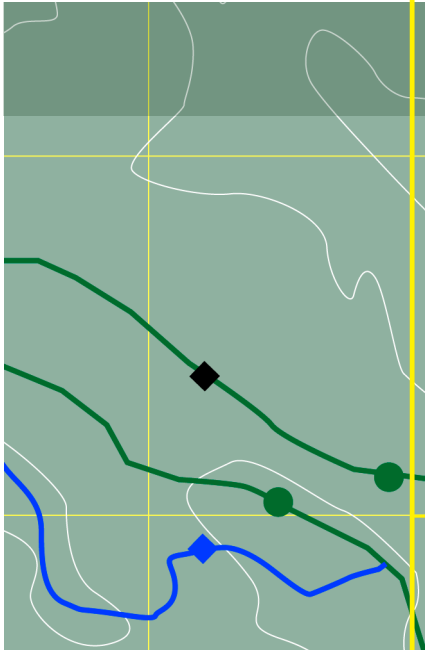
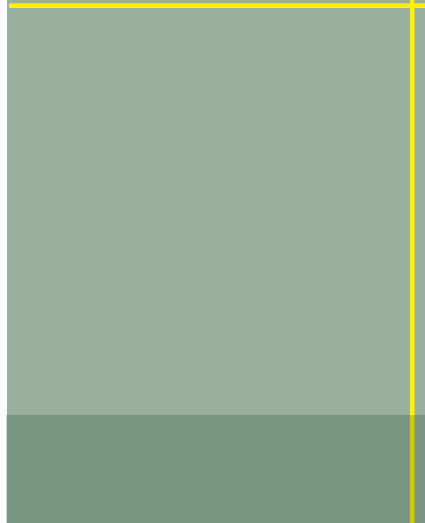
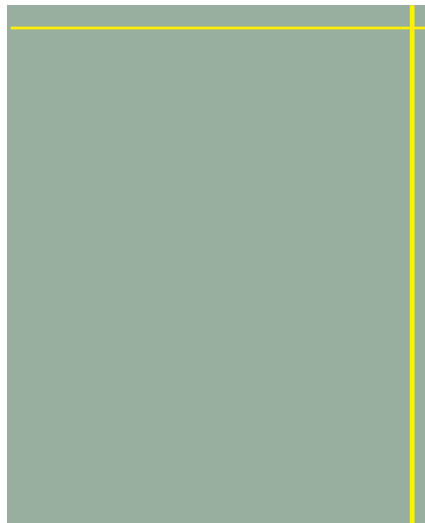




OHV Park Planning Guidelines

County of Los Angeles
Department of Parks and Recreation

August 2011





COUNTY OF LOS ANGELES
DEPARTMENT OF PARKS AND RECREATION
"Creating Community Through People, Parks and Programs"

Russ Guiney, Director

June 1, 2011

OFF-HIGHWAY VEHICLE PARK PLANNING GUIDELINES PREFACE

As Director of the County of Los Angeles, Department of Parks and Recreation, I am responsible for a multitude of recreational facilities, opportunities and goals. One of these responsibilities is to provide opportunities for the Off-Highway Vehicle (OHV) enthusiasts throughout the County.

The OHV Park Planning Guidelines address the diverse challenges and opportunities related to OHV recreation planning within the County of Los Angeles. The Project known as the LA County Dialogue was a participatory process that recognized the growing interests and concerns around OHV recreational activity and ensured the consideration of all perspectives. The Guidelines set parameters for future OHV park locations, characteristics and operations, and outline the types of spaces where an OHV facility may be appropriate in the County.

The comprehensive public participation program, which included the development of a stakeholder group and conducting eight public meetings throughout the County, was instrumental in collecting data for inclusion in the document and reaching conclusions. This accomplishment will allow our planning staff to move forward to complete the project and pursue prudent site research, with use of the Guidelines for a possible OHV park, staging area or trail.

I am very pleased with the project's success and congratulate the collaborative efforts of the advisory committee, stakeholders, the AECOM consultant team, staff participation from the Department of Regional Planning and our own planning staff, for their commitment and dedication.

I am therefore adopting the OHV Park Planning Guidelines to help address the recreation needs of the County's enthusiastic OHV population. The guidelines also assist in satisfying the Planning and Development Agency's mission; *"To Acquire, Plan and Develop Park Land for Public Recreation."*

Sincerely,

Russ Guiney
Director

RG:RE:tl:ohv park planning guidelines manual preface



Dedication

The Off-Highway Vehicle Park Planning Guidelines are dedicated to the County of Los Angeles, Off-Highway Vehicle Advisory Committee who tirelessly volunteered their time to attend public meetings, attended and collaborated during committee meetings, reviewed data collected from public meetings, sometimes agreed to disagree, but most importantly their combined efforts resulted in the first Off-Highway Vehicle Park Planning Guidelines for the County of Los Angeles. Thank You!

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Acknowledgements

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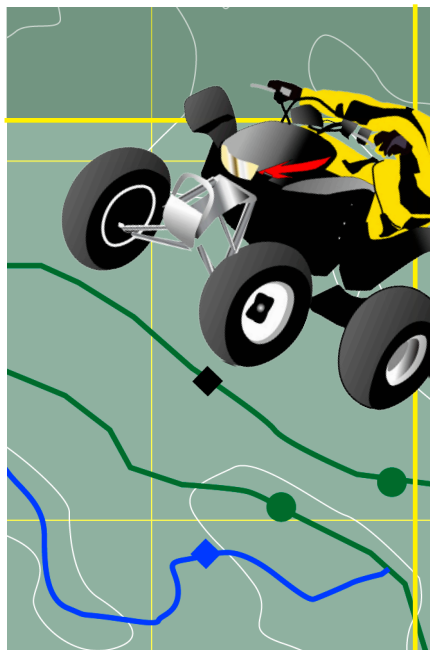
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and
Stakeholders of Los Angeles County



OHV Park Planning Guidelines

County of Los Angeles Department of Parks and Recreation

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1 Introduction

PURPOSE

The Off-Highway Vehicle (OHV) Park Planning Guidelines establish a decision-making framework for the County of Los Angeles (County), Department of Parks and Recreation (DPR) for identifying, evaluating, and planning new OHV parks, trails, and staging areas. The OHV Park Planning Guidelines proactively address the diverse challenges and opportunities related to OHV recreation planning in the County to successfully implement feasible OHV park projects.

The guidelines set parameters for future potential OHV park locations, characteristics, and operations, and outline the types of spaces where OHV facilities may be appropriate in the County. Topics addressed in the guidelines are environmental conditions, land use, noise, accessibility, safety, visibility, and recreation.

All future OHV park project proposals will be subject to the environmental review requirements of the County of Los Angeles and the California Environmental Quality Act (CEQA). Any future OHV park project partnership on federal land with the Bureau of Land Management (BLM), United States Forest Service (USFS), or United States Army Corps of Engineers (USACE) will be subject to the environmental requirements set forth in the National Environmental Policy Act (NEPA).





INTENDED USES

The County will use the OHV Park Planning Guidelines for four primary purposes:

1. Identify appropriate locations for new OHV parks in recognition of existing ecological systems, wildlife corridors, OHV areas, staging areas, and trails.
2. Evaluate the suitability of proposals for OHV park development.
3. Direct the planning of new OHV parks.
4. Prioritize funding contributions to upgrade existing OHV parks, staging areas, and trails systems managed and operated by other governmental and nonprofit entities.

PUBLIC OUTREACH

When considering proposals for OHV park developments, DPR will perform public outreach to identify potential issues, mitigation, recreation needs/ desires, and joint use opportunities (See OHV Park Proposal Review Process, Page 20). Depending on the location and characteristics of the proposed park, the outreach will include surrounding communities and cities; affected public agencies; OHV, recreation, environmental, and other types of stakeholder groups; and members of the general public.

DOCUMENT ORGANIZATION

This document contains four chapters and four appendices:

- Chapter 1: Introduction: Establishes the purpose and intended uses of the OHV Park Planning Guidelines.
- Chapter 2: Background: Overviews the extensive community and stakeholder participation process that informed development of the guidelines.
- Chapter 3: Planning Guidelines: Contains vision, goals, and planning guidelines for new Urban OHV Parks, Regional OHV Parks, and Regional OHV Trails and Staging Areas.
- Chapter 4: OHV Park Proposal Review Process: Description and flowchart illustrating process for identifying site, park type, design, environmental study, and all the other project required approvals.
- Appendix A: Baseline Assessment
- Appendix B: Major Themes on Issues, Opportunities, and Ideas
- Appendix C: State OHMVR Division Regulations and Policies
- Appendix D: Angeles National Forest OHV Road and Trail Maps



2 Background

LA COUNTY OHV DIALOGUE

The DPR launched the LA County OHV Dialogue in the summer of 2008 to bring together community members and stakeholders to discuss a future system of OHV parks in the County. One of the many goals set by the County DPR is to increase park space and recreational choices, thus maintaining and enhancing the quality of life for residents. Recognizing the growing interests and concerns around OHV recreational activity, the County DPR initiated this participatory process to ensure consideration of all perspectives. The County DPR project team facilitated a multipronged consensus process involving an advisory committee; multiple public workshops; media outreach; and a project website with postings of meeting and workshop announcements, newsletters, the baseline assessment, and input summaries. The outcome of the LA County OHV Dialogue is the OHV Park Planning Guidelines document, which was directly informed and fine-tuned as part of the process. Funding for the project was provided by in lieu funds the County receives annually from the State of California Department of Parks and Recreation, Off-Highway Motor Vehicle Recreation (OHMVR) Division.

Major components of the LA County OHV Dialogue are recapped in the remaining sections of this chapter.

BASELINE ASSESSMENT

The first step in the LA County OHV Dialogue was preparation of the 2008 Baseline Assessment, which summarizes the team's research on OHV recreation trends, land use, and conservation planning in Los Angeles County. Maps displaying the distribution of OHV recreationists in California show that the highest concentration exists in Los Angeles County. The Baseline Assessment contributed to discussions about the types of places with potential suitability for new OHV parks in Los Angeles County. Please refer to Appendix A for the Baseline Assessment.

ADVISORY COMMITTEE

The County formed the LA County OHV Dialogue Advisory Committee to participate in the development of these guidelines. The Advisory Committee was asked to provide feedback to the project team on the public workshop process; issues, ideas, and opportunities to consider in the OHV Park Planning Guidelines; and the content of the guidelines themselves. Initiated in summer



2008, the Advisory Committee met eight times, participated in the public workshops, and toured Hungry Valley State Vehicular Recreation Area. The Advisory Committee members represented various stakeholder interests, including environmental organizations, OHV riding groups and advocates, law enforcement representatives, government organizations (federal and state), nonmotorized trail advocates, and local communities.

PUBLIC WORKSHOPS

Two series of public workshops allowed for participation by additional stakeholders and members of the broader community. Each series consisted of workshops conducted in four different locations in the County. Locations of the workshops were distributed throughout the County near zip codes that had the highest occurrence of OHV registrations based on 2008 California Department of Motor Vehicle data. Workshops were held in Castaic, Little Rock, Azusa, Whittier, and Rowland Heights.

During the first series of workshops, conducted in February 2009, activities focused on collecting additional input on issues, opportunities, and ideas to help establish the framework for the OHV Park Planning Guidelines.

MAJOR COMMUNITY THEMES DOCUMENT ON ISSUES, OPPORTUNITIES, AND IDEAS

The extensive input from the Advisory Committee and the first series of public workshops was synthesized in the Major Themes document on Issues, Opportunities, and Ideas. In effect, the Major Themes encapsulate the topics talked about most during the first phase of the LA County OHV Dialogue. The themes helped to establish topics to address in the OHV Park Planning Guidelines. Please refer to Appendix B for a complete list of the Major Themes.



3 Planning Guidelines

Three separate types of OHV parks have been identified as potentially compatible for Los Angeles County:

- Urban OHV Park
- Regional OHV Park
- Regional OHV Trails and Staging Areas

Park type determination is based on the following guidelines, subject to site size, location, and compatibility to adjacent uses and communities. For each park type, the following guidance is provided: vision, example size range, goals, and guidelines listed by topic.

URBAN OHV PARK

Vision

The Urban OHV Park is envisioned as a compact recreational facility featuring OHV tracks (motocross, trials, etc.) and challenge activities (obstacle course), with a special emphasis on community-oriented rider training and education. Potential sites include previously disturbed sites, possibly zoned for industrial or commercial use, within the developed areas of Los Angeles County. This will allow for the location of an Urban OHV Park in proximity to OHV users, many of whom live within urban areas, as addressed in Appendix A, Baseline Assessment. In contrast to the Regional OHV Park, most of the Urban OHV Park area would be devoted to active recreation. Other forms of recreation that are compatible with the park's OHV activities can help meet local needs and contribute to an overall higher recreational value for the park. Figure 1 (located on page 7) provides an example Urban OHV Park.

Example Size Range

Typically 2 to 50 acres (could be larger if a site is identified).

Community Compatibility

Goal:

OHV parks that are compatible with adjacent land uses and activities



Guidelines

- Avoid impacts to residential neighborhoods, schools and colleges, medical centers, and other urban activities that would potentially be sensitive to effects from park operations.
- Consult representatives from communities adjacent to potential Urban OHV Park sites under study.
- Prioritize sites that have been previously disturbed by development, infrastructure projects, or other types of activity.
- Pursue sites in underutilized nonresidential areas such as older industrial and light industrial districts, excess freeway rights-of-way, brownfield sites, oil fields, municipal service yards, closed construction staging areas, warehouses, and closed landfills.
- Early in the site selection process, identify potential park impacts to nearby uses and integrate design components to reduce those impacts such as natural and created barriers for noise attenuation, screening, buffers, on-site parking, and appropriate location of more intensive park uses.
- Utilize landscaping on the park perimeter to enhance the local neighborhood (see additional guidelines under Environmental Leadership, below) and explore opportunities for partnerships to expand landscape enhancements in the surrounding area.
- Assess the availability of local law enforcement and emergency medical services.
- Explore community and OHV industry partnerships that can provide volunteer park staff and funding support, provide career training for youth (maintenance, management, etc.), and support other types of community needs.

Training Emphasis

Goal:

Opportunities for OHV recreation education, safety, and responsible land use ethics training

Figure 2 provides an example Conceptual Site Plan for Youth Training and Practice.

Guidelines

- Encourage the creation of training and practice facilities for a variety of skill levels.
- Prioritize sites with potential for facilities that are suitable for organized training programs and certifications.



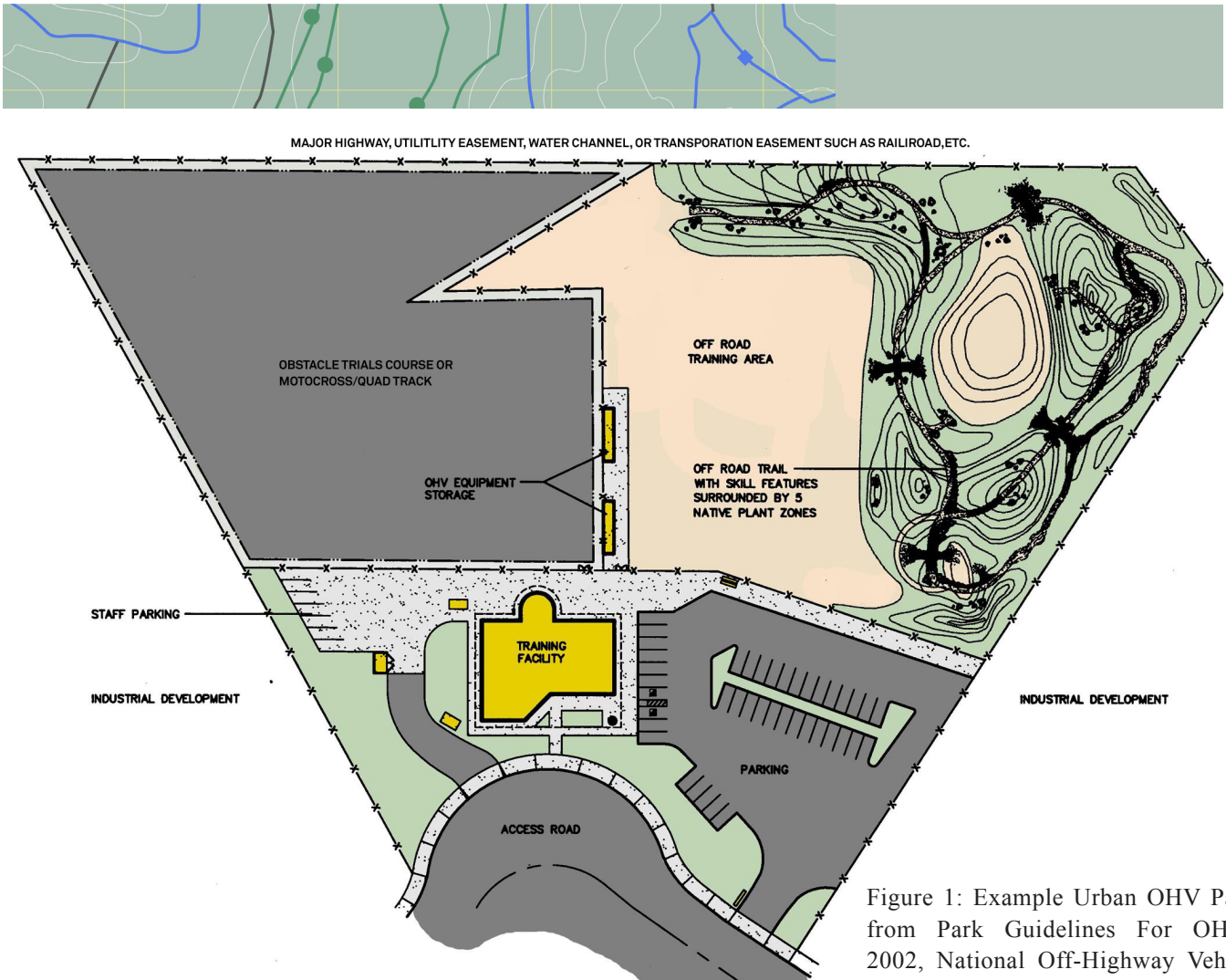


Figure 1: Example Urban OHV Park, from Park Guidelines For OHVs, 2002, National Off-Highway Vehicle Conservation Council

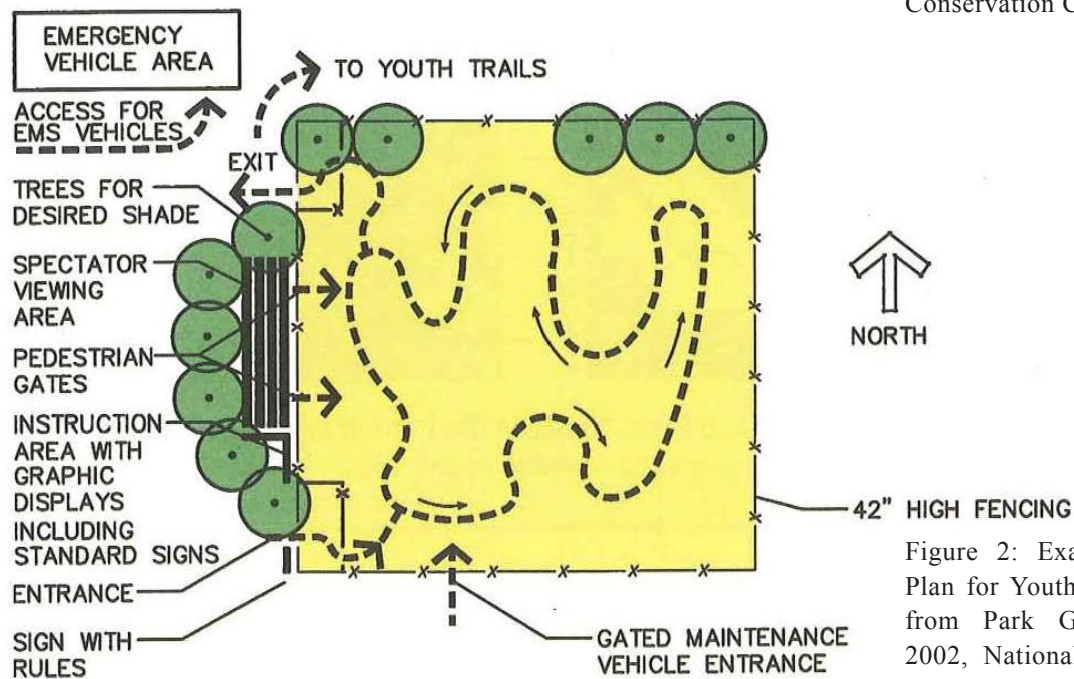


Figure 2: Example Conceptual Site Plan for Youth Training and Practice, from Park Guidelines For OHVs, 2002, National Off-Highway Vehicle Conservation Council

- Consider interpretive program opportunities related to site history, environment, and geography when choosing locations for facilities.
- Explore partnerships with local dealers and OHV manufacturers to support training.

Accessibility

Goal:
OHV parks that can be easily accessed by local community members interested in OHV recreation

Guidelines

- Give special consideration to prospective sites that are in close proximity to high concentrations of registered OHVs (see Appendix A, Baseline Assessment).
- Prioritize sites that have direct access to existing major transportation routes and can adequately support increased traffic.
- Ensure adequate parking and vehicle staging areas can be provided on-site to minimize impacts to neighboring properties.
- Seek sites with access to established public utilities such as water, sewer, electricity, and communications systems.
- Require sites to be accessible by emergency vehicles.
- Require accessibility to the park for persons with disabilities.
- Prioritize park sites located adjacent to existing managed OHV regional trail(s).
- Encourage the development of on-site vehicle storage facilities to allow for people to walk, bike, or use transit to access the park.
- Encourage sites within walking distance of transit stops.

Multiple Recreational Opportunities

Goal:
OHV parks that meet multiple urban recreational needs

Guidelines

- Consider sites with opportunities to co-locate OHV facilities with facilities for other types of compatible active recreation uses such as go-karts, bicycle motocross (BMX), mountain/off-road bicycles, remote control model cars/planes, skateboards, inline skating, and rock climbing.





- Consider sites with opportunities to co-locate compatible passive recreation uses such as picnicking, birding/nature watching, hiking, and more.
- Prioritize sites that will allow for minimizing conflicts and promote safety when co-locating multiple recreation activities.

Environmental Leadership

Goal:
OHV parks that utilize sustainable environmental practices and technologies

Guidelines

- Promote opportunities to leverage alternative energy technologies in park development, operations, and maintenance such as electric vehicles, solar-powered facilities, reclaimed water, and other emerging technologies.
- Seek projects that implement low-impact design practices to reduce water consumption (per Los Angeles County Ordinance No. 2008-0064).
- Seek projects that implement “green” building development standards (per Los Angeles County Ordinance No. 2008-0064) that are intended to conserve water, conserve energy, conserve natural resources, divert waste from landfills, minimize impacts to existing infrastructure, and promote a healthier environment.



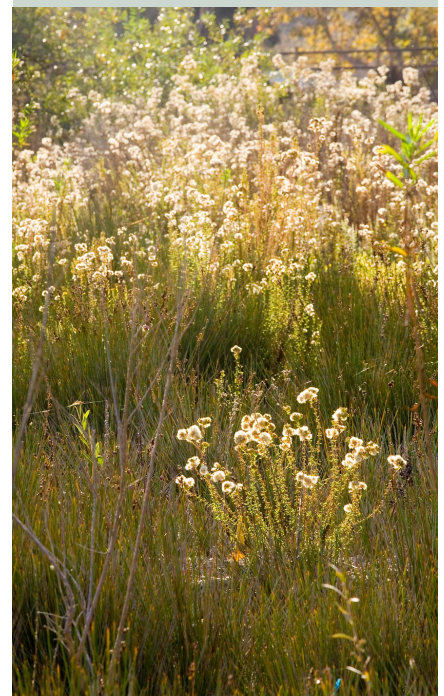
Electric motorcycle photo courtesy of Quantya USA

Wildlife and Ecology

Goal:
Minimal impacts to surrounding wildlife and habitat that could be sensitive to the operations of an Urban OHV Park

Guidelines

- Encourage OHV park plans that recognize the surrounding ecologic system.
- Avoid siting parks in areas with sensitive habitat and plant/animal species, including designated Significant Ecological Areas (SEAs).
- Provide sufficient buffers for parks located near SEAs and other sensitive resource areas to avoid impacts to conservation efforts.
- Ensure that sites can accommodate design components to minimize impacts to the natural environment, including neighboring canyons, streams, or open space that may be home to surrounding wildlife.



- Encourage opportunities to create and enhance natural environments, including the reintroduction of native plants in areas that have been previously disturbed.

Potential Partnerships for Park Development and Operations

Goal:

Partnerships with community organizations and private interest groups for park development, programs, and operations to increase benefits to the community, especially youth

Guidelines

- Engage potential partners in the site selection process (i.e., state and federal government, local cities, law enforcement, youth organizations, nonprofits, and environmental advocacy groups).
- Encourage public/private partnerships for facilities to increase development opportunities.
- Prioritize facilities compatible with concessions to maintain the economic viability and vitality of the park.
- Promote partnerships with local organizations, schools, the business community, or community groups to increase interest in park operations and enhance the park value to the community.
- Engage the community in youth programs, such as a Junior Ranger Program.

Operations and Maintenance

Goal:

Effectively managed, operated, and maintained OHV parks

Guidelines

- Select sites that will allow for park operations and maintenance to minimize off-site effects and environmental impacts and optimize the safety and enjoyment of OHV recreationists and other park visitors.
- Assess potential obstacles in operations and maintenance during the site selection process.
- Examine whether potential sites have any impediments to facility/trail maintenance, trash removal, security, communications, or first aid.





- Identify whether potential sites have limitations to peak use and special event situations.
- Seek sites with opportunities for park design and operational procedures that can achieve optimal dust and noise suppression.
- Ensure that park user vehicles will meet the sound limits set in the OHV Noise Limits established by the OHMVR Division of California State Parks and all relevant County and local noise standards. Refer to Appendix C for a listing of OHMVR regulations and policies, including noise standards.
- Require that all OHVs be checked for noise compliance before allowed entrance into an Urban OHV Park. Any OHVs that do not meet sound limits will not be allowed entrance to a park.
- Consider the existing natural drainage system and the impact of alterations in the site selection process.
- Develop sites with access to existing utilities. If utilities are not available, determine acquisition needs in the site selection process.
- Ensure that sites are served by both law enforcement and emergency medical services.
- Require documentation of financial resources and plans to support long-term park operations and management consistent with these guidelines.
- Design sites that allow for enforcement of existing OHV recreation laws. This can be accomplished by increasing the line of sight for OHV park activities and by inclusive site design that requires safety access roads to allow for decreased travel time to reach areas of unauthorized recreation use within the park.
- Ensure that an entrance fee schedule, operational hours, and site map are posted at the entrance to the Urban OHV Park.





REGIONAL OHV PARK

Vision

The Regional OHV Park is envisioned as a larger open space park with diverse opportunities for recreating on trails and/or in designated areas. The park will support recreation for a variety of OHV types, including all terrain vehicles (ATVs), motorcycles, Recreational Off-Highway Vehicles (ROVs), and 4x4 vehicles. This type of park will be located outside of the urbanized areas of Los Angeles County and have a regional draw. The Regional OHV Park will potentially include natural areas and resources, providing opportunities for proactive resource management, protection, and restoration. Furthermore, the Regional OHV Park may provide greater resource protection than other types of development due to less ground disturbance and opportunities for resource management with use of mitigated areas that are off-limits to OHV use. Disturbed areas with a long history of unauthorized OHV riding may serve as candidate sites for the Regional OHV Park. Figure 3 is a diagram of an example Regional OHV Park.

Example Size Range

Typically 100 acres or more.

Resource Protection

Goal:

Protect valuable resources in conjunction with recreation opportunities

Guidelines

- Locate parks outside of County-designated SEAs.
- Provide a sufficient buffer between parks and SEA boundaries.
- Prioritize sites with low resource value or sites that have the opportunity for balancing resource management with OHV recreation.
- Integrate design components, such as bridging, and/or mitigation areas that are off-limits to OHV use to reduce conflicts between OHV use and the natural environment, including canyons, streams, or wildlife corridors that may be vital to the surrounding ecosystem.
- Determine areas that have high habitat value for wildlife or cultural significance to avoid impacts.
- Analyze existing drainage and impacts to the watershed from potential on-site OHV recreation. Pursue use of appropriate mitigation measures to remove or reduce negative impacts to an acceptable level of significance.





MANAGEMENT ZONE LEGEND

- A – INTENSE USE AREA – PARTICIPANT
- B – INTENSE USE AREA – SPECTATOR
- C – TRAILS
- D – ADMINISTRATIVE ZONE
- E – CONSERVATION ZONE

MASTER PLAN LEGEND

- BLEACHERS
- BUILDINGS
- PARKING
- x PICNIC TABLES
- TRAIL/PATHWAY
- PEDESTRIAN TUNNEL AND/OR VEHICLE OVERPASS

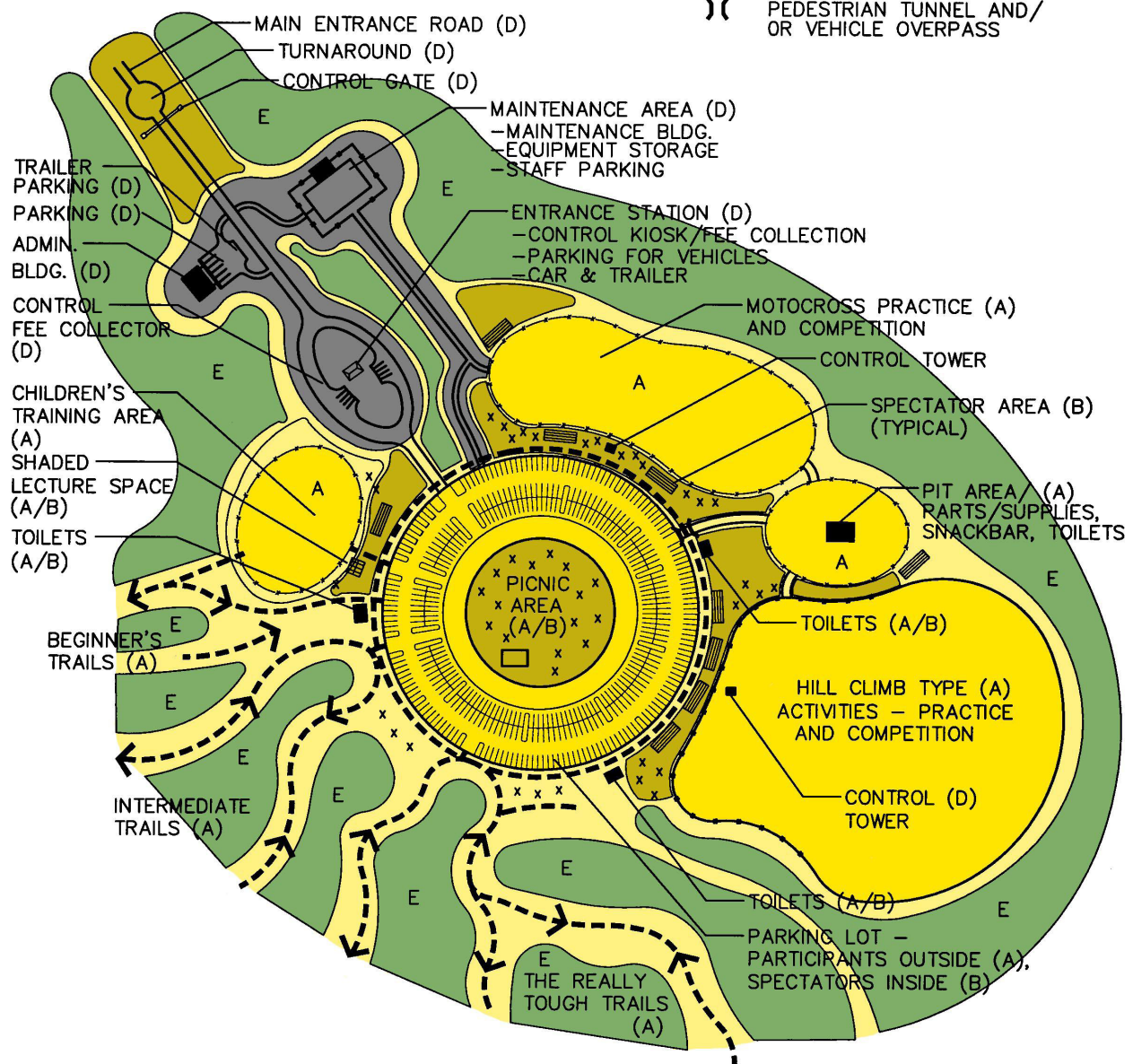


Figure 3: Example Regional OHV Park, from Park Guidelines For OHVs, 2002, National Off-Highway Vehicle Conservation Council



- Assess potential wildfire danger to parks and integrate design components to provide defensible space as required by the County of Los Angeles Fire Department and land development codes.

Community Compatibility

Goal:

OHV parks that are compatible with existing adjacent land uses and activities

Guidelines

- Avoid impacts to residential neighborhoods, schools and colleges, medical centers, and other rural activities that would potentially be sensitive to effects from park operations.
- Consult representatives from communities adjacent to potential Regional OHV park sites under study.
- Identify potential park impacts to nearby uses and integrate design components to reduce those impacts, such as natural and manufactured barriers for noise attenuation, screening, buffers, and appropriate location of more intensive park uses.
- When evaluating potential Regional OHV Parks, consider the need and availability for off-site mitigation lands to offset potential on-site resource impacts.
- Provide adequate parking and vehicle staging areas on-site to minimize park impacts and impacts to neighboring properties. Also, consider the potential for impacts from increased traffic to and from the park, especially during projected peak hours. Contact the Department of Public Works Road Maintenance Division and Traffic and Lighting Division to evaluate existing right-of-way infrastructure deficiencies.
- Prioritize sites in less-developed areas of the County that are consistent with the County of Los Angeles General Plan Land Use Policies.

