California Department of Parks & Recreation

Off-Highway Motor Vehicle Recreation Division

Attendance Study 2012-2013

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Executive Summary

A summary of the original scope of work is addressed in Chapter 1 Study Overview of this report, while the primary findings are addressed briefly in this executive summary.

Evaluation and Revision of the Conversion Factors at the Eight State Vehicle Recreation Areas

The priority of this study was to review, evaluate, and update current OHMVR Division approaches to measuring attendance figures. The current methodology requires that staff at each SVRA count the number of vehicles entering the site and multiply this number by a given conversion factor. The table below summarizes the study findings regarding new conversion factors for each of the SVRAs in the study. Explanations for how the conversion factors for each SVRA were determined is described in detail in Chapter 3 of this report.

Table ES.1 Updated Conversion Factors Generated from 2012-13 Study

SVRA	High Season	Low Season	Conversion Factors					
			Paid Day Use		Free Day Use		Camping (sites)	
			High	Low	High	Low	High	Low
Carnegie	10/1-4/30	5/1-9/30	1.8	1.8	1.8	1.8	1.8	1.8
Claypit	9/1-6/30	7/1-8/31	None	None	2.0	2.0	None	None
Heber Dunes	Spring/Fall	Summer	None	None	2.6	2.6	None	None
Hollister Hills	10/1-5/31	6/1-9/30	1.9	1.9	1.9	1.9	1.9	1.9
Hungry Valley	10/1-4/30	5/1-9/30	2.3	2.3	2.3	2.3	2.3	2.3
Oceano Dunes	Year Round	Year round	2.1	2.1	2.1	2.1	2.7	2.7
Ocotillo Wells	10/1-5/31	6/1-9/30	None	None	2.2	2.2	2.2	2.2
Prairie City	Oct/1-4/30	5/1-9/30	2.0	2.0	2.0	2.0	None	None

Table ES.2 provides a summary of vehicle and attendance totals. More detail and explanation can be found in Chapter 3 of this report. During the study period, a total of 2,108,665 people are estimated to have visited all eight SVRAs. Oceano Dunes represented the highest number of vehicles and visitors counted during the study period, with 871,562 vehicles counted, and when conversion factors were included, a total of1,326,684 visitors.

Table ES.2 Overall SVRA Vehicle and Attendance Figures During Study Period

SVRA	Vehicle Total	Total Attendance
Carnegie	62,406	73,950
Claypit	15,196	30,392
Heber Dunes	13,421	34,895
Hollister Hills	103,390	127,603
Hungry Valley	123,080	126,370
Oceano Dunes	871,562	1,326,684
Ocotillo Wells	105,800	276,053
Prairie City	50,304	112,718
System Total	**1,345,159**	**2,108,665**

Recommend and Establish Future Attendance Measures and Methodologies

After reviewing previous approaches used by the OHMVR Division, and taking into account the findings of this study, university researchers have established on-going, self-updating methods for the controlled access SVRAs in the system. At the open-access SVRAs, it is the researcher's recommendation that these units' approach to measuring attendance be reviewed and updated every 5 years. However, any of the approaches to attendance measures should be reviewed if there is a major change in the dynamic of visitor attendance that would warrant a reconsideration in how conversion factors are calculated (e.g. a change in access or facilities at the sites, a major economic downturn, large price changes in gasoline, additional events or growth of existing special events). These changes would be noted by Division or SVRA managers and deemed significant enough to alter a review of the conversion factor. Study researchers advise that individual SVRAs should continue to establish their own conversion factors, given the individual nature and seasons of each SVRA.

As noted above, one of the original study priorities was to establish or confirm methodologies used for measuring SVRA visitor attendance. This was accomplished as a matter of course in the conduct of the current study. Study researchers recommend that the DPR 449 system continue to serve as the basis for tracking attendance, but that the alterations utilized in this study's data collection continue to be applied (this automated, spreadsheet-based format is already in use at the controlled access SVRAs of Carnegie, Hollister Hills, Hungry Valley, and Prairie City). This change was made early in the study at controlled access sites through close consultation by researchers and individual SVRA managers to configure entrance station cash registers to allow staff to enter the number of passengers per vehicle.

For the controlled access SVRA of Oceano Dunes, at a minimum the sampling methodology utilized in this study should be continued, unless a key is added to the entrance kiosk cash register indicating the number of passengers per vehicle. If the key is not added to the cash register, on at least 2 weekend days and 2 week day days per month during the high and low seasons, a staff member should use the same method used in this study where visitors are stopped near the entrance kiosk and simply asked how many passengers are entering in indiviudal vehicles.

For the open access SVRAs of Claypit and Heber Dunes, the utilization of vehicle counters at the gates should continue to be utilized. As these units follow their general plans in development of facilities, care should be taken to continue to capture use when entrance sites change, or use becomes more complex.

Surveys should be conducted every five years using the same or similar methodologies in this study to establish a new baseline conversion factor.

For the open access Ocotillo Wells, researchers advise State Parks to monitor use through the *indicator site methodology* proposed in Chapter 3. This approach utilizes regular staff observations of the number of vehicles parked at staging sites at Ocotillo Wells, and connects this use to the overall use in the particular zone where the staging sites are located. Surveys should be conducted every five years using the same or similar methodologies in this study to establish a new baseline conversion factor.

Detailed Information about SVRA Visitors Documented

The variety of recreation visitors who participated in the study was extensive, and visitors overall were highly willing to participate in the surveys when invited. Table ES.3 shows the sample sizes and response rates for the samples collected at each of the SVRAs, with a total of 5,828 surveys being collected from individual groups, with an overall sample rate of over 88%. The high numbers participating in the study as well as strong response rates indicates that findings from the responses in the surveys are likely very low in error margins and highly reflective of the SVRA visitor population as a whole.

Table ES.3 Overall Study Samples and Response Rates by SVRA

SVRA	Sample Size	Response Rate
Carnegie	796	73.0%
Claypit	293	98.3%
Heber Dunes	287	82.9%
Hollister Hills	683	90.8%
Hungry Valley	753	94.2%
Oceano Dunes	1,009	96.2%
Ocotillo Wells	1,003	81.1%
Prairie City	1,004	91.1%
System Total	**5,828**	**88.5%**

While each SVRA had a questionnaire designed specifically for the site, there were some common survey items. A sampling of comparative visitor survey responses is provided below. The reader is encouraged to explore the findings on each individual SVRA.

Spending Varied Widely

Averages of direct spending connected to trips to SVRAs varied widely across study sites, as shown in Table ES.4. Where visitor groups were highly local (at Claypit and Heber Dunes) the average spending on an individual trip was fairly low (at just over $80) while trips to Ocotillo Wells averaged much higher amounts (at $593 per trip).

Table ES.4 Direct Spending of Study Participants' Groups Per SVRA Trip

Spending Measure	Carnegie	Claypit	Heber Dunes	Hollister Hills	Hungry Valley	Oceano Dunes	Ocotillo Wells	Prairie City
Mean	$ 163.74	$ 80.22	$ 82.94	$ 330.28	$ 203.59	- NA -	$ 593.37	$ 124.38
Median	$ 60.00	$ 30.00	$ 40.00	$ 200.00	$ 110.00	- NA -	$ 425.00	$ 60.00

Information Travels by Word of Mouth and the Internet

Gaining information by word of mouth and from the California State Park website were consistently the most common tools utilized by park visitors across all SVRAs (see Table ES.5 below). Using the Facebook page was fairly common, and as noted in the findings from the individual SVRAs, was most often used by younger participants in the study. Heber Dunes and Claypit had the highest proportion of study participants who admitted having no information. ,. Claypit has fairly prominent sign boards in its single parking area, but perhaps visitors pass by this without stopping on their way into the riding area.

Table ES.5 Information Sources about SVRAs

Info Source	Carnegie	Claypit	Heber Dunes	Hollister Hills	Hungry Valley	Oceano Dunes	Ocotillo Wells	Prairie City
Word of mouth	38.0%	54.0%	73.6%	33.7%	41.3%	28.1%	37.9%	29.2%
State Park website	30.7%	15.4%	3.4%	35.2%	30.3%	34.2%	23.1%	36.1%
Facebook	14.9%	0.0%	10.6%	10.2%	6.8%	12.4%	7.6%	11.1%
Trailhead signs/kiosks	3.9%	7.7%	0.9%	7.2%	6.1%	3.3%	10.9%	5.4%
I have no info	3.8%	12.5%	19.1%	7.6%	6.2%	4.1%	3.6%	6.8%
Blogs	1.1%	1.3%	0.9%	0.7%	0.5%	1.2%	1.0%	0.9%
Twitter	0.5%	0.0%	0.0%	0.5%	0.5%	1.2%	0.6%	1.3%
OHV safety training	0.5%	1.9%	0.4%	1.1%	2.1%	2.1%	2.7%	2.0%
Other websites	0.0%	0.0%	0.4%	3.8%	3.9%	4.0%	4.2%	7.3%
Other	6.7%	7.1%	0.0%	0.1%	2.3%	9.5%	8.3%	0.0%

Chapter 1. Study Overview

This study represents a research effort between California State Parks' Off-Highway Motor Vehicle Recreation (OHMVR) Division and the Dept. of Recreation, Parks, and Tourism Administration (RPTA) at California State University, Sacramento. The study focuses on two dimensions of recreational use at the OHMVR Division's State Vehicular Recreation Areas (SVRAs): (1) measurement of visitor attendance (and conversion factors) and (2) collection of social data related to visitors at SVRAs. This planning effort is aimed at satisfying management information needs as required in the legislation providing for the OHMVR Division - Senate Bill 742 Section 8352.6(b-d) and State Parks' policy directives outlined in DPR 449, *Visitor Attendance Reporting*. Data collected will also be directed toward determining the Fuel Tax proportion of the Off-Highway Motorized Vehicle Trust Fund. Additionally, data collected in these studies is intended to support current and future management information needs by the OHMVR Division and will contribute to decision making associated with SVRAs.

This report is organized around the two main areas of interest: (1) attendance and conversion factors and (2) visitor data. Chapter 1 provides an overview of this research effort. Chapters 2-4 focus on attendance and conversion factors, and Chapters 5-13 are dedicated to visitor data.

Study Objectives

The objectives of this multi-season study are to:

- Establish a method for determining conversion factors at each of the SVRAs in the study;
- Establish new baseline conversion factors;
- Provide attendance measures at each SVRA during the study period;
- Review and evaluate current methods for collecting attendance data at the individual SVRAs and make recommendations for future attendance measures;
- Refine and establish new attendance data collection methods for use by the OHMVR Division and SVRA staff; and
- Relate social information from visitors about their use of the SVRAs to clarify attendance estimation and support other management decision making.

Project Priorities

At the outset of the study effort during the scoping period, a number of priorities were set relating to the two areas of focus for this study: measurement of visitor attendance and collection of visitor social data. These elements from the project scope are described below.

Visitor Attendance and Conversion Factors

Priority #1: Review, evaluate/assess, update, establish, and/or confirm SVRA Conversion Factors[1]

Establish (or verify) conversion factors for the eight SVRAs:

1. Carnegie
2. Claypit

[1] For the purposes of this study, "conversion factors" are defined as a method used to convert measures of attendance (e.g. number of people per car) to an individual park visit.

3. Heber Dunes
4. Hollister Hills
5. Hungry Valley
6. Oceano Dunes (added in February, 2013)
7. Ocotillo Wells
8. Prairie City

- Review DPR's management document "DPR's Visitor Attendance Guidelines" for information on established approaches to conversion factors, methodology, and survey information.
- Use data collected in this study to complete the following tasks:
    - Establish conversion factors for campers in contrast to those who are day users, visitors who pay an entrance fee in contrast to those who enter for free, and those who visit during high and/or low season[2];
    - Recommend a schedule of updates that individual SVRAs should follow using these conversion factors; and
    - Determine whether the SVRAs should use multiple conversion factors, providing a rationale based on statistical reliability.

Priority #2: Establish or confirm day-to-day methodologies for measuring SVRA visitor attendance

1. Establish a methodology for counting park visitors using statistically valid and reliable sampling so that:
- The method(s) used provides reliable and to the extent possible, accurate and consistent information;
- The method is repeatable and easily replicated by SVRA staff; and
- Visitor attendance data includes day use and overnight camping (as defined in the workbook provided to the contractor by DPR).

2. Establish an ongoing, day-to-day methodology for counting visitors to the SVRAs.
- Monthly visitor attendance reports are due to DPR consisting of daily and overnight park visitor totals.

SVRA Visitor Social Data

Priority #3: To collect data from on-site visitors through a written survey

The surveys were designed to collect data related to topics such as:

1. Characterization of SVRA distribution and type of use
   The data collected sometimes varied from site to site in accordance to what information was deemed relevant by the superintendent and staff at the given SVRA.

- Identification of types of off-highway vehicles (OHVs) visitors report using at the SVRAs: Motorcycles (dual and off-highway), ATVs, Side-by-Sides, sand rails, 4X4s, etc.
- For Ocotillo Wells, identification of patterns of use including
    - Where visitors enter and exit the SVRAs
    - The percentage of time these entrance and exit points are used

[2] Researcher Note: Upon collection of data from individual SVRAs, researchers found that there were no differences in conversion factors between camping and day use visitors, so this distinction is not made in the findings. The only site where a difference was found between camping and day use was at Oceano Dunes, and this difference is reported in the results section of this document.

- The distribution of their visit over the areas of the SVRA
- Camp location
- Use of parking areas, visitor centers, other facilities
- North vs. south sector use in Ocotillo Wells
- How many times visitors entered and exited the park (at Ocotillo Wells)
- Overnight vs. day use (including length of stay in nights/hours)

Ocotillo Wells required considerably more time and effort because of the dispersed nature of these areas' use and access points.

2. Provide SVRA visitor information related to
   - Sources of information about OHV use in California
   - Direct spending by visitors
   - Amount of fuel used

3. Provide demographic characteristics of visitors
   - Home zip code
   - Number of vehicles in group
   - Number of people in their group
   - Age of visitors
   - Other demographic indicators may be explored (e.g. education, income) if this is determined useful

4. Provide other visitor information
   - Feedback for State Park managers was gathered with an open-ended question for visitors to let managers know if they had any suggestions for improving the SVRA where they were contacted.

Chapter 2. Study Methods: Attendance and Conversion Factors

This section details the methods used in the study to estimate visitor attendance for the time frame of the study. For each SVRA, a review of previous attendance methodologies used at individual SVRAs and a description of the current study's approach to generate conversion factors are discussed.

Previous Attendance Measures Using "DPR 449"

From 1996 until the initiation of the current study, a tracking system based on the form DPR 449 (contained in Appendix A) was utilized by each SVRA. Prior to the initiation of this study in 2013, the process of visitor attendance reporting at SVRAs had not been updated since 1996. While The DPR 449 Monthly Visitor Attendance Report was regularly completed by SVRAs, researchers noted upon review of the approach used by individual SVRAs that determining actual visitor numbers varied across units, as did the methodologies for collecting the data. Researchers also noted that methodologies could also be influenced by factors such as annual agency budgets (e.g. staff availability, frequency and locations of counts). Researchers also found that management approaches could vary across the eight units when leadership changes occurred at the unit level. Subsequently, it became clearer that a review of the previous approaches was needed and adjustments needed to be made in the process to promote consistency, validity, and accuracy across all SVRAs. While the DPR 449 process was specific in what was to be counted, the method of counting (e.g. hand counter, pencil and paper, computer spreadsheet) was left up to the individual unit.

This section briefly summarizes the approach of the previously used DPR 449 process, and also describes the approaches used at individual SVRAs at the time this study was initiated. Electronic transfer of data from individual SVRAs using the standard DPR 449 Monthly Attendance Report was the primary goal of the 1996 form revision (Appendix A). Summaries were to be submitted on a quarterly basis at the District level, and then these numbers were, in turn, forwarded to Division.

Detailed information relating to the individual SVRA was included in individual DPR reports, with daily inputs comprising the basis for quarterly summaries, including:

- Paid day use (no. of vehicles entering, non-vehicle entrances, number of groups, number of people per group)
- Free day use (no. vehicles entering, non-vehicle entrances, number of groups, number of people per group)
- Overnight stays (no. of family campsites occupied, no. of non-family campsites occupied, no. of groups, no. of people per group)
- Boats
- The conversion factor relating to estimates of the average number of people per vehicle, which was then utilized as the primary coefficient in determining total SVRA visitor attendance.

Conversion factors were re-calculated twice annually (e.g. recreation season and off-season). They were to be derived during the last half of the 1st month of each of the two seasons and reported on the month's completed attendance report. Each unit was directed to determine their own seasons of use. Conversion factors were to be determined for three variables at each unit:

- Paid day use (actual no. of vehicles and total no. of occupants based on sampling of 1 busy weekday for 6 consecutive hours, 1 Saturday and 1 Sunday for 4 consecutive hours)
- Free day use (same as for paid day use)

- Site (actual no. of campers counted at fullest point during daily occupancy on two week days and two Saturdays)

Individual SVRA Approaches to Attendance Measures

At the outset of this study in 2013, Division and unit staff consulted with researchers to document the individual SVRA approaches to measuring attendance. This section summarizes each unit individually as reported to researchers by Division staff.

Previous Carnegie SVRA Attendance Methods

At Carnegie SVRA, daily attendance was determined at a single gate where park aides collected attendance numbers when they collect park fees. A cash register was programmed so that all vehicles entering the park, including various park passes and free entrances/passes, were entered by register key. Register keys were set up to record the number of dirt bikes, ATVs, and 4X4s entering and/or being towed into the park. At the end of the day the register prints out these totals were transcribed onto the DPR 449 form.

Camping attendance at Carnegie was calculated in much the same way. Each vehicle is charged a $10 camping fee for staying in the campground. The camper is issued a register receipt when they pay, and then those totals are summed up at the end of the day and printed on a register print out. For special events the promoter was to provide attendance data within twenty days. This information was then added to the 449 when received.

Carnegie SVRA's conversion factors were determined by vehicle surveys performed at the entrance station during peak seasons. An assigned employee kept track of each vehicle entering the park, determining what category they belonged to; additionally the number of occupants was counted from opening to closing hours. The survey period was one week, and the numbers were totaled every day to compute the average number of people per vehicle.

Since 2000, the conversion factor calculated for Carnegie was 2.0 for paid day use, free day use, and camping.

Previous Claypit SVRA Attendance Measures

At the time the study was initiated in 2013, attendance measures at Claypit were focused on one entrance/exit point. A vehicle counter was located inside the entrance road, which is owned and run by the California Dept. of Water Resources. SVRA staff obtained the attendance figures from DWR at the end of each month.

The counter was approximately 25 feet inside the gate. The counter documents vehicles any time they cross the line, so it counted them when they entered and when they left. Because of this park staff divided the total count by 2. The conversion factor used at Claypit was 2.5.

One area of concern at the time the study was begun was the fact that vehicles were able to make an immediate right or left turn when they entered the gate, which would cause them to enter the park without crossing the traffic counter. Because of this, a new, additional traffic counter was installed closer to the egress to the main road adjacent to the SVRA entrance.

Previous Heber Dunes SVRA Attendance Measures

Day-to-day visitor attendance counts were tracked by individual staff on a single patrol shift. Near the outset of the study, a traffic counter was installed inside the gate to Heber Dunes. The conversion factor used at Heber Dunes was 3.5.

Previous Hollister Hills SVRA Attendance Measures

At Hollister Hills, camping numbers were counted at the beginning of each day by a staff member. On the days camping was not counted, that number was estimated based on the numbers that were gathered during the rest of the week.

Day use was determined by gathering the numbers from the register closeouts during the week and weekend. On days there is no register closeout, that number was estimated based on the numbers that were gathered from the days there were register closeouts. Free day use was estimated based on the day use number for that day as well as the amount of annual passes that are counted.

Annual passes were determined by a count at the entrance as well as estimation based on day use for that day. On days annual passes were not counted (some weekdays), an estimation was made based on day use for that day as well as the annual pass counts taken during the rest of the week.

Special event numbers from the GP Track and Area 5 were taken by estimation at two to three times during a shift. Other special event numbers were collected from SVRA staff responsible for special events as well as other staff members that may have been involved in the event.

In 2013 Hollister reported use of a conversion factor of 2.0 for both day use and free entrance, and 2.4 for camping. Unit managers indicated that these numbers had not been adjusted since 2003/04. These conversion factors were determined by using a park aid stationed at the entrance to the park. Every vehicle that entered the SVRA was counted, their number of occupants, as well as how many ATVs or motorcycles they were bringing.

Previous Hungry Valley SVRA Attendance Measures

At Hungry Valley, paid day use numbers were determined by the day use passes sold at three kiosks. Kiosks were staffed either 8-6 or 9-5 every day of the week, in which a seasonal employee counted visitors. Free day use included annual day use pass visitors, and vehicles that enter the SVRA to get to Los Padres National Forest. Camping was determined by the number of camping passes sold at the North and South kiosk each day.

Managers reported that special events were counted in two ways: if there is a special event at the track, the event holder will report the number of people at the event. If an event was held in the main park and did not require the visitor to pay at a kiosk, the kiosk tracked the number of vehicles going to the special event.

At the time the study was initiated in 2013, the conversion numbers were 3.0 for day use and camping.

Previous Oceano Dunes SVRA Attendance Measures

At the time the study was initiated, Oceano Dunes SVRA was not part of the initial scoping process, so this information was not collected.

Previous Ocotillo Wells SVRA Attendance Measures

Ocotillo Wells attendance was counted by an employee assigned that duty for the day; during summer the ranger on morning patrol completed the count. During the busy season Lifeguards were responsible for the count during the weekends, and rangers monitored counting during the week. Managers noted that the count was almost always completed by noon. This process involved driving throughout Ocotillo Wells and the Freeman Property, counting day use and overnight campers based on the appearance of their vehicles and campsite. This count was occasionally completed by Air Patrol One for the Freeman Property and reported to the Ocotillo Wells staff member responsible for attendance data.

Managers noted that there were many areas adjacent to the park where day users stage their equipment and ride into Ocotillo Wells from houses, trailer parks, the Superstition OHV area managed by BLM, and Anza Borrego State Park. These day users were difficult to count because they enter and exit the park regularly from non-traditional entrance points and the same vehicle may visit the park several times throughout one day. For that reason the day use numbers obtained from the daily count were combined with an estimation of the day use visitors from outside the park.

Special event visitors are included in the regular visitation and not counted separately. Only the Tierra Del Sol event adds more than 100 additional vehicles on an annual basis and managers indicated that these numbers were informally tracked.

In 2013, managers at Ocotillo Wells indicated that the conversion factor used for both day use and overnight was 5.0 for high season and 3.0 low season and that this number was evaluated twice annually.

Previous Prairie City SVRA Attendance Measures

At Prairie City, managers reported that Park Aids collect daily attendance numbers using a daily tally sheet each day the SVRA is open to the public. The SVRA is closed on Wednesdays. Staff would add up the total numbers and transfer them to a printed copy of the DPR 449 (fiscal year totaling style). The numbers were then transferred to the electronic DPR 449. From that, numbers were transferred to the new DPR 449, on this 449 the daily totals were added detailing day use tickets, senior tickets, disabled discount tickets and annual pass used/sold, this equals DAY USE PAID – Vehicle, on page 1 of the new 449 (Total Vehicle count which gets converted).

The Free Vehicles were then totaled (i.e. Visitor wanting to Check out the Park, ATV/MC class participants, & Mud Mart patrons) with the free passes, Disable Veteran Pass, Golden Bear Pass, State Park Foundation Pass and this equals FREE DAY USE – Vehicle, on page 1 of the new 449 (Total Vehicle count which were converted).

Staff then took the totals from the Concessionaires and Special Events sheets and transferred those numbers to DAY USE PAID – Group, on page 1 of the new 449 (Total People). However at this time the Concessionaires each reported numbers to the SVRA managers in different ways: Kart Track numbers were provided as a weekly total, Hangtown Track practice numbers were provided as daily events, TT Track numbers were reported as a monthly total.

Other numbers relating to attendance at Prairie City: Quarter Midget Track was included into the daily DAY USE PAID - Vehicle totals, YMCA numbers were reported to the SVRA once a month (when they are using the park) and were included in FREE DAY USE – Group, on page 1 of the new 449 (Total People).

On the days when a Park Aide was not working the entrance station, a field count was performed and those numbers were included in the FREE DAY USE – Vehicle, and any Annual Passes seen were included in PAID DAY USE – Vehicle.

The attendance numbers collected for Special Events were entered on a Special Event Daily Attendance Report. Some of the Special Event attendance numbers are also collected via email or mail then transferred to DPR 449.

The conversion factor calculated for Prairie City was 2.5 for paid day use and 2.0 for free day use..

Methods Used to Generate New Conversion Factors and Attendance Estimates in Current Study

This section details the approach used to generate conversion factors for each individual SVRA, and this methodology forms the basis for researchers' recommendations for how State Parks should proceed with attendance measurement in the future. Prior to the initiation of data collection, researchers travelled to each SVRA and met with unit managers to discuss specifics of previous attendance measures, SVRA layouts, visitor travel patterns, special events, and other details related to improving and strengthening the visitor attendance measurement system at each SVRA. After the study was initiated, researchers often made repeated trips back to the SVRAs to train staff and researchers in various components of the project (e.g. implementing new entrance gate cash registers).

