fortunate in the valley to have great working relationships with the BLM, FS & CPW. We've collaborated on numerous projects together and they're always willing to attend our volunteer workdays bringing personnel, tools, equipment and expertise. It really is greatly appreciated." - Anonymous
- Possibly a managed program with different types of bikes to help get young and new people involved in riding.
- "Colorado could really benefit from an overall "Strategic Vision" for OHV recreation specific to Colorado. A Vision that could be recognized and embraced by our state leaders and tourism staff. Colorado now has an Outdoor Recreation Industry Office (OREC) and at that level of our State government we really could use a Strategic Vision specific to OHV recreation statewide. As part of that Vision, it would be ideal to identify some goals and objectives (*no matter how lofty*) for a few "signature" trail systems and recreational opportunities for multiple-use, motorized recreation distributed throughout the state to be recognized and embraced for their economic and recreational values. Along with that it would be ideal to identify a couple of landmark OHV trails that transect the state or multiple day loop(s) that would connect key locations. For instance we have the Colorado BDR route along with the Continental Divide route (not the CDST which is predominately non-motorized) ridden each year by thousands of adventure motorcycle riders. It would be amazing if the BDR route were recognized as the unique recreational opportunity that it is by the State and especially by the OREC. There is also the Trans America Trail that crosses Colorado. Similarly, there are opportunities for multiple day loops "around" Colorado. For example and the purpose of discussion, I have a Six Day loop that begins and ends in Woodland Park, that visits towns like Salida, Gunnison, Lake City, Silverton, Telluride, Grand Junction, Rangley, Vail, Leadville and back to Woodland Park. Although limited to licensed motorcycles, again it would be an achievement if the State Tourism folks recognized the unique opportunities and special experiences of a route like that. We have Scenic routes and loops designated for car travel, why not a similar concept for OHVs? I would hope that our Colorado OHV Action Plan could help identify and drive the need for, and feed into such a "Strategic Vision"." -William Alspach
- There have been some issues/conflicts with UTV riders traversing open desert areas off the officially designated roads/trails. More and improved UTV user training would be very beneficial.

NOHVCC Recommendations for CPW:

1. **Prioritize the maintenance of existing OHV routes and the development of new routes when considering grant funding. These comments were the most consistently raised and discussed throughout the process.**
2. **Encourage land managers to examine non-system/legacy trails for adoption onto the system. There are many trails identified in public comments that may be suitable for OHV use. There is significant public frustration with the loss of available trail miles in Colorado.**
3. **Continue to expand upon the capabilities of COTREX. This is a well-liked platform that many enthusiasts appreciate. Make sure there is a well-defined process for providing comments and suggestions on how to improve the application.**
4. **Ensure that state maintenance activities and projects that receive funding comply with the trail management objectives for the trail in question. There is concern that trails are being made too easy and changing the desired trail experience. Look for ways to creatively seek challenge such as those methods identified in the Great Trails Guidebook.**
5. **Develop and/or expand opportunities for all OHV users to receive safety and ethics training. ROV use was specifically identified in the comments; however, increased outdoor recreation seen in 2020 may require additional education efforts for all users.**
6. **Assist land managers and local jurisdictions in providing extra staffing and funding for law enforcement. There are a significant number of comments that show that lack of enforcement is a concern amongst OHV recreation enthusiasts in Colorado.**
7. **Facilitate open communication amongst land managers and the public. There is a perception of lack of transparency from land managers because of frustration with government websites and lack of social media presence. Comments suggested that a “working group” be created that would include land managers, CPW, and representatives from local clubs. This group would meet regularly to discuss issues, opportunities, and needs of the OHV community.**
8. **Increased and improved signage has been identified as an area that needs improvement for all land managers in Colorado. Look for ways for CPW to continue to fund and enhance signing of OHV opportunities. Trail difficulty signage was identified as a need on multiple comment forms.**
9. **Improve transparency: Expand communications that identify how OHV funds are being used. Make reports on these expenditures readily available to the public who pays into the program. Increase communications through social media and website messaging.**

*OHVs are not designed to be used on paved surfaces therefore NOHVCC and the manufacturers of these machines do not support such use.

Conclusion

Colorado has an extremely engaged OHV enthusiast community who provided some of the most detailed comments that we have received to date. Partnerships between enthusiasts and land and program managers can create near limitless possibilities to what can be achieved in Colorado in providing quality OHV access and opportunities. Public and non-governmental entities and individuals

need to work together to provide quality mapping, signing, and educational programs to enthusiasts in the State. Continue to communicate about new and existing trail opportunities to create an even better future for OHV recreation in Colorado.

About NOHVCC

The National Off-Highway Vehicle Conservation Council (NOHVCC), as a national body of OHV recreation enthusiasts, develops and provides a wide spectrum of programs, materials and information, or “tools”, to individuals, clubs, associations and agencies 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 Partners in nearly every State. The organization partners with the Canadian Off-Highway Vehicle Distributors Council, the Canadian Quad Council, and the Motorcyclists Confederation of Canada. In addition to these enthusiast partnerships, NOHVCC has partnerships with government agencies such as the USDA Forest Service, the USDI Bureau of Land Management, the Federal Highway Administration, plus state and local agencies. NOHVCC’s goal is simply to provide “A Positive Future for OHV Recreation.”

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Colorado Parks and Wildlife: <https://cpw.state.co.us/aboutus/Pages/OHV-Program.aspx>

US Forest Service Region 2: <https://www.fs.usda.gov/main/r2/about-region>

Colorado Trail Explorer (COTREX): www.trails.colorado.gov