Diverse Recreational Opportunities

Goal:

OHV parks that support multiple types of OHV experiences for people with varying skill levels, as well as compatible nonmotorized recreational uses

Guidelines

- Encourage recreational opportunities for multiple types of vehicles (ATV, motorcycle, dune buggy, ROVs, 4x4 vehicles, etc.).



- Promote opportunities to create areas with specific purposes, such as safety training areas, youth tracks, competitive facilities, motocross tracks, trials courses, sand drags, hill climbs, and obstacle courses, with possibility for organized competition events, such as Grand Prix, Enduros, or Scrambles.
- Develop opportunities to co-locate compatible passive recreation uses such as picnicking, hiking, camping, fishing, and bird/nature watching.
- Explore the potential of nonmotorized activities, such as mountain bike and equestrian uses, within a sound buffer along the perimeter.

OHV Trail Connection

Goal:
Parks that enhance the existing OHV recreation system

Guidelines

- Promote projects that create opportunities to provide expanded linkages for the existing motorized trail system. See Appendix D for the Angeles National Forest OHV Road and Trail Maps.
- Encourage opportunities for creating variety in the trail experience.
- Prioritize park sites located adjacent to existing or planned motorized trail(s).

Potential Partnerships for Park Development and Operations

Goal:
Partner with community organizations and private interest groups for park development, programs, and operations to increase benefits to the community, especially youth

Guidelines

- Engage potential partners in the site selection process (i.e., state and federal government, local cities, law enforcement, youth organizations, and environmental advocacy groups).
- Encourage public/private partnerships for facilities to increase development opportunities.
- Promote partnerships with local organizations, schools, the business community, or community groups to increase interest in park operations and enhance the value of the park to the community.
- Prioritize facilities compatible with concessions to maintain the economic viability and vitality of the park.





Operations and Maintenance

Goal:

Regional OHV parks that can be effectively managed, operated, and maintained

Guidelines

- Select sites that will allow for park operations and maintenance to minimize off-site effects and environmental impacts and optimize the safety and enjoyment of OHV users and other park visitors.
- Assess potential obstacles in operations and maintenance during the site selection process.
- Examine whether potential sites have any impediments to facility/trail maintenance, trash removal, security, communications, and first aid.
- Identify whether potential sites have limitations to peak use and special event situations.
- Seek sites with opportunities for park design and operational procedures for optimal dust suppression (water sprinklers, soil amendments, trail design, etc.).
- Seek sites with opportunities for park design and operational procedures for optimal noise control and compliance with noise regulations.
- Ensure that park user vehicles meet the sound limits set in the OHV Noise Regulations established by the OHMVR Division of California State Parks and all relevant County and local noise standards. Refer to Appendix C for a full listing of regulations and policies, including noise standards.
- Ensure that all OHVs be checked for noise compliance before entrance into a Regional OHV Park. Any OHVs that do not meet sound limits will not be allowed entrance to the park.
- Consider the existing natural drainage system and the impact of alterations in the site selection process, as well as opportunities to employ best practices to avoid runoff and dust impacts.
- Develop sites with access to existing utilities. If utilities are not available, determine acquisition needs in the site selection process and encourage the use of alternative energy sources to support park operations.
- Ensure that sites are served by both law enforcement and emergency medical services.
- Ensure that an entrance fee schedule, operational hours, and site map are posted at the entrance to the Regional OHV Park.





REGIONAL OHV TRAIL(S) AND STAGING AREAS

Vision

New OHV trail connections and staging areas will help to improve access to existing authorized motorized trails and recreation areas that are managed by other government agencies. Some of these existing trails may have incomplete linkages. These types of new trail connections and staging areas will help to expand recreation opportunities for Los Angeles County OHV recreation users and visitors. Figure 4 provides an example staging area with trail connection.

Connections and Community Compatibility

Goal:

A multiuse network of trails and staging areas to support existing and future OHV recreation facilities

Guidelines

- Expand Los Angeles County DPR's existing nonmotorized trails program to include trails and staging areas for motorized recreation.
- Prioritize the development of new OHV trails and staging areas to include, at minimum, parking area with decomposed granite or native soil, loading/unloading ramp, toilet (vault style or standard with sewage and water line hookup), shade ramada(s) with picnic style table(s), and trash receptacle(s), monument signage designating jurisdiction and trail name or number, kiosk to provide trail route maps, interpretive and environmental information, brochures, and rules and regulations.
- Coordinate OHV trail development efforts with neighboring communities, private land owners, nonprofits, and public land agencies, as appropriate.
- Allow for motorized trail space, which includes an initial request for an OHV trail or staging area easement with sufficient safety/noise buffer circumventing said easement as part of the development plan for projects in communities with greater interest in OHV recreation.
- Locate trails and staging areas in places that limit the impact of noise and dust on nearby residential communities.
- Ensure staging areas can be demarcated with trail-use policies (instructions on legal trail use) and a trail route map to display connectivity to authorized OHV areas, as applicable.
- Provide for a sufficient buffer, including, but not limited to, berming, landscaping, and/or fencing, if appropriate, for nonmotorized and motorized use in highly active corridors.



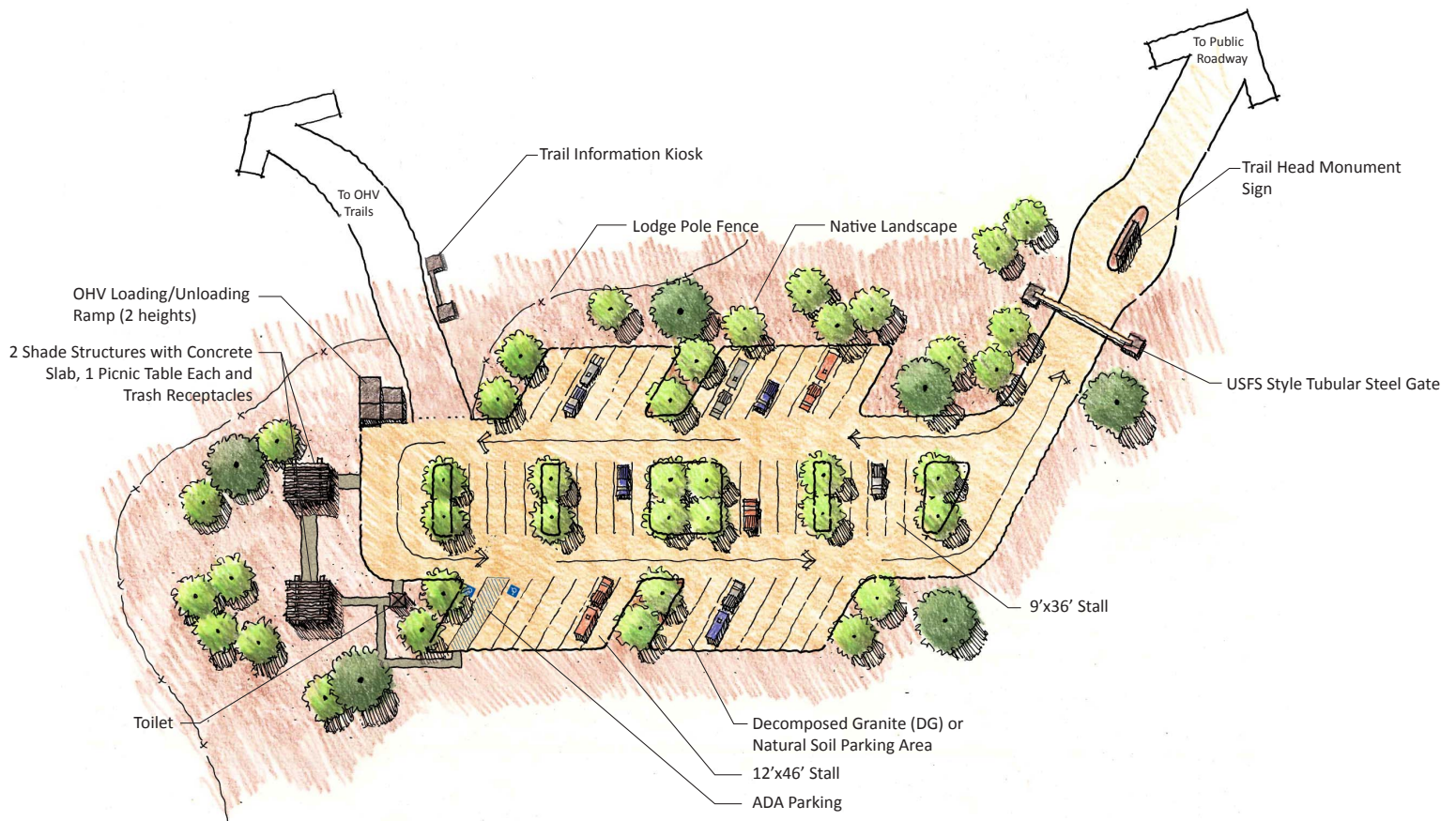


Figure 4: Example Regional OHV Trails Staging Area



- Ensure that park user vehicles registered with either a green or red sticker meet the sound limits set in the OHV Noise Regulations established by the OHMVR Division of California State Parks and all relevant County and local noise standards. All OHV staging areas with associated trail(s) will be spot-checked by the Los Angeles County Sheriffs Department for noise compliance. Refer to Appendix C for a listing of State of California OHMVR regulations and policies, including noise standards.
- Ensure that all street registered vehicles and motorcycles, including, but not limited to, dual-sport (enduro) motorcycles, four-wheel drive vehicles, etc., meet all relevant County and local noise standards. All OHV staging areas and associated trails will be spot-checked by the Los Angeles County Sheriffs Department for noise (muffler and spark arrestor) compliance. Refer to Appendix C for a listing for State of California noise, muffler, and spark arrestor regulations and policies.
- Make users aware that any OHV or vehicle registered for public highway use that does not meet noise limits or has an illegally altered exhaust system may be cited and will not be permitted use of OHV trails and staging areas.
- If applicable, ensure an entrance fee schedule, operational hours, and park site map are posted at the entrance to the OHV staging area with associated OHV trail(s) access.

Resource Protection

Goal:
Minimal conflicts with the protection and conservation of natural, physical, and cultural social resources

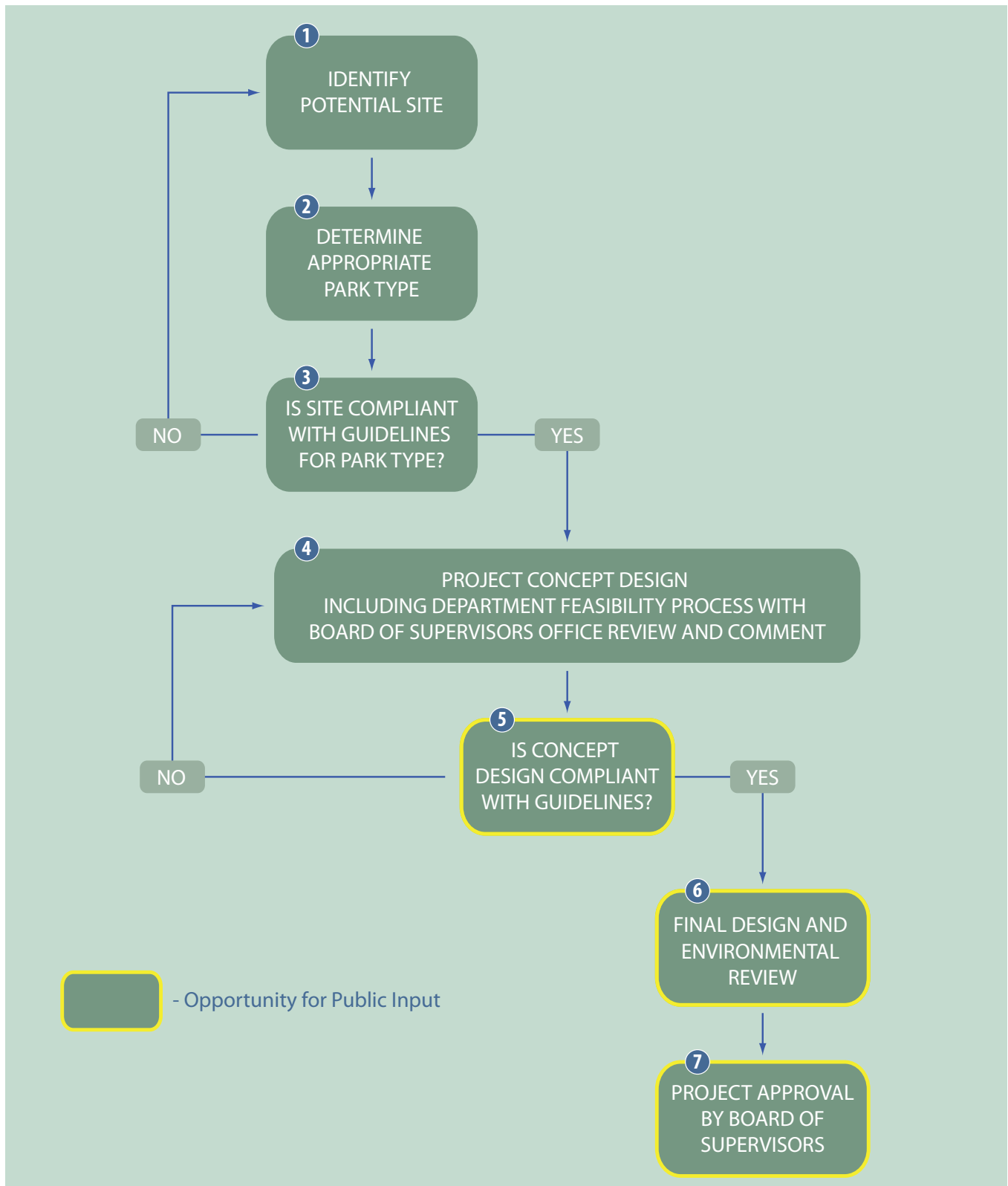
Guidelines

- Design trails and staging areas to support SEAs and other conservation goals established by the County, State of California, and federal programs (see Appendix A, Baseline Assessment).
- Provide sufficient buffer between trails and SEA boundaries.
- Identify and mitigate potential conflicts with new trails and staging areas with wildlife corridors.





Figure 5: OHV Park Proposal Review Process





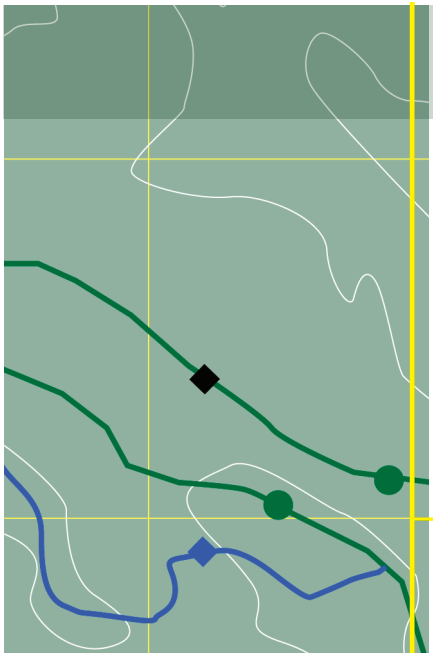
4 OHV Park Proposal Review Process

PROCESS

To assist with the application of the guidelines, the following process has been outlined:

1. **Identify Potential Site:** The OHV Park Proposal Review Process begins with the identification of a potential site for an OHV park, trail, or staging area.
2. **Determine Appropriate Park Type:** Once a potential site is identified, the OHV Park Planning Guidelines will be used to determine whether the site is best suited as an Urban OHV Park, Regional OHV Park, or Regional OHV Trail and Staging Area, based upon the site size, location, and compatibility to adjacent uses and communities.
3. **Compliance with OHV Park Planning Guidelines for Park Type:** Once an appropriate park type is identified, the detailed guidelines for that park type will be applied to determine if the site is compliant with the guidelines for that park type.
4. **Project Design and Feasibility:** After determining that the site is compliant with the guidelines for park type, a conceptual design will be prepared and the Department of Parks and Recreation will evaluate the feasibility of implementing the proposal. Project design and feasibility will occur with Board of Supervisors office review and comment.
5. **Concept Design Compliance with OHV Park Planning Guidelines:** After a conceptual design is prepared and the Department of Parks and Recreation determines that the proposal is feasible, there will be an opportunity for public involvement to further evaluate whether the design is compliant with the guidelines. Revisions to the conceptual design and additional public involvement may be necessary before a final design can be prepared.
6. **Final Design and Environmental Review:** If the concept design is compliant with guidelines, a final design will be prepared and environmental review of the project in accordance with the California Environmental Quality Act (CEQA) will be conducted.
7. **Project Approval:** The final design and environmental review must be approved by the Board of Supervisors to complete the OHV Park Proposal Review Process.

A flowchart illustrating the OHV Park Proposal Review Process is provided on the opposite page.



Appendix A.

Baseline Assessment

LOS ANGELES COUNTY Off-Highway Vehicle Dialogue

Baseline Assessment



March 6, 2008

Prepared by: **EDAW** | AECOM



LOS ANGELES COUNTY

Off-Highway Vehicle Dialogue

Baseline Assessment

1. Project Information	1
2. Introduction and Project Overview	2
3. Off-Highway Vehicle Ridership Trends	4
4. Existing Off-Highway Vehicle Parks.....	6
5. Land Use, Public Ownership, and Parklands	8
6. Designated Significant Ecological Areas	10

Project: Los Angeles County Off-Highway Vehicle Dialogue

Agency: County of Los Angeles Parks and Recreation Department
Planning and Development Agency

Contacts: Robert Ettleman, Off-Highway Vehicle Planner
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2. Introduction and Project Overview

Introduction

This Map Atlas serves as a baseline assessment for the Los Angeles County Off-Highway Vehicle Dialogue (LA County OHV Dialogue). The focus of this Atlas is on mappable resources, trends, and critical concerns that will be considered in the LA County OHV Dialogue project. Information on land use, public land ownership, significant ecological areas, and OHV park locations is presented. The Atlas also includes information on OHV usage throughout the state and county. These maps will help project participants assess conditions and contribute to the formulation of comprehensive siting criteria.

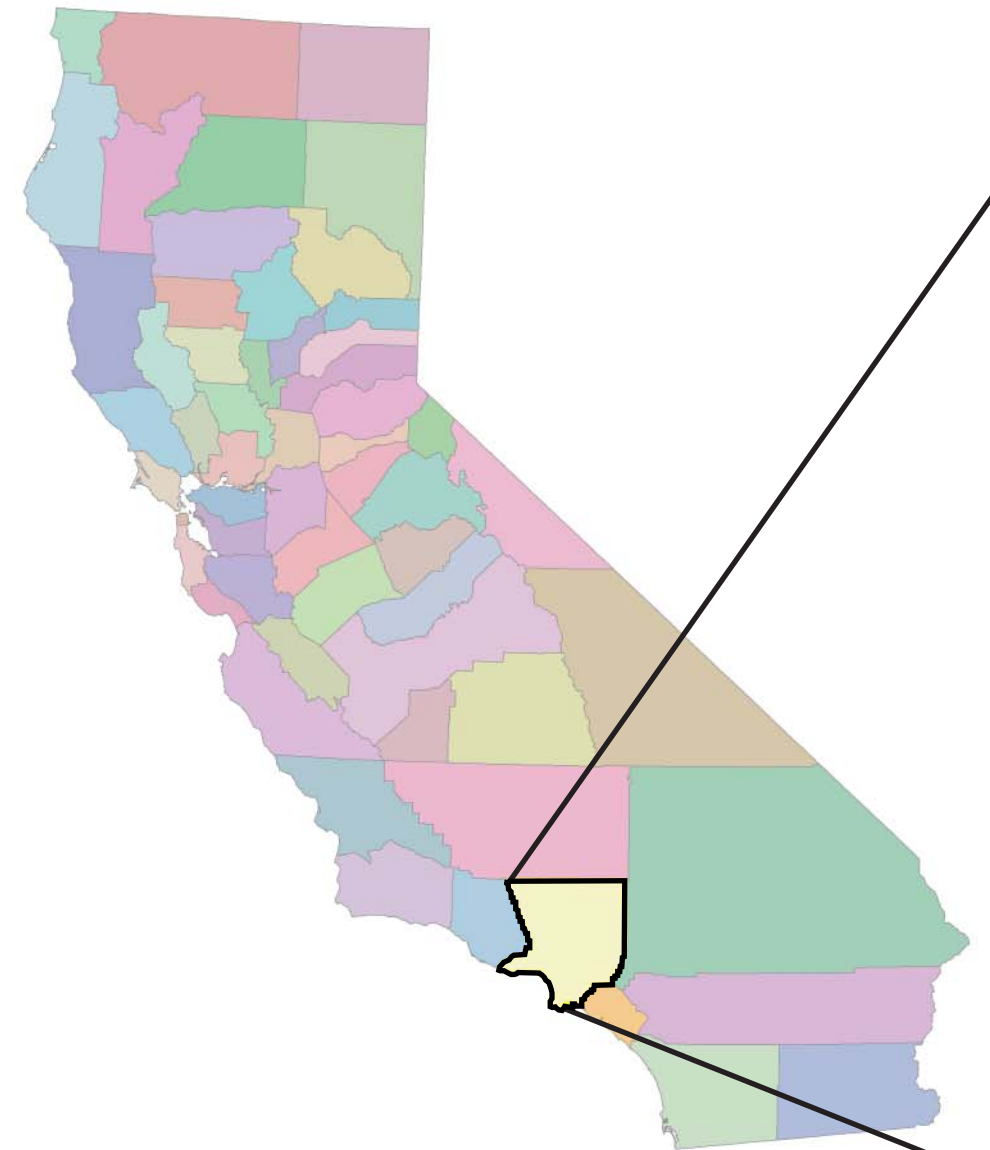
Project Overview

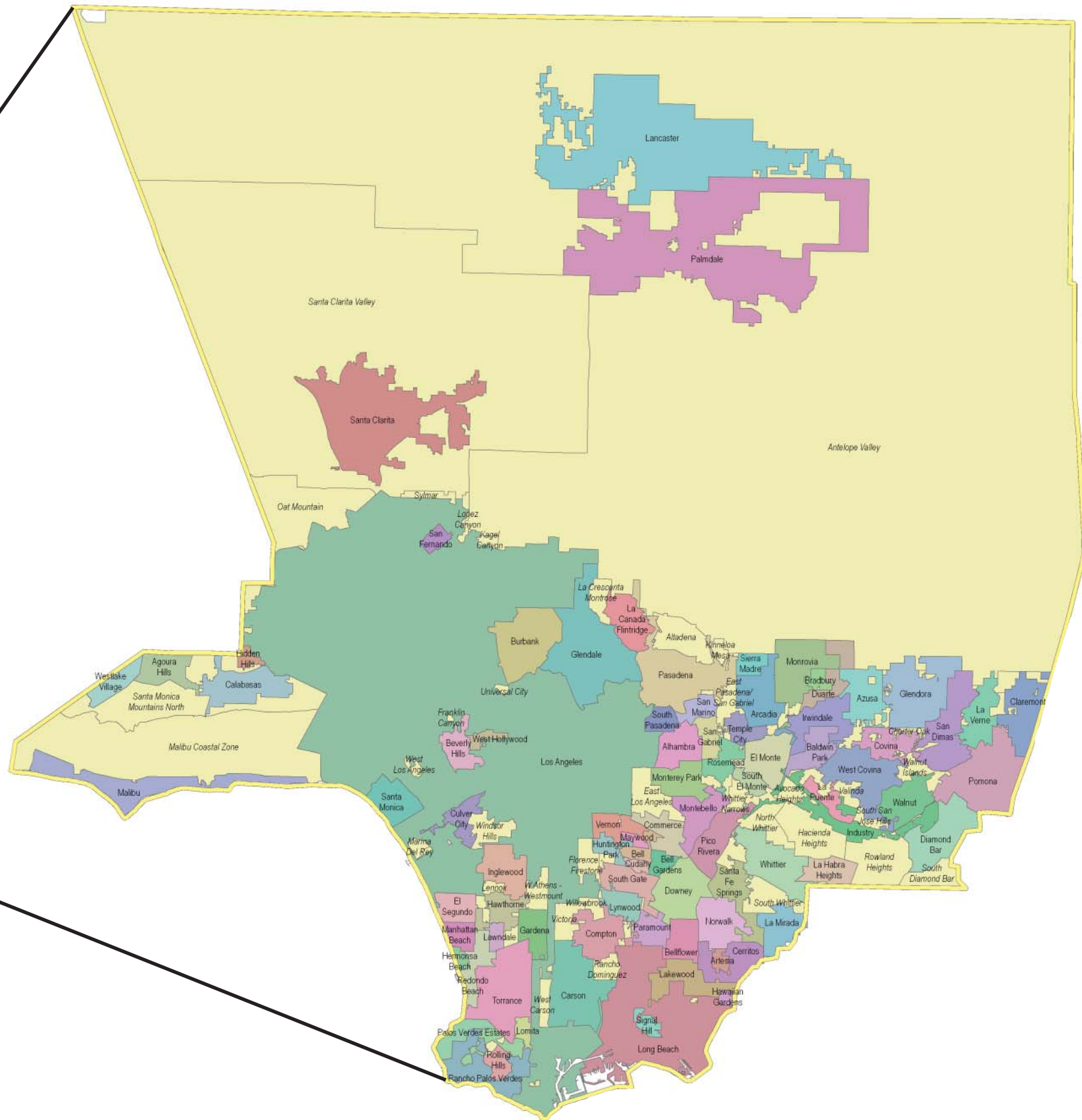
Off-highway vehicles are motorized land vehicles mostly used for recreation purposes. Different types of OHVs can be driven on a variety of off-road terrain, including public or private trails, beaches, open fields, or the desert. All terrain vehicles (ATVs), off-road motorcycles or dirt bikes, dune buggies, snow mobiles, and 4-wheel drive vehicles (such as jeeps and trucks) are all defined as OHVs.

The purpose of the LA County OHV Dialogue is to build consensus among stakeholders and community members on a series of siting criteria for a possible system of OHV parks in Los Angeles County. No specific project sites will be identified, evaluated, or selected during this project. Rather, the siting criteria will serve as

a framework for future efforts where potential sites may be identified and evaluated. These siting criteria are likely factors to consider when evaluating potential park locations, such as environmental, land use, noise, topography, and access conditions. Criteria related to vehicle operational characteristics may also be considered. The County of Los Angeles hopes to establish a collective framework for future OHV park studies and plans by involving stakeholders and community members in the planning before identification of sites.

The dialogue process will be led by an advisory committee representing various environmental, OHV, and community interests. Two series of public workshops are planned to involve the broader public in the process. Project information will be distributed by periodic fact sheets and postings on <http://lacountyparks.gov>.





Map 1
Los Angeles County OHV Dialogue Project Study Area:
Los Angeles County



ATVs, off-road motorcycles or dirt bikes, dune buggies, snow mobiles, and 4-wheel drive vehicles (such as jeeps and trucks) can all be defined as OHVs.

3. Off-Highway Vehicle Ridership Trends

OHV Ridership

The demand for OHV recreational opportunities in Los Angeles County continues to increase in step with regional population growth. The Off-Highway Motor Vehicle Recreation Division of the California State Department of Parks and Recreation estimates that 14 to 15 percent of the state's population are OHV enthusiasts, and that the interest in OHV recreation is expanding. Because of land development and conservation management, the area available for OHV recreation has declined.

Vehicle Registration

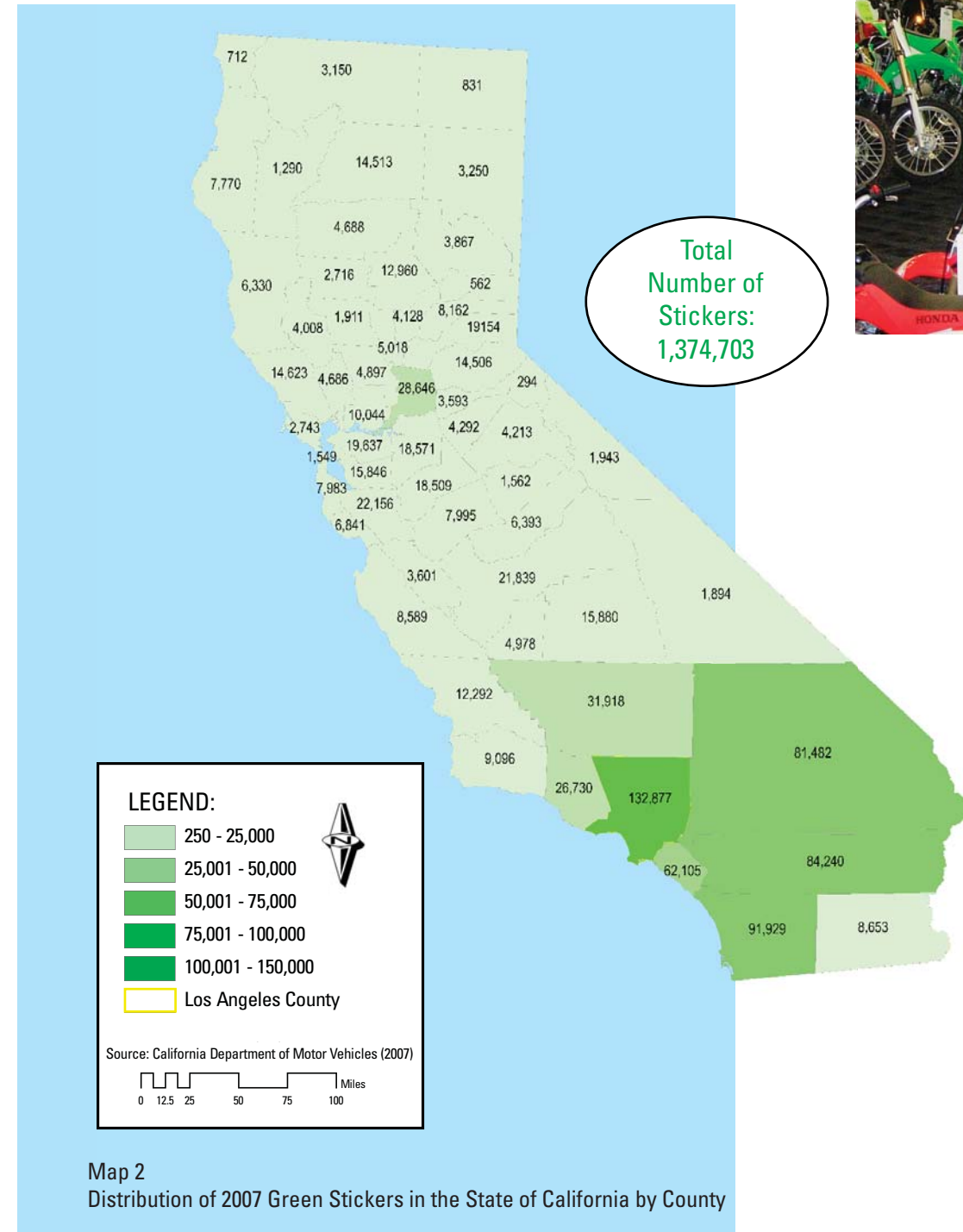
For a vehicle to be operated legally in the state of California, it must be registered with the California Department of Motor Vehicles. Registered OHVs that meet California Air Resources Board air quality standards are issued green vehicle registration stickers in recognition of their commitment to clean air. These stickers are used in place of license plates, which are used on street vehicles. A vehicle registered with a green sticker is not street-legal. A separate registration process is in place for dual purpose vehicles, which can be used on public roads, as well as within OHV parks.