In the spring of 2012, researchers consulted with Division managers in a workshop in which initial attendance figures, measures, and methodologies were presented. With manager feedback, researchers returned to the data and met throughout the summer season to discuss and refine the approach currently presented in this chapter, with results and recommendations presented in Chapter 3 of this report.

Controlled vs. Open Access SVRAs

Researchers found at the study outset that the primary issue was the difference in approach needed at sites with controlled access sites (staffed gates) versus open access (e.g. no entrance gates or kiosks). Controlled access SVRAs include: Carnegie, Hollister Hills, Hungry Valley, Oceano Dunes, and Prairie City. Open access SVRAs include: Claypit, Heber Dunes, and Ocotillo Wells. For the controlled access sites, multiple conversion factors were generated using different methods. Except for Oceano Dunes, conversion factors for the controlled access sites were generated using a "cash register" methodology described below and a survey methodology where visitors were asked to report the number of people in the vehicle when entering the park. The cash register methodology was not used for Oceano, but rather an iPad methodology was used and described in the next section. For the open access sites, the conversion factors that were considered were generated using only the survey methodology. (Note: descriptions of how the surveys were distributed, collected, and analyzed are described in Chapter 4).

For this study, the method for calculating attendance estimates is similar to previous methods where the number of vehicles on the 449s are multiplied by the conversion factor. For the controlled access sites, the number of vehicles entering the park was recorded via cash registers and then inputted into the 449s. For Claypit and Heber Dunes, the number of vehicles was recorded using a traffic counter device at the park entrance. Ocotillo Wells was the most complicated case; the number of vehicles was determined by counting vehicles in images that were captured by aerial photography flights over 7 different days. More detailed specifics are described in the next sections.

Controlled Access Sites: Carnegie, Hollister, Hungry Valley, and Prairie City

Carnegie, Hollister, Hungry Valley, and Prairie City all have controlled vehicular access and collect payment at entrance gates. For these sites, researchers consulted with Division leadership and SVRA managers and were able to establish consistent cash register keyboards in entrance booths where SVRA staff members collected entry fees from visitors. This effort satisfied one of the primary priorities of the study: to establish a methodology for counting park visitors. See Appendix B for an example of a typical SVRA register key layout developed and implemented for this study.

Whenever a vehicle would approach the entrance stations, an SVRA staff member identified the number of individuals in each vehicle entering the park, how many nights the group would be camping (for overnight visitors) and entered these figures into the cash register. The total number of vehicles entering an SVRA was also collected at this time. These figures were then summarized in monthly reports, known as the DPR-449 forms.

For Carnegie, Hollister, Hungry Valley, and Prairie City, the conversion factors were calculated using the cash-register method described above and the survey method where respondents were asked the number of people in the vehicle when they entered the park.

Method 1 (Cash Registers):

Dividing The total number of number of individuals entering the SVRA[3] *by*
The total number of vehicles entering the SVRA[4]

Method 2 (Surveys):

Using data from surveys where survey respondents reported the total number of individuals per vehicle. These surveys were administered 2 weekdays and 2 weekend days per month for 12 months from October 2012 - September 2013. (See Chapter 4 for more details about data collection using the survey.)

Tables in the next chapter indicate when Method 1 was implemented (cash registers) and when the number of surveys collected for Method 2. Confidence levels and margin of error are also included.

Controlled Access Site: Oceano Dunes

While Oceano Dunes has controlled vehicular access and collects an entry fee, a slightly different method was used to calculate conversion factors. At Oceano Dunes, park staff were already using a cash register prior to this study. However, due to high visitation and staffing constraints, Oceano Dunes entrance gate registers were not modified to include this key (this decision was based on concerns over inadequate time for staff training and use of the modified system). Instead, a sampling methodology was utilized whereby researchers were placed at both entry points simultaneously for 6-hour intervals using an iPad to identify and record how many visitors were in each vehicle entering the site and for how many nights if they were camping. Using a random sampling methodology, this process was repeated on 2 weekdays and 2 weekend days per month for 12 months from March, 2013 until February, 2014.

[3] The headcount totals were calculated using figures from the "back page." The headcounts were added together (special events were not included.)
[4] The total number of vehicles was calculated using figures from the "front page—449s."

The conversion factor for Oceano Dunes was obtained by calculating the mean of the number of people per vehicle entering the park (day use and camping). The total number of vehicles entering Oceano Dunes were collected when an entry fee was collected. These figures were then summarized in the 449 monthly reports.

Open Access Sites: Claypit, Heber Dunes

While Claypit and Heber Dunes have controlled vehicular access and Ocotillo Wells has dispersed vehicle access, none of these sites collect entry fees. Subsequently, there was only one method used to calculate conversion factors: interviews with visitors using a survey method (see Chapter 4). Like Method 2 described above, conversion factors were calculated using data from surveys where survey respondents reported the total number of individuals per vehicle.

At Claypit, surveys were administered on stratified, randomized dates four times per month (2 weekdays and 2 weekend days from October 2012-September 2013) to identify how many individuals were in each vehicle that entered the site.

At Heber Dunes, after two months of executing the schedule as above, those conducting the surveys identified that visitation was minimal to none during the weekdays. Hence, from October –November, surveys were administered randomly four times per month (2 weekdays and 2 weekend days); then between December 2012 through May 2013, data was collected 4 weekend days per month. No data were collected in the summer because there were no visitors due to the extreme heat.

For Claypit and Heber Dunes, the number of vehicles was recorded using a traffic counter. These numbers were then inputted into monthly 449s.

Open Access Site: Ocotillo Wells

Ocotillo Wells SVRA is characterized as the largest SVRA in the study with broad, open-access and no centralized entrance over 85,000 acres. In consultation with field level managers at Ocotillo Wells SVRA, managers and researchers determined that the immensity and access of the SVRA (e.g. many parts can be accessed by simply driving off the sides of local roads and highways and entering into the area) was the primary challenge in calculating visitor attendance levels.

Like Claypit and Heber Dunes, conversion factors were calculated using data from surveys where survey respondents reported the total number of individuals per vehicle. At Ocotillo Wells, surveys were administered 2 weekdays and 2 weekend days per month for 12 months from October 2012-September 2013. In addition to asking the number of people in the vehicle when they entered the park, the survey respondents were also asked to identify on a map of the park where they travelled as part of their visit.

Determining the number of vehicles in the park was the biggest challenge. It was decided that aerial surveys would be the best way to capture the number of vehicles. This method has been used at similar recreation studies where use is spread over areas so extensive that on-the-ground sampling methods are too limited to capture specific use levels (Ault, et. al. 2008; Haas 2008; Watson, et. al. 1987).

Aerial Flight Methodology

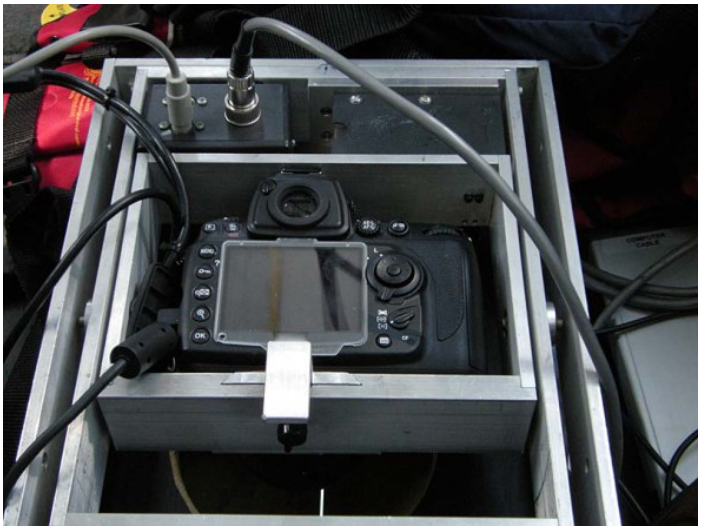
The effort to measure visitor attendance at Ocotillo Wells was built on a sample of aerial surveys conducted by low flying manned aircraft on 7 randomly selected dates, once a month starting September, 2013 through March, 2014. California State University researchers contracted with the Air Services Division of the California Department of Fish and Wildlife (DFW) to conduct a series of photo missions

to collect visitor use data similar in methodology to the DFW's wildlife surveys. This study effort utilized a Partenavia P68 aircraft (see Figure 2.1) equipped with a photo port for taking images from the air using a Niking D800 CLSR camera. On photo missions, flight patterns were planned to collect images across areas of the SVRA where visitors commonly travel. During a typical 3-hour flight time, approximately 900 images per session were taken over the SVRA to capture a "snapshot" of use to represent the entirety of use at a given moment during the regular use season. There was a 15% overlap between photos. Low use seasons (e.g. June through August) at Ocotillo Wells are visited so low that it was presumed almost no visitors are present because of the extreme heat in the area.

Figure 2.1 DFW Partenavia P68 aircraft.

Source: http://cdfgnews.wordpress.com

Figure 2.2 Photographic Mount inside Aircraft



Source: http://cdfgnews.wordpress.com

Once completed, high resolution photographs resulting from the overflight samples were scanned individually by researchers, and the number of trucks, cars, and RVs were counted to determine the number of vehicles in the park at the time of the aerial flights. This kind of "snapshot" of recreation use at a site at a given moment of time has been utilized in numerous other large-scale recreation studies in past decades and forms the basis of the proposed methodology for future use estimation at Ocotillo Wells.

Travel and Visit Mapping at Ocotillo Wells

At the conclusion of the visitor survey (survey methods described in Chapter 4 with the Ocotillo Wells questionnaire in Appendix C), visitors to Ocotillo Wells who completed an on-site questionnaire were shown a map of the SVRA and asked to draw on a map the following parts of their visit: travel routes, enter and exit points, camping location, trip staging site. From these responses, a set of frequencies was developed and plotted on maps. As well, these data will be used in conjunction with reported numbers of people per vehicles from the surveys, as well as the aerial survey data to provide OHMVR Division managers with an overall estimated total of use at Ocotillo Wells during the study period.

Chapter 3. Findings and Recommendations: Attendance and Conversion Factors

In the first section of this chapter, conversion factor alternatives are presented and preferred recommendation of conversion factors are noted. In the second part of this section, a summary table of the recommended conversion factors is presented, along with attendance estimates for the study time frame for each SVRA. The final section of this chapter focuses on recommendations on ways to calculate attendance figures in future efforts.

Conversion Factor Alternatives and Preferred Recommendations

Controlled Access Sites: Carnegie, Hollister, Hungry Valley, and Prairie City

As noted in the previous chapter of this report, two methods were used to calculate visitor attendance at Carnegie, Hollister, Hungry Valley, and Prairie City.

Method 1 (Cash Registers):

Dividing The total number of number of individuals entering the SVRA[5] *by*
The total number of vehicles entering the SVRA[6]

Method 2 (Surveys):

Using data from surveys where survey respondents reported the total number of individuals per vehicle. These surveys were administered 2 weekdays and 2 weekend days per month for 12 months from October 2012 - September 2013.

Table 3.1 lists when Method 1 was implemented (cash registers) and the number of surveys collected for Method 2. Confidence levels and margin of error are also included.

Table 3.1 Method 1—Date of implementation & Method 2—Number of surveys

SVRA	Method 1: Dates for cash register conversion factors	Method 2: # of surveys collected	Confidence level ± Margin of Error
Carnegie	July 2013 - February 2014	N=796	95% ± 3.5%
Prairie City	July 2013- February 2014	N=1,004	95% ± 3.5%
Hollister Hills	April 2013 - February 2014	N=620	95% ± 5.0%
Hungry Valley	April 2013 - February 2014	N=709	95% ± 5.0%

[5] The headcount totals were calculated using figures from the "back page." The headcounts were added together (special events were not included.)
[6] The total number of vehicles was calculated using figures from the "front page—449s."

Table 3.2 Current Conversion Factors Used (pre-study)

SVRA	High Season	Low Season	Conversion Factors					
			Paid Day Use		Free Day Use		Camping (sites)	
			High	Low	High	Low	High	Low
Carnegie	10/1-4/30	5/1-9/30	2.0	2.0	2.0	2.0	2.0	2.0
Prairie City	Oct/1-4/30	5/1-9/30	2.5	2.5	2.0	2.0	None	None
Hollister Hills	10/1-5/31	6/1-9/30	2.5	2.5	2.0	2.0	3.0	3.0
Hungry Valley	10/1-4/30	5/1-9/30	3.0	3.0	3.0	3.0	3.0	3.0

Tables 3.3 through 3.6 contain a summary of the conversion factors generated using the two different methods and the recommended conversion factors for each SVRA are presented.

For each of these four cases, the following recommendations were made in a meeting with Division managers and study researchers:

1) *Preferred Recommendation: Cash registers*
   Use the conversion factor generated by Method 1 (cash register) and to apply this conversion factor to all vehicles (regardless of season or day/camping use). This conversion factor is calculated using "actual" attendance measures and is the most accurate. This is illustrated in Figures 3.1 – 3.8 which illustrate that the current conversion factors used overestimate attendance figures.

2) *Alternative 1: Surveys*
   Use the *mean* as the conversion factor generated by Method 2. Specifically, use the "overall" mean and apply this conversion factor to all vehicles (regardless of season or day/camping use).

3) *Alternative 2: Surveys*
   Use the *median* [7] as the conversion factor generated by Method 2. Specifically, use the "overall" median and apply this conversion factor to all vehicles (regardless of season or day/camping use). However, it is understand that current policy may prohibit the use of this statistic.

While researchers recommend using conversion factors generated by Method 1 because the data given approximates the exact numbers of individuals and vehicles entering each site, it could be argued that it makes sense to use conversion factors calculated using Method 2 (surveys). One could argue that this is the method that was used in the past and is also the method used to calculate the conversion factors for the other four SVRAs. However, the researchers would recommend changing how the conversion factors are currently being calculated to better reflect the actual numbers of individuals and vehicles entering the site.

It is also worth noting that the conversion factors calculated using Method 2 (surveys) are consistently higher than those calculated using Method 1 (cash register). In analyzing the surveys collected,

[7] Note that the maximum # of people per vehicle was capped at 8 people. This accounted for any outliers (e.g., people who didn't understand question and put total # of people in group).

researchers found that the majority of the respondents are in a group (not solo). It is hypothesized that it may have been easier for the person in the field to approach and convince a person in a group to fill out a survey (as they wait for their friends/family, etc.) than it was to approach a single individual in the field. Those riding solo may also have spent less time in the staging areas, waiting for others, etc.

Table 3.3 Carnegie Conversion Factor Summary

Carnegie	Overall factor	High Low	Low Season
Method 1: Cash registers	1.8	1.7	2.0
Method 2: Surveys			
Mean	2.2	2.2	2.7
(Median)	(2.0)	(2.0)	(2.0)
RECOMMENDED	**1.8**	**1.8**	**1.8**

Table 3.4 Prairie City Conversion Factor Summary

Prairie City	Overall factor	High Low	Low Season
Method 1: Cash registers	2.0	2.0	2.1
Method 2: Surveys			
Mean	2.5	2.5	2.5
(Median)	(2.0)	(2.0)	(2.0)
RECOMMENDED	**2.0**	**2.0**	**2.0**

Table 3.5 Hollister Hills Conversion Factor Summary

Hollister Hills	Overall factor	High Low	Low Season
Method 1: Cash registers	1.9	1.9	2.0
Method 2: Surveys			
Mean	2.2	2.2	2.3
(Median)	(2.0)	(2.0)	(2.0)
RECOMMENDED	**1.9**	**1.9**	**1.9**

Table 3.6 Hungry Valley Conversion Factor Summary

Hungry Valley	Overall factor	High Low	Low Season
Method 1: Cash registers	2.3	2.3	2.4
Method 2: Surveys			
Mean	2.8	2.9	2.6
(Median)	(2.0)	(2.0)	(2.0)
RECOMMENDED	**2.3**	**2.3**	**2.3**

For each of the four SVRAs, a table is presented which includes the actual attendance number (from the cash registers)[8], the estimated attendance numbers using the recommended conversion factor, the estimated attendance numbers using the current factors, and the differences between the estimations and

[8] Please note that it is assumed that the staff members are entering the number of people accurately into the cash registers to generate the "actual" attendance figures.

actuals. In addition, figures are included to illustrate that the recommended conversion factor closely approximates the actual attendance data, while current factors overestimate the attendance figures.

Table 3.7 Carnegie Comparisons of Attendance Actuals and Estimations

Month	Actual attendance #	Recommended CF (1.8) Estimation	Difference (actual vs. recommended)	Current CF (2.0) Estimation	Difference (actual vs. current)
Jul-13	3,065	2,752	-313	3,058	-7
Aug-13	3,432	3,051	-381	3,390	-42
Sep-13	3,270	3,064	-206	3,404	134
Oct-13	7,280	7,796	516	8,662	1,382
Nov-13	9,463	9,619	156	10,688	1,225
Dec-13	8,586	9,239	653	10,266	1,680
Jan-14	8,254	8,460	206	9,400	1,146
Feb-14	8,095	8,683	588	9,648	1,553
Total	51,445	52,664	1,219	58,516	7,071
			2.4% overestimation		**13.74% overestimation**

Figure 3.1 Carnegie Comparisons of Attendance Actuals and Estimations

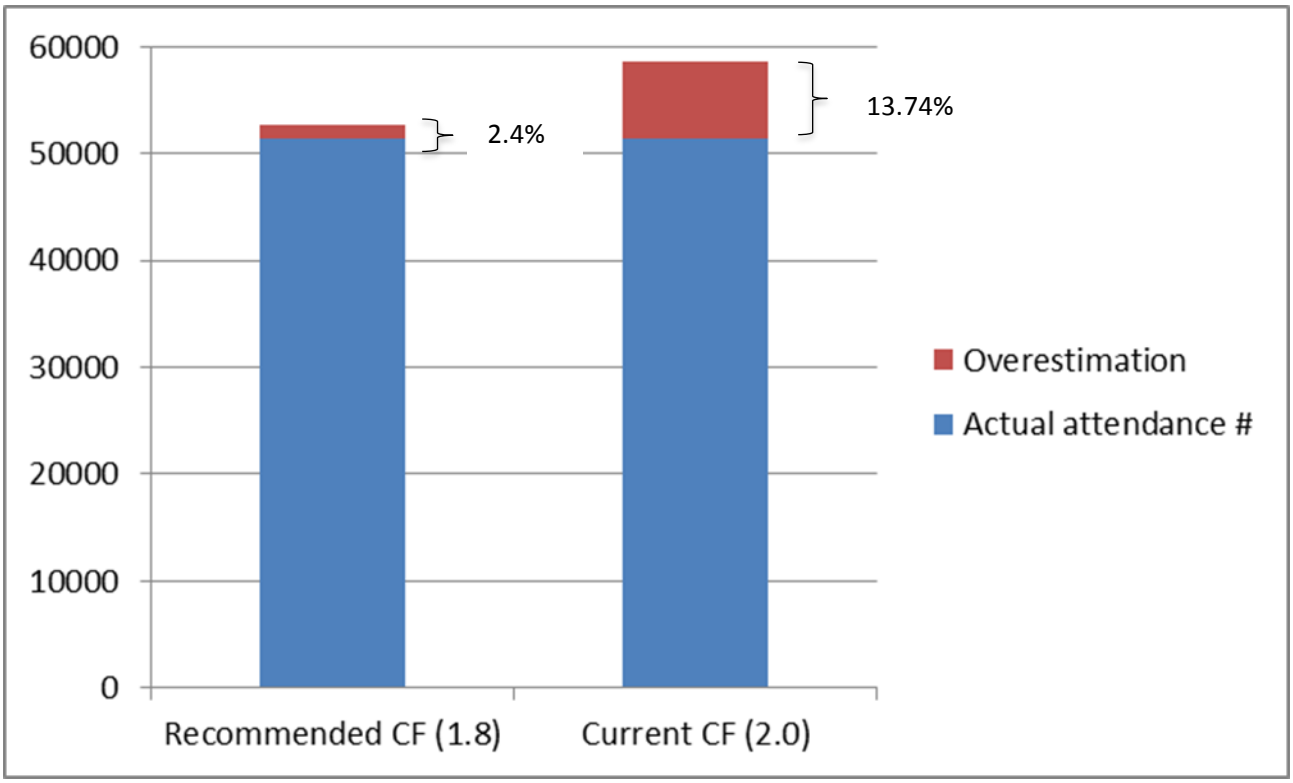


Table 3.8 Prairie City Comparisons of Attendance Actuals and Estimations

Month	Actual attendance #	Recommended CF (2.0) Estimation	Difference (actual vs. recommended)	Current CF (Day 2.5, Free 2.0) Estimation	Difference (actual vs. current)
Jul-13	2,543	2,562	19	3,095	552
Aug-13	2,968	2,866	-102	3,478	510
Sep-13	3,609	3,300	-309	4,033	424
Oct-13	4,514	5,932	1,418	7,094	2580
Nov-13	5,472	5,028	-444	6,112	640
Dec-13	4,316	4,456	140	5,474	1,158
Jan-14	4,969	4,500	-469	5,531	562
Feb-14	4,786	4,482	-304	5,522	736
Total	33,177	33,126	-51	40,337	7,160
			-0.2% Underestimation		**21.58% Overestimation**

Figure 3.2 Prairie City Comparisons of Attendance Actuals and Estimations

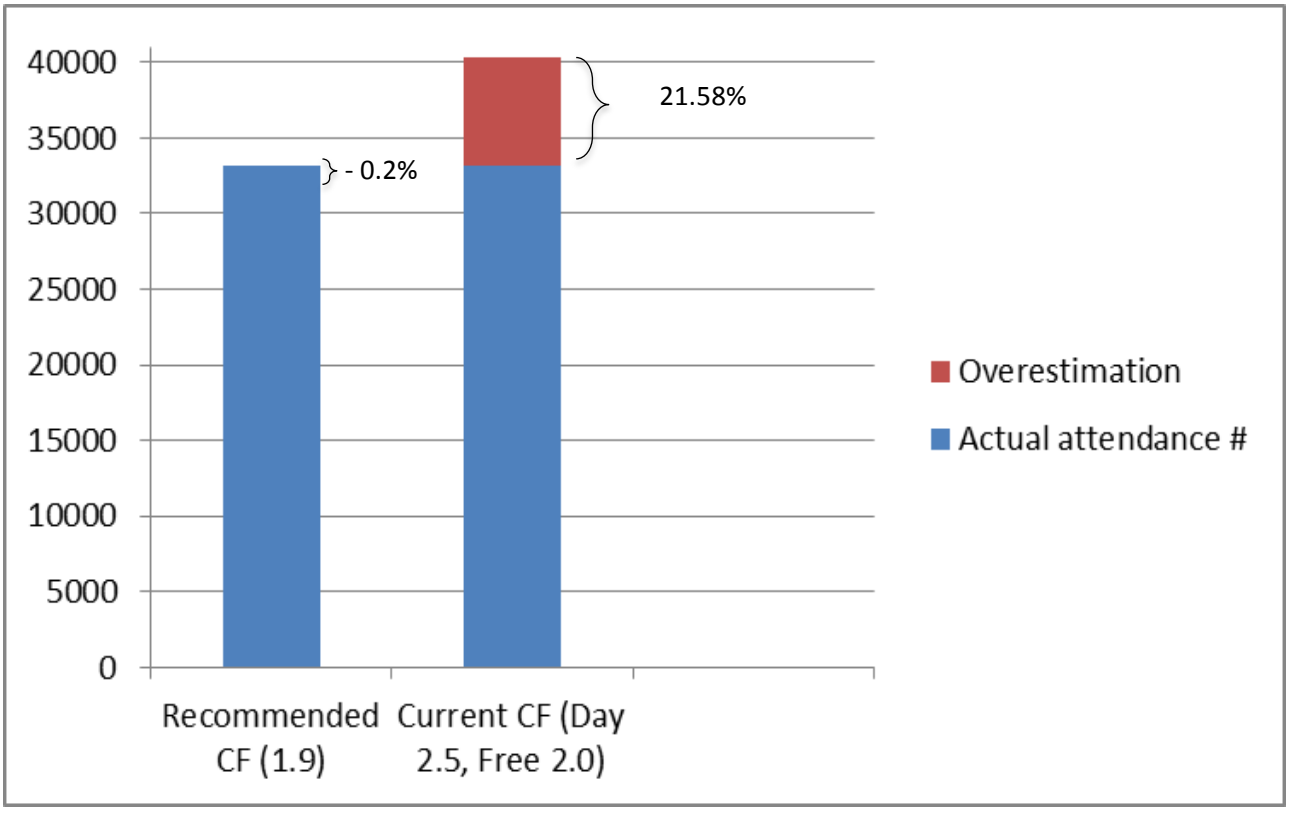


Table 3.9 Hollister Hills Comparisons of Attendance Actuals and Estimations

Month	Actual attendance #	Recommended CF (1.9) Estimation	Difference (actual vs. recommended)	Current CF (Day 2.5, Free 2.0, Camp 3.0)	Difference (actual vs. current)
Apr-13	10,150	9,905	-245	13,820	3,670
May-13	10,786	10,955	169	15,088	4,302
Jun-13	6,354	6,238	-116	8,737	2,383
Jul-13	8,047	7,699	-348	10,878	2,831
Aug-13	6,514	5,871	-643	8,307	1,793
Sep-13	5,391	5,027	-364	7,069	1,678
Oct-13	8,782	8,862	80	12,656	3,874
Nov-13	14,892	13,783	-1,109	19,867	4,975
Dec-13	7,477	8,052	575	11,130	3,653
Jan-14	8,275	9,253	978	12,793	4,518
Feb-14	10,363	11,520	1,157	16,137	5,774
Total	97,031	97,164	133	136,479	39,448
			0.1% overestimation		**40.7% overestimation**

