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Submitted via email: <mailto:trails@parks.ca.gov>

For over 53 years, the California Off-Road Vehicle Association, CORVA, has advocated to preserve, promote and protect off-road and motorized recreation opportunities throughout the state of California. We represent thousands of off-highway vehicles (OHV) and street legal 4-wheel drive enthusiasts who use California's State Vehicular Recreation Areas and depend on the well-managed system of roads, trails and areas offered in these parks to enjoy motorized recreation.

CORVA has been involved with the Prairie City Road and Trail Management Plan since the initial planning session and has already submitted substantive comments through the series of public meetings. However, we would like to add the following comments in response to the draft plan released to the public in January of 2024. We further understand that the draft Road and Trail Management Plan is an umbrella or visionary document, which will still require site specific analysis to enact the proposed recommendations.

1. Change the designation of the Intermediate MX Intermediate Track to a Trials Bike Area, with features and obstacles to be determined in consultation and cooperation with the trials bike community. The MX Intermediate Track has not been open to the public for years and is physically isolated from the rest of the motorized opportunities in the park. This area would serve the trials bike community very well, as this sport thrives in smaller, self-contained locations.
2. The draft plan proposes to expand the existing motocross practice track, and we agree this expansion is warranted and will serve the needs of the riders. The area adjacent to the MX Practice Track is an open riding area, and existing access roads may need to be rerouted.
3. New overnight camping is proposed in different zones, including Zones 1, 4, 5 and 6. These new camping opportunities could serve families and visitors to the park very well, especially on weekends. However, the park would be well-advised to review implementation methodology to ensure the camping areas would primarily serve OHV users and the greater motorized community, and not be reserved by casual visitors from outside the park. Also, review and determine the number of tents, campers or motorhomes that may be accommodated in the smaller proposed camping areas.

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Please consider making one of the new proposed camping areas a group area available by reservation to clubs and families.

4. Part of the mission of the Off Highway Motor Vehicle Recreation Division of State Parks has been to facilitate motorized access to non-motorized opportunities, as delineated in SB 249, the bill that reauthorized the division that passed in 2017/2018. The OHMVR Division and grants program has always been a self-funded program, derived solely from monies generated from off-highway vehicle recreation. These monies in turn, are used to; *"...to ensure quality recreational opportunities remain available for future generations..."* as stated in the division's mission statement.

However, the Prairie City State Vehicular Recreation Area Purpose as stated on page 3 does not comply with the mission of the OHMVR Division as it states; *"The purpose of Prairie City State Vehicular Recreation Area is to offer high-quality OHV and other recreational opportunities..."*

The initial creation of the OHMVR Division and the funding mechanism, the OHV Trust Fund, was intended solely for the benefit of OHV recreation opportunities and does not include "other recreational opportunities." The inclusion of these three words belies the intention of the division. This wording could lead to misunderstanding by other non-motorized forms of recreation, and lead to unfortunate expectations that the OHV Trust could or would be used to fund trails and opportunities for non-motorized recreation enthusiasts' benefit.

CORVA strenuously objects to monies from the OHV Trust Fund being used to fund non-motorized opportunities. It is unclear who wrote the Prairie City State Vehicular Recreation Area Purpose, or if it was developed through a public process. But it clearly misrepresents the mission of the OHMVR Division and must immediately be corrected.

5. One of the most interesting ideas in the RTMP is the proposal to separate different forms of recreation occurring in the same zone by creating different trails systems for high-speed and low-speed OHV recreation. It is a novel concept and could be helpful in reducing conflict among different motorized uses.
6. One of the most important and unique uses in this plan is the use of 'The Pit' created solely for the use of ROV or SidexSide in the newly defined Zone 4. The popularity of ROV's has grown exponentially in recent years and shows no sign of abating. ROV's themselves have evolved in a similar trajectory, resulting in powerful machines capable of great speed. The Pit would allow drivers of ROV's to safely explore the abilities of their vehicles with no risk to others.

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7. The draft plan addresses motorized connectivity between the zones in the recommendations. Traffic patterns will have to be carefully determined to make sure the connectivity coincides with the expectations of the riders and drivers.
8. Zone 7 represents an opportunity for the park that may take time to be realized. It is understood that there are existing obstacles to the utilization of the Barton Tract, but barriers to access could be overcome at a point in the future, this area could be used for bicycle trails.

CORVA will continue to be involved with the Prairie City Road and Trail Management Plan into the future, and we look forward to continued collaboration with the staff at the SVRA.

On behalf of the Board of Directors of CORVA,

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