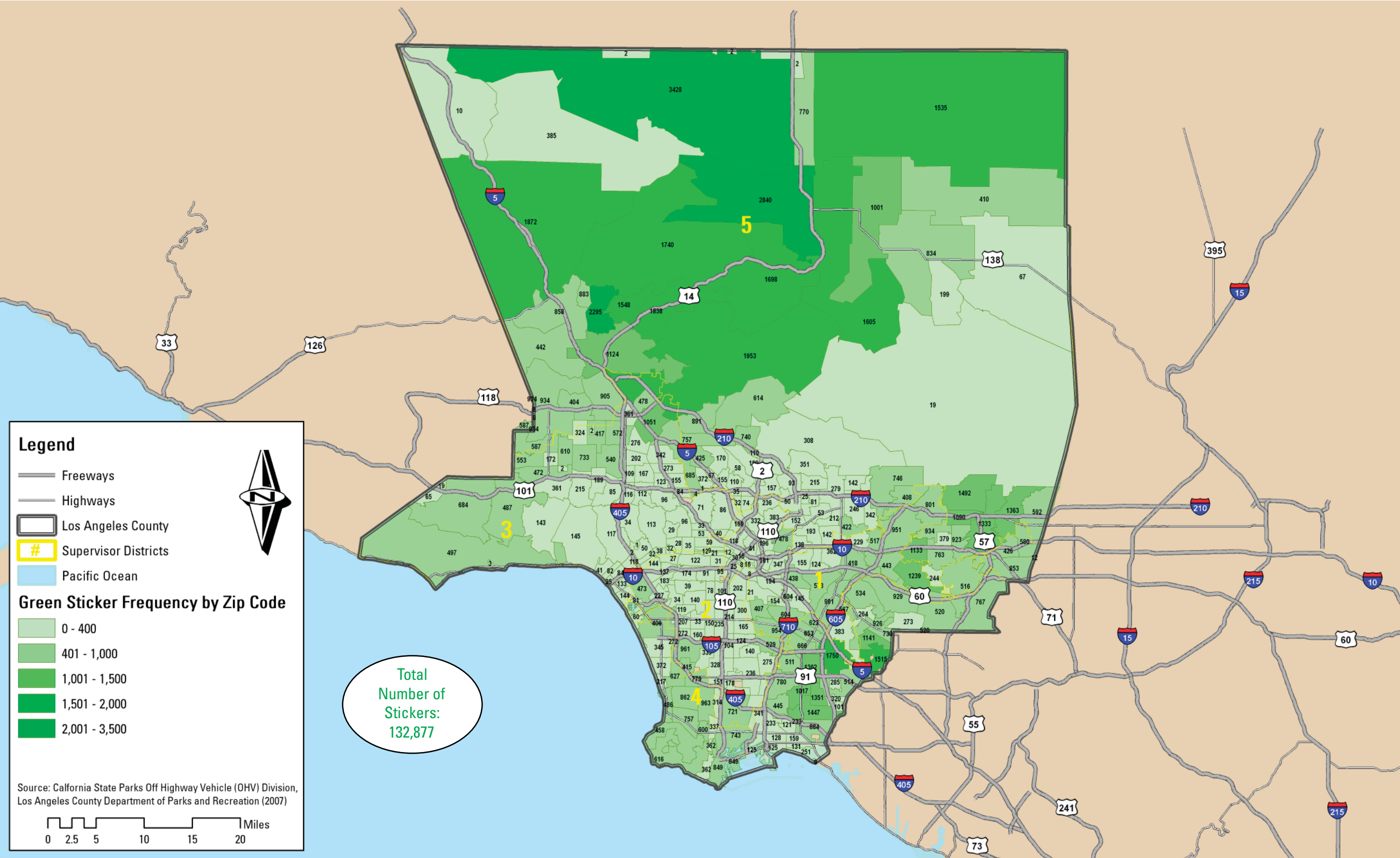
Examples of green registration stickers

Tracking of vehicle registration can be an indicator of use within a region. As demonstrated in Map 2, Los Angeles County has the highest number of green sticker-registered vehicles in the state. There were 132,877 green sticker vehicles registered in 2007. With Los Angeles County having the highest population in the state, it is

expected that the county would have the greatest concentration of registered vehicles. The highest frequencies of vehicle registrations come from zip codes located in the northern portion of the county as shown in Map 3. These areas are less developed than other portions of the county, providing greater opportunities for OHV recreation.



OHV recreation is a growing sport in Southern California, especially among families



Map 3
Distribution of 2007 Green Stickers in Los Angeles County by Zip Code

4. Existing Off-Highway Vehicle Parks

Facility Locations

The distribution, size, and operators of existing OHV parks within Los Angeles County (and those within a 25-mile radius of the county) are illustrated on Map 4 and listed in Table 1. The distribution includes seven sites within Los Angeles County (portions of two of the sites are also located within Ventura County); four sites within San Bernardino County; and one site each within Orange, Riverside, and Ventura counties for a total of 14 facilities. Ten of the facilities are limited to motocross, while the other four facilities are open OHV areas in which a variety of vehicle types are permitted to explore more natural tracks. Los Angeles County contains four motocross facilities and three OHV areas.

Currently, the Los Angeles County Department of Parks and Recreation jointly operates the San Gabriel Canyon multi-use OHV park along with the United States Forest Service (US Forest Service) and does not operate any motocross facilities. Private parties, the State of California, and US Forest Service operate the other facilities in and near the county.

Park Access to County OHV Riders

As discussed in Section 2, the highest frequencies of registered OHVs are within zip codes located in the northern portion of Los Angeles County. However, OHV enthusiasts are located county-wide. As calculated using geographic information systems analysis (GIS), there are over 66,000 registered OHVs that are not within 10 miles of a legal OHV facility, and over 15,000 OHVs that are not within 20 miles of a legal facility. The majority (five of six total) of existing OHV facilities within the county and elsewhere in the region are located far from the major population centers of southern Los Angeles County. This lack of local facilities requires many OHV enthusiasts to travel great distances to enjoy their sport.



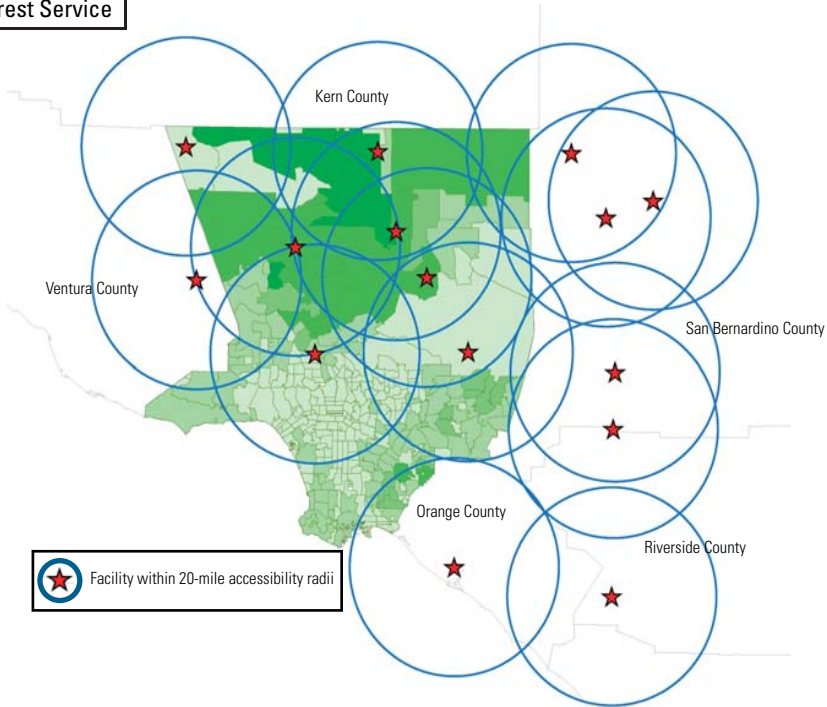
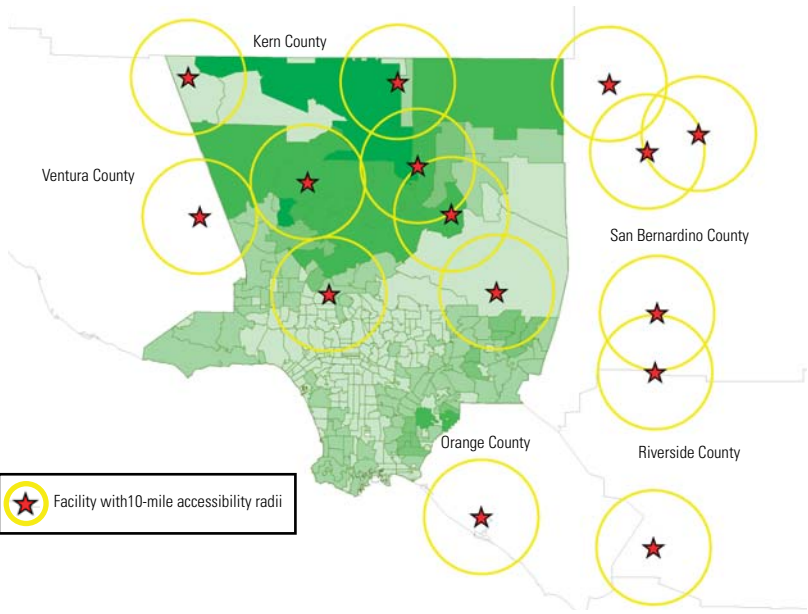
Glen Helen Raceway Park in San Bernardino.

Table 1 - Existing OHV Parks in and near Los Angeles County

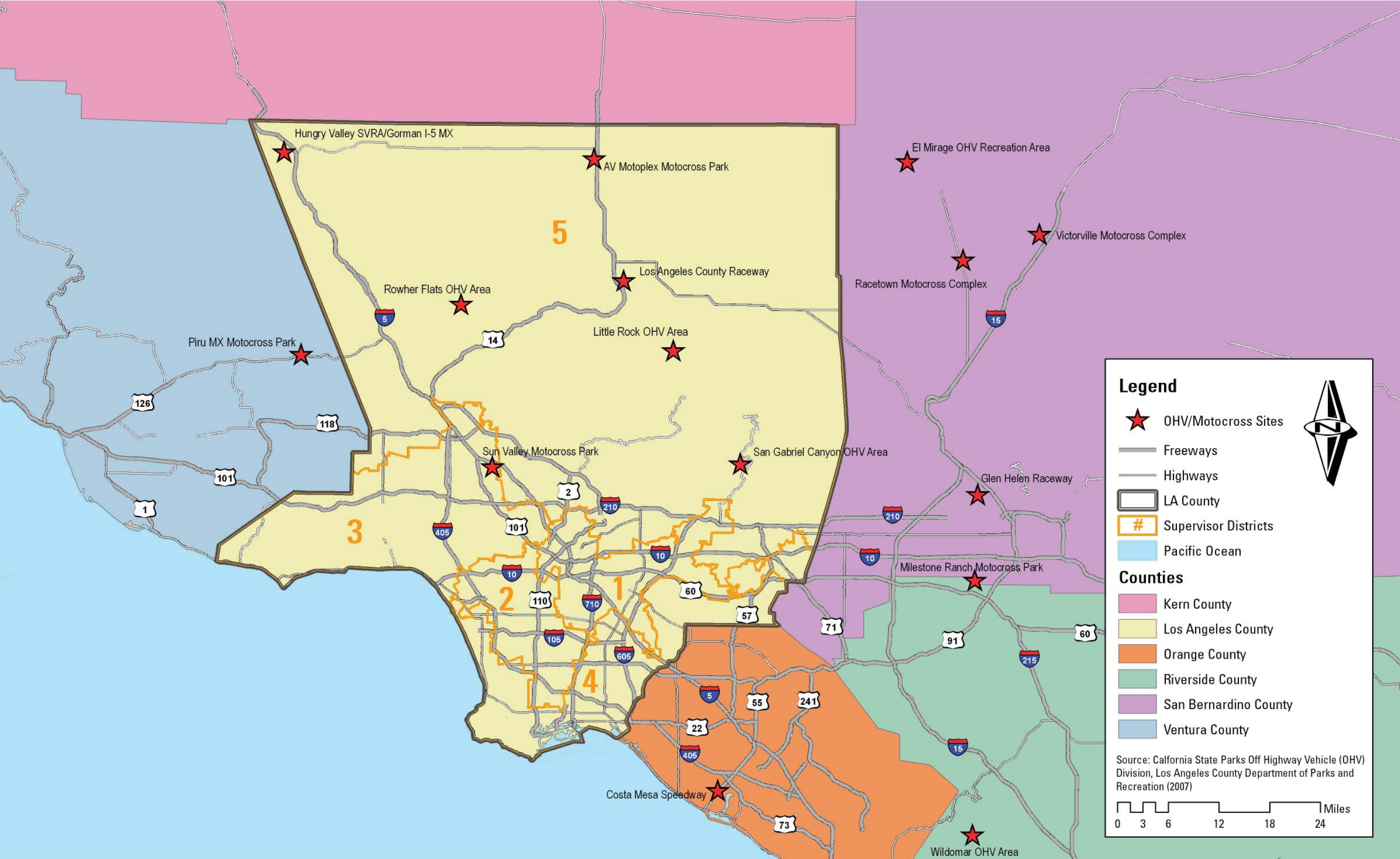
Facilities	Acres	Location	County	Operator
Motocross Only				
AV Motoplex Motocross Park	10	Lancaster	Los Angeles	Private
Costa Mesa Speedway	NA	Costa Mesa	Orange	Private
Gorman I-5 Motocross Park	15	Gorman	Los Angeles & Ventura	State of California
Los Angeles County Raceway	30	Palmdale	Los Angeles	Private
Milestone Ranch Motocross Park	NA	Riverside	Riverside	Private
Piru Motocross Park	10	Piru	Ventura	Private
Racetown Motorsport Complex	NA	Adelanto	San Bernardino	Private
REM Glen Helen Raceway Park	10	Devore	San Bernardino	Private
Sun Valley Motocross Park (Proposed)	10	Sun Valley	Los Angeles	Private
Victorville Motocross Complex	NA	Victorville	San Bernardino	Private
Multi-OHV Use				
El Mirage OHV Area	24,000	El Mirage	San Bernardino	Bureau of Land Management
Hungry Valley SVRA	19,000	Gorman	Los Angeles & Ventura	State of California
Little Rock OHV Area	35	Little Rock	Los Angeles	US Forest Service
Rowher Flats OHV	10,000	Newhall	Los Angeles	US Forest Service
San Gabriel Canyon OHV	150	Azusa	Los Angeles	Los Angeles County Parks and Recreation & US Forest Service
Wildomar OHV Area	360	El Cariso	Riverside	US Forest Service



OHV recreation areas at Hungry Valley SVRA.



10-mile (left) and 20-mile (right) accessibility radii of existing OHV parks in and near Los Angeles County (zip codes are symbolized by 2007 green sticker data)



Map 4
Existing OHV Parks in and near Los Angeles County

Land Use Patterns

An understanding of the existing land use and ownership patterns of Los Angeles County is crucial to the development of OHV facility siting criteria. Map 5 depicts the location of publicly owned parklands and other open spaces. Map 6 illustrates the distribution of land uses within the county and Table 2 summarizes existing acreages and percentages by land use type.

With the exception of open space located in the Santa Monica Mountains, the southern portion of Los Angeles County consists primarily of urban development such as residential, commercial, and manufacturing/industrial uses. Most of Los Angeles County's population is densely concentrated in the southern portion of the county.

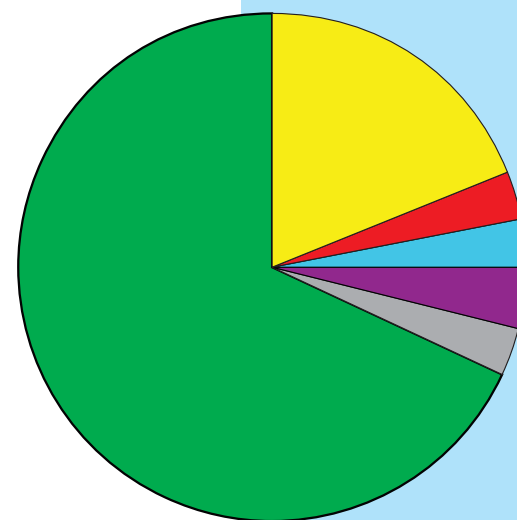
As shown in Table 2, approximately two-thirds (68.0%) of existing land use in the county is open space, agriculture, vacant, or used for recreation. Much of this undeveloped land is located within the unincorporated areas in the northern portion of the county. The figures below show that roughly half of this undeveloped land is owned and protected by the US Forest Service or State of California for its environmental and/or recreational value. Land within the remainder of the northern portion is mostly nonurbanized, although urban development and relatively dense populations are concentrated in and around the incorporated cities of Santa Clarita, Palmdale, and Lancaster.

Table 2 - Existing Land Uses within Los Angeles County

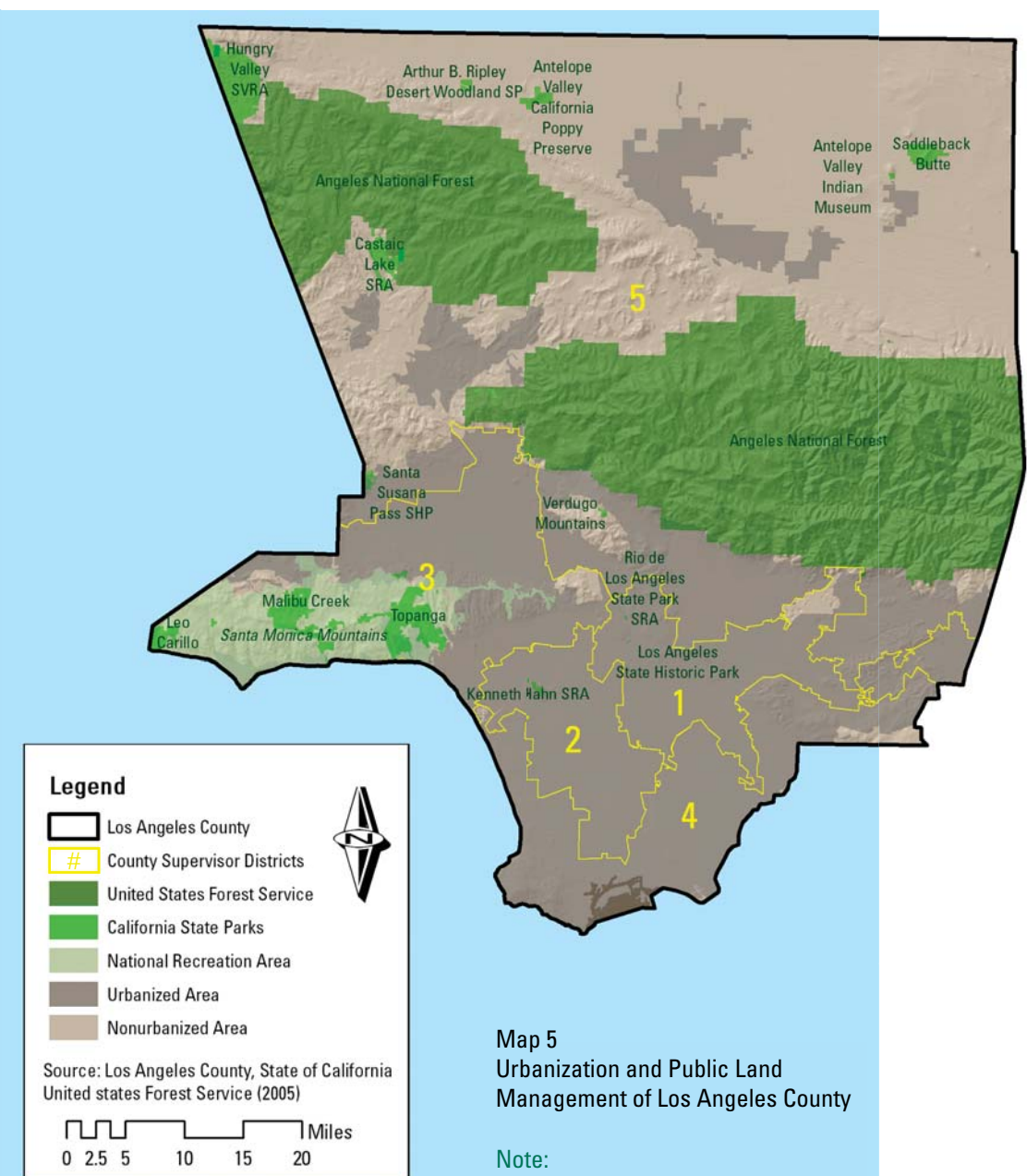
Land Use	Acre	Percentage
Residential	44,924	19.2%
Commercial	5,891	2.5%
Public	9,118	3.9%
Industrial	7,094	3.0%
Transportation/Communications/Utilities	7,701	3.3%
Mixed Use	164	0.1%
Open Space/Agriculture/Recreation/Vacant Land	159,193	68.0%
Total	234,084	100%

Public Land Management

Land within the region is managed by local, state, and federal authorities. Most urbanized areas have been incorporated into cities, although there are some small pockets of urbanized area that have not been incorporated and are under the jurisdiction of Los Angeles County. Most nonurbanized areas are under the jurisdiction of Los Angeles County, the State of California (Department of Parks and Recreation), and the federal government (including the US Forest Service and the National Park Service).

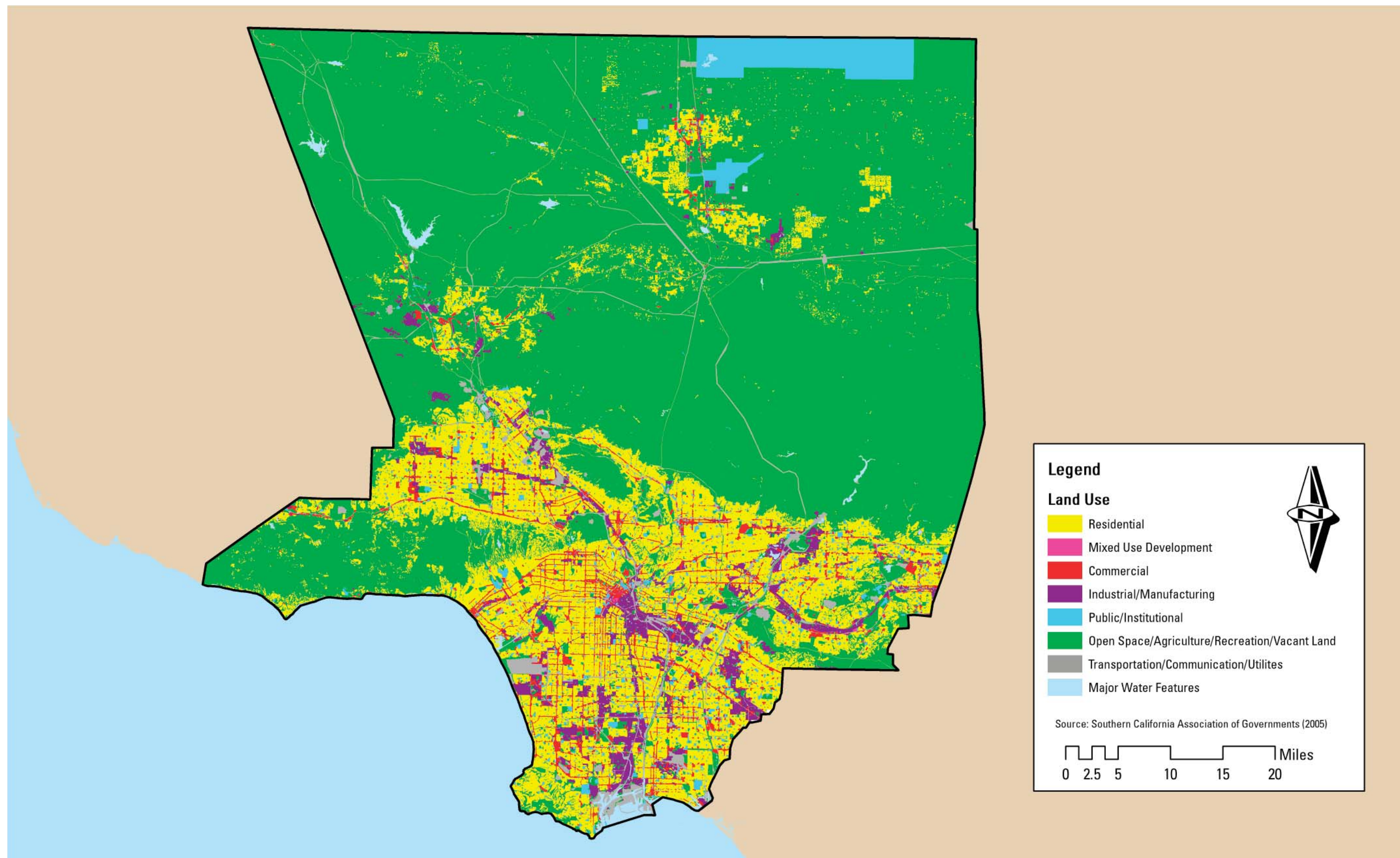


Percentage of existing land use types in Los Angeles County



Map 5
Urbanization and Public Land
Management of Los Angeles County

Note:
SVA = State Recreation Area
SVRA = State Recreation Vehicle Area



Map 6
Existing Land Use in Los Angeles County

6. Designated Significant Ecological Areas

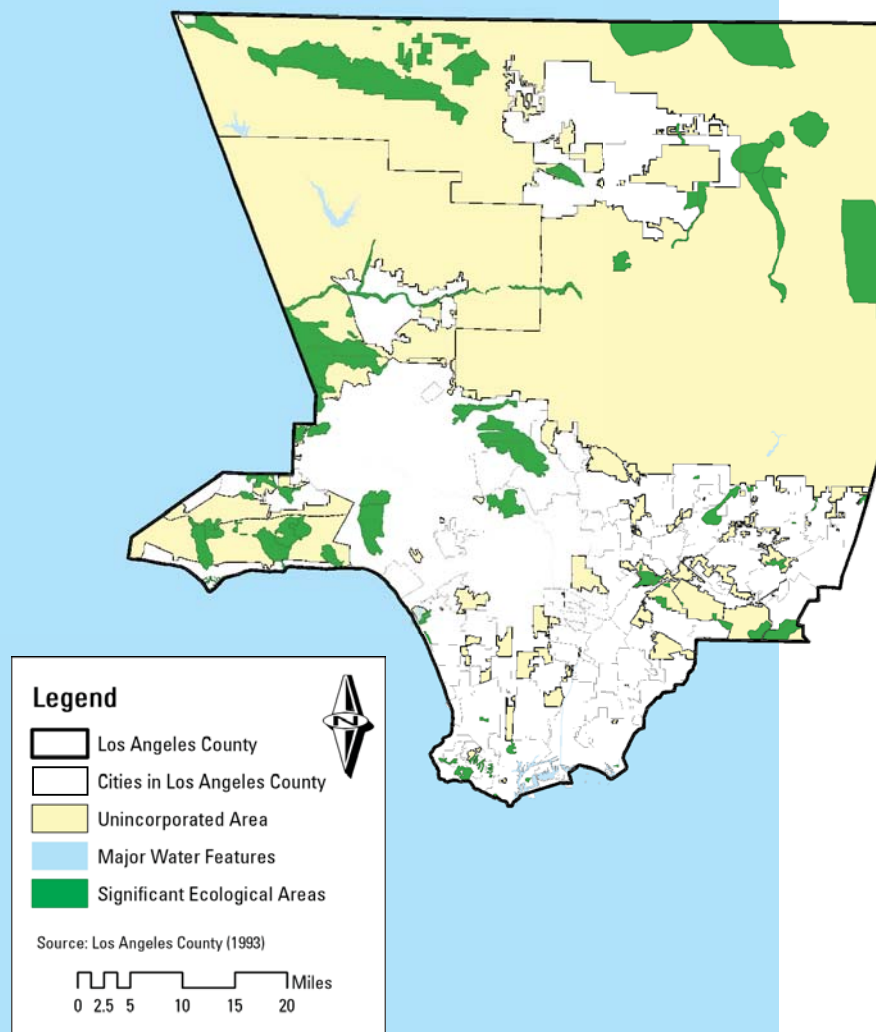
Protection of Resources

The OHV facility siting criteria should take into consideration the distribution of sensitive environmental resources within Los Angeles County. The 1993 County General Plan established the Significant Ecological Area (SEA) land use designations to protect these resources. The County Department of Regional Planning defines SEAs as ecologically important land and water systems that are valuable as plant or animal communities, often important to the preservation of threatened or endangered species, and conservation of biological diversity in Los Angeles County. The purpose of the SEA designation is to direct development activities away from these sensitive environmental resources. Map 7 shows the locations of SEAs that are designated under the existing General Plan.

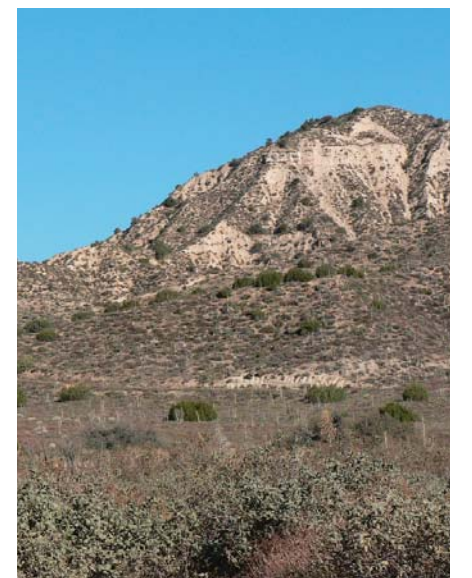
General Plan Update

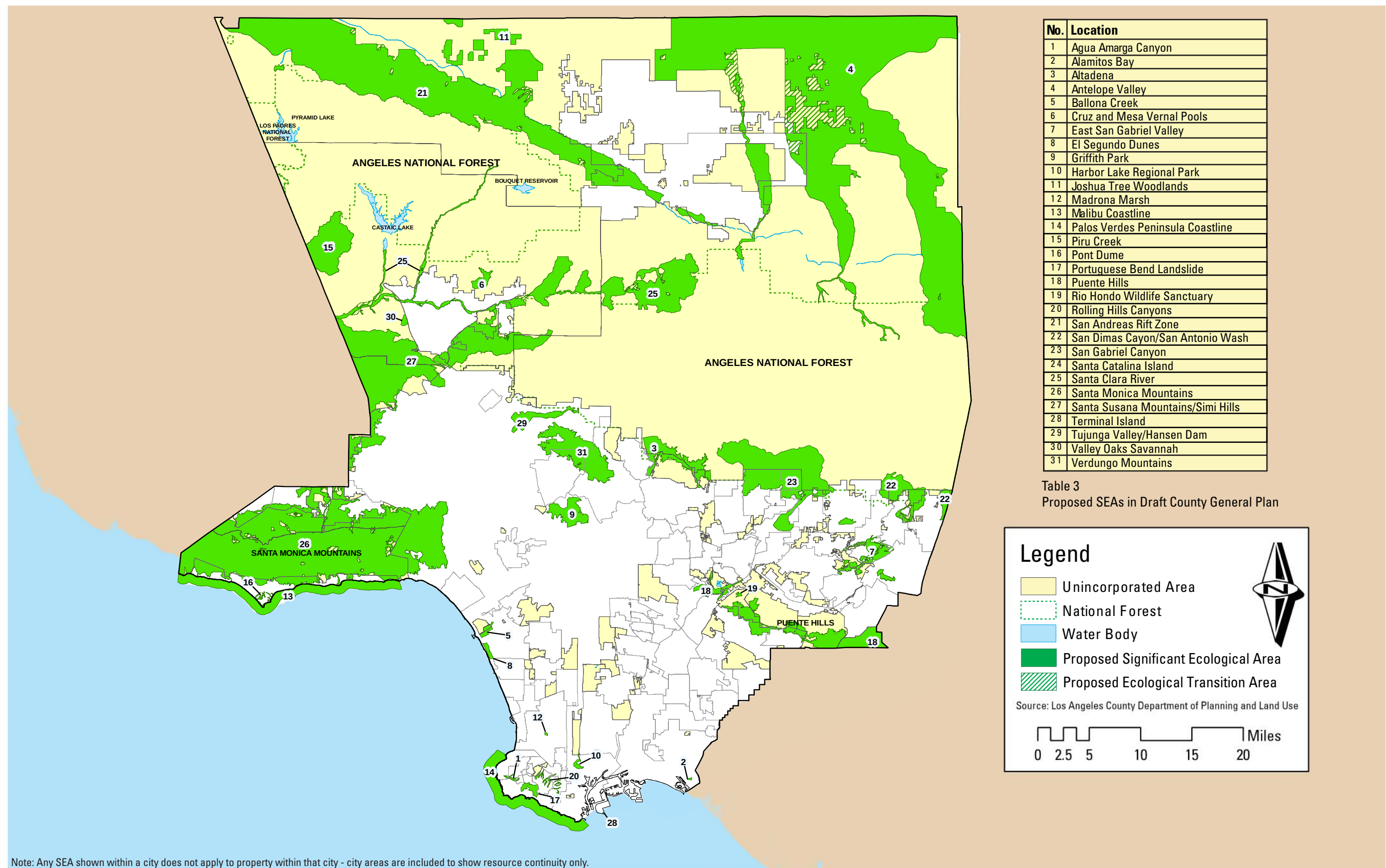
Los Angeles County staff are currently in the process of updating the 1993 countywide General Plan. As part of the General Plan update process, SEA designations have been reevaluated. Many of the SEAs identified in the 1993 General Plan were retained and connected to form larger SEAs. Also identified in this process are Ecological Transition Areas (ETAs). ETAs are a subset of significant ecological areas, used to identify areas where the natural ecological systems have been degraded as a result of past or ongoing land use activities, but are functionally integral to the SEA by virtue of their location. Map 8 shows the location of proposed SEAs and ETAs included in the proposed General Plan Update. These designations are currently in draft form and will require final approval from the County Board of Supervisors, which is anticipated in Spring 2008.

Map 7
Existing SEAs in Los Angeles County

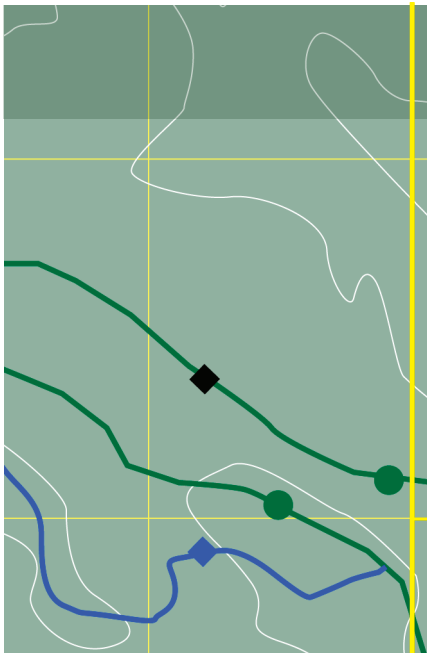


Southern California open space









Appendix B.