Figure 3.3 Hollister Hills Comparisons of Attendance Actuals and Estimations

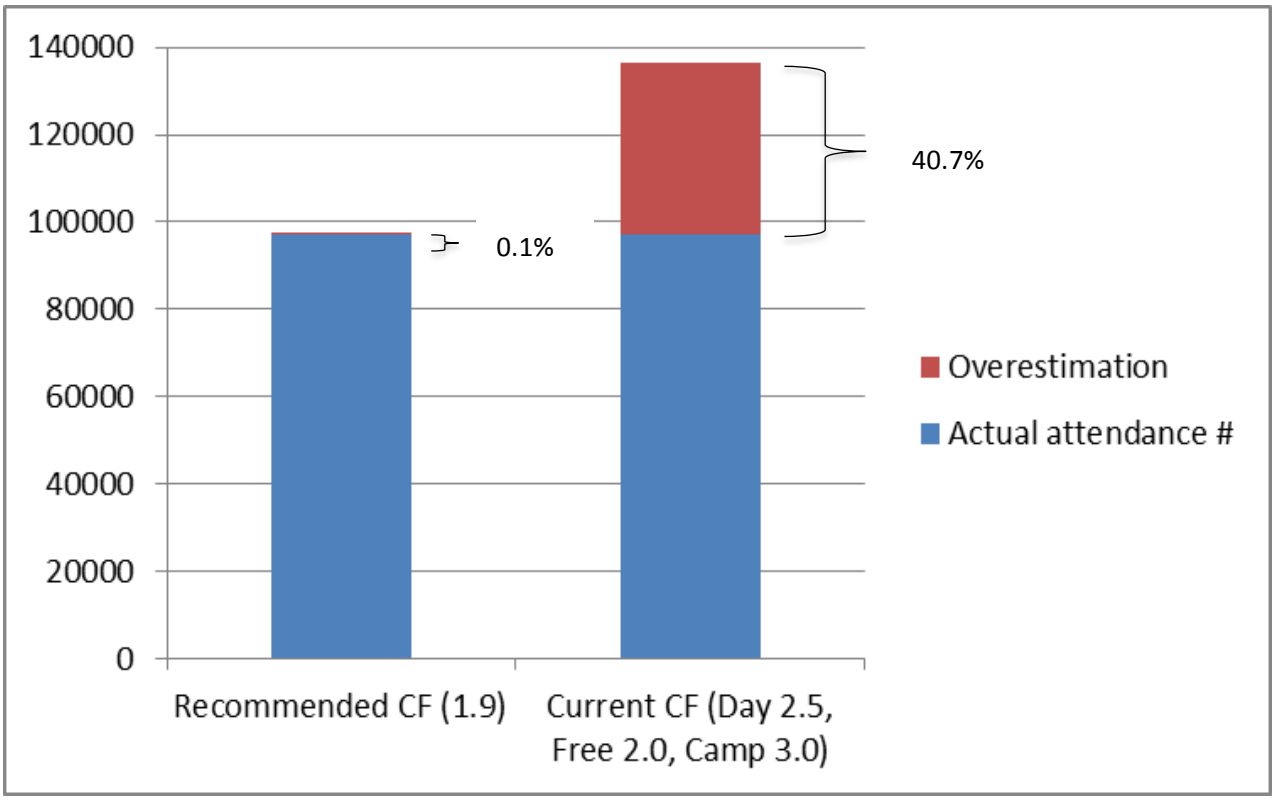
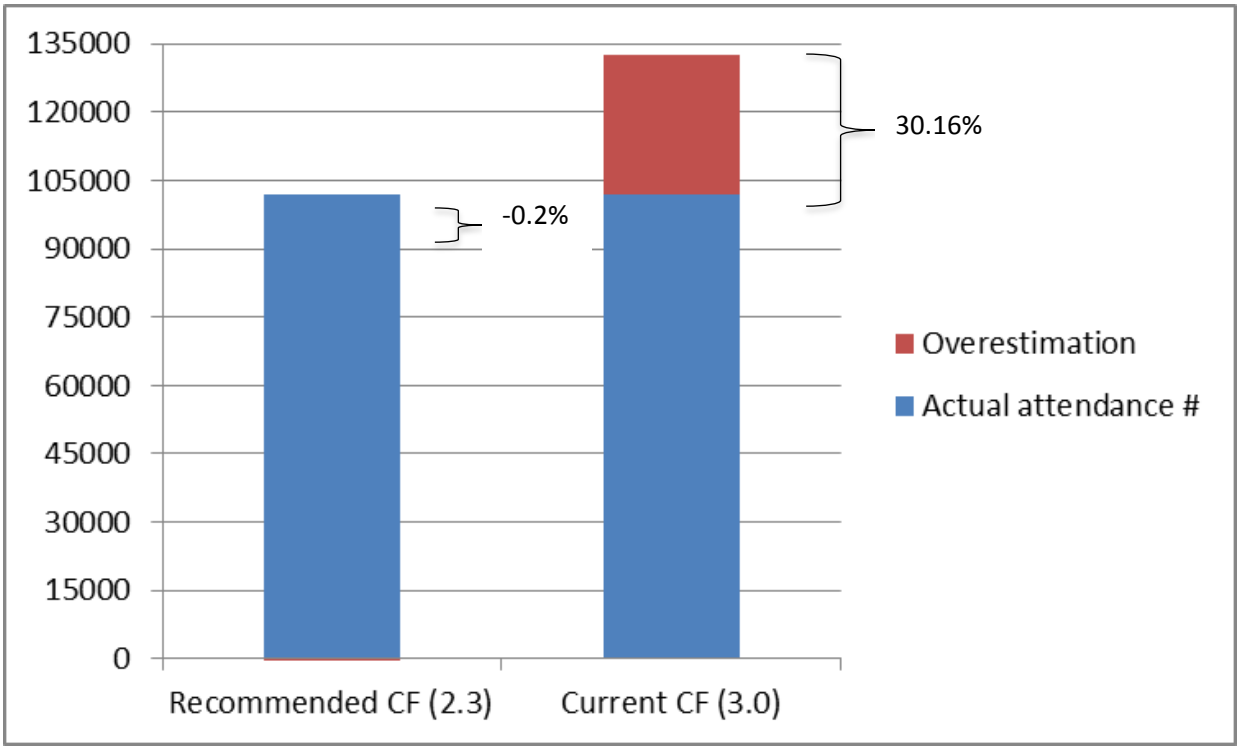


Table 3.10 Hungry Valley Comparisons of Attendance Actuals and Estimations

Month	Actual attendance #	Recommended CF (2.3) Estimation	Difference (actual vs. recommended)	Current CF (3.0)	Difference (actual vs. current)
Apr-13	12,404	13,375	970	17,445	5,041
May-13	10,353	8,908	-1,445	11,619	1,266
Jun-13	7,079	7,192	113	9,381	2,302
Jul-13	7,878	7,238	-640	9,441	1,563
Aug-13	8,295	7,958	-337	10,380	2,085
Sep-13	8,417	8,568	151	11,175	2,758
Oct-13	9,899	10,504	605	13,701	3,802
Nov-13	11,994	12,289	295	16,029	4,035
Dec-13	6,240	6,373	133	8,313	2,073
Jan-14	9,859	9,727	-132	12,687	2,828
Feb-14	9,378	9,451	73	12,327	2,949
Total	101,796	101,582	-214	132,498	30,702
			-0.21% underestimation		**30.16% overestimation**

Figure 3.4 Hungry Valley Comparisons of Attendance Actuals and Estimations



Controlled Access Site: Oceano Dunes

The conversion factor for Oceano Dunes was obtained by calculating the mean of the number of people per vehicle entering the park (day use and camping).

Tables 3.11 and 3.12 show the total number of vehicles recorded to calculate the conversion factor is 17,974 (confidence of level of 99% and a margin of error ± 1.0%).

Table 3.11 Current Conversion Factors Used

SVRA	High Season	Low Season	Conversion Factors					
			Paid Day Use		Free Day Use		Camping (sites)	
			High	Low	High	Low	High	Low
Oceano Dunes	Year Round	Year round	3.5	3.5	3.5	3.5	3.8	3.8

Table 3.12 Oceano Dunes Conversion Factor Summary

	Overall factor	Day Use	Camping
Mean from iPad	2.6	2.1	2.7

1) *Alternative 1:* Use two different *means* (*day use* and *camping*) as the conversion factor calculated from the surveys

2) *Alternative 2:* Use the "overall" *mean* as the conversion factor calculated from the surveys.

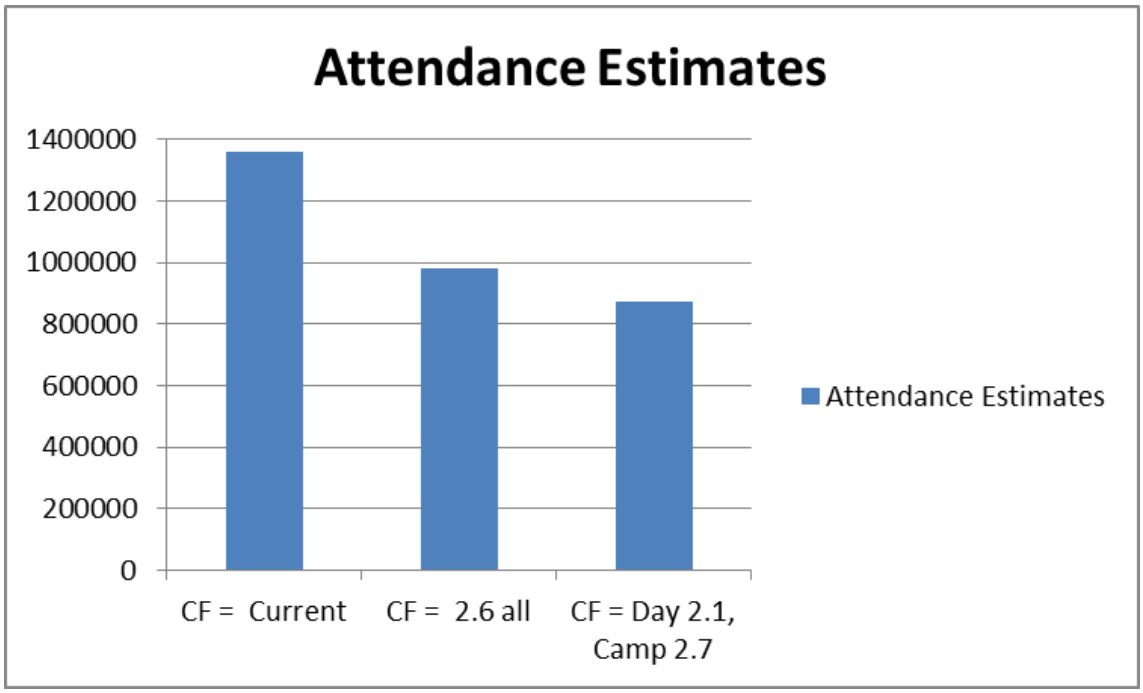
For Oceano Dunes, researchers recommend making a distinction between "camping" and "day use."

The following table (Table 3.13) shows a summary of the estimated attendance for Oceano Dunes for the study timeframe. Figure 3.5 shows a comparison of the conversion factor approaches.

Table 3.13 Estimated Attendance for Study Time Frame with Alternative Conversion Factors

Month	Attendance # Current CF (Day 3.5, Camp 3.8)	CF (2.6 for all) Estimation	Difference (current vs. new all)	CF Day 2.1, Camp 2.7)	Difference (current vs. new day/camp)
Mar-13	102,083	74,755	27,328	63,282	38,801
Apr-13	89,333	65,655	23,678	54,931	34,402
May-13	89,000	64,971	24,029	55,554	33,446
Jun-13	99,058	71,934	27,124	62,548	36,510
Jul-13	178,270	128,021	50,248	115,268	63,002
Aug-13	151,277	109,158	42,119	968,33	54,444
Sep-13	87,452	63,749	23,703	547,61	32,691
Oct-13	63,771	46,535	17,236	398,42	23,929
Nov-13	96,187	69,488	26,700	614,17	34,770
Dec-13	82,840	60,068	22,772	524,75	30,365
Jan-14	81,680	59,686	21,994	508,75	30,805
Feb-14	239,676	167,448	72,228	163,776	75,899
Total	**1,360,627**	**981,469**	**379,158**	**871,562**	**489,064**
			28%		56.1%

Figure 3.5 Oceano Dunes Comparisons of Attendance Estimations



Controlled Access Sites: Claypit, Heber Dunes, and Ocotillo Wells

At Ocotillo Wells, surveys were administered 2 weekdays and 2 weekend days per month for 12 months from October 2012-September 2013. Table 3.14 lists the sample sizes for each site as well as the confidence intervals associated with each sample. Table 3.15 lists current conversion factors used for these sites.

Table 3.14 Number of Surveys Collected at Claypit, Heber Dunes, and Ocotillo Wells

SVRA	Number of surveys collected	Confidence level ± Margin of Error
Claypit	N=288	90% ± 5.0%
Heber Dunes	N=238	90% ± 5.0%
Ocotillo Wells	N=1,003	95% ± 3.5%

Table 3.15 Current Conversion Factors Used

SVRA	High Season	Low Season	Conversion Factors					
			Paid Day Use		Free Day Use		Camping (sites)	
			High	Low	High	Low	High	Low
Claypit	9/1-6/30	7/1-8/31	None	None	2.5	2.5	None	None
Heber Dunes	Spring/Fall	Summer	None	None	3.5	3.5	None	None
Ocotillo Wells	10/1-5/31	6/1-9/30	None	None	5.0	3.0	5.0	3.0

1) *Alternative 1:* Use the *mean* as the conversion factor calculated from the surveys. The advantage of using a median is because it accounts for outliers. However, since the outliers were capped at 8 people per vehicle, there was no need to accommodate for this factor. Therefore, the mean is the better of the two calculations as it would better reflect the actual number of individuals entering the park site.

2) *Alternative 2:* Use the *median* as the conversion factor calculated from the surveys. However, it is understand that current policy may prohibit the use of this statistic.

For Heber Dunes, Claypit and Ocotillo Wells, researchers recommend that an "overall" conversion factor be used. It is worth noting that the percentage of surveys collected in low seasons were quite low (Claypit =10%, Heber Dunes = 0%, Ocotillo Wells=9%). Table 3.16 lists a summary of the methods and conversion factors.

Table 3.16 SVRA Conversion Factor Summary

SVRA	Method (surveys)	Overall factor
Claypit	Mean (Median)	2.5 (2.0)
Heber Dunes	Mean (Median)	3.2 (3.0)
Ocotillo Wells	Mean (Median)	2.8 (2.0)

To illustrate the differences when applying the different conversion factors, researchers used the number of vehicles reported on the Form 449s for the study time frame (Oct. 2012 to Sept. 2013 for Claypit and Ocotillo Wells and Oct. 2012 to May 2013 for Heber Dunes) and then calculated attendance figures using the different conversion factors (current, mean, and median). A comparison of these estimates is presented in Tables 3.17 – 3.19 and Figures 3.6 – 3.8, on the following pages.

For Claypit, the current and estimated mean conversion factors are the same.

Table 3.17 Claypit— Estimated Attendance for Study Time Frame with Alternative Conversion Factors

Month	CF (2.5) Estimation (Current/Mean)	CF (2.0) Estimation (Median)	Difference (Mean vs. Median)
Oct-12	1,273	1,018	255
Nov-12	1,608	1,286	322
Dec-12	1,410	1,128	282
Jan-13	1,845	1,476	369
Feb-13	1,663	1,330	333
Mar-13	1,935	1,548	387
Apr-13	1,693	1,354	339
May-13	1,545	1,236	309
Jun-13	1,368	1,094	274
Jul-13	1,210	9,68	242
Aug-13	1,348	1,078	270
Sep-13	2,100	1,680	420
Total	18,995	15,196	3,799
			20.0%

Figure 3.6 Claypit— Estimated Attendance for Study Time Frame with Alternative Conversion Factors

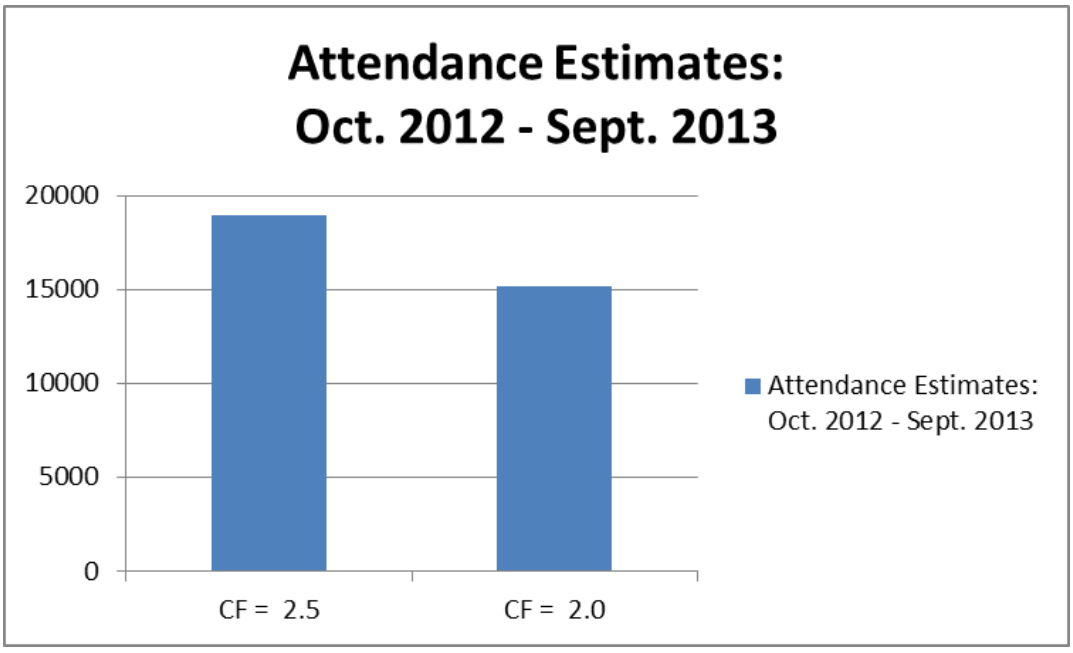


Table 3.18 Heber Dunes— Estimated Attendance for Study Time Frame with Alternative Conversion Factors

Month	CF (3.5) Estimation (CURRENT)	CF (3.2) Estimation (Mean)	CF (3.0) Estimation (Median)	Difference Current vs. mean	Difference Current vs. median
Oct-12	1,460	1,334	1,251	125	209
Nov-12	4,200	3,840	3,600	360	600
Dec-12	2,996	2,739	2,568	257	428
Jan-13	2,247	2,054	1,926	193	321
Feb-13	1,092	998	936	94	156
Mar-13	2,303	2,106	1,974	197	329
Apr-13	1,589	1,453	1,362	136	227
May-13	1,201	1,098	1,029	103	172
Total	17,087	15,622	14,646	1,465	2,441
				8.6%	14.3%

Figure 3.7 Heber Dunes—Estimated Attendance for Study Time Frame with Alternative Conversion Factors

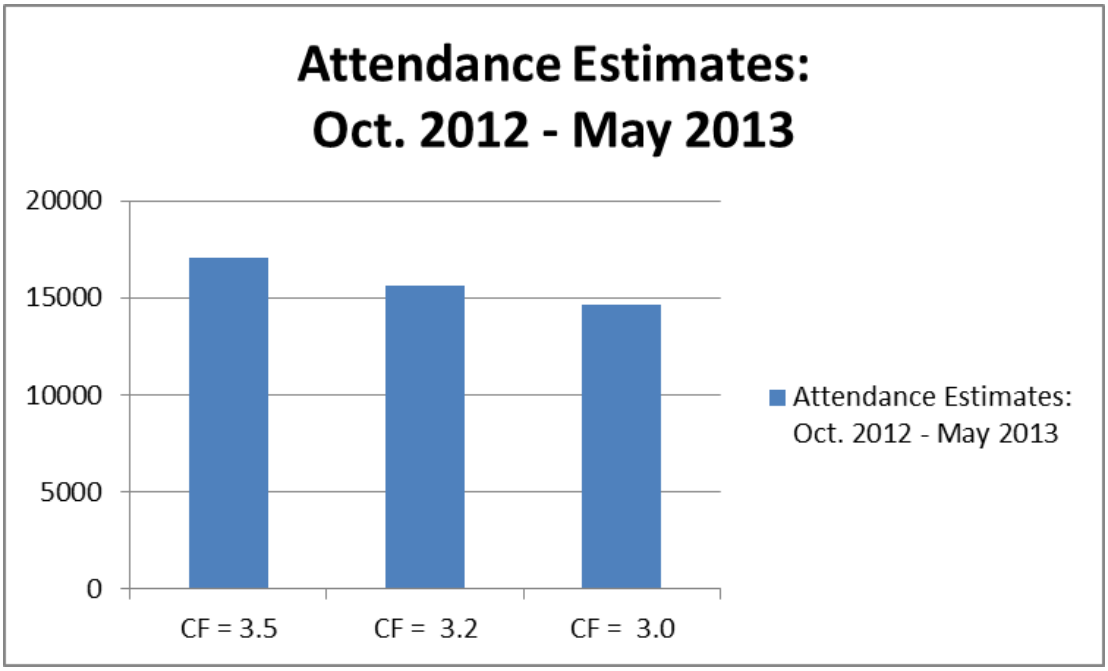
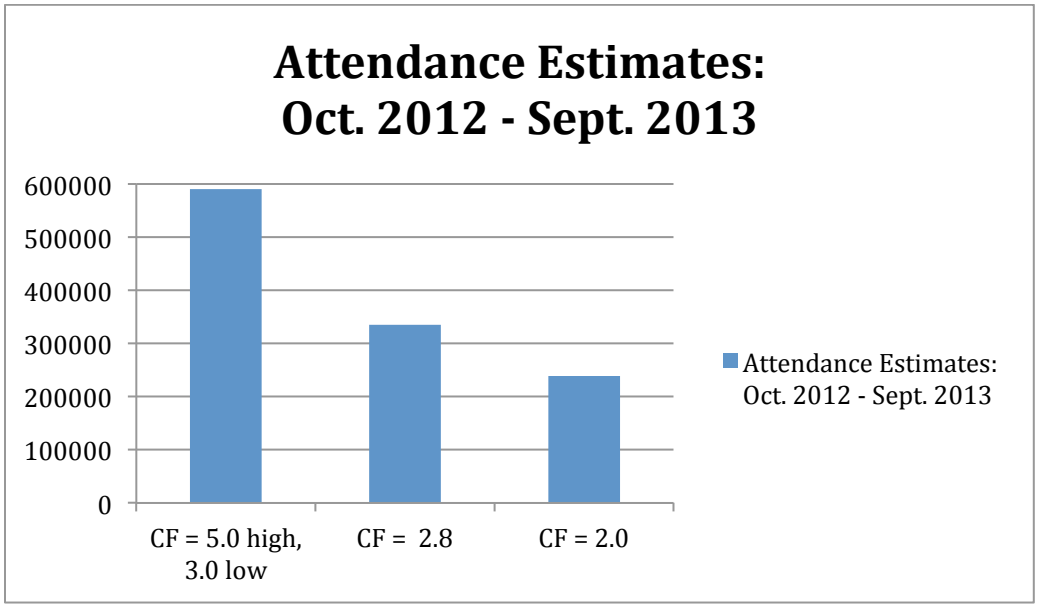


Table 3.19 Ocotillo Wells—Estimated Attendance for Study Time Frame with Alternative Conversion Factors

Month	CF (5.0 high, 3.0 low) Estimation (CURRENT)	CF (2.8) Estimation (Mean)	CF (2.0) Estimation (Median)	Difference Current vs. mean	Difference Current vs. median
Oct-12	38,355	21,479	15,342	16,876	23,013
Nov-12	98,145	54,961	39,258	43,184	58,887
Dec-12	99,655	55,807	39,862	43,848	59,793
Jan-13	66,715	37,360	26,686	29,355	40,029
Feb-13	112,360	62,922	44,944	49,438	67,416
Mar-13	146,085	81,808	58,434	64,277	87,651
Apr-13	24,260	13,586	9,704	10,674	14,556
May-13	5,375	3,010	2,150	2,365	3,225
Jun-13	1,053	983	702	70	351
Jul-13	663	619	442	44	221
Aug-13	1,182	1,103	788	79	394
Sep-13	1,356	1,266	904	90	452
Total	590,950	334,902	239,216	260,302	355,988
				44.0%	60.2%

Figure 3.8 Ocotillo Wells—Estimated Attendance for Study Time Frame with Alternative Conversion Factors



Additional Adjustment to Conversion Factors: Claypit, Heber Dunes, and Ocotillo Wells

As noted above, the conversion factors calculated using survey methodology are consistently higher than those calculated using cash register methodology. As discussed above, it is hypothesized that it may have been easier for the person in the field to approach and convince a person in a group to fill out a survey (as they wait for their friends/family, etc.) than it was to approach a single individual in the field.
For the sites where conversion factors were calculated using survey data (Claypit, Heber Dunes, and Ocotillo Wells), the conversion factors were adjusted downward by 20%. The rationale for this adjustment is as follows. For the four sites (Hungry Valley, Prairie City, Carnegie and Hollister) where conversion factors could be calculated using two different methodologies—cash register and survey data, attendance data using the two different conversion factors were calculated and compared. The attendance numbers using the survey-generated conversion factor were 20% higher when compared to the numbers using the cash-register-generated conversion factor. In consultation with DPR staff, it was decided that the sites with survey-generated conversion factors should be lowered by 20% to increase accuracy and consistency across the different OHV sites. Therefore, the recommended conversion factors for Claypit, Heber Dunes, and Ocotillo Wells were decreased by 20%.

Table 3.20 Claypit, Heber Dunes, Ocotillo Wells: Revised Conversion Factors

SVRA	Conversion factor	Conversion decreased by 20%
Claypit	2.5	2.0
Heber Dunes	3.2	2.6
Ocotillo Wells	2.8	2.2

Attendance Estimates with Updated Conversion Factors: 12-Month Period for all SVRAs (except Ocotillo Wells)

This section presents tables detailing calculations of conversion factors and overall attendance totals for all SVRAs. Table 3.20 shows the conversion factors used at present (pre-study). The researchers and DPR administration and staff collectively determined which conversion factors most accurately portray attendance estimates and should be used as the "updated conversion factors." Table 3.21 lists the agreed upon conversion factors to be used in future attendance estimates.

Attendance estimates using the updated conversion factors from Table 3.21 are presented for each SVRA for the study time period in Tables 3.22 through 3.29. Except for Ocotillo Wells and Oceano Dunes, the attendance estimates are generated for October 12-September 2013. For Oceano Dunes, attendance estimates were generated for March 2013-February 2014 due to the fact that Oceano Dunes was added to the project at a later date. For Ocotillo Wells, attendance estimates were generated for September 2013-August 2014 due to the fact that aerial flights did not start until September 2013.

Except for Ocotillo Wells, the following steps were followed in calculating the attendance estimates. First, the number of vehicles for each month were obtained from the 449s that were provided by DPR. The number of vehicles was then multiplied by the updated conversion factor each SVRA and can be found in the "Vehicle x CF" column of the tables. The number of additional people (e.g., special events) were obtained from the 449s under the "non-vehicle" section of the form. These numbers are included in the "Non-Vehicle (special events)" column in the tables below. The total attendance (last column) was calculated by adding the attendance estimate from the vehicles and the non-vehicle number (people)

together. The discussion of how attendance estimates were calculated for Ocotillo Wells can be found in the next section.

Table 3.20 Previously Used Conversion Factors

SVRA	High Season	Low Season	Conversion Factors					
			Paid Day Use		Free Day Use		Camping (sites)	
			High	Low	High	Low	High	Low
Carnegie	10/1-4/30	5/1-9/30	2.0	2.0	2.0	2.0	2.0	2.0
Claypit	9/1-6/30	7/1-8/31	None	None	2.5	2.5	None	None
Heber Dunes	Spring/Fall	Summer	None	None	3.5	3.5	None	None
Hollister Hills	10/1-5/31	6/1-9/30	2.5	2.5	2.0	2.0	3.0	3.0
Hungry Valley	10/1-4/30	5/1-9/30	3.0	3.0	3.0	3.0	3.0	3.0
Oceano Dunes	Year Round	Year round	3.5	3.5	3.5	3.5	3.8	3.8
Ocotillo Wells	10/1-5/31	6/1-9/30	None	None	5.0	3.0	5.0	3.0
Prairie City	Oct/1-4/30	5/1-9/30	2.5	2.5	2.0	2.0	None	None

Table 3.21 Updated Conversion Factors Generated from 2012-13 Study

SVRA	High Season	Low Season	Conversion Factors					
			Paid Day Use		Free Day Use		Camping (sites)	
			High	Low	High	Low	High	Low
Carnegie	10/1-4/30	5/1-9/30	1.8	1.8	1.8	1.8	1.8	1.8
Claypit	9/1-6/30	7/1-8/31	None	None	2.0	2.0	None	None
Heber Dunes	Spring/Fall	Summer	None	None	2.6	2.6	None	None
Hollister Hills	10/1-5/31	6/1-9/30	1.9	1.9	1.9	1.9	1.9	1.9
Hungry Valley	10/1-4/30	5/1-9/30	2.3	2.3	2.3	2.3	2.3	2.3
Oceano Dunes	Year Round	Year round	2.1	2.1	2.1	2.1	2.7	2.7
Ocotillo Wells	10/1-5/31	6/1-9/30	None	None	2.2	2.2	2.2	2.2
Prairie City	Oct/1-4/30	5/1-9/30	2.0	2.0	2.0	2.0	None	None

Table 3.22 Carnegie Attendance Figures, October 2012 to September 2013

Month	VEHICLE x CF (1.8)	NON-VEHICLE (Special events)	TOTAL ATTENDANCE
Oct-12	5,841	5,167	**11,008**
Nov-12	7,193	2,954	**10,147**
Dec-12	6,316	-	**6,316**
Jan-13	7,438	-	**7,438**
Feb-13	7,357	1,673	**9,030**
Mar-13	8,417	-	**8,417**
Apr-13	5,702	1,750	**7,452**
May-13	2,873	-	**2,873**
Jun-13	2,403	-	**2,403**
Jul-13	2,752	-	**2,752**
Aug-13	3,051	-	**3,051**
Sep-13	3,064	-	**3,064**
2012-13 Year of Study	62,406	11,544	**73,950**

Table 3.23. Claypit Attendance Figures, October 2012 to September 2013

CLAYPIT			
Month	**VEHICLE x CF (2.0)**	**NON-VEHICLE (Special events)**	**TOTAL ATTENDANCE**
Oct-12	1,018	-	**2,036**
Nov-12	1,286	-	**2,572**
Dec-12	1,128	-	**2,256**
Jan-13	1,476	-	**2,952**
Feb-13	1,330	-	**2,660**
Mar-13	1,548	-	**3,096**
Apr-13	1,354	-	**2,708**
May-13	1,236	-	**2,472**
Jun-13	1,094	-	**2,188**
Jul-13	968	-	**1,936**
Aug-13	1,078	-	**2,156**
Sep-13	1,680	-	**3,360**
2012-13 Year of Study	15,196	-	**30,392**

Table 3.24 Heber Dunes Attendance Figures, October 2012 to September 2013

HEBER DUNES			
Month	**VEHICLE x CF (2.6)**	**NON-VEHICLE (Special events)**	**TOTAL ATTENDANCE**
Oct-12	1,084	-	**2,818**
Nov-12	3,120	-	**8,112**
Dec-12	2,226	-	**5,788**
Jan-13	1,669	-	**4,339**
Feb-13	811	-	**2,109**
Mar-13	1,711	-	**4,449**
Apr-13	1,180	-	**3,068**
May-13	892	-	**2,319**
Jun-13	224	-	**582**
Jul-13	151	-	**393**
Aug-13	237	-	**616**
Sep-13	117	-	**304**
2012-13 Year of Study	13,421	-	**34,895**

Table 3.25 Hollister Hills Attendance Figures, October 2012 to September 2013

Month	VEHICLE x CF (1.9)	NON-VEHICLE (Special events)	TOTAL ATTENDANCE
Oct-12	7,562	1,244	**8,806**
Nov-12	12,532	60	**12,592**
Dec-12	8,168	66	**8,234**
Jan-13	9,853	-	**9,853**
Feb-13	9,088	-	**9,088**
Mar-13	10,492	-	**10,492**
Apr-13	9,905	4,962	**14,867**
May-13	10,955	3,673	**14,628**
Jun-13	6,238	2,603	**8,841**
Jul-13	7,699	1,239	**8,938**
Aug-13	5,871	6,320	**12,191**
Sep-13	5,027	4,046	**9,073**
2012-13 Year of Study	103,390	24,213	**127,603**

Table 3.26 Hungry Valley Attendance Figures, October 2012 to September 2013

Month	VEHICLE x CF (2.3)	NON-VEHICLE (Special events)	TOTAL ATTENDANCE
Oct-12	9,154	1,244	**10,398**
Nov-12	15,171	60	**15,231**
Dec-12	9,888	60	**9,948**
Jan-13	11,928	-	**11,928**
Feb-13	11,001	-	**11,001**
Mar-13	12,701	-	**12,701**
Apr-13	13,375	-	**13,375**
May-13	8,908	-	**8,908**
Jun-13	7,192	-	**7,192**
Jul-13	7,238	406	**7,644**
Aug-13	7,958	277	**8,235**
Sep-13	8,568	1,243	**9,811**
2012-13 Year of Study	123,080	3,290	**126,370**

Table 3.27 Oceano Dunes Attendance Figures, March 2013 to February 2014

Month	VEHICLE x (CF Day 2.1, Camp 2.7)	NON-VEHICLE (special events, Butterfly Grove)	TOTAL ATTENDANCE
Mar-13	63,282	35,181	**98,463**
Apr-13	54,931	31,687	**86,618**
May-13	55,554	34,774	**90,328**
Jun-13	62,548	43,318	**105,866**
Jul-13	115,268	62,790	**178,058**
Aug-13	96,833	55,766	**152,599**
Sep-13	54,761	35,645	**90,406**
Oct-13	39,842	24,601	**64,443**
Nov-13	61,417	33,603	**95,020**
Dec-13	52,475	31,282	**83,757**
Jan-14	50,875	35,443	**86,318**
Feb-14	163,776	31,032	**194,808**
2013-14 Year of Study	871,562	455,122	**1,326,684**

Table 3.28 Prairie City Attendance Figures, October 2012 to September 2013

Month	VEHICLE x CF (2.0)	NON-VEHICLE (Special events)	TOTAL ATTENDANCE
Oct-12	4,246	2,521	**6,767**
Nov-12	4,582	1,198	**5,780**
Dec-12	3,552	141	**3,693**
Jan-13	4,800	1,404	**6,204**
Feb-13	6,224	1,692	**7,916**
Mar-13	7,454	2,657	**10,111**
Apr-13	5,316	7,391	**12,707**
May-13	2,744	33,614	**36,358**
Jun-13	2,658	3,262	**5,920**
Jul-13	2,562	1,979	**4,541**
Aug-13	2,866	4,103	**6,969**
Sep-13	3,300	2,452	**5,752**
2012-13 Year of Study	50,304	62,414	**112,718**

Attendance Estimates with Updated Conversion Factors: 12-Month Period for Ocotillo Wells

As described in the above section, the survey-generated conversion factor for Ocotillo Wells (2.8) was reduced by 20% which resulted in a conversion factor of 2.2. Due to the uniqueness of Ocotillo Wells and the way the attendance data is being calculated, another adjustment needed to be considered. Because attendance in this study is based on the number of trucks, RVs, and cars counted in aerial flight photos (OHVs are not counted), the visitors that ride their OHVs into Ocotillo Wells from an off-site staging site, such as their residence or adjacent campgrounds, were often not being captured in the aerial flight data.

The survey data indicates that the large majority of riders camp at Ocotillo Wells (81.4%), while the minority comes for several hours or for the day (18.6%). In consultation with DPR staff, researchers concluded that the percentage of those who indicate they are not camping is a reasonable metric to approximate those that are riding into the park on their OHV. Because Ocotillo Wells is a destination SVRA in a relatively remote location where mostly locally-based visitors would ride for a portion of the day, it is thought that these riders would typically stage off-site and not have an RV, car, or truck in the park boundaries; whereas those who are camping would be counted since they would arrive in an RV, car, or truck.

To ensure that these types of riders are reflected in attendance estimates, it was decided to increase attendance estimates by 18.6%. Table 3.29 reflects this.

For Ocotillo Wells, attendance estimates were generated for September 2013-August 2014 due to the fact that aerial flights did not start until September 2013. Descriptions of how the "vehicle" number for each month were calculated are discussed below.

Table 3.29 Ocotillo Wells Attendance Figures, September 2013 to August 2014

Month	VEHICLE	VEHICLE x CF (2.2)	18.6% (to be added)	TOTAL ATTENDANCE
Sep-13	413	909	169	**1,078**
Oct-13	524	1,153	214	**1,367**
Nov-13	15,119	33,262	6,187	**39,448**
Dec-13	30,226	66,497	12,368	**78,866**
Jan-14	25,102	55,224	10,272	**65,496**
Feb-14	27,029	59,464	11,060	**70,524**
Mar-14	14,421	31,726	5,901	**37,627**
Apr-14	402	884	164	**1,049**
May-14	433	953	177	**1,130**
Jun-14	413	909	169	**1,078**
Jul-14	411	904	168	**1,072**
Aug-14	444	977	182	**1,158**
2013-14 Year of Study	114,937	252,861	47,032	**299,894**

The number of vehicles listed in the "vehicle" column in Table 3.29 (above) were calculated by counting the number of vehicles in the images captured in seven aerial flights. Table 3.30 (below) summarizes the vehicle counts captured in the flight data. Trucks, cars, and RVs were counted; the "total" column adds the vehicle numbers together. The dates of flight, season, and type of day are also provided.

After much discussion and reviews of previous attendance patterns, researchers decided to group months into three categories: (1) *busy* (high) season, (2) *shoulder* (mid) season, and (3) *inactive* (low) season. *Busy* season includes November 16-30[9], December, January, February, and March. *Shoulder* season includes April, October, and November 1-15. *Inactive* season includes May, June, July, August, and September. The "season" column reflects which season the flight took place.

In addition, researchers decided to not only group dates by seasons, but also by day types. Days were categorized as either weekday (Monday-Thursday) or weekend (Friday-Sunday). Days were also identified as a regular day or holiday. Special events, such as Tierra Del Sol, were categorized as holidays. "Type of day" column identifies whether the flight occurred on a weekend/weekday and regular day/holiday.

[9] November 1st-15th is categorized as "shoulder" season and November 16th-30th as "busy" season. The rationale for this is because the vehicle counts in aerial images that were taken on October 31, 2013 (Halloween) are vastly different than the counts in the aerial images that were taken on November 29, 2013 (Thanksgiving weekend). Researchers felt that breaking the month of November into two parts most accurately depicts vehicle counts for the month of November.

Table 3.30 Ocotillo Wells Flight Dates and Vehicle Counts

Date of flight	Season	Type of Day	Trucks	Cars	RV	TOTAL
9/21/2013	Inactive	weekend / regular	15	2	3	**20**
10/31/2013	Shoulder	weekday /holiday	97	1	24	**122**
11/29/2013	Busy	weekend / holiday	4,271	188	855	**5,314**
12/17/2013	Busy	NIGHT	16	1	2	**19**
1/1/2014	Busy	weekday / holiday	2,399	97	422	**2,918**
2/18/2014	Busy	weekday / regular	64	6	19	**89**
3/28/2014	Busy	weekend / regular	144	10	36	**190**

Based on the data in Table 3.30, a matrix (Table 3.31) was constructed with numbers in the matrix to be used as the total vehicle count for each day between September 1, 2013 and August 31, 2014. Essentially the numbers in Table 3.31 serve as the vehicle-count conversion factors to be applied to each day of the year.

The bold numbers represent "actual" data captured in the aerial flight images. The italicized numbers are estimates based on the rationale described below.

The only season that had data for each type of day is the "busy" season. We calculated the ratio between the number of vehicles on weekend and weekday for both the "regular" days and "holidays."

The ratio between the number of vehicles on regular weekends compared to regular weekdays is 2.13; this number was used to generate the number "*9*" for the inactive-weekday/regular cell. The weekend/regular number was divided by the ratio (20 / 2.13 = 9).

The ratio between the number of vehicles on holiday weekends compared to holiday weekdays is 1.58; this number was used to generate the number "*193*" for the shoulder-weekday/holiday cell. The weekday/holiday number was multiplied by the ratio (122 x 1.58 = 193).

For the "shoulder" season, the "inactive" season numbers were applied to the regular weekday and weekend cells.

It is worth noting that the numbers were not calculated for holidays in the "inactive" season because special events and holidays are not celebrated during these months (May – September) due to the extreme heat. It is also worth noting that the data captured during the "night" flight in December are not used because vehicles did not show up in the images (unless the vehicles' lights were on).

Table 3.31 Ocotillo Wells Vehicle Count Matrix by Season and Type of Day

Season	Weekday / Regular	Weekend / Regular	Weekday / Holiday	Weekend / Holiday
Busy	**89**	**190**	**2,918**	**5,314**
Shoulder	*9*	*20*	**122**	*193*
Inactive	*9*	**20**	*n/a*	*n/a*

For the months covering September 2013 – August 2014, each month was categorized by its season. Then, each day within that month was categorized by type of day (i.e., weekend/weekday and regular/holiday). Based on each day's categorization (season and type of day), the corresponding vehicle count (i.e., conversion factor from the matrix—Table 3.31) was placed next to each day. Table 3.32 summarizes the number of days and vehicle counts. The last column summarizes the total number of days and estimated vehicles in the park during that month. The number of estimated vehicles in this column are the numbers that are found in the "vehicle" column of Table 3.29.

Table 3.32 Ocotillo Wells Vehicle Estimate Calculations for September 2013 – August 2014

Month *Season*	Weekday / Regular	Weekend / Regular	Weekday / Holiday	Weekend / Holiday	TOTAL DAYS **VEHICLES ESTIMATE**
Sep-13 *inactive*	17 days x 9 = 153 vehicles	13 days x 20 = 260 vehicles	0 0	0 0	30 days **413 vehicles**
Oct-13 *shoulder*	18 days x 9= 162 vehicles	12 days x 20 = 240 vehicles	1 day x 122 = 122 vehicles	0 0	31 days **524 vehicles**
Nov-13 (dates 1-15) *shoulder*	7 days x 9 = 63 vehicles	1 day x 20 = 20 vehicles	1 day x 122 = 122 vehicles	6 days x 193 = 1158 vehicles	15 days **1,363 vehicles**
Nov-13 (dates16-30) *busy*	7 days x 89 = 623 vehicles	5 days x 190= 950 vehicles	1 days x 2918 = 2918 vehicles	2 days x 5314 = 10,628 vehicles	15 days **15,119 vehicles**
Dec-13 *busy*	16 days x 89 = 1424 vehicles	9 days x 190= 1710 vehicles	2 days x 2918 = 5836 vehicles	4 days x 5314 = 21,256 vehicles	31 days **30,226 vehicles**
Jan-14 *busy*	16 days x 89 = 1424 vehicles	10 days x 190= 1900 vehicles	2 days x 2918 = 5836 vehicles	3 days x 5314 = 15,942 vehicles	31 days **25,102 vehicles**
Feb-14 *busy*	15 days x 89 = 1335 vehicles	8 days x 190= 1520 vehicles	1 days x 2918 = 2918 vehicles	4 days x 5314 = 21,256 vehicles	28 days **27,029 vehicles**
Mar-14 *busy*	17 days x 89 = 1513 vehicles	12 days x 190= 2280 vehicles	0 0	2 days x 5314 = 10,628 vehicles	31 days **14,421 vehicles**
Apr-14 *shoulder*	18 days x 9 = 162 vehicles	12 days x 20 = 240 vehicles	0 0	0 0	30 days **402 vehicles**
May-14 *inactive*	17 days x 9 = 153 vehicles	14 days x 20 = 280 vehicles	0 0	0 0	31 days **433 vehicles**
Jun-14 *inactive*	17 days x 9 = 153 vehicles	13 days x 20 = 260 vehicles	0 0	0 0	30 days **413 vehicles**
Jul-14 *inactive*	19 days x 9 = 171 vehicles	12 days x 20 = 240 vehicles	0 0	0 0	31 days **411 vehicles**
Aug-14 *inactive*	16 days x 9 = 144 vehicles	15 days x 20 = 300 vehicles	0 0	0 0	31 days **444 vehicles**

Table 3.33 summarizes the days that were identified as holidays/events during September 2013 – August 2014. A total of 8 days were categorized as "weekday/holiday" and 21 as "weekend/holiday" for a total of 29 "holiday/event" days.

Table 3.33 Ocotillo Wells Vehicle Estimate Holiday Calculations for September 2013 – August 2014

Dates	Days	Description of Holiday/Event
Oct. 31 - Nov. 3	Thurs – Sun: 4 days	Halloween Weekend
Nov.7 - Nov. 10	Thurs – Sun: 4 days	Lost Lizard Weekend
Nov.28 - Dec. 1	Thurs – Sun: 4 days	Thanksgiving Weekend
Dec. 27 - Jan. 5	Fri – Sun: 10 days	New Year's Week
Feb. 14 - Feb. 17	Fri – Mon: 4 days	President's Day Weekend
Feb. 28 - Mar. 2	Fri – Sun: 3 days	Tierra Del Sol Weekend

Study Results: Recommendations for Future Attendance Measures at Ocotillo Wells

One of the primary goals of the study was for researchers to determine an approach for estimating attendance levels at each SVRA, and Ocotillo Wells represented perhaps the greatest challenge because of its size, as well as the dispersed nature of visitor access and use of the SVRA. With this complexity in mind, study researchers recommend using an "indicator site" methodology for estimating attendance at Ocotillo Wells. In other words, vehicles counted at four staging areas on a given day would be indicators for the overall visits in the park that day; the staging areas are the 'indicator sites.' Researchers' rationale for this approach was that it is based in actual observations of visitor use on a valid sampling of observations (the overflights).

The proposed indicator site method for estimating attendance is based on vehicle counts to be observed and recorded by staff on representative dates during each of the use seasons at four staging/parking areas within Ocotillo Wells SVRA: the Cove, Holmes Camp, Hidden Valley Camp, and the 4x4 Training Area (see Figure 3.9, below). Counts observed by staff (using the log form in Appendix C) at each of the four parking areas should occur at this proposed level:

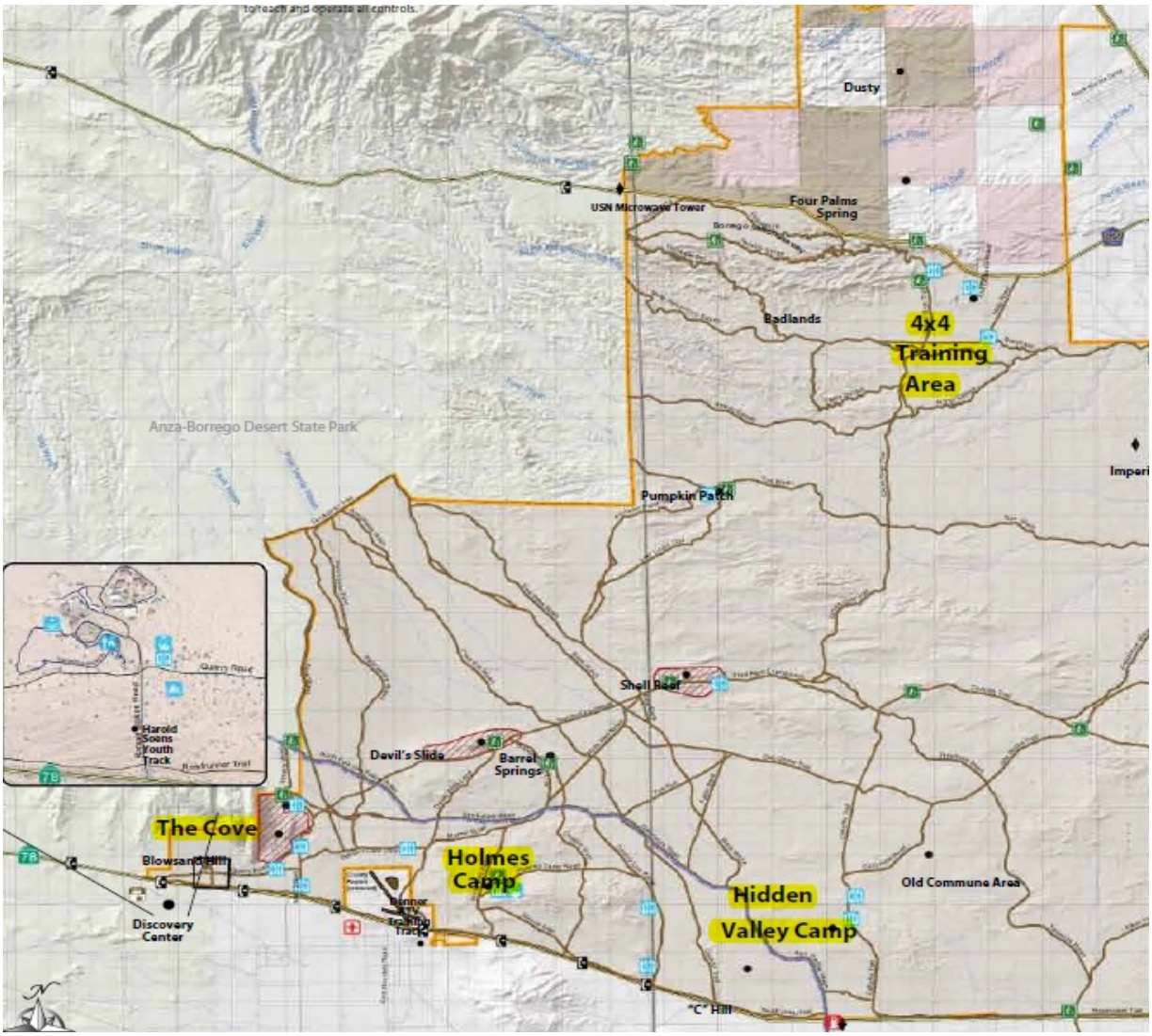
- Six times monthly during the regular and Busy use/holiday seasons (1 weekday per week and 2 weekend[10] days per month, randomly selected);
- 2 weekday and 2 weekend days during the low season (randomly selected);

Data collection across the four sites should be completed on the same day, during the most likely time visitors would be in the park, and should be counted at about the same time of day. These counts could be performed by different staff members depending on availability and staff location. The numbers of vehicles counted at each of the staging/parking areas become the "indicator" of total park attendance.