Major Themes on Issues,
Opportunities, and Ideas

March 2009



Major Themes Working Paper

Los Angeles County OHV Dialogue



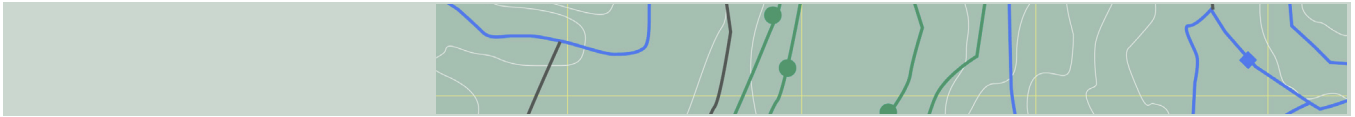


Major Themes Working Paper

Los Angeles County OHV Dialogue

Table of Contents

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Stakeholder and Public Input	3
Major Themes	7
Appendices	
A. Advisory Committee Meeting Summaries (November 21, 2008 and January 22, 2009)	
B. Agenda and Notes from Public Workshop Series #1	



1 Introduction

PURPOSE

The purpose of this working paper is to provide a synopsis of issues and ideas gathered from stakeholders and the broader public for the Los Angeles County Off-Highway Vehicle Dialogue project. Stakeholders and community members were asked to provide their opinions about trends, needs, issues, and potential solutions related to off-highway vehicle riding parks and facilities in the greater Los Angeles County area as part of a workshop series and advisory committee process.

The input gathered from stakeholders and community members will help direct formulation of OHV Park Planning Guidelines. Once completed, these guidelines will be used by the County of Los Angeles to identify, evaluate, and select possible sites for OHV park projects.

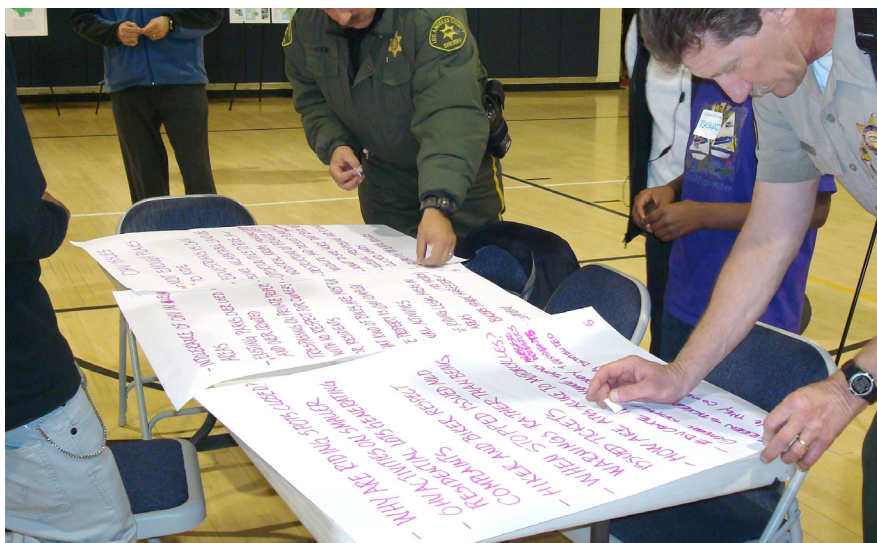
BACKGROUND

Off-highway vehicles (OHVs) are land vehicles mostly used for recreation purposes. As the name suggests, an OHV is usually not legal to operate on public highways, streets, or roads. An OHV is instead driven on public or private trails, beaches, or fields, or in the desert. All terrain vehicles (ATVs), off-highway motorcycles or dirt bikes, dune buggies, side-by-sides, and 4-wheel drive vehicles such as sport utility vehicles and trucks can all be defined as OHVs.

According to the California Department of Motor Vehicles, over 130,000



The input gathered from stakeholders and community members will help direct formulation of OHV Park Planning Guidelines.





OHVs were registered in Los Angeles County in 2007, including motorcycles, ATVs, dune buggies, and 4-wheel drive trucks. Although a large concentration of vehicles is located in Los Angeles (LA) County, local riding options are reduced every year as development continues, open space declines, and conservation management intensifies. This has led to OHV recreationists driving greater distances to facilities, plus increases in riding on unauthorized lands. Additional concerns related to OHV recreation trends include damage to wildlife and habitat, noise, dust, and multiple uses of trails.



A funding source for OHV recreational parks and facilities is the State of California OHV Trust Fund, which is generated by the OHV “green sticker” and “red sticker” registration program as well as gas taxes. With this fund, the Off-Highway Motor Vehicle Recreation Division of the State Department of Parks and Recreation administers grants for OHV recreation facilities throughout California. These grants are distributed to local counties and cities. The State OHV Trust Fund is also used for the acquisition of new OHV areas, development and operation of existing OHV areas, enforcement of rules and regulations, and protection of natural resources. Funding for the LA County OHV Dialogue comes from the State OHV Trust Fund.

PROJECT OVERVIEW

The LA County Department of Parks and Recreation (DPR) launched the LA County OHV Dialogue to bring together community members and stakeholders to discuss a future system of OHV parks in the County. One of the many goals set by County DPR includes increasing park space and recreational choices, thus maintaining and enhancing the quality of life for residents. Recognizing the growing interests and concerns around OHV recreational activity, the County initiated this participatory process to ensure consideration of all perspectives.

The anticipated outcome of the LA County OHV Dialogue is a set of OHV Park Planning Guidelines. The guidelines will set parameters for future potential OHV park locations, characteristics, and operations, and will outline the types of places where OHV facilities might be appropriate in the County. More specifically, the guidelines will specify factors to consider when evaluating potential OHV park locations, such as environmental conditions, land use, noise, topography, and accessibility. When County DPR considers potential OHV park sites in the future, the planning guidelines will serve as a decision-making tool.

No specific project sites are currently under consideration as part of the LA County OHV Dialogue.



2 Stakeholders and Public Input

PUBLIC PARTICIPATION PROGRAM

The County of Los Angeles' approach for developing the OHV Park Planning Guidelines is based on a comprehensive public involvement program. Input from community members and stakeholders will serve as the basis for the OHV Park Planning Guidelines. The public participation program includes:

- Baseline Assessment, a summary of the team's research on OHV riding trends, land use, and conservation planning in Los Angeles County, posted on the project website.
- Project Website, providing information about the process and public involvement opportunities.
<http://www.lacounty-ohv.org>.
- Advisory Committee, composed of representatives from various stakeholder groups spanning environmental, OHV recreation, and community interests. The Advisory Committee meetings commenced in summer 2008. The project website provides postings of the committee roster, meeting agendas, and meeting summaries.
- Public Workshops, conducted as two series in four different County locations with higher OHV rider concentrations. The first series was conducted in February 2009 and the second series is anticipated for early summer 2009.
- Fact Sheets and Press Releases, to provide updates on project progress and announce the public workshops.

MAJOR THEMES PROCESS

The first major step in the LA County OHV Dialogue is establishing the Major Themes. The Major Themes represent a synthesis of community and stakeholder input on trends, needs, issues, and solutions related to OHV riding parks and facilities in Los Angeles County. This input was collected from the Advisory Committee and from the broader community during the first series of public workshops. In effect, the Major Themes encapsulate the topics talked about most during these meetings.



ADVISORY COMMITTEE

Two Advisory Committee meetings were dedicated to capturing perspectives for the Major Themes. The meeting facilitators led brainstorming sessions on:

- Types of OHVs, riding activities associated with each vehicle type, desired riding environments for each vehicle type, and differentiation in recreational, social, and challenge experiences (November 21, 2008).
- Issues related to OHV recreation, considering the diversity in vehicles, facilities, and experiences discussed during the prior meeting. Categories emerging from the brainstorming included funding, enforcement, safety and emergency services, politics, location of riding areas/parks, design of riding areas/parks, management, aesthetics, resource protection, and urbanization (not listed in any order of priority) (January 22, 2009).

Summaries of these meetings, including detailed notes from the brainstorming, are provided in Appendix A for reference.



PUBLIC WORKSHOP SERIES #1

In early February 2009, County DPR conducted Public Workshop Series #1, consisting of four workshops in different locations. Table 1 recaps the location, schedule, and approximate attendance for the four workshops. The agenda, discussion activities, materials, and facilitation team were identical at each location. In addition, several members of the Advisory Committee attended each workshop.

The purpose of Public Workshop Series #1 was to give the broader public an opportunity to learn about the LA County OHV Dialogue and to contribute perspectives on trends, needs, issues, and solutions. The workshop was structured to inform and foster dialogue among participants. At sign-in, people were randomly assigned to tables. Each table was chaired by a neutral facilitator, either County DPR staff or a consulting team member, whose job was to moderate the discussion, guide the group through discussion exercises, and encourage all participants to contribute to the discussion. The agenda consisted of 4 major components:

Table 1. Public Workshop Series #1

Location	Schedule	Attendance
Whittier Adventure County Park	Wednesday, February 4, 2009 6:00 – 8:00 p.m.	15
Azusa* Valleydale County Park	Thursday, February 5, 2009 6:00 – 8:00 p.m.	10
Castaic Castaic Sports Complex	Wednesday, February 11, 2009 6:00 – 8:00 p.m.	40
Little Rock Jackie Robbins County Park	Thursday, February 12, 2009 6:00 – 8:00 p.m.	30

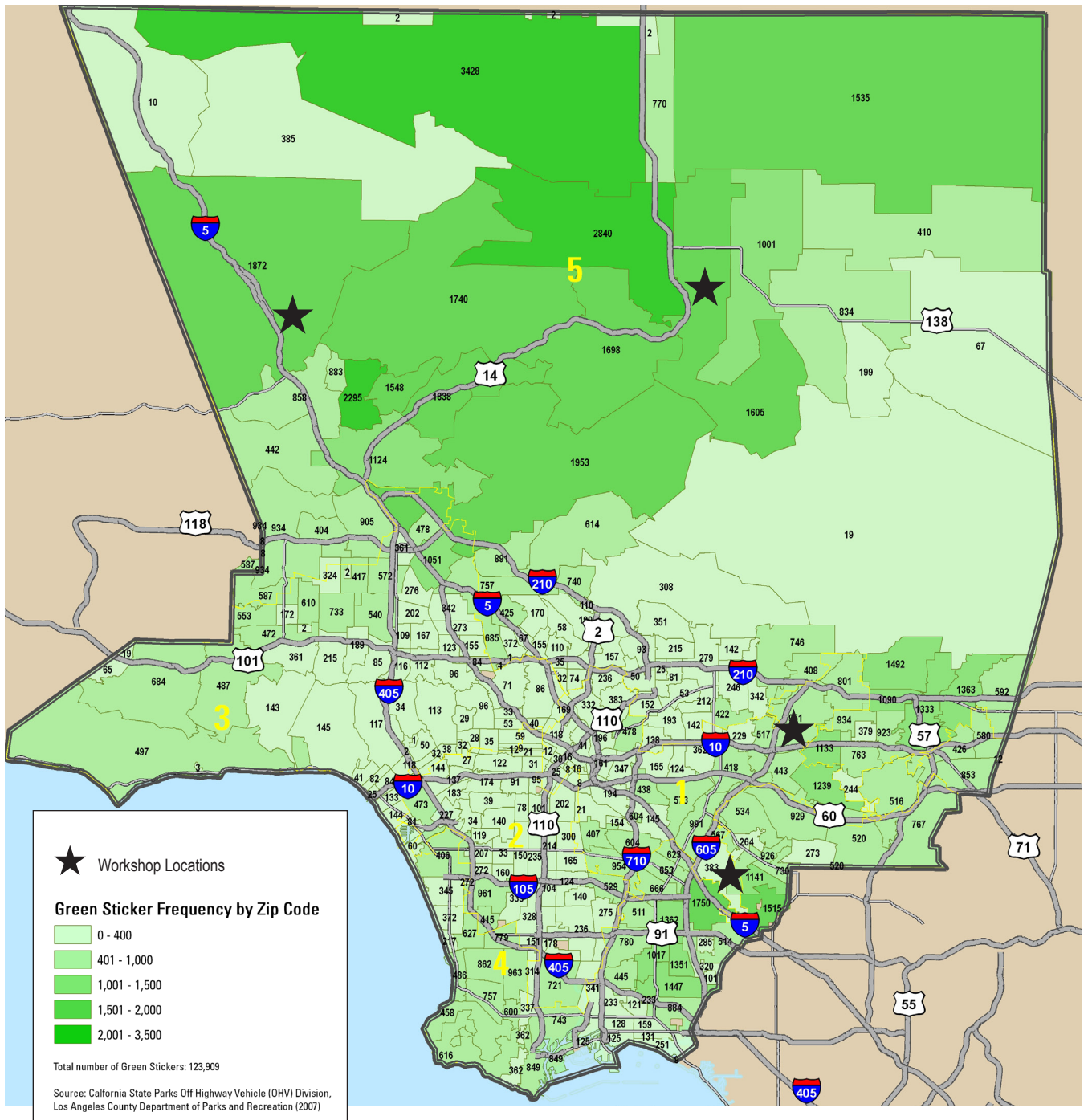
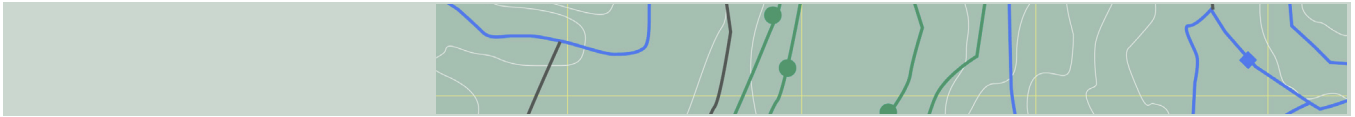
* Heavy rains may have contributed to light attendance.

1. Presentation on the LA County OHV Dialogue and County- and state-wide trends in OHV riding and facilities.
2. Small group brainstorming sessions on issues.
3. Small group visioning activity focused on innovative OHV solutions for the future, where participants create “headlines” for a mock national magazine called Recreation Today dated 2019 (10 years in the future), to address the issues identified in the first activity.
4. Polling on preferences for solutions using the TurningPoint computer system (with exceptions of Whittier and Azusa workshops due to insufficient participants for this activity).

A number of participants also completed comment cards. The agenda, notes from the discussion activities, and comment card entries are provided in Appendix B.



Public Workshop Series #2, scheduled for early summer 2009, will focus on presenting the draft OHV Park Planning Guidelines and collecting feedback from community members.



Public Workshop Series #1 locations and green sticker registration in LA County.

3 Major Themes

Community members and stake-holders provided extensive input about OHV trends, needs, issues, and solutions during Public Workshop Series #1 and the Advisory Committee meetings. The Major Themes presented in this section provide a synopsis of this input and represent repeatedly discussed topics. For a comprehensive understanding of the richness and range of input, the Major Themes should be reviewed in concert with the more detailed summaries in Appendices A and B.

Note: The presentation order of the major themes does not imply priority or importance.

Acknowledging diversity in vehicles and related recreational goals and facility needs.

According to OHV stakeholders, it is important to recognize that OHVs is a category that spans a variety of vehicle types, such as motorcycles, all-terrain vehicles ATVs, 4-wheel drive trucks, dune buggies, and side-by-sides. These vehicle types are suited for different types of terrain and trails and are associated with riders pursuing varying recreational experiences, challenges, and goals. For example, one major differentiator is motocross versus cross-country terrain for motorcycles and ATVs. Another example is differing expectations for trail lengths among riders of different vehicles.

Insufficient riding areas near population centers.

Many OHV enthusiasts cited concerns about diminishing riding areas near their communities, with the related consequences of having to drive greater distances for OHV recreation and overcrowding of existing OHV parks and facilities and associated safety concerns. People see the problem getting worse as the population of Los Angeles County continues to grow and accessible open spaces further diminish.





Growing prevalence of unauthorized riding and law enforcement concerns.

Discussions about insufficient riding areas often paralleled comments about increasing trends in unauthorized riding, where people ride on private property or on public lands that are not authorized for OHVs. Law enforcement officials, including representatives from the County Sheriff's Department and state and federal park rangers, repeatedly stated that unauthorized riding continues to increase and overtakes the enforcement capacity of law enforcement staff. Acknowledged consequences include environmental degradation from riding in sensitive and/or fragile environments as well as public safety concerns.



Negative public perceptions of OHV recreation and the riding community.

OHV stakeholders frequently raised the observation that there is a widespread negative perception that all riders lack respect for the land and nature, laws and regulations, and the safety of themselves and other trail users. Many from the riding community feel that they are unfairly blamed for the transgressions of small group of riders and nonriders. Discussion about negative public perception was often linked to discussions about "NIMBYism," (the "Not in My Backyard" reaction to development proposals that is common to residential communities), and the lack of political leadership that thwarts efforts to establish managed riding parks.



Environmental degradation from OHV activity, especially outside of designated OHV parks and riding paths.

Concerns about detrimental impacts of OHV riding on natural resources were frequently raised by community, environmental, and OHV stakeholders alike and were a common theme in most discussions. Resource issues most commonly discussed include impacts to endangered plant and wildlife species, habitat destruction, erosion (particularly of sensitive soils), water quality and runoff concerns, air quality impacts from dust and engine emissions, greenhouse gas generation, and consumption of limited petroleum reserves. Interestingly, there were some remarks that while environmental concerns could be addressed through appropriate park management, resource management, and enforcement of existing regulations, more difficult to address are the public perception, NIMBY, and political issues.



Extended closure of existing legal riding areas exacerbates problems.

Another common theme centered on questioning why specific riding areas had been recently closed and not reopened, such as in the case of fire damage. Some riders expressed suspicion that temporary closures on state and federal lands are becoming permanent closures, which is further reducing available areas for legal OHV recreation.

Noise and dust problems, especially where new communities are being built in the backcountry.

Noise and dust were recognized by many as adverse consequences of OHV recreation in close proximity to residential communities. As new residents move into new suburban communities in backcountry areas, where longstanding traditions of riding exist, complaints about OHV activity tend to increase, leading to pressure to close off riding areas, according to various workshop participants and Advisory Committee members.



Greatest opportunity for new OHV parks on sites within urbanized areas.

One of the strongest reoccurring themes in discussions within the Advisory Committee and public workshops was the opportunity to create new OHV parks in unique urban locations that are separated from residential communities. Participants hypothesized that with sufficient separation, residents would not be affected by the dust and noise generated by riding. There was widespread acknowledgement that these parks would likely be smaller in size (compared to the sizable riding areas on state and federal lands) and would therefore be best suited for motocross riding (“urban tracks”) and possible obstacle courses. During these discussions, various sites in the urbanized portions of Los Angeles County were identified, including closed landfills, oil fields, abandoned water plants, brownfield sites, freeway and utility rights-of-way, and industrial districts.



OHV Parks as Models for Environmental Conservation.

Various community members advocated for new OHV parks that are models for resource conservation and environmental stewardship, building on the State’s success in creating OHV parks that successfully balance recreational amenities and resource management (such as Hungry Valley State Vehicular Recreational Area). Visions expressed for new parks include facilities to support both the electric motorcycles currently in production as well as future classes of OHVs that are powered by electricity and/or other renewable energies. Solar-powered recharge stations is an example of suggested facilities for these new generation of OHV parks. Goals for environmental conservation could also be advanced by park design, such as the use of pervious pavement in parking areas to absorb runoff, drought tolerant landscaping to reduce water consumption, and creation of new wildlife habitat (especially in urbanized areas).



Electric motorcycle photo courtesy of Zero Motorcycles



Electric motorcycle photo courtesy of KTM



Growing frustration with lack of progress in OHV park development.

Many OHV riders involved in the process expressed significant frustration about the lack of political leadership (at both County and state levels) to successfully follow through on new OHV park development, especially when green sticker registration fees are collected for this purpose. Many people stated that they had participated in similar OHV park planning projects that had not yielded new facilities in prior years. Tied to these discussions were comments about County officials giving more attention to NIMBY-type complaints than the needs of the significant number of OHV riders living in Los Angeles County. Questions were also asked about the role of the County Board of Supervisors in the LA County OHV Dialogue and whether they were committed to implementing the project outcomes. Other discussion topics related to this theme were declarations that green sticker registration fees paid by Los Angeles County residents should be used for local OHV park development and complaints about State green sticker funds being transferred to the State general fund to balance the annual budget.



New parks with opportunities for rider education, especially for youth.

Rider education was identified as an important component in addressing safety and environmental concerns related to OHV activity. As the rider population diversifies, some of the newer riders do not have the same sense of ethics and stewardship that are shared by the more traditional OHV community, said some stakeholders. Furthermore, new riders, especially younger riders, reportedly need vehicle and riding instruction for safety reasons. Low-cost vehicles and the ease of getting them (big-box retailer over an OHV shop) has limited the opportunity for education from purchase locations. Building on discussions about urban OHV park sites, Advisory Committee members and workshop participants talked about the benefits of incorporating training facilities in parks located near the County's population centers.



Multi-purpose parks mixing OHV facilities with other recreational amenities.

People's visions for future OHV parks in Los Angeles County often centered around a multi-purpose concept. Rather than the parks only serving one kind of OHV sport, enthusiasm was expressed for parks that knit together facilities for compatible OHV activities and other types of recreation, such as a playground, picnic area, model boat pond, skateboard facility, BMX bicycle facilities, and recreation center/gym. This model of multi-purpose OHV park could both serve diverse recreational interests of the County population and also become a place where an entire family could go for an afternoon.

Improving trail connectivity to enhance recreational opportunities.

Riders at the different workshops talked about potential benefits from establishing connections between existing trails. Not only would this increase the quality of recreational experiences, but the capacity for riders could also be increased. According to some of the workshop participants, a fully networked trails system could support professional OHV events and draw international visitors. The lack of connections results in illegal riding on unauthorized lands, according to law enforcement representatives, because peoples want to move from one riding area to another.



Partnerships as a key for future OHV park development.

Many people with different perspectives rallied around the potential for partnerships between the County of Los Angeles, state and federal government, local cities, law enforcement, youth organizations, and environmental advocacy groups to establish a model OHV park that addresses these needs, opportunities, and concerns. In addition to leveraging funding mechanisms, such partnerships and collaborations could help to build political support, another benefit according to certain Advisory Committee members and workshop participants.



A. Advisory Committee Meeting Summaries

November 21, 2008 and January 22, 2009



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**Los Angeles County Off-Highway Vehicle Dialogue
Advisory Committee
Meeting #3 Summary**

Meeting was held:
Friday, November 21, 2008, 11:00 – 1:30 p.m.
Metro Offices
One Gateway Plaza
Los Angeles, CA 90012

1. Introductions and Agenda Overview

The following committee members were present:

Dana Bell
Garry George
Ray Kidd
Nathan Krumm
Kim Matthews
Roger Martin
Joe McDougall
Wendy Reed
Ed Waldheim

The Agenda is included as Attachment A for reference.

2. Non-Agenda Items

Committee members inquired if the Planning Guidelines developed during the Dialogue process will be approved by the County Board of Supervisors. The project team had not previously considered the issue, and will need to review the idea with the leadership in the Parks and Recreation Department. This will be explored in a future meeting.

3. Committee Discussion of OHV Types:

Group overviewed the main types of OHVs including off-highway motorcycles (dirt bikes), all-terrain vehicles (ATVs), four-wheel drive vehicles (4WD), dune buggies, and side-by-sides. The discussion centered the environments where each vehicle is used, as well as the activities typically performed with each vehicle type. The notes for each vehicle type are provided in Attachment B.



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LOS ANGELES COUNTY OFF-HIGHWAY VEHICLE DIALOGUE

The group also discussed that riders of all vehicles are looking for different recreational experiences, social experiences and challenges.

Discussion also covered potential future vehicles and non-motorized recreation types compatible with OHV uses (see list in Attachment B).

4. Discussion on Facilities and Issues was postponed until the next meeting.

Due to time limitations, this discussion was postponed to the next meeting.

5. Committee Discussion of Public Workshop Activities

The project team presented a PowerPoint that covered the strategy and activities for the first public workshop (see Attachment C) and distributed a corresponding handout (Attachment D). The objectives for the event were discussed.

The committee generally supported the workshop strategy and activities. Committee members discussed the need to locate public meetings in areas that have higher concentrations of OHV users. The following general locations were identified:

- Azusa/San Gabriel Area
- Palmdale/Lancaster
- Castaic/Santa Clarita
- Whittier/El Monte

A suggestion was made to include language in meeting advertising that indicates that an OHV facility could be located in the area in order to generate interest.

6. Wrap Up and Adjournment

After the adjournment, some group members offered the following tentative schedule for future meetings:

- January 15 – schedule conflict later identified (moved to 1/22)
- March 12
- May 14

The Project Team will review these dates and send confirmation.

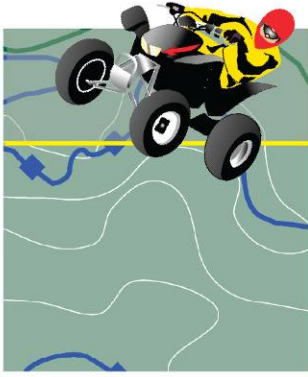


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LOS ANGELES COUNTY OFF-HIGHWAY VEHICLE DIALOGUE

Attachments:

- A. Agenda
- B. Notes from Committee Discussion of OHV Types
- C. Power Point presentation on Public Workshop #1 objectives and activities
- D. Hand-out summarizing activities for Public Workshop #1



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LOS ANGELES COUNTY OFF-HIGHWAY VEHICLE DIALOGUE

LA OHV Dialogue Advisory Committee Meeting #3

Friday, November 21, 2008
11:00 – 1:30 p.m.

Gateway Plaza Conference Room (3rd Floor)
Metro Offices (next to Union Station)
One Gateway Plaza
Los Angeles, CA 90012

AGENDA

1. Introductions and Agenda Overview
2. Committee Discussion of OHV:
 - Types
 - Facilities
 - Issues
3. Committee Discussion of Public Workshop Activities
4. Wrap Up and Adjournment

Note: a thirty minute lunch break will occur during the meeting. Committee members can bring a sack lunch, or purchase lunch in the cafeteria within the building.

OHV Vehicle Type Discussion Notes

OFF-HIGHWAY MOTORCYCLES

- Electric
- Motocross
- Trail
- Dual sport
- Trials
 - Small space
 - Obstacles
 - Can be constructed
 - Large boulders
 - Water courses
 - Courses can be easily modified
 - Children

MOTORCYCLE USE AREA

MOTOCROSS

- Track
- 1 AC – 20 AC
 - Size varies according to:
 - Rider ability
 - Bike type
 - Difficulty of course
 - Engine type
 - Course difficulty can be changed easily
- Constructed more than natural

TRAIL

- High value on distance
- Natural viewing
- Transportation/access
- Experience
- Destination
- Training
- System/networked trail/connection
- Mostly non-linear

ATV

- Motocross
- Trails
- Rock crawling (similar to motorcycle trials)
- Doughnuts and dust occurs → not legal (strong mixed opinion)

*not for planned facility

- Staging area in close proximity
- Mud bogging (ATV only) – constructed and contained
- Hill climb/downhill
- Training
- Children's trail (tot lot)

4WD VEHICLE

- Trails ✓
 - Rock crawling
 - Mud bogging
 - Hill climb
-
- ☐ small or large area
 - ☐ natural or constructed activities possible
 - ☐ training
 - ☐ occupant variation (#)

SIDE-BY-SIDE

- Trails/obstacles
- No training specific to this vehicle
- No facilities for training locally
- Too wide for ATV trails too narrow for 4x4 trails
- Helmets not required
- Incompatible with motorcycles and ATVs
- 4x4 obstacle course
- Transportation/access
- No known organization

DUNE BUGGY (SAND RAIL)

- Habitat-dependent
- Little dune activity areas available in LA County
- Sand Drag
 - 200 feet
 - Speed
- Sand rail v. hard rock
 - Difference is tires
- 10,000 AC+
- High speed
- Natural conditions needed

RIDERS LOOKING FOR:

- Different experiences
- Social experience
- Challenges

NON-MOTORIZED COMBINED USE

- Go cart
- Skateboard
- Motorized scooters
- Equestrian
- BMX
- Mountain Bikes
- Remote control – model airplanes, cars, trucks
- Slot cars
- Segway
- Snow boarding on wheels

EMERGING FUTURE VEHICLES

- Electric motor cycles 5
- Hovercraft
- All OHVs as electric – 5 years out
- Off road boarding (like a snowboard)
 - Roller skating
- Soap box vehicles

05080203 LA OHV



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**Los Angeles County Off-Highway Vehicle Dialogue
Advisory Committee
Meeting #4 Summary**

Meeting was held:
Thursday, January 22, 2009, 11:00 – 1:30 p.m.
Metro Offices
One Gateway Plaza
Los Angeles, CA 90012

1. Introductions and Agenda Overview

The following committee members were present:

Dana Bell
Garry George
Ray Kidd
Nathan Krumm
Kim Matthews
Roger Martin
Joe McDougall
Paul Slavik
Ed Waldheim
Roger Wallace

The agenda is included as Attachment A for reference.

2. Non-Agenda Discussion

Rob Ettleman with County of Los Angeles Department of Parks and Recreation (DPR) offered to provide Off-Highway Vehicle (OHV) planning guidebook (Park Guidelines for OHVs, George E. Fogg, National Off-Highway Vehicle Conservation Council) to members of the committee who do not already have one. Dana Bell offered to also distribute an OHV management guidebook that is available online.

Paul Slavik proposed to arrange for an OHV field trip and riding lessons for advisory committee members. The project team will connect with Paul on the feasibility of the idea.

Discussion of the County's process to review and implement the planning guidelines was also discussed. Rob Ettleman will look into the issue further and present the decision at the next advisory committee meeting.



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3. Project Schedule Update

The project team reviewed the project schedule and updated the committee on the project progress.

4. Improving Meeting Productivity:

- Ground rules – The project team distributed a set of group rules to help facilitate advisory committee discussions. The group was receptive to the idea. A copy of the rules is included in Attachment B.
- “Parking lot” – The method of using a holding space for off-topic discussions was also introduced. The group was also in support of using this in future meetings.

5. Committee Discussion of OHV Facility Types, Locations, and Issues

- Review of last meeting’s discussion on facility types and locations

The project team reviewed the results of brainstorming at the last meeting (see website for meeting summary).

Joe McDougal was interested in knowing what makes parks close – both temporarily and permanently. The project team will look into the issue and give a report back at the next meeting.

There was also a discussion of illegal riding. Members of the group questioned if there is a study that shows illegal riding is reduced on unauthorized land if legal riding sites are made available. The committee did not know of any studies, but the project team will look into the issue. Maureen Brack at Hungry Valley was suggested as a good resource for the information.

Some committee members suggested that intense illegal activity areas may be the best place to locate a managed park.

Finally, committee members wondered if the scope of the project should be limited to feasible site options such as motocross parks. They questioned if a more limited scope would be more manageable and would accomplish more. The project team will consider the idea.

- Brainstorming on issues



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LOS ANGELES COUNTY OFF-HIGHWAY VEHICLE DIALOGUE

Group overviewed the main issues associated with OHV recreation. Each individual was tasked with determining as many issues they could come up with in 15 minutes. Then committee members broke into groups where they determined the top 5 issues per group. Finally each group shared their group's top 5 issues with the committee, and used those ideas to categorize all the ideas presented. The issues were categorized as follows:

Safety & Emergency Services
Politics
Funding
Enforcement
Combined Issue of Enforcement and Location
Location
Combined Issue of Location and Design
Design
Management
Aesthetics
Combined Issue of Aesthetics and Resource Protection
Resource Protection
Global

All issues discussed and their categorizations are provided in Attachment C.

6. Public Workshop Series #1

- Schedule and locations
The schedule and locations for Public Workshop Series #1 were re-distributed to the committee members. Members were also reminded that they committed to attending at least one meeting per series as part of their involvement on the committee.
- Publicity
 - Group was informed that publicity for Public Workshop Series #1 included newsletter distribution, a press release, and a Board of Supervisors briefing.
 - The committee was asked for their assistance on getting the word out about the meetings.



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LOS ANGELES COUNTY OFF-HIGHWAY VEHICLE DIALOGUE

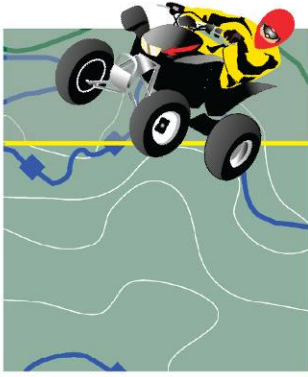
7. Wrap Up and Adjournment

Future meetings will be held at Metro Offices (One Gateway Plaza, Los Angeles, CA 90012) on the following days:

- March 12
- May 14

Attachments:

- A. Agenda
- B. Ground Rules
- C. Notes from Committee Discussion of OHV Issues



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LOS ANGELES COUNTY OFF-HIGHWAY VEHICLE DIALOGUE

LA OHV Dialogue Advisory Committee Meeting #4

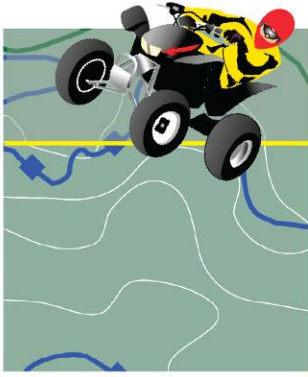
Thursday, January 22, 2009
11:00 – 2:00 p.m.

Union Station Conference Room (3rd Floor)
Metro Offices (Next to Union Station)
One Gateway Plaza
Los Angeles, CA 90012

AGENDA

1. Introductions and Agenda Overview
2. Project Schedule Update
3. Improving Meeting Productivity
 - Ground rules
 - “Parking lot”
4. Committee Discussion of OHV Facility Types, Locations, and Issues
 - Review of last meeting’s discussion on facility types and locations
 - Brainstorming on issues
5. Public Workshop Series #1
 - Schedule and locations
 - Publicity
 - Newsletter distribution, press release, and Board of Supervisors briefing
 - Committee assistance
6. Upcoming Meeting Dates
 - March 12
 - May 14
7. Wrap Up and Adjournment

Note regarding lunch: A thirty minute lunch break will occur during the meeting. Committee members can bring a sack lunch, or purchase lunch in the cafeteria within the building.