This method is proposed to provide managers with an attendance measurement method that is reasonable in terms of cost and time involved and is based on the "snapshot" data of total park use observed on the randomized dates in the aerial survey sample of vehicles in the park.

[10] Weekend days can include Fridays, Saturdays, or Sundays

Figure 3.9 Locations of Staging Areas and Travel Routes at Ocotillo Wells SVRA



After the counts are made, the proportions outlined in Table 3.34 (below) should be used. These numbers are generated from the calculations in Table 3.35 and 3.36.

Table 3.34 Observed Counts of Vehicles on Aerial Flights (Staging Areas vs. Remainder of SVRA)

Date of flight	Season	Type of Day	TOTAL	# in Four Staging Areas	# in Other Remaining Areas
9/21/2013	Inactive	weekend / regular	**20**	7	13
10/31/2013	Shoulder	weekday /holiday	**122**	36	86
11/29/2013	Busy	weekend / holiday	**5,314**	1,317	3,997
1/1/2014	Busy	weekday / holiday	**2,918**	974	1,944
2/18/2014	Busy	weekday / regular	**89**	29	60
3/28/2014	Busy	weekend / regular	**190**	53	137

Table 3.35 Proportions of Vehicles Derived from Counts: Staging Areas vs. Remainder of SVRA

Date of flight	Season	Type of Day	% in Four Staging Areas	% in Other Remaining Areas
9/21/2013	Inactive	weekend / regular	**35%**	**65%**
10/31/2013	Shoulder	weekday /holiday	**30%**	**70%**
11/29/2013	Busy	weekend / holiday	**25%**	**75%**
1/1/2014	Busy	weekday / holiday	**33%**	**67%**
2/18/2014	Busy	weekday / regular	**33%**	**67%**
3/28/2014	Busy	weekend / regular	**28%**	**72%**

Table 3.36 Proportions of Attendance Derived from Aerial Surveys Including Observed and Estimated Frequencies: Staging areas vs. Other Remaining Areas of SVRA

Season	Weekday / Regular		Weekend / Regular		Weekday / Holiday		Weekend / Holiday	
	Staging	Other	Staging	Other	Staging	Other	Staging	Other
Busy[11]	**33%**	**67%**	**28%**	**72%**	**33%**	**67%**	**25%**	**75%**
Shoulder[3]	*30%*	*70%*	*30%*	*70%*	**30%**	**70%**	*30%*	*70%*
Inactive[3]	*35%*	*65%*	**35%**	**65%**	*n/a*	*n/a*	*n/a*	*n/a*

The bold numbers represent "actual" data captured in the aerial flight images. The italicized numbers are estimates. Researchers determined it was most appropriate to apply the same proportions for all days during the shoulder season and the inactive season.

With these proportions in mind, Table 3.37 is presented as a simple example with counts (in bold) for the staging/parking areas to represent vehicles observed on a single day during three seasons. Using the proportions in 3.36, the example counts from staging areas are used to estimate attendance in the rest of the park, and then these numbers are totaled. For example, on a Thursday during the busy use season, 500 vehicles (representing 33% of total park use that day) are counted at the four staging areas, this would translate into 835 in the remainder of the SVRA (67% of total park use), and these together would total 1,335 vehicles.

[11] *Busy/Holiday* season: November 16-30[11], December, January, February, and March
Shoulder season: April, October, and November 1-15
Inactive season: May, June, July, August, and September
Numbers in *italics* are estimates based on other observational data.

Table 3.37 Examples of Attendance Calculations with "Observed" Counts in Bold and Estimated Counts in Italics

Busy	Staging Area Example Counts (examples)	Remainder of SVRA (estimated)	Total Vehicles in SVRA (estimated)
Busy Season Weekday	**500**	*835*	1,335
Busy Season Weekend	**1,000**	*1,720*	2,720
Busy Season Holiday Weekday	**2,500**	*4,175*	6,675
Busy Season Holiday Weekend	**5,000**	*8,750*	13,750
Shoulder Season Weekday	**40**	*68*	108
Shoulder Season Weekend	**100**	*170*	270
Shoulder Season Holiday Weekday	**200**	*340*	540
Shoulder Season Holiday Weekend	**500**	*850*	1,350
Inactive Season Weekday	**3**	*5*	8
Inactive Season Weekend	**10**	*17*	27

Once the estimates are established for vehicle totals, these numbers are multiplied by the number of regular and holiday weekdays and weekends in that particular month (for this example in Table 3.38, below, a month has 20 weekdays and 10 weekend days). These are then converted to total numbers of visitors using the Conversion Factor (2.2 passengers per vehicle). Lastly, total numbers of visitors are adjusted based on the determination that off-site day visitors approximate 18.6% additionally on the total numbers of visitors (presuming that they are staging in areas adjacent to the park, and therefore would not use staging areas in the park).

Table 3.38 Examples of Attendance Calculations

Season and day	Total Vehicles	No. of Days in Example Month	Attendance (CF = 2.2)	Total Attendance (+ 18.6%)
Busy Season Weekday	1,335	19	55,803	65,848
Busy Season Weekend	2,690	7	41,426	48,883
Busy Season Holiday Weekday	7,500	1	16,500	19,470
Busy Season Holiday Weekend	15,000	3	99,000	116,820
Shoulder Season Weekday	108	19	4,514	5,327
Shoulder Season Weekend	267	7	4,112	4,852
Shoulder Season Holiday Weekday	540	1	1,188	1,402
Shoulder Season Holiday Weekend	1,350	3	8,910	10,514
Inactive Season Weekday	8	20	352	415
Inactive Season Weekend	26	10	572	675

Ocotillo Wells Attendance Estimation Methodology Discussion

The caveat with these frequencies is that they are based on a small number of observations from costly overflights requiring time-consuming researcher count efforts. However, given the complexity and size of Ocotillo Wells, researchers assert that these proportions are based in a scientifically random sample of real-time use (except one overflight, which occurred during nighttime, has been discarded from these calculations). In addition to the small sample of dates, another disadvantage of this methodology is that it utilizes estimates rather than a census of all users (which would be prohibitively expensive and unnecessary, given the reliability of sampling methodology). The advantage of this methodology is that, as previously stated, it is based in actual, observed use in the park (from a randomized sample of overflight dates). Additionally, it also provides a systematic, regular approach that will transfer between staff and managers over time. This approach could also be revisited should technologies become available that would make overflight tracking more readily available and easier to gather, or if external factors changed that markedly alters visit patterns in the park.

Chapter 4. Study Methods: Visitor Surveys

Visitor Survey Methodology

This section of the report details the approach used to collect information from SVRA visitors in the field using a written questionnaire instrument. The research effort was conducted in such a manner to cause the least level of disruption possible to park staff, park operations, visitor enjoyment, and public safety.

Survey Data Collection in the Field

An in-person, on-site interview approach with SVRA visitors in the field was determined to be an effective approach at collecting use and visitor information. At the outset of the study, Division managers indicated their preference for an in-person interview approach because of the ability it afforded researchers to provide a high-quality, interactive personal contact with SVRA visitors. Questions asked in the 5 to 10-minute survey have been provided in Appendix B of this report. Individually formatted surveys were developed separately for each of the SVRAs because of the individualized nature of each unit, as well as management objectives specific to each unit.

As part of project preparation, members of the faculty research team visited each SVRA in the study multiple times to determine the specialized visitor patterns for individual sites, visitor use patterns and other operational/logistical aspects of representatively interviewing visitors at each site. An individual sampling protocol for each study unit was prepared based on local considerations, although the survey approach itself was highly similar across all SVRAs.

Individual researchers were hired through University Enterprises, Inc. the research foundation at California State University, Sacramento. Researchers were hired based on their public contact skills and ability to approach park visitors in a friendly and professional manner, and where needed, their language skills in Spanish and English. Those hired were frequently highly knowledgeable of the individual SVRAs where they were to be working.

Researchers were trained by university faculty members associated with the study, and an emphasis on consistency in interview conduction was the focus of the on-site training process to ensure that all researchers were collecting information in a consistent manner. As well, researchers were provided with the research protocol prepared by the faculty for each SVRA so that when they arrived at the park units to collect data researchers had information specifically relating to maps of the park and visitor use patterns of each SVRA.

Often field researchers worked in pairs for safety and logistical concerns. The pairing approach had the added benefit of supporting the study's internal validity by encouraging consistent approaches to data collection across all researchers. Field staff members were identified as recreation researchers in clothing marked by the California State Parks logo, but as a "CSUS Researcher." As well, researchers wore photo IDs issued by California State Parks, and drove in vehicles with magnetic "Recreation Study" signs prominently displayed on both sides of the vehicles.

After the interview and research training phase, researchers were sent into the field to collect data. Once on-site they typically approached visitors with a brief greeting, introducing themselves and informing them that an important project was being conducted to collect information from SVRA visitors. The researcher then asked the visitor if they would participate in the study by completing a brief written survey. One person was typically chosen by the researcher by asking who in the group (of the adults) had had the most recent birthday. That person was then asked to be the focus of the questionnaire. A small incentive was offered in the form of either a free day-use pass or a sticker displaying the State Parks logo

or the SVRA's name. If the visitor declined, they were thanked for their time and the researcher moved on to the next group. Non-response information was recorded as part of determining study response rates. Once the interview commenced, visitors were handed the paper survey and the researcher waited while the visitor completed the questions. At Heber Dunes, English and Spanish versions of the survey were developed because of the heavily Hispanic visitor population at the site, but at all other sites the interviews were conducted in English.

The sampling approach was systematic, with stratification by season and week/weekend day. Typically for each SVRA in the study two weekend day and two weekday days were randomly selected for sampling. This approach was similar to other recreation field studies (Freimund and Peel, 2001), with study researchers visiting SVRAs on a schedule beginning with a randomized date. Researchers were instructed to vary the directions of sampling at the SVRA so that pattern sampling would be avoided (e.g. starting at a different point in the picnic area). Sample size targets were established using levels calculated through sample sizes necessary to represent population sizes for the numbers of visitors at each SVRA. The goal of the study was to interview visitors throughout the high and low use seasons.

A Note on Sampling at Heber Dunes: As noted earlier in this report, because of extremely low use during the week at Heber Dunes, researchers determined that a better use of resources would be to conduct surveys on 4 weekend days per month for the duration of the season until May, 2013. During summer months, use dropped so low at Heber Dunes because of the heat that surveys were not collected.

Survey Analysis

Findings from the visitor survey were then produced at the SVRA level and are reported in Chapters 4-11 of this report. Results are presented in tabular format, generally as the proportions of the total number of surveys collected at the SVRA level. Visitors were asked for responses to an open-ended, qualitative item at the conclusion of the study. Responses were analyzed and placed in categories. Their responses were then sorted by those categories and these categories are presented in tables (summarizing numbers of individual comments made).

Researchers examined visitor survey data for possible relationships between a variety of factors (e.g. whether items such as visitors' age could be correlated with their use of social media for information about SVRA regulations). Where relationships were statistically significant, these are reported in the narrative of the report as well as in tables. If a relationship was not statistically significant, it was not highlighted.

Chapter 5. Carnegie SVRA Visitor Survey Results

Summary of Carnegie Study

Response rates for the visitor survey at Carnegie were high, with 83.4% of all visitors invited to participate in the study agreeing, for a total of 796 interviews. Most of the surveys were collected during the high season (73%), and participants were almost all from California (99.5%). On average, visitors travelled 40 miles each to visit Carnegie. The majority of study participants were at the SVRA for a day visit, and the average day visit length was 5.4 hours. Visitors spent, on average, 18.4 days riding at Carnegie over the 12 months before being interviewed by researchers. Of those participants who were camping, the average stay was 2 days.

A larger proportion of visitor groups at Carnegie are male (69.7%) and the average group size was 2.2 people per vehicle. A substantial majority of visitors in the study came to Carnegie in groups (71.7%) and a similar percentage (74%) had no children with them on their visit. The average age of visitors in the study at Carnegie was 35 years. Younger study participants were more likely to get information about Carnegie from Facebook, while older participants were more likely to get information on the SVRA from the State Parks website. The large majority (86.5%) of participants paid a single entrance fee to access Carnegie.

Groups spent, on average, $163.74 on their visit to Carnegie. Not surprisingly, those coming from further away averaged slightly higher spending. Visitors in the study got information about the SVRA most commonly through word of mouth (38%) and the State Parks website (30.7%).

The number of vehicles visitors brought to Carnegie average 2, and dirt bikes were the most commonly reported vehicle used (by 71.8% of the sample). Just under 40% of vehicles brought to the park were pre-2002 models while 60.1% were 2003 or later. An average of 3.9 gallons of fuel was used by visitors in the study.

In an open-ended feedback item, comments provided by respondents focused most commonly on additional or expanded riding areas and trails.

Study Results: Visitor Survey at Carnegie SVRA

This section of the report details visitors' responses to individual survey items as well as recreation use information observed by field researchers.

Specific information at Carnegie SVRA was collected for the visitor survey that focused on the following information:

- County and state of residence
- Miles travelled on trip to SVRA
- Length of visit (in hours)
- Camping equipment/accommodations in the park (if used)
- Number of people in per vehicle on visit
- Gender and age of visitors
- Number of children accompanying visitors (if any)
- Park entrance fee information
- Areas visited in the SVRA

- Number of days riding in past 12 months
- Direct spending on trip-related expenses to SVRA
- Information sources used for SVRA and regulations
- Types of vehicles used on visit
- Year model of vehicles
- Amounts of fuel used on visit
- Suggestions on improvements to the SVRA

Carnegie Sample

This section details the characteristics of the sample obtained at Carnegie SVRA. The sample response was 83.4%, with an overall sample size of 796 completed surveys (see Table 5.1). Surveys collected during the high use season at Carnegie accounted for 73% of the sample, while 27% were collected during the low use season. Most surveys (56.7%) were collected on weekends, while 43.3% were completed by visitors on weekdays during the study (Table 5.2).

Table 5.1 Surveys Collected at Carnegie

Surveys	N	Percent
Completed	796	83.4%
Refusals	158	16.6%
Total N approached	954	100.0%

Table 5.2 Days and Seasons of Data Collection (Carnegie)

Timeframe	N	Percent
High season	581	73.0%
Low Season	215	27.0%
Weekend	451	56.7%
Weekday	345	43.3%

Carnegie Visitor Information

This section of the report details specific information relating to characteristics of the visitors in the study. (see Table 5.3). The large majority of visitors participating in the survey sample were from California (99.5%).

Table 5.3 State of Residence (Carnegie)

Residence of Visitors	N	Percent
California	792	99.5%
Out of state*	4	0.5%

**One visitor each from Nevada, Montana, Texas, and Washington.*

Table 5.4 shows a breakdown of the study sample by county. Just over a quarter of visitors in the sample at Carnegie came from Contra Costa and Alameda counties (with 26.9% and 26.3%, respectively)

followed by San Joaquin county with 18.6% of the sample. Overall, visitors came from 20 counties in California.

Table 5.4 County of Residence (Carnegie)

County	N	Percent
Contra Costa	214	26.9%
Alameda	209	26.3%
San Joaquin	148	18.6%
San Mateo	31	3.9%
Santa Clara	26	3.3%
Solano	26	3.3%
Sacramento	14	1.8%
Marin	5	0.6%
Napa	5	0.6%
San Francisco	5	0.6%

County	N	Percent
Calaveras	3	0.4%
Merced	3	0.4%
Shasta	3	0.4%
Amador	1	0.1%
Kern	1	0.1%
Placer	1	0.1%
Plumas	1	0.1%
San Diego	1	0.1%
San Luis Obispo	1	0.1%
Sonoma	1	0.1%

Carnegie Visitor Trip Information

The mean number of miles travelled by study participants to Carnegie was 40 miles (the median was 34.5 miles, standard deviation of 69.08 miles). Table 5.5 shows a categorical separation of the distance traveled by study participants, with more visitors (46.9%) driving between 25 and 50 miles to reach the SVRA, while 35.8% came less than 25 miles, and 15.6% travelled more than 50 miles.

Table 5.5 Miles Travelled (Carnegie)

Miles travelled	N	Percent
<= 25	285	35.8%
25 -50	373	46.9%
50+	124	15.6%
Missing	14	1.8%
Total	796	100.0%

The large majority of the study sample collected at Carnegie SVRA were day visitors (94.3%) while 5.7% were camping on the visit they were contacted by researchers (Table 5.6, below). Participants spent, on average, 18.4 days riding at Carnegie in the past 12 months prior to being contacted by researchers (Median 10 days, standard deviation 28.07).

Table 5.6 Type of Visit to Carnegie (day vs. overnight)

Hours	N	Percent
Day trip	751	94.3%
Camping	45	5.7%
Total	796	100.0%

Study participants were asked how many hours they were spending at Carnegie on the trip they were contacted (see Table 5.7, below). The average number of hours indicated was 5.4, with a standard deviation of 1.92 (median of 5.0).

Table 5.7 Length of Day Trips (in Hours) (Carnegie)

Hours	N	Percent
<= 2.0	23	3.1%
2.1 - 4.0	223	29.7%
4.1 - 8.0	473	63.0%
8.1+	28	3.7%
Missing	4	0.5%
Total	751	100.0%

Study participants who were camping were asked how many days they were staying in Carnegie, and results from this question are listed in Table 5.8, below. The mean response was 2 days, with a standard deviation of 1.71 (median number of days was 2).

Table 5.8 Length of Camping Trips (in days) (Carnegie)

Days	N	Percent
<= 1.9	16	35.6%
2.0 - 2.9	21	46.7%
3.0 - 3.9	4	8.9%
4.1+	1	2.2%
Missing	3	6.7%
Total	45	100.0%

A total of 62 day visitors also reported a type of camping outside the park as part of their visit. The results from this subset of day visitors are reported in Table 5.9.

Table 5.9 Day Visitors Camping Outside the SVRA (in days) (Carnegie)

Days	N	Percent
Travel trailer	25	40.3%
Motor home	15	24.2%
Tents	14	22.6%
other (car/truck)	8	12.9%
Total	62	100.0%

Carnegie Visitor Profiles

An overall characterization of the groups sampled by at least one of their members while on a visit to Carnegie is shown in Table 5.10 (below). Well over half of the groups contacted (69.7%) were male, while women made up 12.2% and children made up 18%. The total number in groups of those contacted and agreeing to participate in the study was 1,781 people.

Table 5.10 Group Composition (Carnegie)

Visitor Profile	N	Percent
Men	1,242	69.7%
Women	218	12.2%
kids (under 18)	321	18.0%
Total No. of Visitors	1,781	100.0%

**Based on N = 792 surveys*

Table 5.11 shows information related to the group size of the sample at Carnegie (the number used for attendance calibration). The overall average of people per vehicle who participated in the survey was 2.2 people per vehicle, with a standard deviation of 1.41 (median of 2.0). During the high use season, the average per vehicle number of passengers was 2.2 and during the low season was 2.3.

Table 5.11 Number in Vehicles (Carnegie)

Statistic	High Season No. in Group	Low Season No. in Group	Overall Avg. No. in Group
Mean	2.2	2.3	2.2
Median	2.0	2.0	2.0
Std. Deviation	1.40	1.42	1.40

Visitor groups were broken down by those reporting only men, only women, and mixed groups, and these have been detailed in Table 5.12, below. A majority (61.2%) reported visiting Carnegie in groups that were all male, while 37.1% of the study sample reported their group was comprised of both males and females. Groups made up of women only comprised 1.6% of those interviewed.

Table 5.12 Group Makeup Profiles by Gender, those with Children (Carnegie)

Group Makeup	N	Percent
Men only (no women)	485	61.2%
Mixed	294	37.1%
Women only (no men)	13	1.6%

The number of visitors coming to Carnegie alone versus those with others is contrasted in Table 5.13 (below). Most study participants (71.7%) indicated they were visiting Carnegie with others when they were interviewed, while 28.3% indicated they were alone on their trip. Table 5.13 also shows the proportion of visitors who came to the site with or without children: 74% of study participants indicated they had no children in their group while 26% said they were accompanied by kids on their visit.

Table 5.13 Group Makeup Profiles by those Alone vs. with Others (Carnegie)

Group Profile	N	Percent
Group (vs. Solo)	568	71.7%
Solo (vs. Group)	224	28.3%
No kids (adults only)	586	74.0%
Kids (vs. No kids)	206	26.0%

The age ranges of study participants are reflected in Table 5.14, below. The average age of Carnegie visitors interviewed was 35 years, with a standard deviation of 13.42 (and a median 34 years).

Table 5.14 Age Categories of Person Completing Survey (Carnegie)

Age Range	N	Percent
<= 24	226	28.4%
25 – 34	174	21.9%
35 – 50	277	34.8%
50+	105	13.2%

N = 782

Researchers explored the relationship of study participants' age with a variety of visit dimensions (e.g the relationship between age and type of visitor fee paid) and these are outlined in Table 5.15 below. For example, younger visitors are more likely to attend special events and gather information about the SVRA from Facebook. Younger visitors are more likely to use the moto-cross track, and stay longer on their visit to Carnegie. Older riders are more likely to use an annual pass and get information from the State Parks' website. Older riders are also more likely to use the general motorcycle and ATV areas at Carnegie.

Table 5.15 Relationships of Visitor Characteristics with Dimensions of SVRA Visits

TOPIC	**Younger respondents are MORE likely** to…..	**Older respondents are MORE likely** to….
Entrance fee	Pay a Single visit entrance fee	Use annual pass Enter another way
Event	Attend special event	
Information source	Use Facebook	Use State Park website, other
Riding area	Moto-cross track	Gen. motorcycle/ATV area
Hours riding	Stay longer	Stay Shorter

Study participants at Carnegie were asked about the method with which they paid their entrance fee at the SVRA, and results from this question are listed in Table 5.16, below. The large majority (86.5%) indicated that they entered the SVRA through a single use fee. Just over 10% indicated that they held an annual pass.

Table 5.16 Method Used for Paying Entrance Fee (Carnegie)

Method	N	Percent
Single visit fee	662	86.5%
Annual pass	77	10.1%
Other	22	2.9%
Gate closed	4	0.5%

N = 765

Participants were also asked where they were riding while on their visit to Carnegie. These responses are listed in Table 5.17. General motorcycle/ATV riding characterized 39.9% of respondents, while 34.5% indicated they were using the practice moto-cross track.

Table 5.17 Where Participants Were Riding as Part of Visit (Carnegie)

Riding Area	N	Percent of total number of areas
General motorcycle/ATV	589	39.9%
Moto-cross practice track	509	34.5%
ATV practice track	124	8.4%
Other	119	8.1%
Mini track	72	4.9%
4x4 obstacle course	62	4.2%

N = 1,475

Researchers explored relationships between visitor characteristics and the likelihood that they would ride more or less in the variety of riding areas at Carnegie. Findings from this exploration of the data are provided in Table 5.18. Groups with kids were more likely to use the mini track, moto-cross practice track. Groups comprised of men only were less likely to use those areas, but they were more likely to use the ATV practice track.

Table 5.18 Relationships of Visitor-types to Riding Areas

Riding Area	**MORE likely** to ride in the area	**LESS likely** to ride in the area
Go cart track		
Mini track	Groups with kids	Solo, men-only
Moto-cross practice track	Groups with kids	Men-only
Moto-cross track	Younger	
ATV practice track	Men-only	
4x4 obstacle course		
General motorcycle/ATV	Solo, men-only, older, longer hours	
Other		Older

Spending related to the particular trip to Carnegie on which visitors were contacted was explored in a multi-level question relating to expenditures on lodging, food, supplies, gas and vehicle expenses, and other recreation-related purchasing. These amounts are displayed in Table 5.19 below. While an overall spending average of $163.74 was spent per group in the study, slightly higher spending levels were noted,

on average, for those visitors indicating spending beyond 25 miles from the SVRA ($153.13) in comparison to spending levels within 25-miles of the park unit ($115.67).

Table 5.19 Direct Spending Summary (Carnegie)

Spending Statistics	$ Total <25 miles	$ Total 25+ miles	$ TOTAL spending
Mean	$115.67	$153.13	$163.74
Median	$50.00	$50.00	$60.00
Std. Deviation	$414.48	$1139.70	$854.72
Sum	$69,749.86	$51,912.00	$121,661.86

N = 743

Information Sources About Carnegie

Study participants were asked to indicate where they get information about Carnegie SVRA news, use regulations, and events. Their responses are listed in Table 5.20, below, and indicate that the primary method used was word of mouth (38%) while the second most common was referring to the State Parks website (30.7%).

Table 5.20 Information Sources Used by Study Participants (Carnegie)

Information source	N	Percent
Word of mouth	449	38.0%
State Park website	363	30.7%
Facebook	176	14.9%
Trailhead signs/kiosks	46	3.9%
I have no info	45	3.8%
Blogs	13	1.1%
Twitter	6	0.5%
OHV safety training	6	0.5%
Other websites	0	0.0%
Other	79	6.7%
Total # of sources reported	1,183	100.0%

N = 796

Study participants did indicate a number of websites used for gathering information about the SVRA:

http://carnegieforever.org/
http://www.southbayriders.com/
http://www.advrider.com/
http://www.riderplanet-usa.com/
http://www.thumpertalk.com/
http://www.clubmoto.com/

Vehicle Information of Visitors at Carnegie

Details related to participants' vehicles were also explored as part of a multi-level question prompting visitors to provide information about the number of vehicles brought to the park by their group, the model years of those vehicles, the hours used on the trip, as well as an approximate number of gallons of fuel used on their visit. The number of vehicles study participants reported averaged 2 vehicles, with a standard deviation of 1.41 (and a median of 2).

Table 5.21 lists the responses of 790 visitors who completed this question. Dirt bikes were the vastly most common vehicle brought to Carnegie, with 71.8% of study participants reporting bringing at least one of these vehicles.

Table 5.21 Vehicle Types Used by Study Participants (Carnegie)

Vehicle Type	N	Percentage
Dirt bike	1,133	71.8%
4-Wheel drive	130	8.2%
ATV	126	8.0%
2-Wheel drive	94	6.0%
ROV/UTV, etc.	71	4.5%
Buggy/fab. OHV	10	0.6%
Dual sport cycle	7	0.4%
Go-kart/mini-bike	3	0.2%
Dune buggy/Sand	2	0.1%
Other	1	0.1%
Total vehicles	1,577	100.0%

N = 790 participants responded

Participant Suggestions for Improvements at Carnegie

The last survey item gathered invited participants if they have ideas regarding improvements (if any) they would like to see at Carnegie. These responses have been provided in their entirety in Appendix E. The comments received totaled 861 (numerous participants provided more than one comment about more than one subject). While this number is typical in comparison to the proportion of comments provided by participants in other similar studies, it should be noted that these comments are not necessarily representative of all study participants and merely reflect what was on the mind of those individuals who took the time to add extra comments at the end of their survey. For the purposes of this study these comments have been analyzed categorically. These categories have been listed in Table 5.22 (below).

From the comments provided by respondents giving feedback at Carnegie, those related to additional or expanded riding areas and trails were the most "top of the mind" with 335 related comments provided. Comments relating to improving/maintaining trails and tracks ranked next as the most commonly commented upon item by respondents with 232 comments.

Table 5.22 Categorical Analysis of Visitor Feedback (Carnegie)

Improvement Category	Frequency Reported (N = 861)	Percent of those responding to question
ADD/EXPAND AREAS, TRAILS, TRACKS	**335**	**38.9%**
Add/expand areas		
Open/expand park (remove closures/open creek bed)	162	
Add areas for new riders/kids (trails and tracks)	24	
areas for different abilities (intermediate/advanced)	17	
Add/expand trails		
General--add/expand trails	60	
4x4--add/expand trails	15	
ATV & MX--add/expand trails	11	
Add/expand more single-track trails	8	
Add/expand green trails	4	
Add/expand tracks		
MX--Add/expand tracks	15	
ATV--Add/expand tracks	10	
General--Add/expand Tracks	7	
Enduro Cross Track	2	
IMPROVE/MAINTAIN TRAILS, TRACKS, TERRAIN FEATURES	**232**	**26.9%**
Improve/maintain trails		
Make trails one-way	52	
Improve/ Maintain Trails (e.g., water trails)	37	
Add signs/mark trails	10	

Table 5.23 (continued)

Improve/maintain tracks		
MX--improve/maintain tracks (e.g., groom, prep)	53	
General--improve/maintain tracks (e.g., water, groom, till, prep tracks)	45	
ATV-improve/maintain tracks	14	
More/Fill Dirt	3	
Less rocks	2	
Terrain features		
More Hills/ Climbs	9	
More jumps	7	
NO IMPROVEMENTS	**119**	**13.8%**
No Improvements, Love it!	104	
Keep SVRA Open	15	
MAINTAIN/IMPROVE FACILITIES	**107**	**12.4%**
Water		
Water source (running water; hose; sink/faucets)	9	
Showers	4	
Pressure Washer Station	3	
Camping and Picnic areas		
Expand/improve camping areas	19	
More hook-ups (RVs, trailers)	10	
More picnic areas & tables	4	
Trash cans/ Dumpsters/ Recycle	4	

Table 5.23 (continued)

Miscellaneous facilities		
Store & food options--expand/improve	13	
Shade--more trees (e.g., north side of park)	9	
Add cell towers/ more call boxes	7	
Improve Landscape (grassy areas-for kids to play, fill in sink holes)	6	
Take debit cards	4	
Bathrooms--add/expand	4	
More picnic areas & tables	4	
Trash cans/ Dumpsters/ Recycle	4	
Improve/expand parking & staging areas	3	
MISCELLANEOUS	**45**	**5.2%**
Improve safety	16	
Information boards/education opportunities	10	
More Enforcement	8	
More events	8	
Increase speed limit	2	
Less Enforcement	1	
HOURS DAYS OF OPERATION	**23**	**2.7%**
Extend/Ban Red sticker season (esp. for bikes)	16	
Increase/ Expand Hours of Operation	4	
Keep Open (All Seasons & Weather Conditions)	3	

Chapter 6. Claypit SVRA Visitor Survey Results

Summary of Claypit Study

Response rates for the visitor survey at Claypit were extremely high, with 98.3% of all visitors invited to participate in the study agreeing, for a total of 293 surveys. Most of the surveys were collected during the high season (89.8%), and all participants were from California, mostly from Butte County (84.7%). On average, visitors travelled 18.7 miles each to visit Claypit, and the average day visit length was 2.2 hours.

Half of visitor groups at Claypit were comprised of males (50.2%), with women comprising 26.3% of all groups surveyed, and kids comprising 23.5%. The average group size calculated from survey responses was 2.5 people per vehicle. A substantial majority of visitors in the study came to Claypit in groups (75.3%) and a large percentage (67%) had no children with them on their visit. The average age of visitors in the study at Claypit was 32.9 years.

People spent, on average, $80.22 on their visit to Claypit. Not surprisingly, those coming from further away averaged slightly higher spending. Visitors in the study got information about the SVRA most commonly through word of mouth (54%).

The number of vehicles visitors brought to Claypit averaged 1.5 and 4-wheel drives were the most commonly reported vehicle used (by 33.7% of the sample). Just under 45% of vehicles brought to the park were pre-2002 models while 55.3% were 2003 or later. An average of 3.9 gallons of fuel was used by visitors in the study.

In an open-ended feedback item, comments provided by respondents focused most commonly on improving and maintaining trails, tracks and terrain features and also on maintaining and improving facilities.

Study Results: Visitor Survey at Claypit

This section of the report details visitors' responses to individual survey items as well as recreation use information observed by field researchers.

Specific information was collected for the visitor survey that focused on the following information:

- County and state of residence
- Miles travelled on trip to SVRA
- Length of visit (in hours)
- Gender and age of visitors
- Number of children accompanying visitors (if any)
- Number days riding at the site in past 12 months
- Direct spending on trip-related expenses to SVRA
- Information sources used for SVRA and regulations
- Vehicles used on visit
- Year model of vehicles
- Amounts of fuel used on visit
- Suggestions on improvements to SVRA

Claypit Study Sample

This section details the characteristics of the sample obtained at Claypit SVRA. The sample response rate was extremely high, at 98.3%, with an overall sample size of 293 completed surveys (see Table 6.1). The majority of surveys (89.8%) were collected during the high use season, while 10.2% were collected during the low season. The surveys collected were split almost evenly between weekends and weekdays (Table 6.1).

Table 6.1 Surveys Collected at Claypit

Surveys	N	Percent
Completed	288	98.3%
Refusals	5	1.7%
Total N approached	293	100.0%

Table 6.2 Days and Seasons of Data Collection (Claypit)

Timeframe	N	Percent
High season	256	89.8%
Low Season	29	10.2%
Weekend	135	47.4%
Weekday	150	52.6%

Claypit Visitor Residence Information

Tables 6.3 and 6.4 detail specific information relating to characteristics of study participants at Claypit. The large majority of those completing the survey were from Butte County (84.7%) followed by Sutter (6.3%) and Yuba counties (2.1%).

Table 6.3 State of Residence (Claypit)

State	N	Percent
California	288	100.0%

Table 6.4 County of Residence (Claypit)

Visitors' County of Residence	N	Percent		Visitors' County of Residence	N	Percent
Butte	244	84.7%		Kern	1	0.3%
Sutter	18	6.3%		Lake	1	0.3%
Yuba	6	2.1%		Mendocino	1	0.3%
Glenn	3	1.0%		Sierra	1	0.3%
Placer	3	1.0%		Solano	1	0.3%
Sacramento	3	1.0%		Sonoma	1	0.3%
Santa Clara	2	0.7%		Stanislaus	1	0.3%
Colusa	1	0.3%		Tehama	1	0.3%

Claypit Visitor Trip Information

The mean number of miles travelled by study participants to Claypit was 18.7 miles, with a standard deviation of 27.2 miles (and a median 10 miles,). Table 6.5 shows a categorical separation of the distance traveled by study participants, with the large majority (80.2 %) coming from under a 25-mile radius of the SVRA, and 16% coming from 25-50 miles distant from the site. Participants travelled on average 18.7 miles to visit Claypit, with a standard deviation of 27.16 (median 10 miles).

Table 6.5 Miles Travelled (Claypit)

Miles travelled	N	Percent
<= 25	231	80.2%
25 -50	46	16.0%
50+	9	3.1%
Missing	2	0.7%
Total	288	100.0%

Study participants were asked how many hours they were spending at Claypit on the trip they were contacted (see Table 6.6, below). The average number of hours indicated was 2.2, with a standard deviation of 1.7 (and median of 2). A majority (67.4%) were at the site less than 2 hours, while just under a quarter (24.3%) indicated they were there from 2.1 to 4 hours. Study participants were also asked how many days they visited Claypit in the 12 months previous to the day they were contacted by study researchers. The mean response was 8.9 days, with a standard deviation of 27.1 (median of 3).

Table 6.6 Length of Day Trips (in Hours) (Claypit)

Hours	N	Percent
<= 2.0	194	67.4%
2.1 - 4.0	70	24.3%
4.1 - 8.0	18	6.3%
8.1+	3	1.0%

N = 288

Claypit Visitor Profiles

An overall characterization of the groups sampled by at least one of their members while on a visit to Claypit is shown in Table 6.7 (below). Just over half of the groups contacted (50.2%) were male, while women made up 26.3% and children made up 23.5% of the groups with one member being surveyed. The total number in groups of those contacted and agreeing to participate in the study was 834 people.

Table 6.8 shows information related to the group size of the sample at Claypit (the number used for attendance calibration) is 2.5 people per vehicle, with a standard deviation of 1.3 (median of 2.0). During the low season the number rose slightly to 2.7 people per vehicle, on average.

Table 6.7 Group Composition (Claypit)

Visitor Profile	N	Percent
Men	419	50.2%
Women	219	26.3%
kids (under 18)	196	23.5%
Total No. of Visitors	834	100.0%

**Based on N = 288 surveys*

Table 6.8 Number in Vehicles (Claypit)

Statistic	Overall No. in Group	High Season No. in Group	Low Season No. in Group
Mean	2.5	2.5	2.7
Median	2.0	2.0	2.0
Std. Deviation	1.3	1.3	1.6
Number	*N = 285*	*N = 256*	*N = 29*

Visitor groups were broken down by those reporting only men, only women, and mixed groups, and these have been detailed in Table 6.9, below. Just over a third (37.5%) reported visiting Claypit in groups that were all male, while 57.6% of the study sample reported their group was comprised of both males and females. Groups made up of women only comprised 4.9% of those interviewed.

Table 6.9 Group Makeup Profiles by Gender, those with Children (Claypit)

Group Makeup	Sum	Percent
Men only (no women)	108	37.5%
Mixed	166	57.6%
Women only (no men)	14	4.9%

The number of visitors coming to Claypit alone versus those with others is contrasted in Table 6.10 (below). Most study participants (75.3%) indicated they were visiting Claypit with others when they were interviewed, while 24.7% indicated they were alone on their trip. Table 6.10 also shows the proportion of visitors who came to the site with or without children: 67% of study participants indicated they had no children in their group while 33% said they were accompanied by kids on their visit.

Table 6.10 Group Makeup Profiles by those Alone vs. with Others (Claypit)

Group Profile	N	Percent
Group (vs. Solo)	217	75.3%
Solo (vs. Group)	71	24.7%
No kids (adults only)	193	67.0%
Kids (vs. No kids)	95	33.0%

The age ranges of study participants are reflected in Table 6.11, below. The average age of Claypit visitors interviewed was 32.9 years, with a standard deviation of 13.2 (and a median of 30). Age ranges were fairly evenly distributed between age categories, with 34.7% under age 24, 28.5% between 25 and 34 years, and 23.3% between 35 and 50 years old. Those over 50 accounted for 12.5% of the sample.

Table 6.11 Age Categories of Person Completing Survey (Claypit)

Age Range	N	Percent
<= 24	100	34.7%
25 - 34	82	28.5%
35 - 50	67	23.3%
50+	36	12.5%

N = 285

Spending related to the particular trip to Claypit on which visitors were contacted was explored in a multi-level question relating to expenditures on lodging, food, supplies, gas and vehicle expenses, and other recreation-related purchasing. These amounts are displayed in Table 6.12 below. While an overall spending average of $80.22 was spent per visitor in the study, those travelling less than 25 miles to Claypit reported spending an average of $55.87. Those travelling more than 25 miles reported considerably more spending, on average, with $241.33 spent.

The data analysis suggests that there is a positive relationship between the amount of time visiting Claypit and the total amount spent, $r(246) = .398$, $p < .01$.

Table 6.12 Direct Spending Summary (Claypit)

Spending Statistics	$ Total <25 miles	$ Total 25+ miles	$ TOTAL spending
Mean	$55.87	$241.33	$80.22
Median	$29.50	$35.00	$30.00
Std. Deviation	$93.03	$533.96	$250.72
Sum	$13,298.11	$6,757.11	$20,055.22

N = 250

Information Sources About Claypit

Study participants were asked to indicate sources of information for where they get information about SVRA news, use regulations, and events. Their responses are listed in Table 6.13, below, and indicate that the primary method used was word of mouth for visitors. The second most commonly noted source of information was the State Parks website followed by "I have no information."

Table 6.13 Information Sources Used by Study Participants (Claypit)

Information source	N	Percent
Word of mouth	168	54.0%
State Park website	48	15.4%
I have no info	39	12.5%
Trailhead signs/kiosks	24	7.7%
Other	22	7.1%
OHV safety training	6	1.9%
Blogs	4	1.3%
Facebook	0	0.0%
Twitter	0	0.0%
Other websites	0	0.0%

Vehicle Information of Visitors at Claypit

Details related to participants' vehicles were also explored as part of a multi-level question prompting visitors to provide information about the number of vehicles brought to the park by their group, the model years of those vehicles, the hours used on the trip, as well as an approximate number of gallons of fuel used on their visit. The number of vehicles study participants reported averaged 1.5 vehicles, with a standard deviation of 1.2 (and a median of 1).

Table 6.14, below, lists the responses of x respondents who completed this question. Most commonly brought to the park were 4-wheel drives, with 33.7% of study participants reporting bringing at least one of these vehicles. This was followed by 26.1% who reported using dirt bikes as part of their visit, 19% who reported using ATVs, and 13.3% using 2-wheel drives at Claypit.

Table 6.14 Vehicle Types Used by Study Participants (Claypit)

Vehicle Type	N	Percentage
4-Wheel drive	147	33.7%
Dirt bike	114	26.1%
ATV	83	19.0%
2-Wheel drive	58	13.3%
ROV/UTV, etc	15	3.4%
Dual sport cycle	7	1.6%
Go-kart/mini-bike	6	1.4%
Buggy/fab. OHV	2	0.5%
Dune buggy/Sand	2	0.5%
Other	2	0.5%
Total vehicles	436	100.0%

N = 288 *participants responded*

Participant Suggestions for Improvements at Claypit

The last survey item asked participants if they have ideas regarding improvements (if any) they would like to see at Claypit. These responses have been provided in their entirety in Appendix E. A total of 201 or 69.8 % of study participants completed this question. While this N is typical in comparison to the proportion of comments provided by participants in other similar studies, it should be noted that these comments are not representative of all study participants and merely reflect what was on the mind of those individuals who took the time to add extra comments at the end of their survey. For the purposes of this study these comments have been analyzed categorically. These categories have been listed in Table 6.15 (below). It should be noted that individuals sometimes made several comments.

Upon reviewing all comments provided by respondents giving feedback at Claypit, researchers noted two topical categories rose as the most "top of the mind" while a good number indicated that no improvements were needed:

- Improve/maintain trails, tracks and terrain features (120 related comments)
- Maintain/improve facilities (111 related comments)
- No improvements needed (41 related comments)

Table 6.15 Categorical Analysis of Visitor Feedback (Claypit)

Improvement Category	N	Percent of those responding to question
IMPROVE MAINTAIN TRAILS, TRACKS, & TERRAIN FEATURES	**120**	**42.4%**
Trails		
Expand/ Increase Trails (just for ATV & dirt bikes)	4	
Improve/ Maintain Trails	3	
Add signs/mark trails	3	
Improve tracks		
Remove rocks	14	
Improve/Maintain MX Track (e.g., smooth track)	11	
Improve tracks	7	
Improve Quad/ATV Track	6	
Add Track Area (dune buggies, RC & Go Carts)	4	
More/Fill Dirt	2	
Improve Kids Track (little mounds)	2	
Add/expand tracks		
Kids Safe/ Flat Area (Family zone; Near Parking Lot)	10	
Add or expand MX Track (more obstacles)	6	
Add Track Area (dune buggies, RC & Go Carts)	4	
Terrain Track	2	
More beginner tracks	2	
More advanced tracks	2	
Enduro Style Trace Rack	1	
Terrain features		
Improve Mud Pits/ Add More Mud	14	
More Hills/ Climbs	8	
Designated rock pit area	6	
More obstacles	4	
More jumps	3	
Drags (drag strip/sand drag)	2	

Table 6.15 (continued)

MAINTAIN/IMPROVE FACILITIES	111	38.4%
Water		
Sinks/ Faucets/drinking fountains (running water)	13	
Water source (running water; hose)	15	
Pressure Washer Station	10	
Bathrooms		
Improve/expand Bathrooms	5	
Flushing toilets	4	
Electricity/ Lights (restroom)	1	
Shade		
Shaded Structure	16	
More Trees (shade; parking area)	6	
Covered picnic tables	3	
Picnic and BBQ areas		
More picnic areas & tables	14	
BBQ/Fire Pits	8	
Trash cans/ Dumpsters/ Recycle	3	
Miscellaneous facilities		
Concession Stand (Vending, Catering)	4	
Expand Shooting Range	3	
Loading/ Unloading Ramp	2	
Improve Landscape (grassy areas-for kid play)	2	
Air compressor	1	
Camping	1	
NO IMPROVEMENTS	**41**	**14.2%**
No Improvements, Love it!	30	
Keep it Free/ No charge	7	
Keep SVRA Open	4	
MISCELLANEOUS	**17**	**5.9%**
Improve safety (e.g., vehicles with flags)	3	
More Enforcement	2	
Less Enforcement	5	
Information boards	3	
Maps	3	
Events	1	

Chapter 7. Heber Dunes SVRA Visitor Survey Results

Summary of Heber Dunes Study

Response rates for the visitor survey at Heber Dunes were strong, with 82.9% of all visitors invited to participate in the study agreeing, for a total of 287 interviews. Most of the surveys were collected during the weekends (68.5%), and participants were almost all from California (99.5%), and of these 96.6% were from Imperial County, so the visitor base is highly localized. On average, visitors travelled 14.8 miles each to visit Heber Dunes, and the large majority of visitors (95.4%) travelled less than 25 miles. The average day visit length was 3.1 hours.

A larger proportion of visitor groups at Heber Dunes are male (52.8%), with women comprising 22.3% of groups sampled. Children comprised 25% of the groups sampled. Visitors typically come to Heber Dunes with 3.4 people in each vehicle. The average age of visitors in the study at Heber Dunes was 33.6 years. Those in the study typically came to the SVRA in groups (82.8%), and 37.4% had children accompanying them on their visit.

Groups spent, on average, $82.94 on their visit to Heber Dunes. Visitors in the study got information about the SVRA most commonly through word of mouth (73.6%) although 19.1% indicated that they had no information about the SVRA.

The number of vehicles visitors brought to Heber Dunes average 2, and ATVs were the most commonly reported vehicle used (by 35% of the sample), while 28.1% reported using a 2-wheel drive, and 23.4% reported using a 4-wheel drive. Just under one-quarter (23.5%) of vehicles brought to the park were pre-2002 models while 76.5% were 2003 or later. An average of 3.9 gallons of fuel was used by visitors in the study.

In an open-ended feedback item, comments provided by respondents focused most commonly on concession-related items (e.g. a store selling supplies, etc.) and facility improvements.

Study Results: Visitor Survey at Heber Dunes

This section of the report details visitors' responses to individual survey items as well as recreation use information observed by field researchers.

Specific information was collected for the visitor survey that focused on the following information:

- County and state of residence
- Length of visit (in hours)
- Miles travelled on trip to SVRA
- Gender and age of visitors
- Number of children accompanying visitors (if any)
- Number days riding in past 12 months
- Direct spending on trip-related expenses to SVRA
- Information sources used for SVRA and regulations
- Vehicles used on visit
- Year model of vehicles
- Amounts of fuel used on visit
- Suggestions on improvements to SVRA

Heber Dunes Study Sample

This section details the characteristics of the sample obtained at Heber Dunes SVRA. The sample response was just about 83%, with an overall sample size of 238 completed surveys (see Table 7.1). All surveys collected at Heber Dunes were collected during the high season at the unit. Most surveys (68.5%) were collected on weekends, while just below a third (31.5%) were completed by visitors on weekdays during the study (Table 7.2).

Table 7.1 Surveys Collected at Heber Dunes

Surveys	N	Percent
Completed	238	82.9%
Refusals	49	17.1%
Total N approached	287	100.0%

Table 7.2 Days and Seasons of Data Collection (Heber Dunes)

Timeframe	N	Percent
High season	238	100.0%
Low Season	0	0.0%
Weekend	163	68.5%
Weekday	75	31.5%

Heber Dunes Visitor Information

This section of the report details specific information relating to characteristics of the visitors in the study. All of the sample (99.2%) but two individuals were from California, with one coming from Idaho and one from Mexico (see Table 7.3).

Table 7.3 State of Residence (Heber Dunes)

Residence of Visitors	N	Percent
California	236	99.2%
Bonneville County, ID	1	0.4%
Duval County, Mexico	1	0.4%
Total	238	100.0%

Table 7.4 shows a breakdown of the study sample by county. The large majority of visitors to Heber Dunes come from the local area of Imperial County (96.6%).

Table 7.4 County of Residence (Heber Dunes)

County	N	Percent
Imperial County	230	96.6%
Los Angeles County	4	1.7%
Out-of-state	2	0.8%
San Bernardino County	1	0.4%
San Diego County	1	0.4%
Total	238	100.0%

Heber Dunes Visitor Trip Information

The mean number of miles travelled by study participants to Heber Dunes was 14.8 miles, with a standard deviation of 26 miles (median 10 miles,). Table 7.5 shows a categorical separation of the distance traveled by study participants, with the large majority (95.4%) coming from under a 25-mile radius of the SVRA.

Table 7.5 Miles Travelled (Heber Dunes)

Miles travelled	N	Percent
<= 25	227	95.4%
25 -50	4	1.7%
50+	5	2.1%
Missing	2	0.8%
Total	238	100.0%

Study participants were asked how many hours they were spending at Heber Dunes on the trip they were contacted (see Table 7.6, below). The average number of hours indicated was 3.1, with a standard deviation of 1.65 (median of 3.0). Slightly more visitors (42%) were at the park unit from 2.1 – 4 hours while 38.7% reported staying less than 2 hours. Study participants were also asked how many days they visited Heber Dunes in the 12 months previous to the day they were contacted by study researchers. The mean response was 12 days, with a standard deviation of 15. (median was 10 days).

Table 7.6 Length of Day Trips (in Hours) (Heber Dunes)

Hours	N	Percent
<= 2.0	92	38.7%
2.1 - 4.0	100	42.0%
4.1 - 8.0	35	14.7%
8.1+	3	1.3%
Total	230	100.0%

Heber Dunes Visitor Profiles

An overall characterization of the groups sampled by at least one of their members while on a visit to Heber Dunes is shown in Table 7.7 (below). Just over half of the groups contacted (52.8%) were male, while women made up 22.3% and children made up 25%. The total number in groups of those contacted and agreeing to participate in the study was 813 people.

Table 7.8 shows information related to the group size of the sample at Heber Dunes (the number used for attendance calibration) is 3.4 people per vehicle, with a standard deviation of 3.5 (median of 3.0).

Table 7.7 Group Composition (Heber Dunes)

Visitor Profile	N	Percent
Men	429	52.8%
Women	181	22.3%
kids (under 18)	203	25.0%
Total No. of Visitors	813	100.0%

**Based on N = 238 surveys*

Table 7.8 Number in Vehicles (Heber Dunes)

Statistic	No. in Group
Mean	3.4
Median	3.0
Std. Deviation	3.5

Visitor groups were broken down by those reporting only men, only women, and mixed groups, and these have been detailed in Table 7.9, below. Just over half (50.8%) reported visiting Heber Dunes in groups that were all male, while 45% of the study sample reported their group was comprised of both males and females. Groups made up of women only comprised 3.8% of those interviewed.