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GROUND RULES

- ▶ Stay on agenda topic, keep comments concise, avoid repetition. . .
avoid personal stories or soapboxes.
- ▶ Only one person to speak at a time. . .
everyone participates.
- ▶ Listen for understanding. . .
not for response.
- ▶ Be open. . .
try on other's ideas for size; however, agree to disagree.
- ▶ Each member of the group is equal, all comments matter. . .
share the airtime.
- ▶ Use considerate language. . .
avoid labels.

Attachment C
Committee Discussion of Issues Related to OHV Recreation

Safety & Emergency Services

- Safety Control
- Safety
 - Location Far From Resources
 - Expensive to Provide Public Safety
- Safety (Injuries)
- Safety (Personal) Injury
- Safety (General Public) Physical Injury

Politics

- Not in My Background
- Community Concerns (N.I.M.B.Y.)
- Make Up Your Mind to Get OHV Areas – 15 Years and Still SOS
- Contact League of Cities and Counties and Present Proposal
- Get Elected Officials to Get 50% In
- Get OHMVR Give on Sample Page
- Lack of Legal Riding Area
- Lack of Marketing Plan
- Public Perception
 - No Good
 - Not a Sport
 - People Want to Go Fast!
- Public/Media Bias
- Get OHV Drivers License
- Public Perspective (non-user opinions)
- Local Partnerships (for education, landscaping, training, and youth opportunity)
- Sought by the Adjacent Communities (not forced on communities)
- Political Support
- Lack of Widespread Public Support
- Buy In to Premise (curb illegal use with new facilities)

Funding

- Costs Money
- Self Sufficient – Revenues, Volunteers, and Programs Support Costs
- Funding Sources – Money to Plan, Build, and Maintain

Enforcement

- Supervision and Enforcement (costs and available personnel)
- Law Enforcement
- Off-trail Use In and Outside OHV Park
- Spill-over (use outside prescribed area)
- Adequate Law Enforcement
- Not Obeying Closed Signs
- Law Enforcement Patrols
- Not Enough Penalty to Discourage Illegal Riding
- Get LEOs Together with DAs to Establish Fee Penalty
- Problems with Irresponsible Users
- Trespass on Private Property
- Ban Private Property Owners from Exiting Their Land Unless Designated Trail Close By
- Controlled Property Boundaries
- Traffic and Parking

Combined Issue of Enforcement and Location

- Trespass on Private Property
- Ban Private Property Owners from Exiting Their Land Unless a Designated Trail is Close By
- Controlled Property Boundaries

Location

- Redevelopment, Not New Development
- Sites with Heavy Illegal Uses Might be Good Sites for Legal Use if Indeed Legal Sites Reduce Illegal Riding
- Distance from Town
- Limited Suitable Land Base
- R.O.W. – Right of Way
- Set Up OHV Areas in Industrial Area
- Get Many OHV Sites Close to Communities
- Ease of Access
- Location of OHV Site Near Users

Combined Issue of Location and Design

- Traffic and Parking

- Environmental By-Products
 - Dust
 - Runoff
 - Denuding of Hillsides
 - GHG

Resource Protection

- Global Warming (fossil fuels)
- Disturbance to Wildlife
 - Displacement
 - Interruption of Migratory, Nesting Patterns, etc.
 - Sensitive as well as Endangered Species
- Environmental Resources (damage to habitat and critters)
- Environmental Damage
- Environmental By-Products – noise disturbing to wildlife as well as passive recreationists
- Destruction of Habitat
 - Natural areas as well as degraded areas that are used by wildlife
 - Watersheds
- Environmental
 - Perception – bad
 - Soil
 - Wildlife
 - Water/river
- Environmental: Water Quality, Air Quality, Species

Global

- Population Pressures (urbanization)

Uncategorized

- Witchcraft Will be Practiced

Design

- Design to Sustain Use and Meet Desires/Needs (NOT just use what's on ground now)
- Increase Traffic
- Size of the OHV Park
- Traffic Issues Both Inside and Outside Park
- Safety and Medical Access
- Quality with Equal Services (not just dirt lots)
- Access – Readily Accessible, Particularly for Youth
- Size of Park
- Multi Use Sites – Motorized and Non-motorized

Management

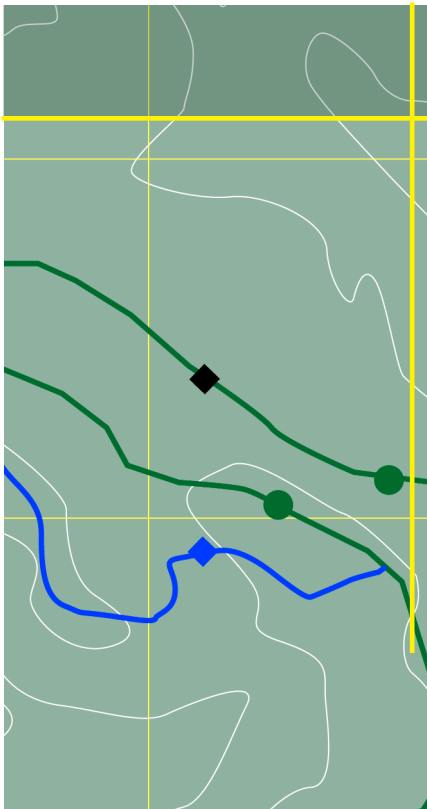
- Open Days/Hours
- Trash Litter Debris
- Dust Containment
- Sound Containment and Control (dB levels)
- Fees

Aesthetics

- Dust
- Dust PM₁₀
- Noise
- Noise
- Noise
- Noise – Neighbors
- Noise – Aesthetics
- Dust, PM₁₀, Air Quality Impacts, Aesthetics in Immediate Vicinity
- Noise and Dust Mitigation
- Environmental Contamination (fuel/oil Spills)
- Environmental By-Products:
 - Dust
 - Runoff
 - Denuding of Hillsides
 - GHG

Combined Issue of Aesthetics and Resource Protection

- Environmental Contamination (Fuel/Oil Spills)



B. Agenda and Notes from Public Workshop Series #1



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LOS ANGELES COUNTY OFF-HIGHWAY VEHICLE DIALOGUE

Los Angeles County Off Highway Dialogue

Public Workshop Series #1

February 2009

Agenda

1. Welcome

Robert Ettleman, LA County Department of Parks and Recreation

2. Presentation

Joan Isaacson and Nancy Graham, EDAW

3. Group Discussion #1: Current Issues

4. Break (*10 minutes*)

5. Group Discussion #2: Solutions for the Future

6. Preference Polling

7. Wrap Up and Door Prize Drawing

Public Workshop Series #1: Whittier
Wednesday, February 4, 2009

CURRENT ISSUES REGARDING OHV ACTIVITY IN LA COUNTY

(Numbers in parentheses represent participants' priority preferences using "dot voting.")

Table 1

- Public Perception (5)
- Look at positive economic impacts of OHV parks (2)
- Environmental impacts including noise, dust and habitat degradation (2)
- Limited access to large areas of OHV (2)
- Lack of progress and frustration getting the project done (2)
- Closure of land(s) due to military base will cause massive displacement of OHVs (2)
- OHV activity in restricted areas/illegal riding (2)
- If volunteers don't maintain trails they get closed down (2)
- Negative media sensationalism of any effort to develop OHV park (2)
- Misunderstanding of what is meant by an OHV park
- Teaching riders how to recreate responsibly
- Monitoring sound levels of those machines using OHV areas
- No support/campaigns from elected officials
- Irresponsible OHVs causing problems for responsible OHVs
- Dramatic increase in illegal aliens on OHVs/rules
- No support from non-OHV publics or stakeholders
- Lack of parental supervision for under 18 riders
- Distance to travel to areas for OHV activities
- (Proximity) Lack of motor cross tracks within the greater L.A. area
- Multiple agencies governing the areas
- Non-traditional sale sources (Pep Boys/Kmart) with no buyer educators
- Money being siphoned from green sticker funds for non-related OHV issues
- Language barriers and different laws in different countries
- Having buffer zone to immediate area
- Private/public lands not marked
- OHVs need to know where to ride
- Closure of riding areas due to fire (for years) -- no land replacing that

Table 2

- Habitat protection (4)
- Need parks with education (especially for kids) (4)
- Not enough parks (2)
- Less study, more action to address issues (2)
- Political will to approve an OHV project (2)

- Locals trash areas - OHV people blamed (2)
- How to maintain trails and land for people and species and aesthetics
- Dust
- Less acreage for riding but more riders
- OHV riders are environmentalists
- Destruction of habitat and animals
- Trespassing/property destruction
- Injury risk
- Dangerous activities out there
- Law enforcement
- Make L.A. County more OHV friendly (parks, education) driving distances to riding areas
- Facilities for kids (milestone)
- Few/limited places to site , new facilities
- Social/environmental conflicts/NIMBYism
- Noise
- Change in OHV culture (big issue in L.A. County, need education) - more Hispanics and Asians - don't have same knowledge of safety, etiquette

2019 RECREATION TODAY HEADLINES

Table 1

Individual Headlines

- Unique partnership
- Creates greater Whittier Environmental & OHV Activity Center: An exceptional collaborative effort by the Whittier Garden Club, Sierra Club, PALs, Mills Elementary, L.A. City College and local OHV enthusiasts to develop the community training recreation and environmental center
- Parents and children find a great partnership in OHV activities
- County breaches environmental concerns and develops OHV park in the Los Angeles Basin
- 4th generation riders - 4th generation problems
- L.A. County: OHV friendly! In areas that you didn't know existed!
- L.A. county opens up the 1st motor cross track for "all Electric" motorcycles. "No Noise", "No Pollution"
- OHVs happily co-exist with environmentalists

Group Headline

- LA County: OHV friendly in areas you didn't know existed!
 - o Diverse partners create quality OHV recreation opportunities while addressing environmental concerns
 - o L.A. County provides local OHV parks offering educational opportunities

Table 2

- L.A. County OHV parks are attracting more recreational drivers to stay away from the deserts than ever before
- L.A. County OHV park receives Audubon National Award! More birds than Griffith Park!

- Brownfield turned into OHV recreational sites, money comes from sticker fees
- Beautiful OHV park a success for families and riders of all skill levels
 - o Multi-level education classes for all riders
 - o Clean facilities
 - o Excellent food
- OHV park comes to L.A. County after only ten years!!!

Group Headline

- From Brownfield to OHV park!!! Wins Audubon Award

Public Workshop Series #1: Azusa
Thursday, February 5, 2009

CURRENT ISSUES REGARDING OHV ACTIVITY IN LA COUNTY

(Numbers in parentheses represent participants' priority preferences using "dot voting.")

- Environmental issues can be addressed but the social issues are more challenging (5)
- Improve public perception (4)
- Need for rider education safety/operational training and courtesy and land ethics (3)
- Frivolous use of fossil fuels
- Need for facility hours of operation
- Lack of community leaders that prioritize OHV
- Few successful park models to show that it can be done right
- Facilities are at capacity
- Generational gap
- Not enough security/rangers
- Illegal alcohol use
- Litter damaging stream/environment
- Not enough lighting to facilities
- Politicians dealing with NIMBYs
- Media bias
- Language barriers
- Lack of political will
- Land acquisition
- Liability
- Operating funds
- Potential damage to native habitat
- Misperception of habitat value
- Riders -- illegal riding
- Limited open space/competition for land
- No easy access for young people to get to facilities
- Lack of nearby facilities to ride
- Noise and dust problems and traffic; fear for safety
- Need for appropriate management
- Erosion water
- Potential translocation of weeds

2019 RECREATION TODAY HEADLINES

Individual Headlines

- Green groups, OHVers, Kids and Cops Make Adventure Park Work
- L.A. County Celebrates 5 Years of a Popular OHV Park Program

- OHV oh my! L.A. County Tears Up Last Remaining Open Space
- Native Plants Flourish in L.A. County OHV Park!
- L.A. County Lead The Nation In Use Of Urban In-Fill OHV parks
- Get Fueled Up Over Electric Bikes -- L.A. County Demo Project Expands Noise Reductions
- Los Angeles County OHV Areas Help To Preserve Nature While Enjoying Off Roding Experience

ADDITIONAL DISCUSSION: THE POWER OF PARTNERSHIPS

- Youth/cops capal
- Environmental education
- Career training
- Inner-city kids connection
 - o Nature connection
- Work program
- Non-profit involvement with grant opportunities
- Various uses beyond OHV
 - o RC cars/model airplanes
- Technical challenges
- Obstacles/trails
- Picnic grounds
- Community room
- Places & activities for people who are not riding
 - o Tot track
 - o Self sufficient

Public Workshop Series #1: Castaic
Wednesday, February 11, 2009

CURRENT ISSUES REGARDING OHV ACTIVITY IN LA COUNTY

(Numbers in parentheses represent participants' priority preferences using "dot voting.")

Table 1

- Not enough places to ride (8)
- Need volunteer trail patrol (4)
- Too many people at one recreation park (4)
- Better connectivity of trails (3)
- Increase local riding opportunities (3)
- Some riders are disrespectful to private lands
- Statistics may be underestimated number of riders
- Need diversity for various vehicle types
- Noise reduction of bikes
- Increased number of rider injuries
- Trailhead information, kiosk-rules of trails and education for safety
- Maintenance and safety
- Nuisance to homeowners (dust)
- Horses and OHV cannot share the same trails
- More rider education
- Yield rightaway signs for the user groups
- Availability of trail maps, boxes are always empty
- Better layout of trail one-way trail system
- Control of the boundaries of the parks (both directions)

Table 2

- Supervisor or politicians/endorsement (10)
- Need for new locations (4)
- Keep local green sticker local (4)
- Allow new facilities on private land (3)
- Need to share areas with different uses
- Rider education for low footprint on sensitive environments
- Work with adjacent counties for facility development
- Lack of nearby facilities
- Conflict with nonmotorized users
- Conflicts with natural resources
- Need links from communities to riding facilities
- Develop small facilities for kids
- Right to ride on personal private property

- More campgrounds at Angeles Forest
- Built facilities being closed - need to re-open
- Need new riding areas for legal riding

Table 3

- Green sticker \$\$ should benefit L.A. County riders (6)
- Why are gates locked for over 1 year after fire (5)
- Interconnections between OHV areas (3)
- Nowhere to train youth riders (2)
- Closure of trails
- Need better trail connections
- Dual sport trails -- more
- OHV areas not business friendly
- Not enough parking and staging area
- Keeping OHV areas and facilities open and available
- Dust control
- Lack of trail markers
- Make camping areas available in OHV parks
- Concern of what our green sticker funds are being used for by the State
- Nowhere to ride in L.A. County
- Diversity of OHV types/uses, 4x4, motorcycle, ATV
- See why volunteership is declining in OHV sports
- Need to educate the public about the rule of the particular area
- Volunteers to keep trails open
- No support for OHV business
- Current trails not safe for young riders

Table 4

- Scarcity of nearby OHV opportunities (2-hour driving time) (4)
- Increased disruption/negative human impact (noise, dust, aesthetics) (4)
- Natural resource damage due to OHV (critters, GG, habitat, habitat fragmentation, erosion, fire) (4)
- Prevent State from stealing OHV funds, correct & effective use of funds (4)
- Availability of land & money
 - Scarcity & proximity of OHV opportunities (2-hr drive time)
- Public education on riding & non-riding areas/appropriate notices (more than signs)
 - Riding clubs
 - Bike shop
- Overcoming NYMBY attitude re: OHV parks
- Sharing areas with other uses
- Skills training centers
- Enforcement to create positive image
- Cooperation/collaboration with OHV groups and clubs/communities

- Additional funding for OHV
- Diverse use of trails with compatibility
- Fire, increased ignition sources
- Property rights/trespassing

Table 5

- Development of forest motorcycle trails -- more single track (5)
- Upkeep of OHV areas, entrance road to Rower Flats not maintained (3)
- Closure of established areas (3)
- How do you get involved with maintenance, safety patrol, construction?
- Something in place to report illegal dumping
- Look at trail development of trails off of fire roads in the forest
- Usage of funds? Green funds & adventure pass funds
- OHV areas are not clearly marked
- Too many closures of public land and established riding areas
- Once an area is closed, it is not re-opened
- Green sticker \$ not being used for its intended purpose
- "Borrowed" green stickers \$ not being repaid
- See more competition event rare tracks and courses
- Opportunity to duel sport any bike that can pass California emissions

2019 RECREATION TODAY HEADLINES

Table 1

Individual Headlines

- Local communities welcome well-managed OHV parks in L.A. County
- "The downside of zero emission OHV's and one county's simple solution"
- Fantastic new underground OVH park in urban area
 - o Riders love new park!
 - o Neighbors happy to be free of noise and dust!
- 100th OHV "Pocket Park" opens in L.A. County!
- The County of L.A. releases \$2 million dollars to the City of Santa Clarita to build, maintain and enforce 3 new OHV parks

Group Headline

- The New Los Angeles Mountain Trail System: A Shining Example of Shared Use and Cooperation!

Table 2

Individual Headlines

- Just Do It -- Ride In L.A. County!
- OHV's Licensed For Highway Use To And From Local OHV Area And Schools
- More New Trails To Open Soon!
- OHV License Age Lowered To 13 Years Of Age
- L.A. County Sued Over OHV Area
- L.A. County Gets You Outdoors - Highlighted By The Best OHV Trail System On The West Coast
- Horse Trails Are Now Open To OHV
 - o All Areas Are Accessible By OHV Trails
 - o Families Can Ride Together Without Stepping In Horse Waste

Group Headline

- Ten Years Later Politicians Still Say No to New OHV Parks

Table 3

Individual Headlines

- Electric OHV's Outnumber ITCE's for the First Time!
 - o Private OHV Areas Grow + 30%
- L.A. County OHV Recreation Helping People Be More Productive and Responsible
- L.A. Area in Need of OHV Parks, People Run Rampart
- OHV Funds Working in L.A., Second OHV Park Opens
- Ride in L.A.: New County OHV Areas, booming Off road, Community Rejoices!

Group Headline

- L.A. County OHV is Heading for Gridlock -- More Users, Less Space

Table 4

Individual Headlines

- Endless Demand & Expanding Industry
 - o L.A.'s Urban Tracks and Obstacle Courses Exploded with New Electric Bikes & ATVs
- L.A. County Creates World Class Off-Road Parks
 - o Beautiful and Environmentally Friendly Trails
- L.A. County Provides Numerous Multi-use OHV Parks, Which Provide Recreation to Youths & Reduce Gang/Drug Problems

Group Headline

- “Endless Demand and Expanding Industry”
 - o L.A.’s Urban Tracks and Obstacle Courses Explode with New Electric Bikes and ATVs, Increase Recreational Opportunities, Reduce Drug and Gang Problems, Creates World-Class Off-Road Parks!
 - o

Table 5

Individual Headlines

- Electric Dirt Bikes Racing League
- L.A. County Announces Completion of Clean, Maintained and Permanent OHV Areas
 - o 3 Major Locations Offering Safe, Clean Patrolled Areas Featuring Beginner, Moderate and Expert Trails
- A Can Opens More of L.A.N.F. for OHV’s
- A County Decides Forest Should Be Available to All Citizens

Group Headline

- L.A. County OHV Tracks #1 in World

Preference Polling

- Endless Demand and Expanding Industry
 - o L.A.’s Urban Tracks and Obstacle Courses Explode with New Electric Bikes and ATVs, Increase Recreational Opportunities, Reduce Drug and Gang Problems, Creates World-Class Off-Road Parks!

<i>Group Headline</i>	<i>Responses</i>	<i>Percent of Total</i>
Endless Demand and Expanding Industry: L.A.’s Urban Tracks and Obstacle Courses Explode with New Electric Bikes and ATVs, Increase Recreational Opportunities, Reduce Drug and Gang Problems, Creates World-Class Off-Road Parks!	13	40%
L.A. County OHV is Heading for Gridlock -- More Users, Less Space	7	21%
The New Los Angeles Mountain Trail System: A Shining Example of Shared Use and Cooperation!	7	21%
Ten Years Later Politicians Still Say No to New OHV Parks	4	12%
L.A. County OHV Tracks #1 in World	2	6%
Total	33	100%

Public Workshop Series #1: Little Rock

Wednesday, February 12, 2009

CURRENT ISSUES REGARDING OHV ACTIVITY IN LA COUNTY

(Numbers in parentheses represent participants' priority preferences using "dot voting.")

Table 2

- Camping areas/access for OHV parks – overnight (5)
- New parks close to user population (4)
- Open and usable parks 12 months/year and 7 days/week (2)
- Prevent State from stealing from OHV funds (2)
- Maintenance of roads into and within park
- Trail maintenance and funds for existing parks
- Education of benefits to foster support
- Challenging and diverse and safe roads within park (single direction)
- More detailed and specific maps specific for OHV, green sticker, etc. (Ex.: Friends of Jawbone)
- OHV organizational events
- Entrance cost within family budget
- People move out of state to ride
- 12-miles minimum loop size
- Track diversity
- Open area with refreshment stands
- Ensure right gears for right tracks
- Large enough area to prevent environmental damage and ensure safety to riders

Table 4

- Need for riding areas (5)
- Tickets for riding in illegal areas (4)
- Impacts on wildlife and vegetation (4)
- Land repair after use/restoration/management
- Dust
- Need to provide multipurpose facilities with varied terrain and used by many vehicle types
- Trash problems
- Lack of/need for funding for facility development and repair
- Lack of enforcement for OHV laws
- Riders going off trails
- Changes neighborhood environment
- Noise
- Erosion
- Damage to existing dirt roads from conflicting use patterns

- Can occur from high speed compaction
- Dog and chicken fights occurring near OHV areas
- Political support
 - o Need for OHV
 - o Proper solution
- Need for positive education on ridership
- Riders riding late at night
- Illegal OHV use in
 - o Undesignated areas
 - o Increased traffic near legal OHV areas
 - o Glass on roadways
 - o Two types of impacts:
 - To neighborhood
 - At the park
 - o On private property

Table 5

- Destruction of fragile habitat (hiking trails/equestrian) wildlife and desert plants (private property) (7)
- Not enough places to ride (5)
- Trespassing on private property with no respect for owners or residents (5)
- Illegal trespassing/riding on closed lands
- Horse property/OHV conflicts
- OHV activities on smaller residential lots generating complaints
- Destruction of private property
- Trespassing
- Equestrian vs. OHV
- Quality of life issues
- Criminal activity
- Land destruction
- Not enough places to ride
- Equestrians vs. OHVs
- Some incompatible land use
- Opportunities to ride in industrial areas
- Want to see more dirt bike places
- Illegal trespassing and riding on closed lands
- Quality of life issues
- Intolerance of OHV in illegal areas
- Existing parks overused and overcrowded
- What kind of bikes are most fun?
- Horse property vs. OHV complex
- Criminal activities
- Lack of riding legal areas in urban areas
- Assure bikers spark arrested (fire hazard)

- Noise pollution
- Why are riding spots closed?
- OHV activities on smaller residential lots generating complaints
- Hiker and biker respect
- When stopped issued mild warnings rather than being issued tickets
- How are ATVs alike to motorcycles?
- Educate (via) - license, spark arrestors - general respect for property and residents
- Green sticker funds properly distributed where they come from

Table 6

- Not enough riding areas (6)
- Green sticker fees are too high (3)
- One-time countywide fee (not separate fee for each park) (3)
- Make Hungry Valley bigger
- Too many environmental regulations
- Better protect reserve areas
- Fencing issues -- cutting of fencing
- L.A. County residents riding in San Bernardino County because of lack of OHV areas in L.A. County
- More leniency on riding laws

2019 RECREATION TODAY HEADLINES

Table 2

Individual Headlines

- 100,000 acre OHV Park, Host to 2008 International 6-day Trials
- L.A. County OHV parks world Tourist Destination
- A New Age of Riding for a New Year 2009
- Establish a Trail System Similarly to Utah's Piute Trail that Encircles the Whole State with Side Trails and Camping Areas
- A Weekend Getaway for Families and Friends in An OHV Park Maintained and Provided by L.A. County Parks & Recreation!
- A Brand New Age Riding for New Special Year of Life in 2019
- Local Tourism Camping Areas Access Grants for Local
- Diverse and Connected Trails System Revenue Jobs

Group Headline

- Use it Or Lose It
 - o Green Sticker Funds Establish New OHV Parks, Opens Last Segment of 100,000 Miles of OHV Trails

Table 4

Individual Headlines

- “Creation” of OHV Park with All Degrees of Riding Skills
- Reclaimed L.A. County Rock Quarries become Popular OHV Areas for Regional Recreation
- More Dirt Bike Tracks in More Cities
- World’s First Enclosed Underground Off Road Facility
- L.A. County Creates “Disneyland” for Off-Roaders
- Make More Bikes That Are Not Very Loud But Can Go Fast
- Unique Free Shuttle System Creates Greater OHV Opportunities for Youth Riders, Increases Fun and Reduces Illegal Riding
- L.A. County Reaches Milestone with OHV Park that Offers Diverse Opportunities for All Motorized Vehicle Enthusiasts
- Make more Import Bikes that are not very loud, move quietly and also make tracks for different age groups, because kids could get hurt
- L.A.’s Innovative Electric Bike Program Reduces Noise and Air Pollution, Increasing Opportunities for All

Group Headline

- LA County Creates Disneyland for All Types Off-Roaders in Rock Quarries Providing Opportunities for all Degrees of Riding Skills and Electric Bikes

Table 5

Individual Headlines

- Fast motorcyclists
 - o New laws
 - o New stores
 - o Six hundred houses
 - o Big bikes
- OHV’s Become Whisper Quiet
- OHV Users and Hikers Learn to Co-Exist
- 100% Compliance By all Land Users, Complaints Down, Teachers Get Raises
- OHV’s Stay in Designated Areas and Critical Habitat Makes a Recovery

Group Headline

- 100% Compliance By all Land Users, Complaints Down, Teachers Get Raises

Table 6

Individual Headlines

- Riding Area Extended throughout AV for ATV Riders
- Johnson Valley Taken Over by Wind Generators and Military.
 - o Landfills and Oil Fields are the New OHV Parks
- ATV's are Now Powered by Electricity and MX Bikes are Allowed to Ride on Streets without Green Stickers
- OHV Emissions Dramatically Reduced by New 4-Stroke Motorcycles
- Abandoned Water Sanitation Plant Torn Down to Make MX and ATV Racing Tracks

Group Headline

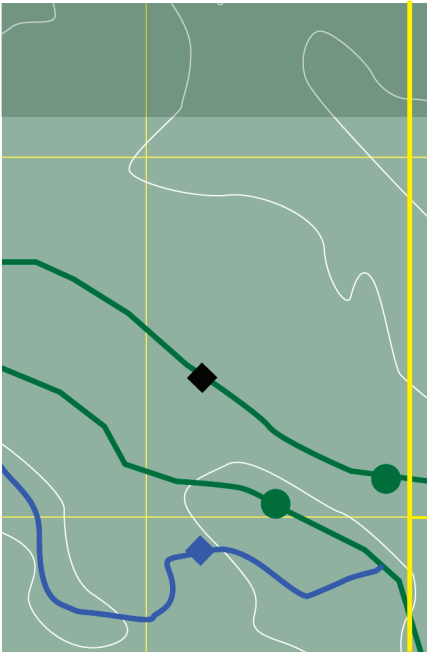
- Landfills, Oil Fields, Abandoned Water Plants are the New OHV Parks

Preference Polling

<i>Group Headline</i>	<i>Responses</i>	<i>Percent of Total</i>
LA County Creates Disneyland for All Types Off-Roaders in Rock Quarries Providing Opportunities for all Degrees of Riding Skills and Electric Bikes	10	43%
100% Compliance By all Land Users, Complaints Down, Teachers Get Raises	5	22%
Use it Or Lose It: Green Sticker Funds Establish New OHV Parks, Opens Last Segment of 100,000 Miles of OHV Trails	5	22%
Landfills, Oil Fields, Abandoned Water Plants are the New OHV Parks	2	9%
(User Polling Error)	1	4%
Total	23	100%

March 2009





Appendix C.

State OHMVR Division Regulations, and Policies

DIVISION 16.5: OFF HIGHWAY VEHICLES

CHAPTER 1: General Provisions (Off-Highway Vehicles)

Name of Act

38000. This division may be cited as the Chappie-Z'berg Off-Highway Motor Vehicle Law of 1971.
Added Ch. 1816, Stats. 1971. Operative July 1, 1972..

Applicability of Provisions

38001. (a) Except as otherwise provided, this division applies to off-highway motor vehicles, as defined in Section 38006, on lands, other than a highway, that are open and accessible to the public, including any land acquired, developed, operated, or maintained, in whole or in part, with money from the Off-Highway Vehicle Trust Fund, except private lands under the immediate control of the owner or his or her agent where permission is required and has been granted to operate a motor vehicle. For purposes of this division, the term "highway" does not include fire trails, logging roads, service roads regardless of surface composition, or other roughly graded trails and roads upon which vehicular travel by the public is permitted. (b) Privately owned and maintained parking facilities that are generally open to the public are exempt from this division, unless the facilities are specifically declared subject to this division by the procedure specified in Section 21107.8.

Amended Sec. 37, Ch. 563, Stats. 2002. Effective January 1, 2003.

Off-Highway Motor Vehicle Defined

38006. As used in this division, an "off-highway motor vehicle" is any of the following:

- (a) A motor vehicle subject to the provisions of subdivision (a) of Section 38010.
- (b) A motor vehicle registered under Section 4000, when such motor vehicle is operated on land to which this division has application.
- (c) A motor vehicle owned or operated by a nonresident of this state, whether or not such motor vehicle is identified or registered in a foreign jurisdiction, when such motor vehicle is operated on lands to which this division has application.

Added Ch. 1093, Stats. 1976. Effective January 1, 1977.

Course of Instruction

38007. The Off-Highway Motor Vehicle Recreation Division of the Department of Parks and Recreation shall adopt courses of instruction in off-highway motor vehicle safety, operation, and principles of environmental preservation by January 1, 2005. For this purpose the division shall consult with the Department of the California Highway Patrol and other public and private agencies or organizations. The division shall make this course of instruction available directly, through contractual agreement, or through volunteers authorized by the division to conduct a course of instruction.

Amended Sec. 38, Ch. 563, Stats. 2002. Effective January 1, 2003.

CHAPTER 2: Registration of Off-Highway Vehicles; Original and Renewal of Identification; Issuance of Certificates; Issuance of Ownership

ARTICLE 1: Motor Vehicles Subject to Identification

Issuance and Display of Identification Plates

38010. (a) Except as otherwise provided in subdivision (b), every motor vehicle specified in Section 38012 that is not registered under this code because it is to be operated or used exclusively off the highways, except as provided in this division, shall be issued and display an identification plate or device issued by the department. (b) Subdivision (a) does not apply to any of the following:

- (1) Motor vehicles specifically exempted from registration under this code, including, but not limited to, motor vehicles exempted pursuant to Sections 4006, 4010, 4012, 4013, 4015, 4018, and 4019.
- (2) Implements of husbandry.
- (3) Motor vehicles owned by the state, or any county, city, district, or political subdivision of the state, or the United States.
- (4) Motor vehicles owned or operated by, or operated under contract with a utility, whether privately or publicly owned, when used as specified in Section 22512.
- (5) Special construction equipment described in Section 565, regardless of whether those motor vehicles are used in connection with highway or railroad work.
- (6) A motor vehicle with a currently valid special permit issued under Section 38087.5 that is owned or operated by a nonresident of this state and the vehicle is not identified or registered in a foreign jurisdiction. For the purposes of this paragraph, a person who holds a valid driver's license issued by a foreign jurisdiction is presumed to be a nonresident.
- (7) Commercial vehicles weighing more than 6,000 pounds unladen.
- (8) Any motorcycle manufactured in the year 1942 or prior.
- (9) Four-wheeled motor vehicles operated solely in organized racing or competitive events upon a closed course when those events are conducted under the auspices of a recognized sanctioning body or by permit issued by the local governmental authority having jurisdiction.
- (10) A motor vehicle with a currently valid identification or registration permit issued by another state.

Amended Sec. 1, Ch. 572, Stats. 1996. Effective January 1, 1997. Supersedes Ch. 124.

Amended Sec. 16, Ch. 1008, Stats. 1999. Effective January 1, 2000.

38012. (a) As used in this division, "off-highway motor vehicle subject to identification" means a motor vehicle subject to the provisions of subdivision (a) of Section 38010. (b) As used in this division, "off-highway motor vehicle" includes, but is not limited to, the following:

- (1) Any motorcycle or motor-driven cycle, except for any motorcycle which is eligible for a special transportation identification device issued pursuant to Section 38088.
- (2) Any snowmobile or other vehicle designed to travel over snow or ice, as defined in Section 557.
- (3) Any motor vehicle commonly referred to as a sand buggy, dune buggy, or all-terrain vehicle.
- (4) Any motor vehicle commonly referred to as a jeep.

Amended Ch. 1050, Stats. 1975. Effective January 1, 1976.

Identification, Identification Certificate Defined

38013. Unless otherwise provided, the terms "identification" and "identification certificate" shall have the same meaning as the terms "registration" and "registration card," respectively, as used in Division 3 (commencing with Section 4000). Added Ch. 1816, Stats. 1971. Operative July 1, 1972.

Closed Course Defined

38014. As used in this division, "closed course" includes, but is not limited to, a speedway, racetrack, or a prescribed and defined route of travel on or off a highway that is closed to all motor vehicles other than those of participants. A closed course is one which is not available at any time for vehicular access by the general public.

Added Ch. 1050, Stats. 1975. Effective January 1, 1976.