Table 7.9 Group Makeup Profiles by Gender, those with Children (Heber Dunes)

Group Makeup	Sum	Percent
Men only (no women)	121	50.8%
Mixed	107	45.0%
Women only (no men)	9	3.8%

The number of visitors coming to Heber Dunes alone versus those with others is contrasted in Table 7.10 (below). Most study participants (82.8%) indicated they were visiting Heber Dunes with others when they were interviewed, although a strong minority (17.2%) indicated they were alone on their trip. Table 10 also shows the proportion of visitors who came to the site with or without children: 62.6% of study participants indicated they had no children in their group while 37.4% said they were accompanied by kids on their visit.

Table 7.10 Group Makeup Profiles by those Alone vs. with Others (Heber Dunes)

Group Profile	N	Percent
Group (vs. Solo)	197.00	82.8%
Solo (vs. Group)	41.00	17.2%
No kids (adults only)	149.00	62.6%
Kids (vs. No kids)	89.00	37.4%

The age ranges of study participants are reflected in Table 7.11, below. The average age of Heber Dunes visitors interviewed was 33.6 years, with a standard deviation of 10.49 (and median of 34.5 years). Generally ages were distributed evenly with a drop-off in numbers for participants over 50.

Table 7.11 Age Categories of Person Completing Survey (Heber Dunes)

Age Range	N	Percent
<= 24	48	20.2%
25 - 34	69	29.0%
35 - 50	104	43.7%
50+	13	5.5%

N = 234

Spending related to the particular trip to Heber Dunes on which visitors were contacted was explored in a multi-level question relating to expenditures on lodging, food, supplies, gas and vehicle expenses, and other recreation-related purchasing. These amounts are displayed in Table 7.12 below. While an overall spending average of $82.94 was spent per visitor in the study, most study participants' trips took place within 25 miles of Heber Dunes. Only 11 of 221 participants providing spending data indicated any expenditures outside of the 25-mile radius.

The data analysis suggests that there is a positive relationship between the number of miles travelled and the total amount spent, $r(210) = .50$, $p < .001$.

Table 7.12 Direct Spending Summary (Heber Dunes)

Spending Statistics	$ Total <25 miles	$ Total 25+ miles	$ TOTAL spending
Mean	$ 74.38	$ 193.64	$ 82.94
Median	$ 40.00	$ 60.00	$ 40.00
Std. Deviation	$ 130.98	$ 299.34	$ 158.68
Sum	$15,619.00	$2,130.00	$17,749.00
N	*210*	*11*	*214*

N = 214

Information Sources About Heber Dunes

Study participants were asked to indicate sources of information for where they get information about SVRA news, use regulations, and events. Their responses are listed in Table 7.13, below, and indicate clearly that the primary method used was word of mouth for visitors. The second response in this question most commonly noted, however was "I have no information," followed by the social media site

Facebook, which also represented a statistically significant relationship related to this question: Facebook use and age were highly correlated at a statistically significant level for the two youngest age categories (less than 25 and 25-34). Evidence suggests that there is a positive relationship between the age of participants in the two youngest categories (less than 24, 25-34 years) and the use of Facebook for SVRA information, $r(229) = 17.67$, $p < .001$.

Table 7.13 Information Sources Used by Study Participants (Heber Dunes)

Information source	N	Percent
Word of mouth	173	73.6%
I have no information	45	19.1%
Facebook	25	10.6%
State Park website	8	3.4%
Blogs	2	0.9%
Trailhead signs/kiosks	2	0.9%
Other websites	1	0.4%
OHV safety training	1	0.4%
Twitter	0	0.0%

Vehicle Information of Visitors at Heber Dunes

Details related to participants' vehicles were also explored as part of a multi-level question prompting visitors to provide information about the number of vehicles brought to the park by their group, the model years of those vehicles, the hours used on the trip, as well as an approximate number of gallons of fuel used on their visit. The number of vehicles study participants reported averaged 2 vehicles, with a standard deviation of 1.43 (and median of 2).

Table 7.14, lists the responses of 234 visitors who completed this question. Most commonly brought to the park were ATVs, with 35% of study participants reporting bringing at least one of these vehicles. This was followed by 28.1% who reported using 2-wheel drive vehicles as part of their visit, and 23.4% who reported using 4-wheel drives at Heber Dunes.

Table 7.14 Vehicle Types Used by Study Participants (Heber Dunes)

Vehicle Type	N	Percentage
ATV	163	35.0%
2-Wheel drive	131	28.1%
4-Wheel drive	109	23.4%
Dirt bike	21	4.5%
Dune buggy/Sand	15	3.2%
Buggy/fab. OHV	10	2.1%
ROV/UTV, etc.	7	1.5%
Other	7	1.5%
Dual sport cycle	2	0.4%
Go-kart/mini-bike	1	0.2%

N = 234 participants responded

Participant Suggestions for Improvements at Heber Dunes

The last survey item gathered invited participants if they have ideas regarding improvements (if any) they would like to see at Heber Dunes. These responses have been provided in their entirety in Appendix E. The comments received totaled 96, or 40.3% of study participants. While this N is typical in comparison to the proportion of comments provided by participants in other similar studies, it should be noted that these comments are not representative of all study participants and merely reflect what was on the mind of those individuals who took the time to add extra comments at the end of their survey. For the purposes of this study these comments have been analyzed categorically. These categories have been listed in Table 7.15 (below). From the comments provided by respondents giving feedback, concession-related items were the most "top of the mind" while facility improvements ranked next as the most commonly commented upon item by respondents. Safety-related features followed as the next most frequently mentioned category.

Table 7.15 Categorical Analysis of Visitor Feedback (Heber Dunes)

Improvement Category	N	Percent of those responding to question
Store (which provides a range of services)	36	37.5%
Store (snacks, supplies, tools, air compressor)	15	
Vending machine	7	
Information kiosk	5	
Air compressor	4	
ATV rentals	3	
Gas station	2	
Improve existing facilities	25	26.0%
Provide more shade	8	
Improve campsites in general	7	
Improve/add more grills	6	
More picnic tables/benches	4	
Improve safety/security	21	21.9%
Increase riding regulations : (1) no pick-ups in ATV area (2) no personal vehicles in dunes	7	
Public phone	6	
More lights	5	
Increase security/safety programs	3	
Close at a later time/extended hours	15	15.6%
Nothing	13	13.5%
Misc	12	12.5%
Improve trails	7	7.3%
Add sand	6	
Improve trails (general)	1	

Chapter 8. Hollister Hills SVRA Visitor Survey Results

Summary of Hollister Hills SVRA Study

Response rates for the visitor survey at Hollister Hills were high, with 90.8% of all visitors invited to participate in the study agreeing, for a total of 683 interviews. The large majority of the surveys were collected during the high season (91.5%), and participants were almost all from California (98.2%). On average, visitors travelled 82.7 miles each to visit Hollister Hills. A slight majority of study participants were at the SVRA for a day visit (56.5%) while 42.9% were camping. The average day visit length was 6.1 hours. Those participants who were camping, the average stay was 2.7 nights.

A larger proportion of visitor groups at Hollister Hills are male (57%) while women comprised 17.3% and children accounted for 25.7% of groups. The average group size was 2.2 people per vehicle. A substantial majority of visitors in the study came to Hollister Hills in groups (77.4%), and 63.9% had no children with them on their visit. The average age of visitors in the study at Hollister Hills was 37.8 years. The large majority (85.6%) of participants paid a single day entrance fee to access Hollister Hills while 11.7% had an annual pass (2.6% indicated the entrance gate was closed upon their arrival).

Groups spent, on average, $330.28 on their visit to Hollister Hills. Surprisingly, those coming from nearer to the SVRA averaged slightly higher spending. Visitors in the study got information about the SVRA most commonly through the State Parks website (35.2%) and word of mouth (33.7%).

The number of vehicles visitors brought to Hollister Hills average 2, and dirt bikes were the most commonly reported vehicle used (by 78.6% of the sample). Just under 29% of vehicles brought to the park were pre-2002 models while 71.1% were 2003 or later. An average of 16.1 gallons of fuel was used by visitors in the study.

In an open-ended feedback item, comments provided by respondents focused most commonly on maintaining or improving existing facilities.

Study Results: Visitor Survey at Hollister Hills

This section of the report details visitors' responses to individual survey items as well as recreation use information observed by field researchers.

Specific information was collected for the visitor survey that focused on the following information:

- County and state of residence
- Miles travelled on trip to SVRA
- Length of visit (in hours)
- Number of people in vehicle on visit
- Gender and age of visitors
- Number of children accompanying visitors (if any)
- Park entrance fee information
- Areas visited in the SVRA
- Number days riding in past 12 months
- Direct spending on trip-related expenses to SVRA

- Information sources used for SVRA and regulations
- Vehicles used on visit
- Year model of vehicles
- Amounts of fuel used on visit
- Suggestions on improvements to SVRA

Hollister Hills Study Sample

This section details the characteristics of the sample obtained at Hollister Hills SVRA. The sample response was 90.8%, with an overall sample size of 620 completed surveys (see Table 8.1). Surveys collected during the high use season at Hollister Hills accounted for 91.5% of the sample, while 8.5% were collected during the low use season. Slightly more surveys (50.5%) were collected on weekdays, while 59.5% were completed by visitors on weekend days during the study (Table 8.2).

Table 8.1 Surveys Collected at Hollister Hills

Surveys	N	Percent
Completed	620	90.8%
Refusals	63	9.2%
Total N approached	683	100.0%

Table 8.2 Days and Seasons of Data Collection (Hollister Hills)

Timeframe	N	Percent
High season	567	91.5%
Low Season	53	8.5%
Weekend	302	49.5%
Weekday	308	50.5%

Hollister Hills Visitor Information

This section of the report details specific information relating to characteristics of the visitors in the study. (see Table 8.3). The large majority of visitors participating in the survey sample were from California (98.2%).

Table 8.3 State of Residence (Hollister Hills)

Residence of Visitors	N	Percent
California	609	98.2%
Out-of-state	6	1.0%
Unknown	5	0.8%

Table 8.4 shows a breakdown of the study sample by county. Just under one-third of the visitors in the sample at Hollister Hills came from Santa Clara County (29.7%) followed distantly by other counties. Overall, visitors came from 32 counties in California.

Table 8.4 County of Residence (Hollister Hills)

County	N	Percent
Santa Clara	184	29.7%
Santa Cruz	53	8.5%
Monterey	51	8.2%
San Benito	51	8.2%
San Mateo	49	7.9%
Alameda	41	6.6%
Contra Costa	38	6.1%
Stanislaus	21	3.4%
San Joaquin	18	2.9%
San Luis Obispo	16	2.6%
Sonoma	12	1.9%
Sacramento	11	1.8%
Placer	10	1.6%
Fresno	8	1.3%
Solano	7	1.1%
Los Angeles	5	0.8%

County	N	Percent
Marin	5	0.8%
Tulare	4	0.6%
El Dorado	3	0.5%
Kings	3	0.5%
San Francisco	3	0.5%
Merced	2	0.3%
Nevada	2	0.3%
Orange	2	0.3%
Tuolumne	2	0.3%
Yolo	2	0.3%
Amador	1	0.2%
Butte	1	0.2%
Napa	1	0.2%
San Diego	1	0.2%
Santa Barbara	1	0.2%
Shasta	1	0.2%

Hollister Hills Visitor Trip Information

The mean number of miles travelled by study participants to Hollister Hills was 82.7 miles, with a standard deviation of 127.47 miles (the median was 60 miles). Table 8.5 shows a categorical separation of the distance traveled by study participants, with over half (56.3%) coming from beyond a 50-mile radius of the SVRA.

Table 8.5 Miles Travelled (Hollister Hills)

Miles travelled	N	Percent
<= 25	96	15.5%
25 -50	161	26.0%
50+	349	56.3%
Missing	14	2.3%
Total	620	100.0%

The sample of visitors completing the survey was comprised of 56.5% day visitors, while 42.9% indicated they were camping on the trip they were interviewed at Hollister Hills (see Table 8.6).

Table 8.6 Day Trip vs. Camping for Study Participants (Hollister Hills)

Type of Visit	N	Percent
Day	350	56.5%
Camping	266	42.9%

Study participants were asked how many hours they were spending at Hollister Hills on the trip they were contacted (see Table 8.7, below). The average number of hours indicated was 6.1 (and median of 6, standard deviation of 3.97). Table 8.7 shows a categorical breakdown of day trip lengths, showing 66.3% visitors spent between 4.1 – 8 hours on site. Study participants were also asked how many days they visited Hollister Hills in the 12 months previous to the day they were contacted by study researchers. The mean response was 17.3 days with a standard deviation of 21.06 (median number of days was 10).

Table 8.7 Length of Day Trips (in Hours) (Hollister Hills)

Hours	N	Percent
<= 2.0	18	5.1%
2.1 - 4.0	73	20.9%
4.1 - 8.0	232	66.3%
8.1+	23	6.6%
Missing	4	1.1%

Study participants who indicated they were camping at Hollister Hills reported an average of 2.7 nights, with a standard deviation 1.58 (with a median of 2.0). Table 8.8 shows a categorical distribution of participants' responses with 37.2% indicating staying 2 – 2.9 days.

Table 8.8 Length of Camping Trips (in days) (Hollister Hills)

Days	N	Percent
<= 1.9	48	18.0%
2.0 - 2.9	99	37.2%
3.0 - 3.9	56	21.1%
4.1+	63	23.7%

Study participants who were camping as part of their trips were also asked to indicate the type of equipment they were using to camp. Table 8.9 shows theirs responses (below) and indicate that 41.5% reported using travel trailers, 26.6% tents, 20.8% said they were using motor homes, and others (11.1%) indicated that they were using car/truck camping arrangements.

Table 8.9 Type of Camping (Hollister Hills)

Type of Camping	N	Percent
Travel trailer	86	41.5%
Motor home	43	20.8%
Tents	55	26.6%
Other (car/truck/toy hauler)	23	11.1%

N = 207

Hollister Hills Visitor Profiles

An overall characterization of the groups sampled by at least one of their members while on a visit to Hollister Hills is shown in Table 8.10 (below). Over half of the groups contacted (57%) were male, while women made up 17.3 % and children made up 25.7%. The total number in groups of those contacted and agreeing to participate in the study was 1,613 people.

Table 8.10 Group Composition (Hollister Hills)

Visitor Profile	N	Percent
Men	919	57.0%
Women	279	17.3%
kids (under 18)	415	25.7%
Total No. of Visitors	1,613	100.0%

**Based on N = 620 surveys*

Table 8.11 shows information related to the group size of the sample at Hollister Hills (the number used for attendance calibration). The overall average of people per vehicle is 2.2 people per vehicle, with a standard deviation of 1.40 (median of 2.0). During the high use season, the average number of visitors per vehicle is 2.20 and during the low season was 2.33.

Table 8.11. Number in Vehicles (Hollister Hills)

Statistic	High Season No. in Group	Low Season No. in Group	Overall Avg. No. in Group
Mean	2.20	2.33	2.24
Median	2.00	2.00	2.00
Std. Deviation	1.40	1.42	1.41

Visitor groups were broken down by those reporting only men, only women, and mixed groups, and these have been detailed in Table 8.12, below. A majority (63.1%) reported visiting Hollister Hills in groups that were all male, while 34.2% of the study sample reported their group was comprised of both males and females. Groups made up of women comprised 2.7% of those interviewed.

Table 8.12 Group Makeup Profiles by Gender, those with Children (Hollister Hills)

Group Makeup	Sum	Percent
Men only (no women)	391	63.1%
Mixed	212	34.2%
Women only (no men)	17	2.7%

The number of visitors coming to Hollister Hills alone versus those with others is contrasted in Table 8.13 (below). Most study participants (77.4%) indicated they were visiting Hollister Hills with others when they were interviewed, although a strong minority (22.6%) indicated they were alone on their trip. Table 8.13 also shows the proportion of visitors who came to the site with or without children: 63.9% of study participants indicated they had no children in their group while 36.1% said they were accompanied by kids on their visit.

Table 8.13. Group Makeup Profiles by those Alone vs. with Others (Hollister Hills)

Group Profile	N	Percent
Group (vs. Solo)	480	77.4%
Solo (vs. Group)	140	22.6%
No kids (adults only)	396	63.9%
Kids (vs. No kids)	224.00	36.1%

The age ranges of study participants are reflected in Table 8.14, below. The average age of Hollister Hills visitors interviewed was 37.8 years, with a standard deviation of 11.99 (and a median of 39 years).

Table 8.14 Age Categories of Person Completing Survey (Hollister Hills)

Age Range	N	Percent
<= 24	114	18.4%
25 - 34	139	22.4%
35 - 50	282	45.5%
50+	83	13.4%

N = 618

Study participants at Hollister Hills were asked about the method with which they paid their entrance fee at the SVRA, and results from this question are listed in Table 8.15, below. Most study participants (85.6%) indicated that they entered the SVRA through a single use fee.

Table 8.15 Method Used for Paying Entrance Fee (Hollister Hills)

Method	N	Percent
Single visit fee	525	85.6%
Annual pass	72	11.7%
Gate closed	16	2.6%

N = 613

Participants were also asked where they were riding while on their visit to Hollister Hills. These responses are listed in Table 8.16. Just under half of those surveyed reported general motorcycle/ATV riding areas on their visit (43.8%) while 18.2% indicated use of the moto-cross practice track and 17.3% used the moto-cross track.

Table 8.16. Where Participants Were Riding as Part of Visit (Hollister Hills)

Riding Area	N	Percent of total number of areas
General motorcycle/ATV	508	43.8%
Moto-cross practice track	211	18.2%
Moto-cross track	200	17.3%
Mini track	115	9.9%
ATV practice track	66	5.7%
4x4 obstacle course	52	4.5%
Other	7	0.6%

N = 588 respondents with 1,159 areas reported

Spending related to the particular trip to Hollister Hills on which visitors were contacted was explored in a multi-level question relating to expenditures on lodging, food, supplies, gas and vehicle expenses, and other recreation-related purchasing. These amounts are displayed in Table 8.17 below. An overall daily spending average of $330.28 was spent per visitor among Hollister Hills participants. Visitor spending beyond 25 miles from the SVRA ($209.03) were slightly higher in comparison to spending levels within 25-miles of the park unit ($192.47). A caveat should be made in examining these numbers because of non-responses: 141 of 479 participants in the study completed this question. This represents 22.7% of the Hollister Hills study sample and suggests a limitation on generalizing these findings.

Table 8.17 Direct Spending Summary (Hollister Hills)

Spending Statistics	$ Total <25 miles	$ Total 25+ miles	$ TOTAL spending
Mean	$ 209.03	$ 192.47	$ 330.28
Median	$ 97.50	$ 100.00	$ 200.00
Std. Deviation	$ 411.74	$ 371.70	$ 504.16
Sum	$104,098.00	$43,691.39	$46,570.00

N = 141 (22.7% of sample)

Information Sources About Hollister Hills

Study participants were asked to indicate sources of information for where they get information about SVRA news, use regulations, and events. Their responses are listed in Table 8.18, below, and indicate that the primary methods used focused on the State Park website (35.2%) and word of mouth (33.7%).

Table 8.18 Information Sources Used by Study Participants (Hollister Hills)

Information source	N	Percent
State Park website	298	35.2%
Word of mouth	285	33.7%
Facebook	86	10.2%
I have no info	64	7.6%
Trailhead signs/kiosks	61	7.2%
Other websites	32	3.8%
OHV safety training	9	1.1%
Blogs	6	0.7%
Twitter	4	0.5%
Other	1	0.1%
Total # of sources reported	846	100.0%

N = 562

Websites/blogs listed as information sources included the following list:

www.hhora.org
www.southbayriders.com
www.norcalmotocross.com
www.riderplanet-usa.com
www.thumpertalk.com

Vehicle Information of Visitors at Hollister Hills

Details related to participants' vehicles were also explored as part of a multi-level question prompting visitors to provide information about the number of vehicles brought to the park by their group, the model years of those vehicles, the hours used on the trip, as well as an approximate number of gallons of fuel used on their visit. The number of vehicles study participants reported averaged 2.0 vehicles, with a standard deviation of 1.41(and median of 2.0).

Table 8.19, below, lists the responses of 602 respondents who completed this question. Most commonly brought to the park were dirt bikes, with 78.6% of study participants reporting bringing at least one of these vehicles. This was followed by 10.2% who reported using ATVs as part of their visit at Hollister Hills.

Table 8.19 Vehicle Types Used by Study Participants (Hollister Hills)

Vehicle Type	N	Percentage
Dirt bike	1,229	78.6%
ATV	160	10.2%
4-Wheel drive	91	5.8%
2-Wheel drive	47	3.0%
Dual sport cycle	17	1.1%
ROV/UTV, etc	8	0.5%
Go-kart/mini-bike	8	0.5%
Buggy/fab. OHV	2	0.1%
Other	1	0.1%
Dune buggy/Sand	0	0.0%
Total vehicles	1,563	100.0%

N = 602 participants responded

Participant Suggestions for Improvements at Hollister Hills

The last survey item gathered invited participants if they have ideas regarding improvements (if any) they would like to see at Hollister Hills. These responses have been provided in their entirety in Appendix E. The comments received totaled 444, or 71% of study participants. While this N is typical in comparison to the proportion of comments provided by participants in other similar studies, it should be noted that these comments are not representative of all study participants and merely reflect what was on the mind of those individuals who took the time to add extra comments at the end of their survey. For the purposes of this study these comments have been analyzed categorically. These categories have been listed in Table 8.20 (below).

From the comments provided by respondents giving feedback at Hollister Hills, those relating to maintaining or improving facilities were the most "top of the mind" with just over one-third relating to this topic. Comments expressing a desire that things stay the same at Hollister Hills ranked next as the most commonly commented upon item by respondents (27.3%).

Table 8.20 Categorical Analysis of Visitor Feedback (Hollister Hills)

Improvement Category	N	Percent of those responding to question
MAINTAIN/IMPROVE FACILITIES		34.0%
Water/showers		
Showers	50	
Water source (running water; hose; sink/faucets)	11	
Camping and Picnic areas		
Expand/improve camping areas	24	
More hook-ups (RVs, trailers)	12	
Trash cans/ Dumpsters/ Recycle	12	
Fire pits	9	
MISCELLANEOUS FACILITIES		
Store & food options--expand/improve	11	
Improve/expand parking & staging areas	11	
Improve road to park	7	
Improve/expand landscape and facilities (area for kids to play, swimming pool, fishing pond)	6	
Add cell towers/ more call boxes	5	
Shade--more trees	4	
NO IMPROVEMENTS		27.3%
No Improvements, Love it!	103	
Keep SVRA Open	27	
IMPROVE/MAINTAIN TRAILS/TRACKS		17.0%
Improve/ Maintain Trails (e.g., water trails)	60	
General--improve/maintain tracks (e.g., water, groom, till, prep tracks)	12	
MX--improve/maintain tracks (e.g., groom, prep)	9	
ADD/EXPAND TRAILS/ TRACKS		8.8%
General--add/expand trails	12	
Add/expand more single-track trails	12	
MX and ATV--Add/expand tracks	11	
Add/expand tracks for different abilities	7	
MISCELLANEOUS		7.6%
Increase fees	12	
Improve safety	9	
Add activities & areas (fishing, swimming pool, hiking)	6	
Control noise/generator hours	5	
Regulate speed	4	
HOURS/DAYS OF OPERATION		5.3%
Extend/Ban Red sticker season (esp. for bikes)	19	
Increase/ Expand Hours of Operation	6	

Chapter 9. Hungry Valley SVRA Visitor Survey Results

Summary of Hungry Valley Study

Response rates for the visitor survey at Hungry Valley were very high, with 94.2% of all visitors approached and invited to participate in the study agreeing, for a total of 753 surveys. Most of the surveys were collected during the high season (68.4%), participants were almost all from California (99.3%), and 61.2% of the sample were residents of Los Angeles County. On average, visitors travelled 68.7 miles each to visit Hungry Valley. The majority (71.1%) of study participants were visiting the SVRA for a day visit, and the average day visit length was 6.1 hours. Visitors spent, on average, 13 days riding at Hungry Valley over the 12 months before being interviewed by researchers. Of the 28.9% of the participants who were camping, the average stay was 2.1 days.

A larger proportion of visitor groups at Hungry Valley were male (56.1%) with 18% women and 25.9% kids. The average group size was 2.57 people per vehicle. A substantial majority of visitors in the study came to Hungry Valley in groups (78.6%) while 66.5% had no children with them on their visit.

The average age of visitors in the study at Hungry Valley was 38.3 years. Younger study participants were more likely to get information about Hungry Valley from Facebook, while older participants were more likely to get information on the SVRA from the State Parks website. The large majority (78.8%) of participants paid a single entrance fee to access Hungry Valley, while 7.8% had an annual pass.

Groups spent, on average, $203.59 on their visit to Hungry Valley. Visitors in the study got information about the SVRA most commonly through word of mouth (41.3%) and the State Parks website (30.3%).

The number of vehicles visitors brought to Hungry Valley average 1.98, and dirt bikes were the most commonly reported vehicle used (by 57% of the sample). Just over one-quarter (25.5%) of vehicles brought to the park were pre-2002 models while 74.5% were 2003 or later. An average of 3.9 gallons of fuel was used by visitors in the study.

In an open-ended feedback item, comments provided by respondents focused most commonly on to maintaining and improving facilities in general. Just under one-quarter of these comments asked that no changes be made at Hungry Valley.