Identification Requirements: Violations

38020. Except as otherwise provided in this division, no person shall operate, transport, or leave standing any off-highway motor vehicle subject to identification under this code which is not registered under the provisions of Division 3 (commencing with Section 4000), unless it is identified under the provisions of this chapter. A violation of this section is an infraction. Riding in violation of seasons established by Section 2412(f) and 2415 of Title 13 of the California Code of Regulations constitutes a violation of this section. This section shall not apply to the operation, transportation, or leaving standing of an off-highway vehicle pursuant to a valid special permit.

Amended Sec. 20, Ch. 908, Stats. 2004. Effective January 1, 2005.

Exemption: Special Permit

38021.

- (a) A manufacturer, dealer, or distributor, or his agent, owning or lawfully possessing any off-highway motor vehicle of a type otherwise required to be identified hereunder may operate or use such vehicle without an identification certificate and plate or device upon condition that each such vehicle is accompanied by a special permit issued to the manufacturer, dealer, or distributor as provided in this division.
- (b) Persons licensed pursuant to Article 1 (commencing with Section 11700) of Chapter 4 of Division 5 need not obtain such a permit provided the vehicle is operated or used under special plates issued to the licensee.

Amended Ch. 1093, Stats. 1976. Effective January 1, 1977.

Motorcycles: Transportation on Highway

38022. Notwithstanding the provisions of Section 4000, motorcycles issued a special transportation identification device pursuant to Section 38088 may be transported upon a highway to and from a closed course.

Added Ch. 1050, Stats. 1975. Effective January 1, 1976.

Operation on Highway

38025. In accordance with subdivision (c) of Section 4000, a motor vehicle issued a plate or device pursuant to Section 38160 may be operated or driven upon a highway but only as follows:

- (a) On a two-lane highway, only to cross the highway at an angle of approximately 90 degrees to the direction of the roadway and at a place where a quick and safe crossing may be made, or only when the roadway is not maintained by snow removal equipment and is closed to motor vehicles that are subject to registration pursuant to Division 3 (commencing with Section 4000), or only to cross a highway in the manner specified in subdivision (b).
- (b) With respect to the crossing of a highway having more than two lanes, or a highway having limited access, a motor vehicle may cross a highway but only at a place designated by the Department of Transportation or local authorities with respect to a highway under their respective jurisdictions as a place where a motor vehicle, or specified types of motor vehicle, may cross a highway, and a vehicle shall cross the highway only at that designated place and only in a quick and safe manner.
- (c) The Department of Transportation and local authorities with respect to a highway under their respective jurisdictions may designate, by the erection of an appropriate sign of a type approved by the Department of Transportation, a place where a motor vehicle, or specified type of motor vehicle, may cross a highway having more than two lanes or having limited access.
- (d) A motor vehicle identified pursuant to Section 38010 may be towed upon a highway, but not driven, if the vehicle displays a plate or device issued pursuant to Section 38160.
- (e) A motorcycle identified pursuant to Section 38010 may be pushed upon a highway, but not ridden, if the motorcycle has displayed upon it a plate or device issued pursuant to Section 38160.
- (f) A peace officer, as defined in Chapter 4.5 (commencing with Section 830) of Title 3 of Part 2 of the Penal Code, may operate or drive an off-highway vehicle identified pursuant to Section 38010 upon a highway in an emergency response situation.

Amended Sec. 1, Ch. 135, Stats. 2003. Effective January 1, 2004.

Designating Highways: Combined Use

38026.

- (a) In addition to Section 38025 and after complying with subdivision (c) of this section, if a local authority, an agency of the federal government, or the Director of Parks and Recreation finds that a highway, or a portion thereof, under the jurisdiction of the authority, agency, or the director, as the case may be, is located in a manner that provides a connecting link between off-highway motor vehicle trail segments, between an off-highway motor vehicle recreational use area and necessary service facilities, or between lodging facilities and an off-

highway motor vehicle recreational facility and if it is found that the highway is designed and constructed so as to safely permit the use of regular vehicular traffic and also the driving of off-highway motor vehicles on that highway, the local authority, by resolution or ordinance, agency of the federal government, or the Director of Parks and Recreation, as the case may be, may designate that highway, or a portion thereof, for combined use and shall prescribe rules and regulations therefor. No highway, or portion thereof, shall be so designated for a distance of more than three miles. No freeway shall be designated under this section.

- (b) The Off-Highway Motor Vehicle Recreation Commission may propose highway segments for consideration by local authorities, an agency of the federal government, or the Director of Parks and Recreation for combined use.
- (c) Prior to designating a highway or portion thereof on the motion of the local authority, an agency of the federal government, or the Director of Parks and Recreation, or as a recommendation of the Off-Highway Motor Vehicle Recreation Commission, a local authority, an agency of the federal government, or the Director of Parks and Recreation shall notify the Commissioner of the California Highway Patrol, and shall not designate any segment pursuant to subdivision (a) which, in the opinion of the commissioner, would create a potential traffic safety hazard.
- (d) A designation of a highway, or a portion thereof, under subdivision (a) shall become effective upon the erection of appropriate signs of a type approved by the Department of Transportation on and along the highway, or portion thereof.

The cost of the signs shall be reimbursed from the Off-Highway Vehicle Trust Fund, when appropriated by the Legislature, or by expenditure of funds from a grant or cooperative agreement made pursuant to Section 5090.50 of the Public Resources Code.

Amended Sec. 39, Ch. 563, Stats. 2002. Effective January 1, 2003.

Operation on Designated Highways

38026.5.

- (a) In accordance with subdivision (c) of Section 4000, a motor vehicle issued a plate or device pursuant to Section 38160 may be operated or driven on a local highway, or a portion thereof, which is designated pursuant to Section 38026 if the operation is in conformance with the Vehicle Code and the vehicle complies with off-highway vehicle equipment requirements specified in this division.
- (b) Notwithstanding subdivision (a), it is unlawful for any person using an off-highway vehicle on a combined use highway to do any of the following:
 - (1) Operate an off-highway motor vehicle on the highway during the hours of darkness.
 - (2) Operate any vehicle on the highway which does not have an operational stoplight.
 - (3) Operate any vehicle on the highway which does not have rubber tires.
 - (4) Operate any vehicle without a valid driver's license of the appropriate class for the vehicle operation in possession.
 - (5) Operate any vehicle on the highway without complying with the provisions of Article 2 (commencing with Section 16020) of Chapter 1 of Division 7.

Amended Ch. 44, Stats. 1987. Effective January 1, 1988.

Movement of Motor-Driven Cycles Adjacent to a Highway

38027. Motor-driven cycles issued a plate or device pursuant to Section 38160 may be moved, by nonmechanical means only, adjacent to a roadway, in such a manner so as to not interfere with traffic upon the highway, only for the purpose of gaining access to, or returning from, areas designed for the operation of offhighway vehicles, when no other route is available. The Department of Transportation or local authority may designate access routes leading to off-highway parks as suitable for the operation of off-highway vehicles, if such access routes are available to the general public only for pedestrian and off-highway motor vehicle travel.

Amended Ch. 1093, Stats. 1976. Effective January 1, 1977.

Off-Highway Vehicles Delivered to Dealer

38030. Notwithstanding the provisions of Section 38020, an unidentified off-highway motor vehicle subject to identification may be left standing upon a highway or public or private property adjacent to the place of business of a dealer of such motor vehicles when done so in connection with the loading and unloading or storage of such vehicles to be used in the dealer's business, unless already prohibited by law.

Amended Ch. 78, Stats. 1973. Effective January 1, 1974.

ARTICLE 2: Original Identification

Application for Identification

38040. Application for the original identification of a motor vehicle, other than a motorcycle, required to be identified pursuant to this division shall be made by the owner to the department upon the appropriate form furnished by it and shall contain all of the following:

- (a) The true, full name, business or residence and mailing address, and the driver's license or identification card number, if any, of the owner and the legal owner, if any.
- (b) The name of the county in which the owner resides.
- (c) A description of the vehicle, including the following, insofar as it may exist:
 - (1) The make, model, and type of body.
 - (2) The vehicle identification number or any other number as may be required by the department.
- (d) Information as may reasonably be required by the department to enable it to determine whether the vehicle is lawfully entitled to identification.

Amended Ch.1221, Stats. 1994. Effective January 1, 1995.

Application for Identification: Motorcycle

38041. Application for the original identification of a motorcycle shall be made by the owner to the department upon the appropriate form furnished by it, and shall contain:

- (a) The true, full name, business or residence and mailing address, and the driver's license or identification card number, if any, of the owner and the legal owner, if any.
- (b) The name of the county in which the owner resides.
- (c) A description of the motorcycle including the following data insofar as it may exist:
 - (1) The make and type of body.
 - (2) The motor and frame numbers recorded exactly as stamped on the engine and frame, respectively, by the manufacturer, and any other identifying number of the motorcycle as may be required by the department.
 - (3) The date first sold by a manufacturer or dealer to a consumer.
- (d) Such information as may reasonably be required by the department to enable it to determine whether the vehicle is lawfully entitled to identification.
- (e) The department shall maintain a cross-index file of motor and frame numbers identified with it. The application shall be accompanied by a tracing, tape lift, or photograph of the motor or frame numbers, or where the facsimile of the motor or frame numbers cannot be obtained, a verification of the numbers shall be required.

Amended Ch. 1221, Stats. 1994. Effective January 1, 1995.

Co-ownership of Off-Highway Vehicle

38045. Ownership of title to an off-highway motor vehicle subject to identification under this division may be held by two (or more) co-owners as provided in Section 682 of the Civil Code, except that:

- (a) A vehicle may be identified in the names of two (or more) persons as co-owners in the alternative by the use of the word "or." A vehicle so identified in the alternative shall be deemed to be held in joint tenancy. Each co-owner shall be deemed to have granted to the other co-owners the absolute right to dispose of the title and interest in the vehicle. Upon the death of a co-owner, the interest of the decedent shall pass to the survivor as though title or interest in the vehicle was held in joint tenancy, unless a contrary intention is set forth in writing upon the application for identification.
- (b) A vehicle may be identified in the names of two (or more) persons as co-owners in the alternative by the use of the word "or" and if declared in writing upon the application for identification by the applicants to be community property, or tenancy in common, shall grant to each co-owner the absolute power to transfer the title or interest of the other co-owners only during the lifetime of such co-owners.
- (c) A vehicle may be identified in the names of two (or more) persons as co-owners in the conjunctive by the use of the word "and" and shall thereafter require the signature of each co-owner or his personal representative to transfer title to the vehicle, except where title to the vehicle is set forth in joint tenancy, the signature of each co-owner or his personal representative shall be required only during the lifetime of the co-owners, and upon death of a co-owner title shall pass to the surviving co-owner.
- (d) The department may adopt suitable abbreviations to appear upon the certificate of identification and certificate of ownership to designate the manner in which title to the vehicle is held if set forth by the co-owners upon the application for identification.

Added Ch. 1816, Stats. 1971. Operative July 1, 1972.

Undertaking or Bond

38050. In the absence of the regularly required supporting evidence of ownership upon application for identification or transfer of a vehicle, the department may accept an undertaking or bond which shall be conditioned to protect the department and all officers and employees thereof and any subsequent purchaser of the vehicle, any person acquiring a lien or security interest thereon, or the successor in interest of such purchaser or person against any loss or damage on account of any defect in or undisclosed claim upon the right, title, and interest of the applicant or other person in and to the vehicle.

Added Ch. 1816, Stats. 1971. Operative July 1, 1972.

Return and Surrender of Undertaking or Bond

38055. In the event the vehicle is no longer identified in this state and the currently valid certificate of ownership is surrendered to the department, the bond or undertaking shall be returned and surrendered at the end of three years or prior thereto.

Amended Ch. 517, Stats. 1982. Effective January 1, 1983.

Change of Address

38060.

- (a) Whenever any person, after making application for identification of an off-highway motor vehicle subject to identification, or after the identification either as owner or legal owner, moves or acquires a new address different from the address shown in the application or upon the certificate of ownership or identification certificate, that person shall, within 10 days thereafter, notify the department of his or her old and new addresses.
- (b) Any owner having notified the department as required in subdivision (a), shall immediately mark out the former on the face of the certificate and write with pen and ink or type the new on the face of the certificate immediately below the former address and initial the entry.

Amended Ch. 466, Stats. 1982. Effective January 1, 1983.

ARTICLE 3: Evidences of Identification

Issuance of Certificate of Ownership and Identification Certificate

38070. The department, upon identifying an off-highway motor vehicle subject to identification, shall issue a certificate of ownership to the legal owner and an identification certificate to the owner, or both to the owner if there is no legal owner.

Amended Ch. 1093, Stats. 1976. Effective January 1, 1977

Contents of Identification Certificate

38075.

- (a) The identification certificate shall contain upon the face thereof the date issued, the name and residence or business or mailing address of the owner and of the legal owner, if any, the identification number to the vehicle, and a description of the vehicle as complete as that required in the application for the identification of a vehicle.
- (b) The director may modify the form, arrangement, and information appearing on the face of the identification certificate and may provide for standardization and abbreviation of fictitious or firm names thereon whenever he finds that the efficiency of the department will be promoted thereby, except that general delivery or post office box numbers shall not be permitted as the address of the identified owner unless there is no other address.

Amended Ch. 1213, Stats. 1989. Effective January 1, 1990.

Contents of Certificate of Ownership

38076. The certificate of ownership shall contain:

- (a) Not less than the information required upon the face of the identification certificate.
- (b) Provision for notice to the department of a transfer of the title or interest of the owner or legal owner.
- (c) Provision for application for transfer of identification by the transferee.

Added Ch. 1816, Stats. 1971. Operative July 1, 1972.

Use and Display on Vehicles of Copies of Report of Sale Form and Identification Devices

38080.

- (a) The department may authorize, under Section 4456, dealers licensed under Article 1 (commencing with Section 11700) of Chapter 4 of Division 5 to use numbered copies of the report-of-sale form and corresponding temporary identification devices upon off-highway motor vehicles subject to identification that they sell.
- (b) Off-highway motor vehicles subject to identification that are purchased from dealers not required to be licensed under Article 1 (commencing with Section 11700) of Chapter 4 of Division 5, or that are specially constructed by the owner or owners, may be operated off-highway, as provided by this division, without an identification plate or device or identification certificate, provided a receipt or other suitable device issued by the department is displayed upon the vehicle evidencing an application has been made and appropriate fees paid pursuant to this division, until the identification plate or device and identification certificate are received from the department.

Amended Sec. 141, Ch. 124, Stats. 1996. Effective January 1, 1997.

Identification Certificate Kept with Vehicle

38085.

- (a) Every owner upon receipt of an identification certificate shall maintain the same or a facsimile copy thereof with the vehicle for which it is issued at all times when the vehicle is operated or transported.
- (b) The provisions of this section do not apply when an identification certificate is removed from the vehicle for the purpose of application for renewal or transfer of identification.

Amended Ch. 1268, Stats. 1988. Effective January 1, 1989.

Special Permits for Manufacturers, Dealers, and Distributors

38087.

- (a) Upon payment of the fees specified in Section 38231, the department may issue to manufacturers, dealers, distributors, or their agents, a special permit to operate or use for the purpose of delivery, demonstration, or display, off-highway motor vehicles otherwise required to be identified under this division.
- (b) Special permits issued pursuant to this section shall expire at midnight on the 30th day of June in the second calendar year following the year of issuance of such permit.

Amended Ch. 1093, Stats. 1976. Effective January 1, 1977.

Off-Highway Nonresident Special Operating Permit

38087.5.

- (a) Upon payment of the fee specified in Section 38231.5, the Department of Parks and Recreation may issue to a nonresident of this state a special permit to operate an off-highway motor vehicle otherwise required to be identified under this chapter.
- (b) Special permits issued under this section shall expire on December 31 in the year of their issuance.

Added Sec. 2, Ch. 572, Stats. 1996. Effective January 1, 1997.

Motorcycle Used in Racing

38088.

- (a) Upon payment of the fee specified in Section 38232, the department shall issued to the owner of a motorcycle, which the owner has certified as being used exclusively in racing events on a closed course, a special transportation identification device for the purpose of identifying the motorcycle while it is being transported upon a highway to and from racing events on a closed course. Such device may be either a plate or a sticker, whichever is determined by the department to be the most appropriate.
- (b) Such device is nonrenewable, nontransferable, and becomes invalid when the vehicle for which it was issued is sold or dismantled.
- (c) A certificate of ownership may not be issued in conjunction with a special transportation identification (a) device.

Added Ch. 1050, Stats. 1975. Effective January 1, 1976.

Stolen, Lost, or Damaged Certificate of Ownership

38090. If any identification certificate or identification plate or device is stolen, lost, mutilated or illegible, the owner of the vehicle for which the same was issued, as shown by the records of the department, shall immediately make application for and may, upon furnishing information satisfactory to the department, obtain a duplicate or substitute or new

identification under a new number, as determined to be most advisable by the department. An application for a duplicate identification certificate is not required in conjunction with any other application.

Amended Ch. 1268, Stats. 1988. Effective January 1, 1989.

Stolen, Lost, or Damaged Certificate of Ownership

38095. If any certificate of ownership is stolen, lost, mutilated or illegible, the legal owner or, if none, the owner of the vehicle for which the same was issued as shown by the records of the department shall immediately make application for and may, upon furnishing information satisfactory to the department, obtain a duplicate.

Added Ch. 1816, Stats. 1971. Operative July 1, 1972

Applicability of Registration Provisions

38100. The provisions of Sections 4458, 4460, 4461, 4462, 4463, and 4464 shall be fully applicable to motor vehicles identified under this division and the terms "identification" and "identification certificate" shall have the same meaning as the terms "registration" and "registration card," respectively, as used in those sections.

Amended Ch. 1093, Stats. 1976. Effective January 1, 1977.

ARTICLE 4: Renewal of Identification

Certificates of Ownership

38110. Certificates of ownership shall not be renewed but shall remain valid until suspended, revoked, or canceled by the department for cause or upon transfer of any interest shown therein.

Added Ch. 1816, Stats. 1971. Operative July 1, 1972.

Expiration Date

38115. Every motor vehicle identification and identification certificate issued pursuant to this division shall expire at midnight on the 30th day of June in the second calendar year following the year of issuance of such certificate. The department may upon payment of the proper fees renew such identification.

Amended Ch. 1093, Stats. 1976. Effective January 1, 1977.

Application for Renewal

38120.

- (a) Application for renewal of identification of off-highway motor vehicles subject to identification shall be made by the owner not later than midnight of the 30th day of June of the expiration year. The application shall contain the true, full name and driver's license or identification card number, if any, of the owner.
- (b) Whenever any application for identification or transfer of ownership of an off-highway motor vehicle subject to identification is filed with the department between June 1 and June 30 of the year of expiration, the application shall be accompanied by the full renewal fees in addition to any other fees then due and payable.
- (c) Whenever an application for identification or transfer of ownership of an off-highway motor vehicle subject to identification is filed with the department between January 1 and May 31 of the year of expiration, the application may be accompanied by full renewal fees in addition to any other fees then due and payable, which renewal fees shall be for the two-year period following June 30th of the year in which paid.

Amended Ch. 1221, Stats. 1994. Effective January 1, 1995.

Off-Highway Vehicles: Certification of Nonoperation

38121.

- (a) Prior to the expiration of the identification of an off-highway motor vehicle, if that identification is not to be renewed prior to its expiration, the owner of the vehicle shall file, under penalty of perjury, a certification that the vehicle will not be operated, used, or transported on public property or private property in a manner so as to subject the vehicle to identification during the subsequent identification period without first making an application for identification of the vehicle, including full payment of all fees. The certification of nonoperation is valid until the identification is renewed under subdivision (c).
- (b) Each certification of nonoperation filed pursuant to subdivision (a) shall be accompanied by a filing fee of fifteen dollars (\$15).
- (c) An application for renewal of identification, whether or not accompanied by an application for transfer of title to, or any interest in, the vehicle, shall be submitted to the department with payment of the required fees for the current identification period and without penalty for delinquent payment of fees imposed under this code if the

department receives the application on or before the date the vehicle is first operated, used, or transported on public property or private property in a manner so as to subject the vehicle to identification and certification of nonoperation required pursuant to subdivision (a).

- (d) A certification of nonoperation is not required to be filed pursuant to subdivision (a) for a vehicle on which the identification expires while being held as inventory by a dealer or lessor-retailer.

Amended Sec. 27, Ch. 719, Stats. 2003. Effective January 1, 2004.

Publisher's Note - Fees described in this section are subject to change pursuant to Section 1678.

Stolen or Embezzled Vehicles

38125. Whenever by reason of the theft or embezzlement of an off-highway motor vehicle subject to identification the owner or legal owner is not in possession of the vehicle at the time penalties accrue for failure to obtain identification, or renewal thereof, the owner or legal owner may secure the identification or renewal of the identification of the vehicle within 20 days after its recovery upon filing and affidavit setting forth the circumstances of the theft or embezzlement, if the theft or embezzlement of the vehicle has been reported pursuant to provisions of this code, without penalty for delinquent payment of fees imposed under this division.

Amended Ch. 947, Stats. 1974. Operative March 10, 1975.

Operation Pending Renewal

38130. When application for identification of an off-highway motor vehicle subject to identification has been made as required by this division, the vehicle may be operated pursuant to this division until the new indicia of current identification have been received from the department on condition that there be displayed on the vehicle the identification plate or device and validating device, if any, issued to the vehicle for the previous identification term.

Added Ch. 1816, Stats. 1971. Operative July 1, 1972.

Validation of Certificate

38135. The department may, upon renewing of an identification of off-highway motor vehicles subject to identification, issue a new identification certificate or may endorse or authorize the endorsement of a receipt or validation upon payment of the required fees. The receipt or validation to be stamped upon the identification certificate last issued for the vehicle during the preceding period, or upon a potential identification certificate issued near the close of the preceding period, which identification certificate so endorsed or validated shall constitute the identification certificate for the ensuing two-year period. If the identification certificate and potential identification certificate are unavailable, a fee as specified in Section 38260 shall not be paid.

Amended Ch. 1268, Stats. 1988. Effective January 1, 1989.

ARTICLE 5: Refusal of Identification

Grounds Requiring Refusal of Identification

38145. The department shall refuse the identification or renewal or transfer of identification of an off-highway motor vehicle subject to identification upon any of the following grounds:

- (a) That the application contains any false or fraudulent statement.
- (b) That the required fee has not been paid.

Added Ch. 1816, Stats. 1971. Operative July 1, 1972.

Grounds Permitting Refusal of Identification

38150. The department may refuse the identification or renewal or transfer of identification of an off-highway motor vehicle subject to identification in any of the following circumstances:

- (a) If the department is satisfied that the applicant is not entitled thereto under this code.
- (b) If the applicant has failed to furnish the department with information required in the application or reasonable additional information required by the department.
- (c) If the department determines that the applicant has made or permitted unlawful use of any identification certificate, certificate of ownership, identification plates, or other identifying indicia.

Amended Ch. 1093, Stats. 1976. Effective January 1, 1977.

ARTICLE 6: Identification Plate or Device

Issuance of Identification Plates

38160. The department, upon identifying an off-highway motor vehicle subject to identification, shall issue to the owner a suitable identification plate or device which is capable of being attached to the vehicle in such a manner so as to not endanger the operator or passengers of the vehicle, and which shall identify the vehicle for which it is issued for the period of its validity.

Added Ch. 1816, Stats. 1971. Operative July 1, 1972.

Design of Identification Plates

38165.

- (a) (a)The department shall determine the size, color, and letters or number of the plate or device issued pursuant to this division and the life of the series of plate or device issued, but in no event less than six years. The design of the plate or device shall have the identification number as the most prominent feature of the device. During the intervening identification periods for which the plate or device is issued, the department shall issue a tab, sticker, or other suitable device to indicate the term for which such plate or device will be valid.
- (b) On or before July 1, 2009, the department, in conjunction with the Division of Off-Highway Motor Vehicle Recreation of the Department of Parks and Recreation, shall report to the Assembly Committee on Water, Parks and Wildlife and the Senate Committee on Natural Resources and Water, regarding recommendations to improve the identification of off-highway motor vehicles. At a minimum, the report shall examine the benefits and challenges of all of the following:
 - (1) Using multiple identification stickers for each vehicle.
 - (2) Using large-print identifying numbers or letters.
 - (3) Various identifying devices, such as license plates and stickers.
 - (4) Requiring license plates or other device alternatives for certain off-highway vehicle types.
 - (5) Including a unique number for special nonresident permits issued under Section 38087.5.
- (c) In preparing the report, the department and the Division of Off-Highway Motor Vehicle Recreation shall work with vehicle manufacturers to evaluate feasibility.

Amended Sec. 23, Ch. 541, Stats. 2007. Effective January 1, 2008.

Display of Identification Plates

38170.

- (a) Every off-highway motor vehicle subject to identification shall have displayed upon it the identification number assigned to the vehicle for which it is issued, together with the word "California" or the abbreviation "CAL" and the year number for which it is issued or a suitable device issued by the department for validation purposes, which device shall contain the year for which it is issued.
- (b) The identification plate or device shall at all times be securely fastened to the vehicle for which it is issued and shall be mounted or affixed in a position to be clearly visible, and shall be maintained in a condition so as to be clearly legible. No covering shall be used on the identification plate or device.
- (c) All identification plates or devices issued on or after January 1, 1996, shall be displayed as follows:
 - (1) On the left fork leg of a motorcycle, either horizontal or vertical, and shall be visible from the left side of the motorcycle.
 - (2) On the left quadrant of the metal frame member of sand rails, rail-type buggies, and dune buggies, visible from the rear of the vehicle.
 - (3) On the left rear quadrant on permanent plastic or metal frame members of all-terrain vehicles, visible from the rear of the vehicle.
 - (4) On the left tunnel on the back quadrant of snowmobiles.

Amended Ch. 14, Stats. 1994. Effective January 1, 1995.

ARTICLE 7: Dismantling of Off-Highway Motor Vehicle

Application of Other Provisions Pertaining to Dismantling of Vehicles

38180. Chapter 3 (commencing with Section 11500) of Division 5 shall be applicable to off-highway motor vehicles subject to identification, except as provided in this article.

Added Ch. 1816, Stats. 1971. Operative July 1, 1972.

Subsequent Identification of Previously Dismantled or Salvaged Vehicles

38185. No off-highway motor vehicle subject to identification which has been reported dismantled or sold as salvage may be subsequently identified until it has been inspected by the department.

Added Ch. 1816, Stats. 1971. Operative July 1, 1972.

ARTICLE 8: Transfers of Title or Interest

Transfer of Title to Off-Highway Vehicles

38195. The provisions of Chapter 2 (commencing with Section 5600) of Division 3 shall be applicable to off-highway motor vehicles subject to identification, and the terms "registration," "registration card," and "registered" as used therein, shall apply to the terms "identification," "identification certificate," and "identified," respectively, except that Sections 5901, 5902, 5903, 5904, 5906, and 6052 shall not apply.

Added Ch. 1816, Stats. 1971. Operative July 1, 1972.

Notice of Transfer by Dealers

38200.

- (a) Every licensed dealer upon transferring by sale, lease, or otherwise any off-highway motor vehicle subject to identification, whether new or used, of a type subject to identification under this division, shall, not later than the end of the fifth calendar day thereafter, not counting the day of sale, lease, or other transfer, give written notice of the transfer to the department upon an appropriate form provided by it; but a dealer need not give the notice when selling or transferring a new unidentified off-highway motor vehicle subject to identification to another dealer. A "sale" shall be deemed completed and consummated when the purchaser of that vehicle has paid the purchase price, or, in lieu thereof, has signed a purchase contract or security agreement, and taken physical possession or delivery of that vehicle.
- (b) Every dealer of off-highway motor vehicles subject to identification who is not licensed with the department, and who engages only in the sale of vehicles of a type not properly equipped for operation upon the highway and that are restricted to off-highway operation or use, shall comply with the provisions of Section 5900, or such regulations as the director determines are necessary to carry out the provisions of this division.

Amended Ch. 440, Stats. 1975. Effective January 1, 1976.

Application for Transfer

38205. Whenever any person has received as transferee a properly endorsed certificate of ownership, he or she shall, within 10 days thereafter, endorse the ownership certificate as required and forward the ownership certificate with the proper transfer fee and, if required under Section 38120, any other fee due and thereby make application for transfer of identification. The certificate of ownership shall contain a space for the applicant's driver's license or identification card number, and the applicant shall furnish that number, if any, in the space provided.

Amended Ch. 1221, Stats. 1994. Effective January 1, 1995.

Notice of Transfer to Dealer Not Required

38210. When the transferee of an off-highway motor vehicle subject to identification is a dealer who holds such vehicle for resale, the dealer is not required to make application for transfer, but upon transferring his title or interest to another person he shall comply with this division.

Added Ch. 1816, Stats. 1971. Operative July 1, 1972.

Payment of Use Tax

38211.

- (a) The department shall withhold identification of or the transfer of ownership of any vehicle subject to identification under this division until the applicant pays to the department the use tax measured by the sales price of the vehicle as required by the Sales and Use Tax Law, together with penalty, if any, unless the purchaser presents evidence on a form prescribed by the State Board of Equalization that sales tax will be paid by the seller or that use tax has been collected by the seller or that the State Board of Equalization finds that no use tax is due. If the applicant so desires, he may pay the use tax and penalty, if any, to the department so as to secure immediate action upon his application for identification or transfer of ownership, and thereafter he may apply through the Department of Motor Vehicles to the State Board of Equalization under the provisions of the Sales and Use Tax Law for a refund of the amount so paid.

- (b) The department shall transmit to the State Board of Equalization all collections of use tax and penalty made under this section. This transmittal shall be made at least monthly, accompanied by a schedule in such form as the department and board may prescribe.
- (c) The State of Board of Equalization shall reimburse the department for its costs incurred in carrying out the provisions of this section. Such reimbursement shall be effected under agreement between the agencies, approved by the Department of Finance.
- (d) In computing any use tax or penalty thereon under the provisions of this section dollar fractions shall be disregarded in the manner specified in Section 9559 of this code. Payment of tax and penalty on this basis shall be deemed full compliance with the requirements of the Sales and Use Tax Law insofar as they are applicable to the use of vehicles to which this section relates.

Added Ch. 1816, Stats. 1971. Operative July 1, 1972.

ARTICLE 9: Identification Fees

Off-Highway Motor Vehicle: Identification: Service Fee

38225.

- (a) A service fee of seven dollars (\$7) shall be paid to the department for the issuance or renewal of identification of off-highway motor vehicles subject to identification, except as expressly exempted under this division.
- (b) In addition to the service fee required by subdivision (a), a special fee of thirty-three dollars (\$33) shall be paid at the time of payment of the service fee for the issuance or renewal of an identification plate or device.
- (c) All money transferred pursuant to Section 8352.6 of the Revenue and Taxation Code, all fees received by the department pursuant to subdivision (b), and all day use, overnight use, or annual or biennial use fees for state vehicular recreation areas received by the Department of Parks and Recreation shall be deposited in the Off-Highway Vehicle Trust Fund, which is hereby created. There shall be a separate reporting of special fee revenues by vehicle type, including four-wheeled vehicles, all-terrain vehicles, motorcycles, and snowmobiles. All money shall be deposited in the fund, and, upon appropriation by the Legislature, shall be allocated according to Section 5090.61 of the Public Resources Code.
- (d) Any money temporarily transferred by the Legislature from the Off-Highway Vehicle Trust Fund to the General Fund shall be reimbursed, without interest, by the Legislature within two fiscal years of the transfer.
- (e) This section shall remain in effect only until January 1, 2018, and as of that date is repealed, unless a later enacted statute, that is enacted before January 1, 2018, deletes or extends that date. Any unencumbered funds remaining in the Off-Highway Vehicle Trust Fund on January 1, 2018, shall be transferred to the General Fund.

Amended Sec. 3, Ch. 227, Stats. 2001. Effective January 1, 2002.

Amended Sec. 58, Ch. 77, Stats. 2006. Effective January 1, 2008.

Amended Sec. 24, Ch. 541, Stats. 2007. Effective January 1, 2008.

NOTE: The preceding section shall remain in effect only until January 1, 2018, and as of that date is repealed.

Additional Service Fee

38225.4. In addition to the service fees specified in subdivision (a) of Section 38225, as amended by Section 6 of Chapter 964 of the Statutes of 1992, a fee of three dollars (\$3) shall be paid at the time of issuance or renewal of identification of off-highway motor vehicles subject to identification, except as expressly exempted under this division. The department shall deposit the fee received under this section in the Motor Vehicle Account in the State Transportation Fund. The money deposited in the account pursuant to this section shall be available, upon appropriation by the Legislature, for expenditure to offset the costs of maintaining the uniformed field strength of the Department of the California Highway Patrol.

Added Ch. 1197, Stats. 1994. Effective January 1, 1995. Supersedes Ch. 1004.

Amended Sec. 29, Ch. 719, Stats. 2003. Effective January 1, 2004.

Publisher's Note - Fees described in this section are subject to change pursuant to Section 1678.

Additional Service Fee

38225.5. In addition to the service fees specified in Section 38225, a fee of three dollars (\$3) shall be paid at the time of issuance or renewal of identification of off-highway vehicles subject to identification, except as expressly exempted under this division. The department shall deposit the fee received under this section in the Motor Vehicle Account in the State Transportation Fund. The money deposited in the account pursuant to this section shall be available, upon appropriation by the Legislature, for expenditure to offset the costs of increasing the uniformed field strength of the Department of the California Highway Patrol beyond its 1994 staffing level and those costs associated with maintaining this new level of uniformed field strength and carrying out those duties specified in subdivision (a) of Section 830.2 of the Penal Code.

Added Ch. 1196, Stats. 1994. Effective January 1, 1995.

Amended Sec. 30, Ch. 719, Stats. 2003. Effective January 1, 2004.

Publisher's Note - Fees described in this section are subject to change pursuant to Section 1678.

Additional Fee: In Lieu Tax

38230. In addition to the fees imposed by Section 38225, there shall be paid a four-dollar (\$4) fee for the issuance or renewal of identification for every off-highway motor vehicle subject to identification. The fee imposed by this section is in lieu of all taxes according to value levied for state or local purposes.

Added Ch. 1816, Stats. 1971. Operative July 1, 1972.

Fees for Special Permits

38231. The fees for a special permit issued under Section 38087 shall be the prevailing identification fees as set forth in Sections 38225 and 38230 and shall be deposited and distributed as are identification fees under this chapter.

Added Ch. 973, Stats. 1972. Effective August 16, 1972.

Off-Highway Nonresident Special Operating Permit Fee

38231.5.

- (a) The fee for a special permit issued under Section 38087.5 shall be not less than twenty dollars (\$20), as established by the Department of Parks and Recreation. The Department of Parks and Recreation may adjust the special permit fee for a permit issued to a nonresident of this state under Section 38087.5, as necessary, to recover the costs of this program. After deducting its administrative and vendor costs, the Department of Parks and Recreation shall deposit the fees received under this section in the Off-Highway Vehicle Trust Fund. Money in the fund shall be allocated, upon appropriation, as provided in Sections 5090.50 and 5090.64 of the Public Resources Code.
- (b) The Department of Parks and Recreation shall print the special permits required by Section 38087.5 and shall supervise the sale of those permits throughout the state.
- (c) The Department of Parks and Recreation shall either distribute and sell the special permits directly or contract with vendors according to rules and regulations established by that department. The vendors shall receive a commission in an amount not to exceed 5 percent of the fee imposed pursuant to subdivision (a) for each special permit sold. The Department of Parks and Recreation may solicit the participation of qualified retail commercial enterprises engaged in the sale or rental of off-highway vehicles, equipment, accessories, or supplies to act as authorized vendors of the special permits and may authorize local and federal agencies that provide off-highway vehicle opportunities to act as authorized vendors of the special permits.

Added Sec. 3, Ch. 572, Stats. 1996. Effective January 1, 1997.

Amended Sec. 41, Ch. 563, Stats. 2002. Effective January 1, 2003.

Fee: Special Transportation Identification

38232. A special fee of fifteen dollars (\$15) shall be paid to the department for the issuance of a special transportation identification device issued pursuant to Section 38088 and shall be deposited in the Motor Vehicle Account in the Transportation Tax Fund. The fee is in lieu of the fees provided in Section 38225.

Amended Sec. 31, Ch. 719, Stats. 2003. Effective January 1, 2004.

Publisher's Note - Fees described in this section are subject to change pursuant to Section 1678.

Report and Deposit of Fees

38235. All money collected by the department under Section 38230 shall be reported monthly to the Controller and at the same time be deposited in the State Treasury to the credit of the Off-Highway License Fee Fund, which is hereby created.

Amended Ch. 1004, Stats. 1994. Effective January 1, 1995.

Amended Sec. 5, Ch. 970, Stats. 1995. Effective January 1, 1996. Supersedes Sec. 2, Ch. 403.

Allocation and Use of Fees

38240.

- (a) The Controller shall allocate the fees collected under Section 38230 in July and January of each fiscal year to cities and counties based upon the proportional estimated off-highway motor vehicle use and related activity within the respective jurisdictions pursuant to the report described in subdivision (d) of Section 5090.15 of the Public Resources Code.
- (b) The funds collected under Section 38230 shall be used for the purposes set forth in Sections 5090.50 and 5090.64 of the Public Resources Code.

- (c) In addition to the purposes set forth in subdivision (b), funds received by a city or county pursuant to this section may be expended for facilities located outside the limits of the city or county if both of the following conditions are met:

- (1) The funds are expended for the purposes of acquiring, developing, and constructing trails, areas, or other facilities for the use of off-highway motor vehicles.
- (2) The funds are expended pursuant to an agreement with the city in which the facility is located or with the county in which the facility is located if the facility is located in an unincorporated territory.

- (d) This section shall become operative on January 1, 2006.

Added Sec. 22, Ch. 908, Stats. 2004. Effective January 1, 2006

Off-Highway Motor Vehicle: Identification Fee Allocation

38240.5. For fees collected under Section 38230 before January 1, 2006, that have not been allocated on the operative date of this section, the Controller shall allocate those fees on or before June 30, 2007, as follows:

- (a)
- (1) Fifty percent of the fees shall be paid to the cities and cities and counties of this state in the proportion that the population of each city or city and county bears to the total population of all cities and cities and counties in this state, as determined by the population research unit of the Department of Finance. For purposes of this paragraph, the population of each city or city and county is that population determined by the last federal decennial or special census, or a subsequent census validated by the population research unit or subsequent estimate prepared pursuant to Section 2107.2 of the Streets and Highways Code
 - (2) In the case of a city incorporated subsequent to the last federal census, or a subsequent census validated by the population research unit, the population research unit shall determine the population of the city. In the case of unincorporated territory annexed to a city subsequent to the last federal census, or a subsequent census validated by the population research unit, the population research unit shall determine the population of the annexed territory by the use of any federal decennial or special census, or estimate prepared pursuant to Section 2107.2 of the Streets and Highways Code. In the case of the consolidation of one city with another subsequent to the last federal census, or a subsequent census validated by the population research unit, the population of the consolidated city, for the purpose of this paragraph, is the aggregate population of the respective cities as determined by the last federal census, or a subsequent census or estimate validated by the population research unit.
- (b) Fifty percent of the fees shall be paid to the counties and cities and counties in the proportion that the population of each county or city and county bears to the total population of all counties and cities and counties, as determined by the population research unit. For purposes of this subdivision, the population of each county or city and county is that determined by the last federal census, or subsequent census validated by the population research unit, or as determined by Section 11005.6 of the Revenue and Taxation Code.

- (c) This section is repealed on January 1, 2008.

Added and repealed Sec. 7, Ch. 78, Stats. 2006. Effective July 18, 2006. Repeal operative January 1, 2008.

NOTE: The preceding section shall remain in effect only until January 1, 2008, and as of that date is repealed.

Estimation of Population: Department of Finance

38241. Any city, county, or city and county may apply to the population research unit of the Department of Finance to estimate its population. The department may make the estimate if in the opinion of the department there is available adequate information upon which to base the estimate. Not less than 25 days nor more than 30 days after the completion of the estimate, the Department of Finance shall file a certified copy thereof with the Controller if the estimate is greater than the current certified population. This certification may be made once each fiscal year. All payments under Section 38240 for any allocation subsequent to the filing of the estimate shall be based upon the population so estimated until a subsequent certification is made by the Department of Finance or a subsequent federal decennial census is made. Population changes based on a federal or state special census or estimate validated by the Department of Finance shall be accepted by the Controller only if certified to him or her at the request of the Department of Finance. The request shall be made only if the census or estimate is greater than the current certified population and shall become effective on the first day of the month following receipt of the certification. The Department of Finance may assess a reasonable charge, not to exceed the actual cost thereof, for the preparation of population estimates pursuant to this section, which is a proper charge against the city, county or city and county applying therefore. The amount received shall be deposited in the State Treasury as a reimbursement to be credited to the appropriation from which the expenditure is made. As of May 1, 1988, any population estimate prepared by the Department of Finance pursuant to Section 2227 of the Revenue and Taxation Code may be used for all purposes of this section unless a written request not to certify is received by the department from the city, city and county, or county within 25 days of completion of the estimate. This section shall remain in effect only

until January 1, 2006, and as of that date is repealed, unless a later enacted statute, that is enacted before January 1, 2006, deletes or extends that date.

Amended and repealed Sec. 23, Ch. 908, Stats. 2004. Effective January 1, 2005. Repeal operative January 1, 2006.

NOTE: The preceding section shall remain in effect only until January 1, 2006, and as of that date is repealed.

Delinquency of Fees

38245. Whenever an off-highway motor vehicle subject to identification is operated or transported in this state without the fees required by this division having first been paid, the fee is delinquent.

Amended Ch. 974, Stats. 1973. Operative July 1, 1974.

Penalties

38246.

- (a) A penalty shall be added upon any application for renewal of identification made on or after the day following the expiration date, except as provided in Section 4605, 38121, or 38247.
- (b) If the fee specified in subdivision (a) or (b) of Section 38255 is not paid within 10 days after the fee becomes delinquent, a penalty shall be assessed.
- (c) If renewal fee penalties have not accrued and the ownership of the vehicle is transferred, the transferee has 20 days from the date of transfer to pay the identification fees that become due without payment of any penalties that would otherwise be required under subdivision (a) or to file a certificate of non-operation pursuant to subdivision (a) of Section 38121, if the vehicle will not be operated, used, or transported on public property or private property in a manner so as to subject the vehicle to identification during the subsequent identification period without first making application for identification of the vehicle, including full payment of all fees.
- (d) Except as otherwise provided in this section, if any fee is not paid within 20 days after the fee becomes delinquent, a penalty shall be assessed.

Amended Ch. 1352, Stats. 1990. Effective September 27, 1990.

Amended Sec. 17, Ch. 1008, Stats. 1999. Effective January 1, 2000.

Waiver of Penalties and Registration Fees

38247.

- (a) When a transferee or purchaser of a vehicle applies for transfer of identification, as provided in Section 38205, and it is determined by the department that penalties accrued prior to the purchase of the vehicle, and that the transferee or purchaser was not cognizant of the nonpayment of the fees for identification for the current or prior identification years, the department may waive the identification penalties upon payment of the fees for identification due.
- (b) Other provisions of this code notwithstanding, the director may at his discretion investigate into the circumstances of any application for identification to ascertain if penalties had accrued through no fault or intent of the owner. Provided such circumstances prevail, the director may waive any penalties upon payment of the fees for identification then due.
- (c) When a transferee or purchaser of a vehicle applies for transfer of identification of a vehicle, and it is determined by the department that fees for identification of the vehicle for any year are unpaid and due, that such fees became due prior to the purchase of the vehicle by the transferee or purchaser and that the transferee or purchaser was not cognizant of the fact that such fees were unpaid and due, the department may waive such fees and any penalty thereon when the identification fees due for the vehicle for the current year are paid.
- (d) Upon the transfer of a vehicle for which fees for identification and any penalties thereon are unpaid and due, such fees and penalties are, notwithstanding the provisions of Article 6 (commencing with Section 9800) of this chapter, the personal debt of the transferor of the vehicle who did not pay such fees and penalties when they became due or accrued. Such fees and penalties may be collected by the department in an appropriate civil action if the department has waived such fees and penalties pursuant to subdivision (c).

Added Ch. 935, Stats. 1976. Effective January 1, 1977.

Delinquency of Transfer Fees

38250. Whenever any person has received as transferee a properly endorsed certificate of ownership and the transfer fee has not been paid as required by this division within 10 days, the fee is delinquent.

Amended Ch. 1268, Stats. 1988. Effective January 1, 1989.

Transfer Application and Fees

38255. Upon application for transfer of ownership or any interest of an owner, or legal owner in or to any off-highway motor vehicle identified under this division, there shall be paid the following fees:

- (a) For transfer by the owner.....\$15
- (b) For a transfer by the legal owner.....\$15
- (c) When application is presented showing a transfer by both the owner and legal owner.....\$15

Amended Sec. 32, Ch. 719, Stats. 2003. Effective January 1, 2004.

Publisher's Note - Fees described in this section are subject to change pursuant to Section 1678.

Fees for Duplicate Certificates, Plates, Stickers

38260. Upon application for a duplicate ownership certificate or identification certificate, or a duplicate or substitute identification plate or device, or any other tabs, stickers, or devices, there shall be paid a fee in the amount of fifteen dollars (\$15).

Amended Sec. 33, Ch. 719, Stats. 2003. Effective January 1, 2004.

Publisher's Note - Fees described in this section are subject to change pursuant to Section 1678.

Penalty Fee for Delinquency

38265.

- (a) The penalty for delinquency in respect to any transfer shall be fifteen dollars (\$15) , and shall apply only to the last transfer.
- (b) The penalty for delinquency in respect to the fees imposed by Sections 38225 and 38230 shall be equal to one-half the fee after it has been computed.

Amended Sec. 34, Ch. 719, Stats. 2003. Effective January 1, 2004.

Publisher's Note - Fees described in this section are subject to change pursuant to Section 1678.

CHAPTER 5: Off-Highway Vehicle Operating Rules

ARTICLE 1: Traffic Signs, Signals and Markings

Federal, State, and Local Authority

38280. Federal, state, or local authorities having jurisdiction over public lands may place or cause to be placed and maintained, such appropriate signs, signals and other traffic control devices as may be necessary to properly indicate and carry out any provision of law or any duly adopted regulation of such governmental authority or to warn or guide traffic. Added Ch. 1093, Stats. 1976. Effective January 1, 1977.

Conformity to Uniform Standards

38285. Only those signs, signals, markings, or devices that conform to the uniform standards and specifications adopted by the Department of Parks and Recreation, with the approval of the Off-Highway Motor Vehicle Recreation Commission, shall be placed as provided in Section 38280. Special signs, signals, markings, or devices may be used on a temporary basis for purposes of directing traffic on and at sanctioned events conducted on public lands with permission of the agency having administrative jurisdiction over such lands. Amended Ch. 729, Stats. 1984. Effective January 1, 1985.

Organized Racing Events

38286. The provisions of Article 3 (commencing with Section 38305), Article 4 (commencing with Section 38312), Article 5 (commencing with Section 38316), Section 38319 of this chapter, and subdivision (h) of Section 38370 shall not apply to a motor vehicle being operated in an organized racing event that is conducted under the auspices of a recognized sanctioning body or by permit issued by the governmental authority having jurisdiction. Amended Sec. 44, Ch. 563, Stats. 2002. Effective January 1, 2003.

Unlawful to Disobey Sign, Signal, or Traffic Control Device

38300. It is unlawful for the driver of any vehicle to disobey any sign, signal, or traffic control device placed or maintained pursuant to Section 38280. Added Ch. 1093, Stats. 1976. Effective January 1, 1977.

Unlawful to Violate Special Regulations

38301.

- (a) It is unlawful to operate a vehicle in violation of special regulations which have been promulgated by the governmental agency having jurisdiction over public lands, including, but not limited to, regulations governing access, routes of travel, plants, wildlife, wildlife habitat, water resources, and historical sites.
- (b) A person who operates a motor vehicle in an area closed to that vehicle is guilty of a public offense and shall be punished as follows:
 - (1) Except as provided in paragraphs (2) and (3), the offense is an infraction punishable by a fine not exceeding fifty dollars (\$50).
 - (2) For a second offense committed within seven years after a prior violation for which there was a conviction punishable under paragraph (1), the offense is an infraction punishable by a fine not exceeding seventy-five dollars (\$75).
 - (3) For a third or subsequent offense committed within seven years after two or more prior violations for which there were convictions punishable under this section, the offense is punishable by a fine not exceeding one hundred fifty dollars (\$150). In addition to the fine, the court may assess costs sufficient to repair property damage resulting from the violation.

Amended Sec. 25, Ch. 541, Stats. 2007. Effective January 1, 2008.

Vehicles: Prohibited Operation: Designated Wilderness Areas

38301.3. Notwithstanding subdivision (d) of Section 5008 of the Public Resources Code, or any other provision of state law, and to the extent authorized under federal law, a person who violates a state or federal regulation that prohibits entry of a motor vehicle into all or portions of an area designated as a federal or state wilderness area is guilty of a public offense and shall be punished as follows:

- (a) Except as provided in subdivisions (b) and (c), the offense is an infraction punishable by a fine not exceeding one hundred fifty dollars (\$150).

- (b) For a second offense committed within seven years after a prior violation for which there was a conviction punishable under subdivision (a), the offense is an infraction punishable by a fine not exceeding two hundred twenty-five dollars (\$225).
- (c) (1) For a third or subsequent offense committed within seven years after two or more prior violations for which there were convictions punishable under this section, the offense is a misdemeanor punishable by a fine not exceeding three hundred dollars (\$300) or by imprisonment in the county jail not exceeding 90 days, or by both that fine and imprisonment.
- (2) In addition to the fine imposed under paragraph (1), the court may order impoundment of the vehicle used in the offense under the following conditions:
 - (A) The person convicted under this subdivision is the owner of the vehicle.
 - (B) The vehicle is subject to Section 4000 or 38010.
- (3) The period of impoundment imposed pursuant to this subdivision shall be not less than one day nor more than 30 days. The impoundment shall be at the owner's expense.

Added Sec. 4, Ch. 571, Stats. 2005. Effective January 1, 2006.

Violation of Special Regulations: Penalties

38301.5. Every person convicted of violating a local ordinance which is adopted by a city with a population over 2,000,000 persons pursuant to Section 38301 and which prohibits entry into all or portions of an area designated by ordinance as a mountain fire district shall be punished as follows:

- (a) Except as provided in subdivisions (b) and (c), the offense is an infraction punishable by a fine not exceeding one hundred fifty dollars (\$150).
- (b) For a second offense committed within one year of a prior violation for which there was a conviction punishable under subdivision (a), the offense is punishable as an infraction by a fine not exceeding two hundred fifty dollars (\$250).
- (c) (1) For a third or subsequent offense committed within one year of two or more prior violations for which there were convictions punishable under this section, the offense is punishable as a misdemeanor by a fine not exceeding one thousand dollars (\$1,000) or by imprisonment in the county jail not exceeding 90 days, or by both that fine and imprisonment. Additionally, the court may order impoundment of the vehicle used in the offense under the following conditions:
 - (A) The person convicted under this subdivision is the owner of the vehicle.
 - (B) The vehicle is subject to Section 38010.
- (1) (2) The period of impoundment imposed pursuant to this subdivision shall be not less than one day nor more than 30 days. The impoundment shall be at the owner's expense.

Added Ch. 1015, Stats. 1984. Effective January 1, 1985.

Unlawful to Place Unauthorized Signs

38302. It is unlawful for any person to place or erect any sign, signal, or traffic control device for off-highway traffic upon public lands unless authorized by law.

Added Ch. 1093, Stats. 1976. Effective January 1, 1977.

ARTICLE 2: Operating Controls

Ability to Reach and Operate Controls

38304. The operator of an off-highway motor vehicle shall be able to reach and operate all controls necessary to safely operate the vehicle.

Added Ch. 1093, Stats. 1976. Effective January 1, 1977.

Ability to Reach and Operate Controls: Persons Under 14

38304.1.

(a) Neither a parent or guardian of a child who is under 14 years of age, nor an adult who is authorized by the parent or guardian to supervise that child, shall grant permission to, or knowingly allow, that child to operate an off-highway motor vehicle in a manner that violates Section 38304.

(b) A person convicted of a violation of subdivision (a) is punishable as follows:

(1) For a first conviction, the court shall impose a fine of thirty-five dollars (\$35). (2) For a second conviction, a fine of not less than thirty-five dollars (\$35) nor more than fifty dollars (\$50). (3) For a third or any subsequent conviction, a fine of not less than fifty dollars (\$50) nor more than seventy-five dollars (\$75).

Added Sec. 3, Ch. 414, Stats. 2009. Effective January 1, 2010.

ARTICLE 3: Speed Laws (Off-Highway Vehicles)

Basic Speed Law

38305. No person shall drive an off-highway motor vehicle at a speed greater than is reasonable or prudent and in no event at a speed which endangers the safety of other persons or property.

Added Ch. 1093, Stats. 1976. Effective January 1, 1977.

Prima Facie Speed Limit

38310. The prima facie speed limit within 50 feet of any campground, campsite, or concentration of people or animals shall be 15 miles per hour unless changed as authorized by this code and, if so changed, only when signs have been erected giving notice thereof.

Added Ch. 1093, Stats. 1976. Effective January 1, 1977.

ARTICLE 4: Turning and Starting

Starting Parked Vehicles

38312. No person shall place in motion an off-highway motor vehicle that is stopped, standing, or parked until such movement can be made with reasonable safety.

Added Ch. 1093, Stats. 1976. Effective January 1, 1977.

Turning Movements

38314. No person shall turn an off-highway motor vehicle from a direct course or move right or left until such movement can be made with reasonable safety.

Added Ch. 1093, Stats. 1976. Effective January 1, 1977.

ARTICLE 5: Reckless Driving

Reckless Driving

38316.

- (a) It is unlawful for any person to drive any off-highway motor vehicle with a willful and wanton disregard for the safety of other persons or property.
- (b) Any person who violates this section shall, upon conviction thereof, be punished by imprisonment in the county jail for not less than five days nor more than 90 days or by fine of not less than fifty dollars (\$50) nor more than five hundred dollars (\$500) or by both such fine and imprisonment, except as provided in Section 38317.

Amended Ch. 1092, Stats. 1983. Effective September 26, 1983. Operative January 1, 1984.

Reckless Driving Causing Bodily Injury

38317. Whenever reckless driving of an off-highway motor vehicle proximately causes bodily injury to any person, the person driving the vehicle shall, upon conviction thereof, be punished by imprisonment in the county jail for not less than 30 days nor more than six months or by fine of not less than one hundred dollars (\$100) nor more than one thousand dollars (\$1,000) or by both such fine and imprisonment.

Amended Ch. 1092, Stats. 1983. Effective September 26, 1983. Operative January 1, 1984.

Throwing Substances at Off-Highway Motor Vehicles

38318.

- (a) Any person who throws any substance at an off-highway motor vehicle or occupant thereof is guilty of a misdemeanor and shall be punished pursuant to Section 42002 by a fine of not more than one thousand dollars (\$1,000) or by imprisonment in the county jail for not more than six months, or by both the fine and imprisonment.
- (b) Any person who, with intent to do great bodily injury, maliciously and willfully throws or projects any rock, brick, bottle, metal, or other missile, projects any other substance capable of doing serious bodily harm, or discharges a firearm at an off-highway motor vehicle or occupant thereof is guilty of a felony.

Amended Ch. 729, Stats. 1984. Effective January 1, 1985

Malicious Acts

38318.5.

- (a) Any person who maliciously removes or alters trail, danger, or directional markers or signs provided for the safety or guidance of off-highway motor vehicles is guilty of a misdemeanor and shall be punished pursuant to Section 42002 by a fine of not more than one thousand dollars (\$1,000) or by imprisonment in the county jail for not more than six months, or by both the fine and imprisonment.
- (b) Any person who, with intent to do great bodily injury (1) proximately causes great bodily injury to any person as a result of acts prohibited by subdivision (a), or (2) erects or places any cable, chain, rope, fishing line, or other similar material which is unmarked or intentionally placed, or both, for malicious purpose is guilty of a felony.
- (c) Any person convicted under subdivision (a) or (b) shall, if the violation proximately causes one or more adverse environmental impacts, also be liable in civil damages for the cost of mitigation, restoration, or repair thereof, in addition to any other liability imposed by law.

Amended Ch. 1322, Stats. 1985. Effective January 1, 1986.

ARTICLE 6: Littering and Environmental Protection

Operation Causing Damage

38319. No person shall operate, nor shall an owner permit the operation of, an off-highway motor vehicle in a manner likely to cause malicious or unnecessary damage to the land, wildlife, wildlife habitat or vegetative resources.

Added Ch. 1093, Stats. 1976. Effective January 1, 1977.

Throwing, Depositing, or Dumping Matter

38320.

- (a) No person shall throw or deposit, nor shall the registered owner or the driver, if such owner is not then present in the vehicle, aid or abet in the throwing or depositing, upon any area, public or private, any bottle, can, garbage, glass, nail, offal, paper, wire, any substance likely to injure or kill wild or domestic animal or plant life or damage traffic using such area, or any noisome, nauseous or offensive matter of any kind.
- (b) No person shall place, deposit or dump, or cause to be placed, deposited or dumped, any rocks or dirt in or upon any area, public or private, without the consent of the property owner or public agency having jurisdiction over the area.
- (c) Any person who violates this section shall, upon conviction thereof, be punished by a fine of not less than fifty dollars (\$50). No part of such fine shall be suspended. The court may permit the fine required by this section to be paid in installments if the court determines that the defendant is unable to pay the fine in one lump sum.

Amended Ch. 1092, Stats. 1983. Effective September 26, 1983. Operative January 1, 1984.

Removal of Material

38321.

- (a) Any person who drops, dumps, deposits, places, or throws, or causes or permits to be dropped, dumped, deposited, placed, or thrown, upon any area, any material described in Section 38320, shall immediately remove the material or cause it to be removed.
- (b) If such person fails to comply with the provisions of this section, the governmental agency responsible for the maintenance of the area, or the property owner of the land on which the material has been deposited, may remove such material and collect, by civil action, if necessary, the actual cost of the removal operation in addition to any other damages authorized by law from the person who did not comply with the requirements of this section.

Added Ch. 1093, Stats. 1976. Effective January 1, 1977.

CHAPTER 6: Equipment of Off-Highway Vehicles

ARTICLE 1: General Provisions (Equipment of Off-Highway Vehicles)

Applicability of Provisions

38325. The provisions of this chapter shall apply to all off-highway motor vehicles, as defined in Section 38006, when operated in areas in which this division has application.

Added Ch. 1093, Stats. 1976. Effective January 1, 1977.

Vehicle Not Equipped or Unsafe

38330. It is unlawful to operate any vehicle or combination of vehicles which is in an unsafe condition, which is not equipped as required by this chapter or the equipment regulations of the governmental agency having jurisdiction over public lands, or which is not safely loaded.

Added Ch. 1093, Stats. 1976. Effective January 1, 1977.

ARTICLE 2: Lighting Equipment

Headlamps

38335. When operated from one-half hour after sunset to one-half hour before sunrise, each motor vehicle shall be equipped with at least one lighted white headlamp directed toward the front of the vehicle. Such lamp shall be of an intensity sufficient to reveal persons and vehicles at a distance of at least 200 feet.

Added Ch. 1093, Stats. 1976. Effective January 1, 1977.

Taillamps

38345. When operated from one-half hour after sunset to one-half hour before sunrise, each motor vehicle which is not in combination with any other vehicle shall be equipped with at least one lighted red taillamp which shall be clearly visible from the rear.

- (a) Every such vehicle or vehicles at the end of a combination of vehicles shall be equipped with one lighted red taillamp when operated from one-half hour after sunset to one-half hour before sunrise.

Added Ch. 1093, Stats. 1976. Effective January 1, 1977.

Prohibition: Warning Lights

38346. A person shall not display a flashing or steady burning red or blue warning light on an off-highway motor vehicle except as permitted by Section 21055 or when an extreme hazard exists.

Added Sec. 24, Ch. 908, Stats. 2004. Effective January 1, 2005

ARTICLE 3: Brakes

Service Brakes Required

38355.

- (a) Except as provided in subdivision (b), every motor vehicle shall be equipped with a service brake system which is in good working order and adequate to control the movement of, and to stop and hold to the limit of traction of, such vehicle or combination of vehicles under all conditions of loading and upon any grade on which it is operated.
- (b) Any motor vehicle, such as an air-cushioned vehicle, which is unable to comply with the requirements of this section due to the method of operation, is exempt, if the operator is able to exercise safe control over the movement of such vehicle.

Added Ch. 1093, Stats. 1976. Effective January 1, 1977.

ARTICLE 4: Equipment

Mufflers and Exhaust Systems

38365.

- (a) Every off-highway motor vehicle, as defined in Section 38006, shall at all times be equipped with an adequate muffler in constant operation and properly maintained so as to meet the requirements of Section 38370, and no muffler or exhaust system shall be equipped with a cutout, bypass, or similar device.
- (b) The provisions of subdivision (a) shall not be applicable to vehicles being operated off the highways in an organized racing or competitive event upon a closed course or in a hill climb or drag race, which is conducted under the auspices of a recognized sanctioning body or by permit issued by the local governmental authority having jurisdiction.

Added Ch. 1093, Stats. 1976. Effective January 1, 1977.

Spark Arrester

38366.

- (a) Notwithstanding Section 4442 of the Public Resources Code, and except for vehicles with mufflers as provided in Article 2 (commencing with Section 27150) of Chapter 5 of Division 12, no person shall use, operate, or allow to be used or operated, any off-highway motor vehicle, as defined in Section 38006, on any forest-covered land, brush-covered land, or grass-covered land unless the vehicle is equipped with a spark arrester maintained in effective working order.
- (b) A spark arrester affixed to the exhaust system of a vehicle subject to this section shall not be placed or mounted in such a manner as to allow flames or heat from the exhaust system to ignite any flammable material.
- (c) A spark arrester is a device constructed of nonflammable materials specifically for the purpose of removing and retaining carbon and other flammable particles over 0.0232 of an inch in size from the exhaust flow of an internal combustion engine or which is qualified and rated by the United States Forest Service.
- (d) Subdivision (a) shall not be applicable to vehicles being operated off the highway in an organized racing or competitive event upon a closed course, which is conducted under the auspices of a recognized sanctioning body and by permit issued by the fire protection authority having jurisdiction.

Added Ch. 1027, Stats. 1987. Effective January 1, 1988.

Noise Limits

38370.

- (a) The Department of Motor Vehicles shall not identify any new off-highway motor vehicle, which is subject to identification and which produces a maximum noise level that exceeds the following noise limit, at a distance of 50 feet from the centerline of travel, under test procedures established by the Department of the California Highway Patrol.
 - (1) Any such vehicle manufactured before January 1, 1973.....92 dBA
 - (2) Any such vehicle manufactured on or after January 1, 1973, and before January 1, 1975.....88 dBA
 - (3) Any such vehicle manufactured on or after January 1, 1975, and before January 1, 1986.....86 dBA
 - (4) Any such vehicle manufactured on or after January 1, 1986.....82 dBA
- (b) The department may accept a dealer's certificate as proof of compliance with this section.
- (c) Test procedures for compliance with this section shall be established by the Department of the California Highway Patrol, taking into consideration the test procedures of the Society of Automotive Engineers.
- (d) No person shall sell or offer for sale any new off-highway motor vehicle which is subject to identification and which produces a maximum noise level that exceeds the noise limits in subdivision (a), and for which noise emission standards or regulations have not been adopted by the Administrator of the Environmental Protection Agency pursuant to the Federal Noise Control Act of 1972 (P.L. 92-574).
- (e) No person shall sell or offer for sale any new off-highway motor vehicle which is subject to identification and which produces a noise level that exceeds, or in any way violates, the noise emission standards or regulations adopted for such a motor vehicle by the Administrator of the Environmental Protection Agency pursuant to the Federal Noise Control Act of 1972 (P.L. 92-574).
- (f) As used in this section, the term "identify" is equivalent to the term "licensing" as used in Section 6(e)(2) of the Federal Noise Control Act of 1972 (P.L. 92-574).
- (g) Any off-highway motor vehicle, when operating pursuant to Section 38001, shall at all times be equipped with a silencer, or other device, which limits noise emissions to not more than 101 dBA if manufactured on or after January 1, 1975, or 105 dBA if manufactured before January 1, 1975, when measured from a distance of 20 inches using test procedures established by the Society of Automotive Engineers under Standard J-1287. This subdivision shall only be operative until January 1, 2003.

- (h) On and after January 1, 2003, off-highway motor vehicles, when operating pursuant to Section 38001, shall at all times be equipped with a silencer, or other device, which limits noise emissions.
 - (1) Noise emissions of competition off-highway vehicles manufactured on or after January 1, 1998, shall be limited to not more than 96 dBA, and if manufactured prior to January 1, 1998, to not more than 101 dBA, when measured from a distance of 20 inches using test procedures established by the Society of Automotive Engineers under Standard J-1287, as applicable. Noise emissions of all other off-highway vehicles shall be limited to not more than 96 dBA if manufactured on or after January 1, 1986, and not more than 101 dBA if manufactured prior to January 1, 1986, when measured from a distance of 20 inches using test procedures established by the Society of Automotive Engineers under Standard J-1287, as applicable.
 - (2) The Off-Highway Motor Vehicle Recreation Division of the Department of Parks and Recreation shall evaluate and reassess the dates specified in paragraph (1) and include the findings and recommendations in the noise report required in subdivision (o) of Section 5090.32 of the Public Resources Code.
- (i) Off-highway vehicle manufacturers or their agents prior to the sale to the general public in California of any new off-highway vehicle model manufactured after January 1, 2003, shall provide to the Off-Highway Motor Vehicle Recreation Division of the California Department of Parks and Recreation rpm data needed to conduct the J-1287 test, where applicable.

Amended Sec. 45, Ch. 563, Stats. 2002. Effective January 1, 2003.

Amended Sec. 25, Ch. 908, Stats. 2004. Effective January 1, 2005.

Prohibition: Use of Siren

38375.

- (a) An off-highway motor vehicle, except an authorized emergency vehicle, shall not be equipped with a siren.
- (b) A person driving an off-highway motor vehicle, except the driver of an authorized emergency vehicle as permitted by 21055, shall not use a siren.

Added Sec. 26, Ch. 908, Stats. 2004. Effective January 1, 2005

Additional Equipment

38380.

- (a) Because of specialized conditions such as fire hazard, public safety or other circumstances, any local authority, or state or federal agencies having control over public lands may require that vehicles being operated off highway be equipped with additional equipment.
- (b) When such additional equipment is required in a specific location, the governmental agency having jurisdiction over that location shall insure that such regulations are posted in a manner that operators of off-highway motor vehicles using those locations will be aware of the special requirements.

Added Ch. 1093, Stats. 1976. Effective January 1, 1977.

ARTICLE 5: Emissions

ARTICLE 5: Emission Control Equipment

Pollution Control Device

38390. No person shall operate or maintain in a condition of readiness for operation any off-highway motor vehicle which is required to be equipped with a motor vehicle pollution control device under Part 5 (commencing with Section 43000) of Division 26 of the Health and Safety Code or with any other certified motor vehicle pollution control device required by any other state law or any rule or regulation adopted pursuant to such law, or required to be equipped with a motor vehicle pollution control device pursuant to the Clean Air Act (42 U.S.C. 1857 et seq.) and the standards and regulations promulgated thereunder, unless it is equipped with the required motor vehicle pollution control device which is correctly installed and in operating condition. No person shall disconnect, modify, or alter any such required device. Notwithstanding Section 43107 of the Health and Safety Code, this section shall apply only to off-highway motor vehicles of the 1978 or later model year.

Added Ch. 1093, Stats. 1976. Effective January 1, 1977.

Modification Devices

38391. No person shall install, sell, offer for sale, or advertise any device, apparatus, or mechanism intended for use with, or as a part of, any required off-highway motor vehicle pollution control device or system which alters or modifies the original design or performance of any such motor vehicle pollution control device or system.

Added Ch. 1093, Stats. 1976. Effective January 1, 1977.

Imposition of Penalty for Willful Violation

38392. When the court finds that a person has willfully violated any provision of this article, such person shall be fined the maximum amount that may be imposed for such an offense, and no part of the fine may be suspended. "Willfully", as used in this section, has the same meaning as the meaning of that word prescribed in Section 7 of the Penal Code.

Added Ch. 1093, Stats. 1976. Effective January 1, 1977.

Operation after Notice

38393. No person shall operate an off-highway motor vehicle after notice by a traffic officer or other authorized public officer that such vehicle is not equipped with the required certified motor vehicle pollution control device correctly installed in operating condition, except as may be necessary to return the vehicle to the residence or place of business of the owner or driver or to a garage, until the vehicle has been properly equipped with such a device.

Added Ch. 1093, Stats. 1976. Effective January 1, 1977.

Proof of Correction

38394. The notice to appear issued or complaint filed for a violation of any provision of this article shall require that the person to whom the notice to appear is issued or against whom the complaint is filed produce proof of correction pursuant to Section 40150.

Added Ch. 1093, Stats. 1976. Effective January 1, 1977.

Modification Devices: Exceptions to Prohibition

38395. This article shall not apply to an alteration, modification, or modifying device, apparatus, or mechanism found by resolution of the State Air Resources Board either:

- (a) To not reduce the effectiveness of any required off-highway motor vehicle pollution control device; or
- (b) To result in emissions from any such modified or altered off-highway vehicle which are at levels which comply with existing state or federal standards for that model year of the vehicle being modified or converted.

Added Ch. 1093, Stats. 1976. Effective January 1, 1977.

Federally Owned Off-Highway Vehicles

38396. The provisions of this article apply to off-highway motor vehicles of the United States or its agencies, to the extent authorized by federal law.

Added Ch. 1093, Stats. 1976. Effective January 1, 1977.

Applicability

38397. Except as provided in Section 38390, this article shall be applicable to all off-highway motor vehicles, whether or not subject to identification pursuant to this division and without limitation by the exceptions contained in Section 38001, and to all off-highway motor vehicles operated or maintained in a condition of readiness for operation on private or public property.

Added Ch. 1093, Stats. 1976. Effective January 1, 1977.

CHAPTER 7: All Terrain Vehicles

Off-Highway Vehicle Safety Education Committee

38500. The Off-Highway Vehicle Safety Education Committee is hereby established. The committee consists of the Commissioner of the California Highway Patrol, the Deputy Director of Parks and Recreation for Off-Highway Vehicles, the Director of Motor Vehicles, or their designees, and a member of the Off-Highway Motor Vehicle Recreation Commission appointed by the members of the commission. The committee shall receive staff assistance in its operations from the Off-Highway Motor Vehicle Recreation Division in the Department of Parks and Recreation.

Added Ch. 881, Stats. 1987. Effective January 1, 1988.

Duties of Committee

38500.1. The Off-Highway Vehicle Safety Education Committee shall meet periodically to perform all of the following:

- (a) Develop minimum criteria for certification as an approved all-terrain vehicle safety training organization. The criteria shall include, but not be limited to, the following:
 - (1) Curriculum and materials for training instructors to teach all-terrain vehicle operation and safety.
 - (2) Curriculum and materials for training all-terrain vehicle safety.
 - (3) Curriculum for teaching responsible use of off-highway vehicles with respect to environmental considerations, private property restrictions, off-highway vehicle operating laws, including noise and spark arrestor laws, and prohibitions against operating off-highway vehicles under the influence of alcohol or drugs.
 - (4) Record keeping and insurance requirements to satisfy the requirements of Sections 11103.1 and 11108.
- (b) Upon presentation to the committee of a proposed program by an applicant to become an approved all-terrain vehicle safety training organization, the committee shall determine whether the applicant's program meets the minimum criteria and, if approved, shall recommend the organization for licensing pursuant to Section 11105.6.

Added Ch. 881, Stats. 1987. Effective January 1, 1988.

Safety Certificates

38501.

- (a) An all-terrain vehicle safety training organization, commencing on January 1, 1989, shall issue an all-terrain vehicle safety certificate furnished by the department to any individual who successfully completes a course of instruction in all-terrain vehicle operation and safety as approved and certified by the Off-highway Vehicle Safety Education Committee.
- (b) The department shall charge a fee not to exceed three dollars (\$3) for each all-terrain vehicle safety certificate issued by an all-terrain vehicle safety training organization to each person completing a course of instruction from an all-terrain vehicle safety instructor using the approved course of instruction of the all-terrain vehicle safety training organization. The amount of the fee shall be determined by the department and shall be sufficient to defray the actual costs incurred by the department for administering and monitoring this program.
- (c) An all-terrain vehicle safety training organization shall not charge a fee in excess of the fee charged by the department pursuant to subdivision (b) for furnishing an all-terrain vehicle safety certificate. An organization may charge a fee not to exceed three dollars (\$3) in addition to the fee charged by the department for the issuance of a duplicate certificate and shall provide a duplicate certificate if requested by the person who completed the course.

Added Ch. 881, Stats. 1987. Effective January 1, 1988.

Monitoring

38502. The department, on and after July 1, 1988, may monitor any all-terrain vehicle safety training organization or any all-terrain vehicle safety instructor without advance notice. The monitoring may include, but is not limited to, the instruction provided, business practices, and records required by Section 11108.

Added Ch. 881, Stats. 1987. Effective January 1, 1988.

Conditions for Operating: Minors

38503. No person under the age of 18 years, on and after January 1, 1990, shall operate an all-terrain vehicle on public lands of this state unless the person satisfies one of the following conditions:

- (a) The person is taking a prescribed safety training course under the direct supervision of a certified all-terrain vehicle safety instructor.
- (b) The person is under the direct supervision of an adult who has in their possession an appropriate safety certificate issued by this state, or issued under the authority of another state.

- (c) The person has in possession an appropriate safety certificate issued by this state or issued under the authority of another state.

Added Ch. 881, Stats. 1987. Effective January 1, 1988.

Conditions for Operating: Additional Requirements

38504. No person under 14 years of age, on and after January 1, 1990, shall operate an all-terrain vehicle on public lands of this state unless the person satisfies one of the conditions set forth in Section 38503 and, in addition, is accompanied by and under the direct supervision of a parent or guardian or is accompanied by and under the direct supervision of an adult who is authorized by the parent or guardian.

Added Ch. 881, Stats. 1987. Effective January 1, 1988.

Violation of Operating Conditions: Fines

38504.1.

- (a) Neither a parent or guardian of a child who is under 14 years of age, nor an adult who is authorized by the parent or guardian to supervise that child shall grant permission to, or knowingly allow, that child to operate an all-terrain vehicle in a manner that violates Section 38504.
- (b) A person convicted of a violation of subdivision (a) is punishable as follows:
 - (1) For a first conviction, the court shall either impose a fine of one hundred twenty-five dollars (\$125) or order the person to take or retake and complete an all-terrain vehicle safety training course pursuant to Section 38501. If ordered to take or retake and complete the safety training course, the person shall provide the court a copy of the all-terrain vehicles safety certificate issued as a result of that completion.
 - (2) For a second conviction, a fine of not less than one hundred twenty-five dollars (\$125) nor more than two hundred fifty dollars (\$250).
 - (3) For a third or any subsequent conviction, a fine of not less than two hundred fifty dollars (\$250) nor more than five hundred dollars (\$500).

Added Sec. 1, Ch. 195, Stats. 2006. Effective January 1, 2007.

Court Ordered Safety Training Course

38504.2. If a person under 14 years of age was not properly supervised or accompanied in accordance with Section 38504, and the parent or guardian of that child or the adult who was authorized by the parent or guardian to supervise or accompany that child is in violation of Section 38504.1, upon a conviction pursuant to Section 38504, the court may order that child to attend and complete the all-terrain vehicle safety training course accompanied by the person who violated Section 38504.1. If so ordered, the child under 14 years of age shall provide the court a copy of the all-terrain vehicles safety certificate issued as a result of that completion.

Added Sec. 2, Ch. 195, Stats. 2006. Effective January 1, 2007.

Safety Helmet Required

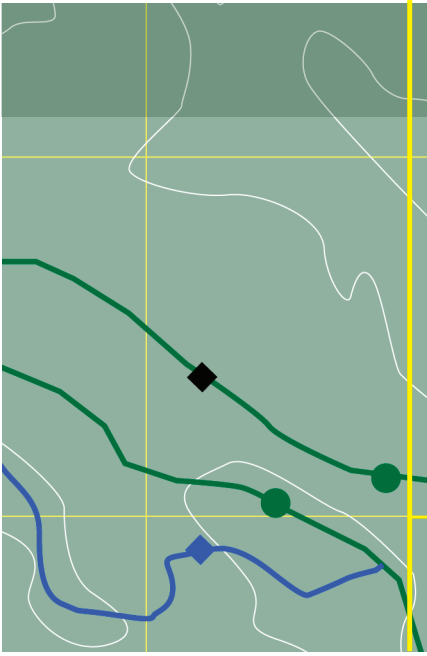
38505. No person, on and after January 1, 1989, shall operate, ride, or be otherwise propelled on an all-terrain vehicle on public lands unless the person wears a safety helmet meeting requirements established for motorcycles and motorized bicycles, pursuant to Section 27802.

Amended Ch. 165, Stats. 1988. Effective January 1, 1989.

Passengers Prohibited

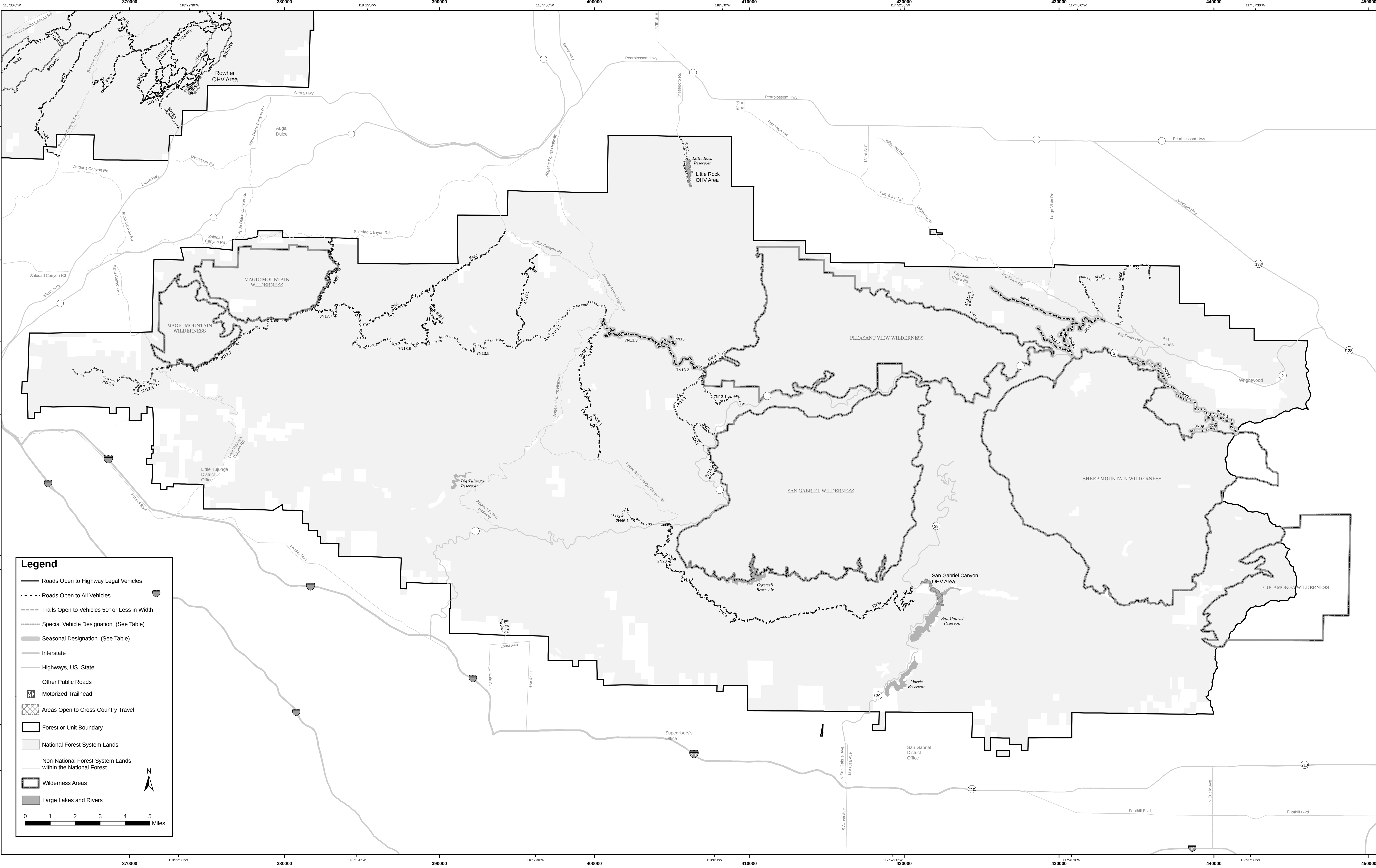
38506. No operator of an all-terrain vehicle may carry a passenger when operating on public lands. However, the operator of an all-terrain vehicle, that is designed for operation off of the highway by an operator with no more than one passenger, may carry a passenger when operating on public lands.

Amended Sec. 2, Ch. 252, Stats. 2003. Effective January 1, 2004.



Appendix D.

Angeles National Forest OHV Road and Trail Maps



OPERATOR RESPONSIBILITIES

Operating a motor vehicle on National Forest System roads, National Forest System trails, and in areas on National Forest System lands carries a greater responsibility than operating that vehicle in a city or other developed setting. Not only must you know and follow all applicable traffic laws, you need to show concern for the environment as well as other forest users. The misuse of motor vehicles can lead to the temporary or permanent closure of any designated road, trail, or area. As a motor vehicle operator, you are also subject to State traffic law, including State requirements for licensing, registration, and operation of the vehicle in question.

Motor vehicle use, especially off-highway vehicle use, involves inherent risks that may cause property damage, serious injury, and possibly death to participants. Drive cautiously and anticipate rough surfaces and features, such as snow, mud, vegetation, and water crossings common to remote driving conditions. By your participation, you voluntarily assume full responsibility for these damages, risks, and dangers. Take care at all times to protect yourself and those under your responsibility.

Much of the Angeles National Forest is remote. Medical assistance may not be readily available. Cellular telephones do not work in many areas of the Angeles National Forest. Take adequate food, water, first-aid supplies, and other equipment appropriate for the conditions and expected weather.

ALWAYS REMEMBER TO RESPECT PRIVATE LAND! PROTECT YOUR PRIVILEGE. STAY ON DESIGNATED ROADS AND TRAILS AND IN DESIGNATED AREAS.

Read and understand this map in its entirety. If you have questions please contact the Angeles National Forest for clarification.

As a motor vehicle operator on a National Forest System road, trail, or area, you must comply with this map, as well as all Federal, State, and local laws and regulations. Compliance with these rules is your responsibility.

PROHIBITIONS

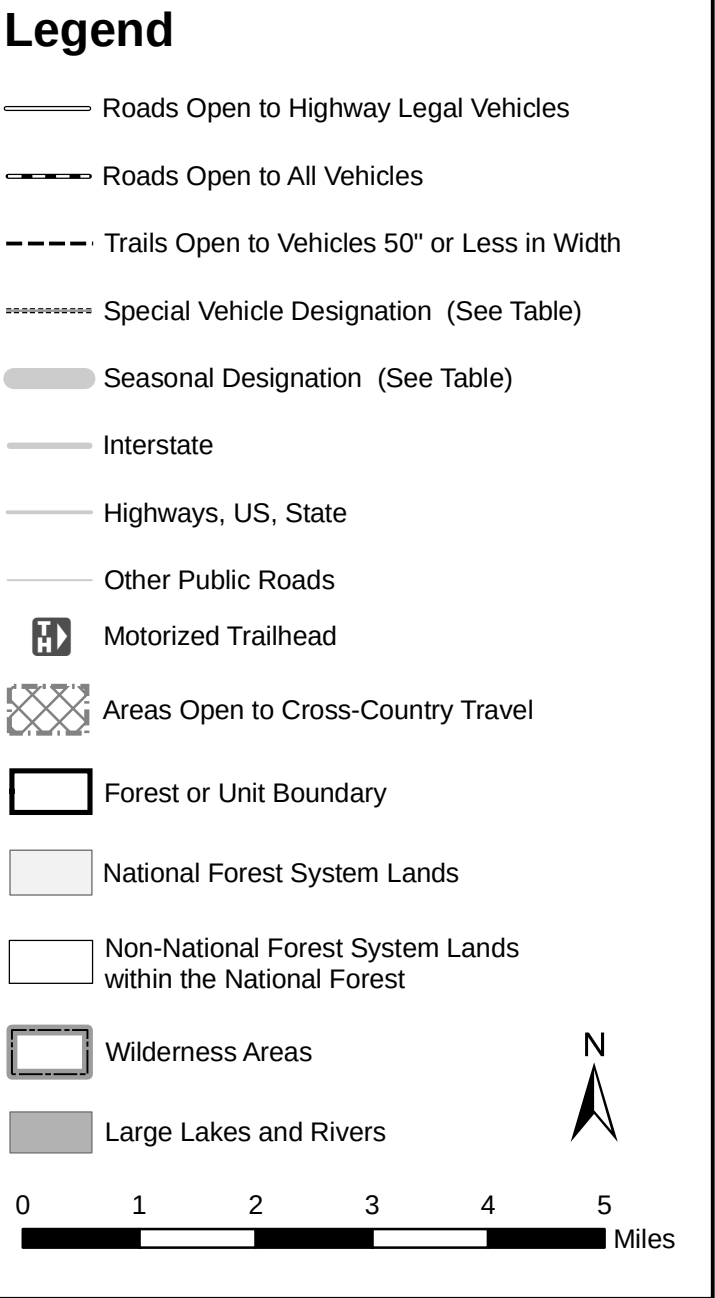
It is prohibited to possess or operate a motor vehicle on National Forest System lands on the Angeles National Forest other than in accordance with these designations (36 CFR 261.13).

Violators of 36 CFR 261.13 are subject to a fine of up to \$5,000, imprisonment for up to 6 months, or both (18 U.S.C. 3571(a)). This prohibition applies regardless of the presence or absence of signs.

This map does not display nonmotorized uses, over-snow uses, or other facilities and attractions on the Angeles National Forest. Obtain forest visitor information from the local national forest office.

Designated roads, trails, and areas may also be subject to temporary, emergency closures. As a visitor, you must comply with signs notifying you of such restrictions. A national forest may issue an order to close a road, trail, or area on a temporary basis to protect the life, health or safety of forest visitors or the natural or cultural resources in these areas. Such a temporary and/or emergency closures are consistent with the Travel Management Rule (36 CFR 212.52 (b), 36 CFR 261 subpart B).

The designation "road or trail open to all motor vehicles" does not supersede State traffic law.



Motor vehicles may be parked within one vehicle length from the edge of the road surface when it is safe to do so without causing damage to NFS resources or facilities, unless prohibited by state law, a traffic sign, or an order (36 CFR261.54).



VICINITY MAP



PURPOSE AND CONTENTS OF THIS MAP

The designations shown on this motor vehicle use map (MVUM) were made by the responsible official pursuant to 36 CFR 212.51, are effective as of the date on the front cover of this MVUM, and will remain in effect until superseded by next year's MVUM.

Jody Norzon
Forest Supervisor, Angeles National Forest

It is the responsibility of the user to acquire the current MVUM. This map shows the National Forest System roads, National Forest System trails, and the areas on National Forest System lands in the Angeles National Forest that are designated for motor vehicle use pursuant to 36 Code of Federal Regulations (CFR).

Designation of a road, trail, or area for motor vehicle use by a particular class of vehicle under 36 CFR 212.51 should not be interpreted as encouraging or inviting use or implying that the road, trail, or area is passable, actively maintained, or safe for travel. Motor vehicle designations include parking along designated routes and at facilities associated with designated routes when it is safe to do so and when not causing damage to National Forest System resources. Seasonal weather conditions and natural events may render designated roads and trails impassable for extended periods. Designated areas may contain dangerous or impassable terrain. Many designated roads and trails may be passable only by high-clearance vehicles or four-wheel-drive vehicles. Maintenance of designated roads and trails will depend on available resources, and many may receive little maintenance.

This motor vehicle use map identifies those roads, trails, and areas designated for the motor vehicle use under 36 CFR 212.51 for the purpose of enforcing the prohibition at 36 CFR 261.13. This is a limited purpose. The other public roads are shown for information and navigation purposes only and are not subject to designation under the Forest Service travel management regulation.

These designations apply only to National Forest System roads, National Forest System trails, and areas on National Forest System lands.

EXPLANATION OF LEGEND ITEMS

Roads Open to Highway Legal Vehicles Only:

These roads are open only to motor vehicles licensed under State law for general operation on all public roads within the State.

Roads Open to All Vehicles:

These roads are open to all motor vehicles, including smaller off-highway vehicles that may not be licensed for highway use (but not to oversize or overweight vehicles under State traffic law).

Trails Open to Vehicles 50" or Less in Width:

These trails are open only to motor vehicles less than 50 inches in width at the widest point on the vehicle.

Special Vehicle Designation:

This symbol indicates the road or trail is open to classes of vehicles other than those listed above. Refer to the Seasonal and Special Designation Table for further instructions.

Seasonal Designation:

This symbol, used in conjunction with one of the other road or trail symbols, indicates that the road or trail is open only during certain portions of the year. Refer to Seasonal and Special Designation Table for further instructions.

Other Public Roads and Trails:

Interstate
Highways, U.S., State

Other Public Roads
These symbols are used to show routes the Forest Service does not have jurisdiction over and has not designated for motorized use. These symbols are part of the reference layers showing connections to towns and cities outside the forest boundary.

Motorized Trail Access:

This symbol indicates a trailhead for access to a motorized route. Not all motorized routes have trailheads and those that do may range from primitive to developed.

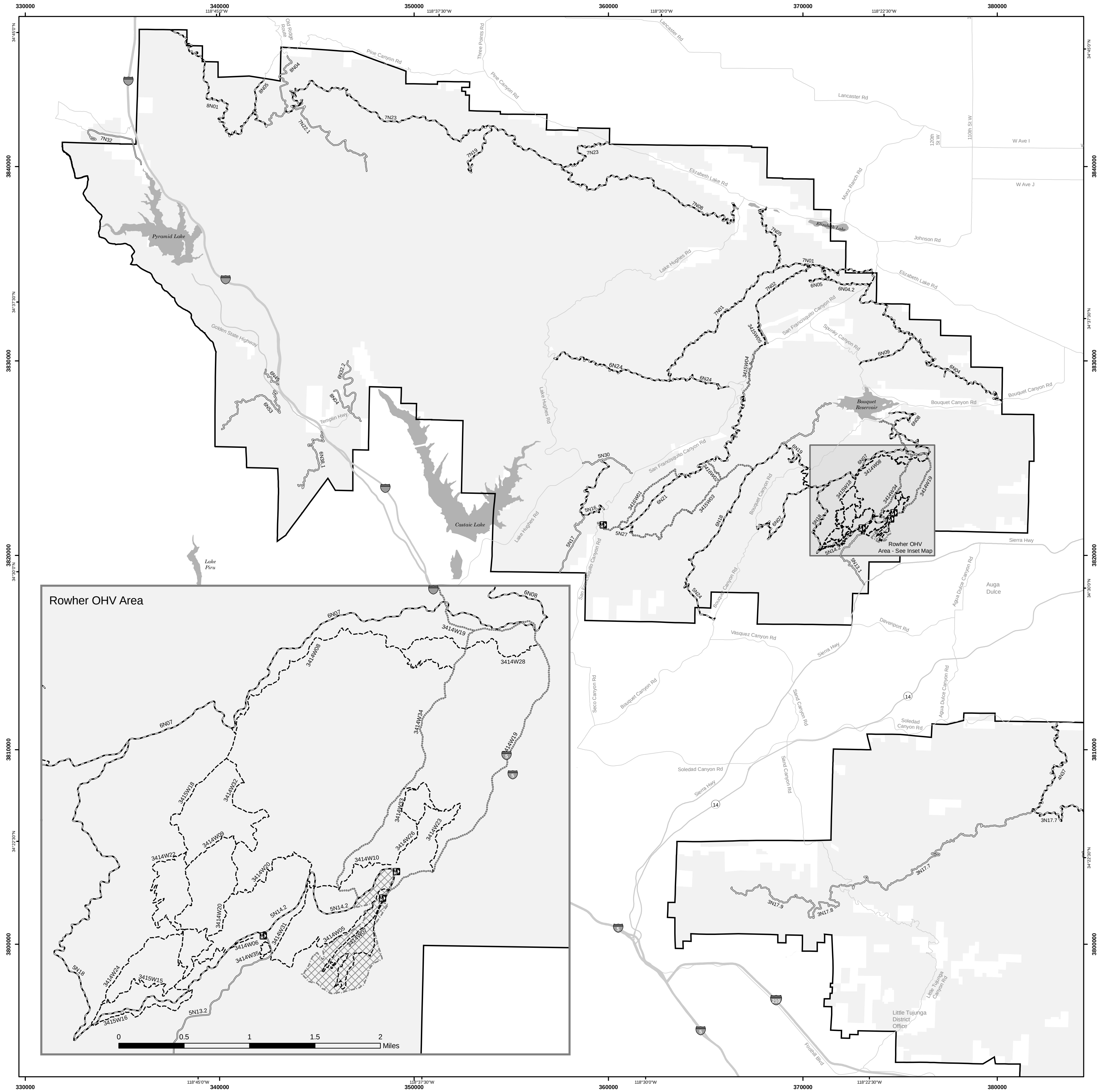
Areas Open to Cross Country Travel:

These are areas on National Forest System land that allow cross-country travel by motorized vehicles. Specific vehicle classes and seasonal designations may be indicated in the Travel Management Areas Table.

Travel Management Areas			
Area Name	Vehicles Allowed	Time of Day	Season of Use
Littlerock OHV Area	All vehicles	Sunrise to sunset	Availability subject to reservoir level.
San Gabriel OHV Area	High clearance vehicles, non-highway legal vehicles wider than 50 inches	Sunrise to sunset	Availability subject to reservoir level.
Rowher OHV Area	All vehicles	Sunrise to sunset.	Year-round

Seasonal and Special Vehicle Designations						
Route Number	Legend	Special Vehicle Designation	Dates Allowed	Beginning Mile Post	Ending Mile Post	
3414W19		Special Vehicle Designation	High clearance vehicles, all non-highway legal vehicles wider than 50 inches	Year-round	0.000	4.990
3414W34		Special Vehicle Designation	High clearance vehicles, all non-highway legal vehicles wider than 50 inches	Year-round	0.000	2.800
3415W03		Special Vehicle Designation	High clearance vehicles, all non-highway legal vehicles wider than 50 inches	Year-round	0.000	5.680
3415W04		Special Vehicle Designation	High clearance vehicles, all non-highway legal vehicles wider than 50 inches	Year-round	0.000	2.010
3416W01		Special Vehicle Designation	High clearance vehicles, all non-highway legal vehicles wider than 50 inches	Year-round	0.000	4.100
3416W02		Special Vehicle Designation	High clearance vehicles, all non-highway legal vehicles wider than 50 inches	Year-round	0.000	0.840
3N06.1	=====	Roads open to highway legal vehicles only, seasonal	Seasonal Designation	05/01-11/01	0.000	2.360
3N06.2	=====	Roads open to highway legal vehicles only, seasonal	Seasonal Designation	05/01-11/01	2.360	5.050
3N06.3	=====	Roads open to highway legal vehicles only, seasonal	Seasonal Designation	05/01-11/01	5.050	7.170
3N26.2	=====	Roads open to all vehicles, seasonal	Seasonal Designation	05/01-11/01	3.000	3.910
3N39	=====	Roads open to highway legal vehicles only, seasonal	Seasonal Designation	05/01-11/01	0.000	2.910
4N11.2	=====	Roads open to all vehicles, seasonal	Seasonal Designation	05/01-11/01	6.500	8.600
4N12	=====	Roads open to all vehicles, seasonal	Seasonal Designation	05/01-11/01	0.000	5.210
4N56	=====	Roads open to all vehicles, seasonal	Seasonal Designation	05/01-11/01	0.000	3.980

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Recreation Fee Areas & Sites Littlerock

Santa Clara Mojave Rivers Ranger District
Angeles National Forest

High Impact Recreation Area

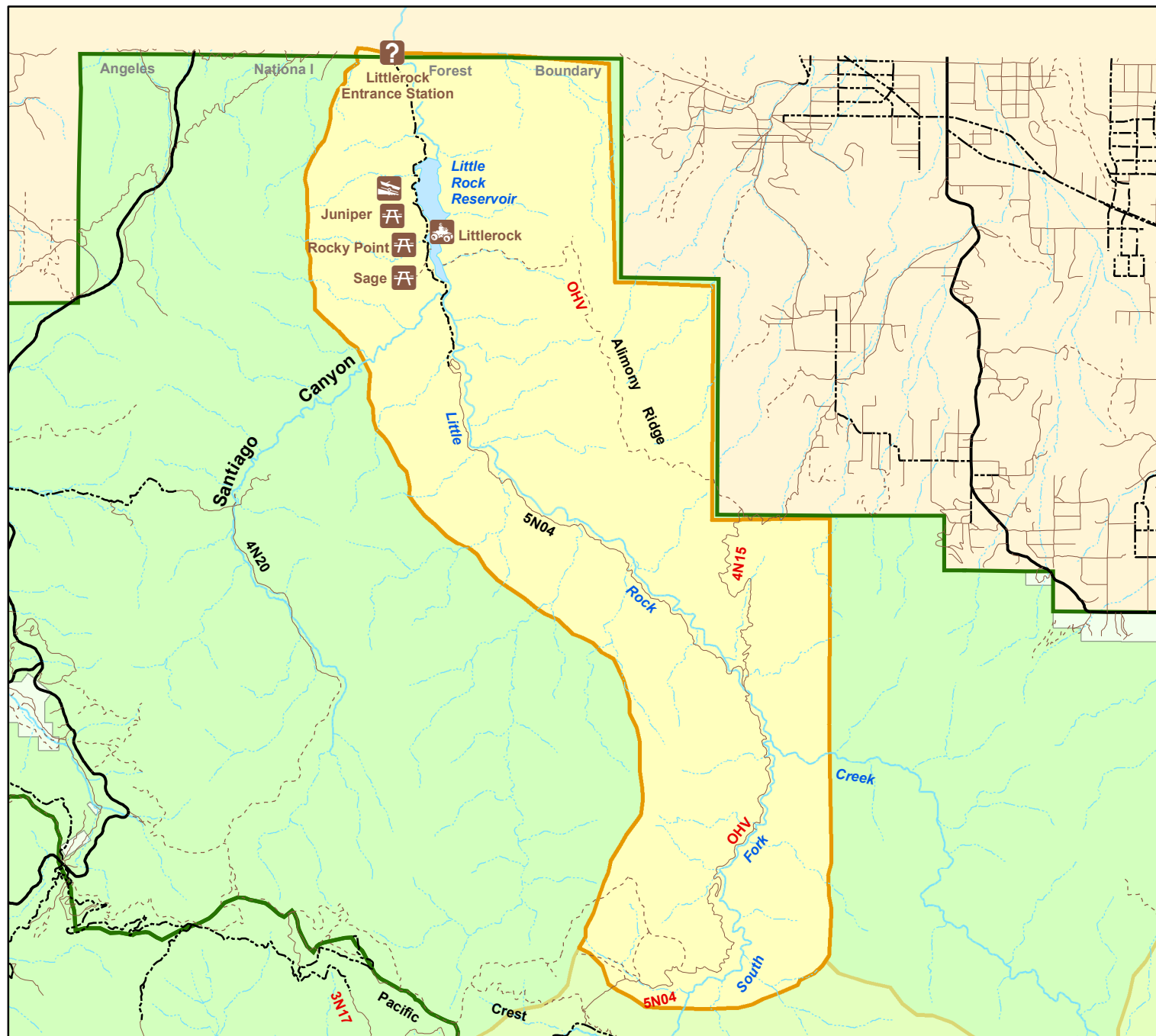
 Persons recreating in this fee area must display an Adventure Pass or Interagency Pass on their parked vehicles

Designated Fee Site

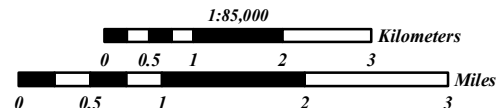
Parked vehicles must display an Adventure Pass or Interagency Pass

-  Boat Ramp
-  Picnic Area
-  Visitor Information
-  Off Highway Vehicle Area

-  Hiker/Pedestrian, Pack & Saddle
-  Improved Light Duty / Paved Road
-  Major Highways
-  Intermittent Streams
-  Major Streams
-  Angeles NF Boundary
-  Non-National Forest Land
-  National Forest Land



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March 2007