Study Results: Visitor Survey at Hungry Valley

This section of the report details visitors' responses to individual survey items as well as recreation use information observed by field researchers.

Specific information was collected for the Hungry Valley visitor survey that focused on the following information:

- County and state of residence
- Length of day and overnight visits (in hours and days)
- Camping accommodations used by overnight visitors
- Miles travelled on trip to SVRA
- Gender and age of visitors
- Number of children accompanying visitors (if any)

- Park entrance fee information
- Areas visited in the SVRA
- Riding frequency in adjacent National Forest
- Number days riding in past 12 months
- Direct spending on trip-related expenses to SVRA
- Information sources used for SVRA and regulations
- Vehicles used on visit
- Year model of vehicles
- Amounts of fuel used on visit
- Suggestions on improvements to SVRA

Hungry Valley Study Sample

This section details the characteristics of the sample obtained at Hungry Valley SVRA. The sample response was 94.2%, with an overall sample size of 709 completed surveys (see Table 9.1). Surveys collected during the high season comprised 68.4% of the sample, while low season surveys accounted for 31.6%. Slightly more surveys (55.9%) were collected on weekends, while 44.1% were completed by visitors on weekdays during the study (Table 9.2).

Table 9.1 Surveys Collected at Hungry Valley

Surveys	N	Percent
Completed	709	94.2%
Refusals	44	5.8%
Total N approached	753	100.0%

Table 9.2 Days and Seasons of Data Collection (Hungry Valley)

Timeframe	N	Percent
High season	485	68.4%
Low Season	224	31.6%
Weekend	299	55.9%
Weekday	236	44.1%

Hungry Valley Visitor Information

This section of the report details specific information relating to characteristics of the visitors surveyed at Hungry Valley (see Table 9.3). Visitors from eight states were represented in the sample, however the large majority of visitors (99.3%) were from California.

Table 9.3 State of Residence (Hungry Valley)

Residence of Visitors	N	Percent
California	702	99.3%
Arizona	1	0.1%
Hawaii	1	0.1%
Mexico	1	0.1%
New York	1	0.1%
Oregon	1	0.1%
Utah	1	0.1%
Wyoming	1	0.1%

Table 9.4 shows a breakdown of the study sample by county. Visitors in the sample collected at Hungry Valley were from 17 counties in California. The large majority of visitors to Hungry Valley came from Los Angeles County (61.2%) with Ventura County accounting for the next largest group of visitors at 16.6%.

Table 9.4 County of Residence (Hungry Valley)

County	N	Percent
Los Angeles	434	61.2%
Ventura	118	16.6%
Kern	58	8.2%
Orange	37	5.2%
San Bernadino	14	2.0%
Santa Barbara	11	1.6%
Riverside	7	1.0%
Out-of-state	7	1.0%
San Diego	6	0.8%
Tulare	5	0.7%
Fresno	4	0.6%
El Dorado	3	0.4%
Alameda	1	0.1%
Calaveras	1	0.1%
Mendocino	1	0.1%
Santa Cruz	1	0.1%
Shasta	1	0.1%

N = 709

Hungry Valley Visitor Trip Information

The mean number of miles travelled by study participants to Hungry Valley was 68.7 miles, with a standard deviation of 67.4 miles (and median of 60 miles). Table 9.5 shows a categorical separation of the distance traveled by study participants, with the large majority (56.4%) coming from beyond a 50-mile radius of the SVRA, and just over a third (35.1%) coming from a 25-50 mile radius.

Table 9.5 Miles Travelled (Hungry Valley)

Miles travelled	N	Percent
<= 25	56	7.9%
25 -50	249	35.1%
50+	400	56.4%
Missing	4	0.6%

N = 705

The sample of visitors completing the survey was comprised of 71.1% day visitors, while 28.9% indicated they were camping at Hungry Valley (see Table 9.6).

Table 9.6 Day Trip vs. Camping for Study Participants (Hungry Valley)

Type of Visit	N	Percent
Day	504	71.1%
Camping	205	28.9%

The mean length of day trips reported by study participants was 6.1 hours (median 6 hours, standard deviation 3.1 hours (Table 9.7). When lengths of stay among day visitors were divided into categories, the larger grouping was the 4-8 hour visit length, with 62.5%, followed by visits 2-4 hours (21.8%). Study participants were also asked how many days they visited Hungry Valley in the 12 months previous to the day they were contacted by study researchers. The mean response was 13 days, with a standard deviation of 18.12 (the median number of days was 8).

Table 9.8 shows a distribution of the lengths of stay for those participants reporting camping on their visit. The average length of stay for those camping was 2.1 nights (median 2.0 nights, standard deviation 1.1). Just under one-third (32.7%) indicated staying less than 2 days, while 41.5% said they were camping 2-2.9 nights. Those staying 3-3.9 nights accounted for 12.2% of the sample, while participants spending more than 4 nights made up 7.9% of campers.

Table 9.7 Length of Day Trips (in hours) (Hungry Valley)

Hours	N	Percent
<= 2.0	22	4.4%
2.1 - 4.0	110	21.8%
4.1 - 8.0	315	62.5%
8.1+	50	9.9%
Missing	7	1.4%

Table 9.8 Length of Camping Trips (in days) (Hungry Valley)

Days	N	Percent
<= 1.9	67	32.7%
2.0 - 2.9	85	41.5%
3.0 - 3.9	25	12.2%
4.1+	16	7.8%
Missing	7	1.4%

Study participants who were camping as part of their trips were also asked to indicate the type of equipment they were using to camp. Table 9.9 shows theirs responses (below) and indicate that 41% reported using travel trailers, 26.2% tents, 20.5% said they were using motor homes, and others (12.4%) indicate that they were using car/truck camping arrangements.

Table 9.9 Type of Camping (Hungry Valley)

Type of Camping	N	Percent
Travel trailer	86	41.0%
Tents	55	26.2%
Motor home	43	20.5%
other (car/truck)	26	12.4%

N = 210

Hungry Valley Visitor Profiles

An overall characterization of the groups sampled by at least one of their members while on a visit to Hungry Valley is shown in Table 9.10 (below). Just over half of the groups contacted (56.1%) were male, while women made up 18% and children made up 25.9% of the total sample of visitors in the study. The total number in groups of those contacted and agreeing to participate in the study was 2,093 people.

Table 9.10 Gender Profile of Groups (Hungry Valley)

Visitor Profile	N	Percent
Men	1,174	56.1%
Women	376	18.0%
kids (under 18)	543	25.9%
Total No. of Visitors	2,093	100.0%

**Based on N = 704 surveys*

Table 9.11 shows information related to the group size of the sample at Hungry Valley (the number used for attendance calibration). The overall average of people per vehicle is 2.57 people per vehicle (median of 2, standard deviation of 1.57). During the high use season, the average number of people per vehicle is 2.81 and during the low season is 2.92.

Table 9.11 Number in Vehicles (Hungry Valley)

Statistic	High Season No. in Group	Low Season No. in Group	Overall Avg. No. in Group
Mean	2.81	2.92	2.57
Median	2.00	2.00	2.00
Std. Deviation	1.70	1.74	1.57

Visitor groups were broken down by those reporting only men, only women, and mixed groups, and these have been detailed in Table 9.12, below. More of the sample (62.9%) reported visiting Hungry Valley in groups that were all male, while 35.4% of the study sample reported their group was comprised of both males and females. Groups made up of women only comprised 1.7% of those interviewed.

Table 9.12 Group Makeup Profiles by Gender, those with Children (Hungry Valley)

Group Makeup	N	Percent
Men only (no women)	443	62.9%
Mixed	249	35.4%
Women only (no men)	12	1.7%

The number of visitors coming to Hungry Valley alone versus those with others is contrasted in Table 9.13 (below). Most study participants (78.6%) indicated they were visiting Hungry Valley with others when they were interviewed, although a strong minority (21.4%) indicated they were alone on their trip. Table 9.13 also shows the proportion of visitors who came to the site with or without children: 66.5% of study participants indicated they had no children in their group while 33.5% said they were accompanied by kids on their visit.

Table 9.13 Group Makeup Profiles by those Alone vs. with Others (Hungry Valley)

Group Profile	N	Percent
Group (vs. Solo)	553	78.6%
Solo (vs. Group)	151	21.4%
No kids (adults only)	468	66.5%
Kids (vs. No kids)	236	33.5%

The age ranges of study participants are reflected in Table 9.14, below. The average age of Hungry Valley visitors interviewed was 38.3 years, with a standard deviation of 12.5 (and a median of 39). Visitors in the sample were generally distributed between age groups, but concentrating more heavily in the 35-50 year age group with 41.7% of this study's sample.

Table 9.14 Age Categories of Person Completing Survey (Hungry Valley)

Age Range	N	Percent
<= 24	122	17.2%
25 - 34	149	21.0%
35 - 50	296	41.7%
50+	128	18.1%
Missing	14	2.0%

N = 695

A number of age-related relationships were discerned upon data analysis, and these findings are outline in Table 9.15 (below). For example, older study participants were more likely to hold an annual pass, get information from non-social media websites, trailhead signs, and OHV classes. Younger-aged participants were more likely to get information from Facebook, and ride longer on their visits to the SVRA.

Table 9.15 Age-related Relationships of Participants at Hungry Valley

Survey element	Younger respondents are MORE likely to…..	Older respondents are MORE likely to….
Entrance fee		Annual pass
Information source	Facebook	Other websites, trailhead signs, OHV class
Riding area		Mini track, moto cross track, ATV practice track, 4x4, General
Hours a day	Ride longer	

Study participants at Hungry Valley were asked about the method with which they paid their entrance fee at the SVRA, and results from this question are listed in Table 9.16, below. Over three quarters of the sample (78.8%) indicated that they entered the SVRA through a single use fee. Just under 13% reported entering when the gate was closed, while 7.8% indicated they used an annual pass. Statistical analysis of the data found a significant relationship existed between holding an annual pass and the amount of riding: not surprisingly, participants holding an annual pass were more likely to ride more days in the previous 12 months, $r(682) = .009$, $p < .001$.

Table 9.16 Method Used for Paying Entrance Fee (Hungry Valley)

Method	N	Percent
Single visit fee	553	78.8%
Gate closed	88	12.5%
Annual pass	55	7.8%
Other	6	0.9%
Missing	7	1.0%

N = 709

Participants were also asked where they were riding while on their visit to Hungry Valley. These responses are listed in Table 9.17. The largest proportions of visitors in the study indicated they were riding at the general motorcycle/ATV areas in the SVRA (40.4%) while the next most commonly reported site visited was the moto-cross practice track (with 24.2%).

Table 9.17 Where Participants Were Riding as Part of Visit (Hungry Valley)

Riding Area	N	Percent of total number of areas
General motorcycle/ATV	462	40.4%
Moto-cross track	277	24.2%
Mini track	90	11.9%
Moto-cross practice track	127	11.1%
ATV practice track	112	9.8%
4x4 obstacle course	61	5.3%
Other	15	1.3%
Missing	3	0.4%

N = 706 respondents with 9 areas reported

Hungry Valley visitors were also asked whether any part of their rides included time spent on the adjacent Los Padres National Forest. Table 9.18 shows their responses. The average number of hours these visitors spent on the national forest was 3.5 hours, with a standard deviation of 2.44.

Table 9.18 Riding on Adjacent National Forest (Hungry Valley)

Riding Area	N	Percent of total number of areas
Yes	102	14.4%
No	596	84.1%
Missing	11	1.6%

A number of relationships were discerned in the data relating to individual riding styles. These have been detailed in Table 9.19 (below), and show that study participants with children in their groups vs. those who are visiting the site alone have some specific visitor patterns

Table 9.19. Relationships Related to Riding Styles

Riding Area	**MORE likely** to ride in the area	**LESS likely** to ride in the area
Mini track	Groups with kids**, Older**	Solo, men-only**
Moto-cross practice track	Groups with kids*	Solo**
Moto-cross track	Solo, men-only*	Groups with kids**, Older**
ATV practice track	Groups with kids**, Older**	Solo**, men-only**
4x4 obstacle course	Older participants**	Solo**, men-only**
General motorcycle/ATV	Groups with kids*, Older*	Solo**, men-only**

$*p < .01$ $**p < .001$

Direct Spending by Hungry Valley Participants

Spending related to the particular trip to Hungry Valley on which visitors were contacted was explored in a multi-level question relating to expenditures on lodging, food, supplies, gas and vehicle expenses, and other recreation-related purchasing. These amounts are displayed in Table 9.20 below. While an overall spending average of $203.59 was spent per visitor in the study, visitors indicated in the study that they spent, on average $179.64 within a 25-mile range of the park, and $149.99 on average outside of the 25-mile range of the SVRA on the trip they were contacted. Data analysis suggests that there is a positive relationship between attendance at a special event a Hungry Valley and increased spending, $r(663) = .281$, $p < .001$.

Table 9.20 Direct Spending Summary (Hungry Valley)

Spending Statistics	$ Total <25 miles	$ Total 25+ miles	$ TOTAL spending
Mean	$ 179.64	$ 149.98	$ 203.59
Median	$ 100.00	$ 80.00	$ 110.00
Std. Deviation	$ 366.12	$ 273.51	$ 389.78
Sum	$ 86,047.50	$ 49,343.00	$ 135,390.50

N = 665

Information Sources About Hungry Valley

Study participants were asked to indicate sources of information for where they got information about SVRA news, use regulations, and events. Their responses are listed in Table 9.21, below, and indicate that the primary methods used were word of mouth for visitors (41.3%) and the State Parks website (30.3%).

Evidence suggests that people are more likely to have an annual pass if they indicated that their primary source of information is from a blog, $r(707) = .102$, $p < .001$.

Table 9.21 Information Sources Used by Study Participants (Hungry Valley)

Information source	N	Percent
Word of mouth	408	41.3%
State Park website	300	30.3%
Facebook	67	6.8%
I have no info	61	6.2%
Trailhead signs/kiosks	60	6.1%
Other websites	39	3.9%
OHV safety training	21	2.1%
Twitter	5	0.5%
Blogs	5	0.5%
Other	23	2.3%

N = 701

Vehicle Information of Visitors at Hungry Valley

Details related to participants' vehicles were also explored as part of a multi-level question prompting visitors to provide information about the number of vehicles brought to the park by their group, the model years of those vehicles, the hours used on the trip, as well as an approximate number of gallons of fuel used on their visit. The number of vehicles study participants reported averaged 1.98 vehicles, with a standard deviation of 1.41 (and a median of 2).

Table 9.22, below, lists the responses of 698 respondents who completed this question. Most commonly brought to the park were dirt bikes, with 57.0% of study participants reporting bringing at least one of these vehicles. This was followed by 28.1% who reported using ATVs as part of their visit, and the remainder of vehicles reported was considerably less than these two.

Table 9.22 Vehicle Types Used by Study Participants (Hungry Valley)

Vehicle Type	N	Percentage
Dirt bike	964	57.0%
ATV	475	28.1%
4-Wheel drive	88	5.2%
2-Wheel drive	68	4.0%
ROV/UTV, etc.	46	2.7%
Dual sport cycle	20	1.2%
Buggy/fab. OHV	15	0.9%
Dune buggy/Sand	7	0.4%
Go-kart/mini-bike	6	0.4%
Other	2	0.1%
Total vehicles	1,691	100.0%

N = 698 participants responded

Participant Suggestions for Improvements at Hungry Valley

The last survey item gathered invited participants if they have ideas regarding improvements (if any) they would like to see at Hungry Valley. These responses have been provided in their entirety in Appendix E. Comments were received from 489 participants out of 709 (or 69% of study participants). The 489 surveys contained 656 separate comments. While this N is typical in comparison to the proportion of comments provided by participants in other similar studies, it should be noted that these comments are not representative of all study participants and merely reflect what was on the mind of those individuals who took the time to add extra comments at the end of their survey. For the purposes of this study these comments have been analyzed categorically. These categories have been listed in Table 9.23 (below).

From the comments provided by respondents giving feedback at Hungry Valley, the most "top of the mind" related to maintaining and improving facilities in general (with 26.1% of comments). The next most common category related to comments asserting that no changes at Hungry Valley were needed (23.5% of comments). Twenty-two percent had suggestions related to improving and maintaining trails, tracks, terrain features, and 18.6% of comments related to adding or expanding riding areas, trials, and tracks.

Table 9.23 Categorical Analysis of Visitor Feedback (Hungry Valley)

Improvement Category	N	Percent of those responding to question
MAINTAIN/IMPROVE FACILITIES	**171**	**26.1%**
Water		
Water source (running water; drinkable water; hose; sink/faucets)	48	
Showers	14	
Bathrooms		
Add/expand restrooms	3	
Improve restrooms (flushable toilets, soap)	15	
Camping and Picnic areas		
Expand/improve camping areas	1	
More hook-ups/electrical outlets (RVs, trailers)	11	
More picnic areas & tables	2	
Trash cans/ Dumpsters/ Recycle	12	
Miscellaneous facilities		
Store & food options--add/expand	40	
Shade--more trees or shade structure	12	
Improve/expand landscape and facilities (playground, bleachers)	5	
Improve/expand parking & staging areas	2	
Improve roads into park	6	
NO IMPROVEMENTS	**154**	**23.5%**
No Improvements, Love it!	148	
Keep SVRA Open	6	
IMPROVE/MAINTAIN TRAILS, TRACKS, TERRAIN FEATURES	**144**	**22.0%**
Improve/maintain trails		
Improve/ Maintain Trails (e.g., water trails)	7	
Add signs/mark trails	8	
Improve/maintain tracks		
General--improve/maintain tracks (e.g., groom, till, prep tracks, increase water days))	98	
ATV-improve/maintain tracks		
Terrain features		
More obstacles (general)	18	
More jumps	13	

Table 9.23 (*continued*)

ADD/EXPAND AREAS, TRAILS, TRACKS	**122**	**18.6%**
Add/expand areas		
Open/expand park (remove closures--Alamo Mountain, Los Padres, and forest)	22	
areas for different types of vehicles (ATV, MX)	9	
Add/expand trails		
General--add/expand trails	21	
one-way trails--add/expand trails	45	
Advanced--add/expand trails		
Add/expand more single-track trails	5	
Add/expand tracks		
General--Add/expand Tracks	16	
Add Go-Cart Track	4	
MISCELLANEOUS	**50**	**7.6%**
Improve safety	10	
Information boards/education opportunities	11	
More Enforcement	11	
Increase fees	5	
Decrease fees	3	
Remove spark arrestor	10	
HOURS DAYS OF OPERATION	**15**	**2.3%**
Extend/Ban Red sticker season (esp. for bikes)	6	
Increase/ Expand Hours of Operation	6	
Keep Open (All Seasons & Weather Conditions)	3	
TOTAL	**656**	**100.0%**

Chapter 10. Oceano Dunes SVRA Visitor Survey Results

Summary of Oceano Dunes Study

Response rates for the visitor survey at Oceano Dunes were very high, with 96.2% of all visitors invited to participate in the study agreeing, for a total of 1,009 interviews. Somewhat more surveys were collected on weekends (54.7%) than on weekdays (45.3%) and participants were almost all from California (96.5%). On average, visitors travelled 217 miles to visit Oceano Dunes. The majority (83.8%) of study participants were at the SVRA for a camping trip, and the length of visit was 3.9 days. Of 16.2% of participants who were on day trips to Oceano Dunes, the average time was 7.1 hours.

The proportion of men in groups at Oceano Dunes was 41.4%, women made up 29.5%, and children 29.1%. A substantial majority of visitors in the study came to Oceano Dunes in groups (91.7%) and just over half (52%) had children with them on their visit. The average age of visitors in the study at Oceano Dunes was 38.8 years. The most common source of SVRA information cited by study participants was the State Park website (34.2%), followed by word of mouth (with 28.1%). Younger study participants were more likely to get information about Oceano Dunes from Facebook, while older participants were more likely to get information on the SVRA from the State Parks website.

When asked if their visits to Oceano Dunes had been affected by the economy of the last 4 years, most said they came to the SVRA about the same (48.4%) or more frequently (29.1%). Those indicating they came less frequently because of the economy numbered 18.6%.

The number of vehicles visitors brought to Oceano Dunes average 3.1, and ATVs were the most commonly reported vehicle used (by 51.6% of the sample). The proportion of pre-2002 model vehicles used by study participants was 26%, while 74% were 2003 or later. An average of 3.88 gallons of fuel was used by visitors in the study.

In an open-ended feedback item, comments provided by respondents focused most commonly on maintaining/improving facilities and terrain features. Just over 19% indicated they would like to see no changes in the SVRA.

Study Results: Visitor Survey at Oceano Dunes

This section of the report details visitors' responses to individual survey items as well as recreation use information observed by field researchers.

Specific information was collected for the visitor survey that focused on the following information:

- County and state of residence
- Miles travelled on trip to SVRA
- Length of visit (in hours)
- Number of people in vehicle on visit
- Gender and age of visitors
- Number of children accompanying visitors (if any)
- Park entrance fee information
- Areas visited in the SVRA
- Number days riding in past 12 months
- Direct spending on trip-related expenses to SVRA

- Information sources used for SVRA and regulations
- Vehicles used on visit
- Year model of vehicles
- Amounts of fuel used on visit
- Suggestions on improvements to SVRA

Oceano Dunes Study Sample

This section details the characteristics of the sample obtained at Oceano Dunes SVRA. The sample response was 96.2%, with an overall sample size of 971 completed surveys (see Table 10.1). Somewhat more surveys (54.7%) were collected on weekends, while 45.3% were completed by visitors on weekdays during the study (Table 10.2).

Table 10.1 Surveys Collected at Oceano Dunes

Surveys	N	Percent
Completed	971	96.2%
Refusals	38	3.8%
Total N approached	1,009	100.0%

Table 10.2 Days and Seasons of Data Collection (Oceano Dunes)

Timeframe	N	Percent
Weekend	531	54.7%
Weekday	440	45.3%

Oceano Dunes Visitor Information

This section of the report details specific information relating to characteristics of the visitors in the study. (see Table 10.3). The large majority of visitors participating in the survey sample were from California (96.5%). Table 10.4 shows the distribution of visitors from outside of the state, including Canada and Germany. While Nevada had the largest number of visitors from out-of-state, this still was only 1% of the total visitor study sample.

Table 10.3 State of Residence (Oceano Dunes)

Residence of Visitors	N	Percent
California	937	96.5%
Out of state	34	3.5%

Table 10.4 Out of State of Residence (Oceano Dunes)

Out of State Residence	N	Percent
Nevada	10	1.00%
Kansas	4	0.40%
Oregon	4	0.40%
Arizona	3	0.30%
Canada	3	0.30%
Idaho	2	0.20%
New York	2	0.20%
Utah	2	0.20%
Germany	1	0.10%
Texas	1	0.10%
Washington	1	0.10%
Wyoming	1	0.10%

Table 10.5 shows a breakdown of the study sample by California county. Overall, visitors came from 36 counties in California, with 13.4% from Fresno County and 11.8% from Kern County.

Table 10.5 County of Residence (Oceano Dunes)

County	N	Percent
Fresno	130	13.4%
Kern	115	11.8%
Tulare	93	9.6%
Los Angeles	80	8.2%
San Luis Obispo	71	7.3%
Kings	54	5.6%
Stanislaus	50	5.1%
Sacramento	33	3.4%
San Joaquin	28	2.9%
Santa Clara	27	2.8%
Santa Barbara	23	2.4%
Contra Costa	21	2.2%
Madera	20	2.1%
Orange	19	2.0%
San Bernadino	16	1.6%
Alameda	14	1.4%
Monterey	14	1.4%
San Diego	14	1.4%

County	N	Percent
Ventura	14	1.4%
Riverside	13	1.3%
Merced	12	1.2%
San Benito	11	1.1%
Tuolumne	10	1.0%
El Dorado	7	0.7%
San Francisco	7	0.7%
San Mateo	7	0.7%
Sonoma	7	0.7%
Solano	6	0.6%
Mariposa	4	0.4%
Mendocino	4	0.4%
Placer	3	0.3%
Santa Cruz	3	0.3%
Marin	2	0.2%
Napa	2	0.2%
Shasta	2	0.2%
Lake	1	0.1%

Oceano Dunes Visitor Trip Information

The mean number of miles travelled by study participants to Oceano Dunes was 217 miles (the median was 180 miles, standard deviation of 431.37 miles). Table 10.6 shows a categorical separation of the distance traveled by study participants, with the large majority (87%) coming from beyond 50 miles of the SVRA.

Table 10.6 Miles Travelled (Oceano Dunes)

Miles travelled	N	Percent
<= 25	77	7.9%
25 -50	14	1.4%
50+	845	87.0%
Missing	35	3.6%
Total	936	96.4%

The majority of visitors at Oceano Dunes (83.8%) who participated in the study were camping on the visit they were contacted by researchers, while 16.2% comprised the day visitor sample (see Table 10.7).

Table 10.7 Camping vs. Day Trips (Ocotillo Wells)

Trip Type	N	Percent
Camping	814	83.8%
Day trip	157	16.2%

Study participants were asked how many hours they were spending at Oceano Dunes on the day of the trip they were contacted (see Table 10.8, below). The average number of hours indicated was 7.1, with a standard deviation of 4.18 (median of 6.1). Most visitors were there for more than 4 hours, with 42.7% staying 4.1 to 8 hours, and just over a quarter for longer than 8 hours.

Table 10.8. Length of Day Trips (in Hours) (Oceano Dunes)

Hours	N	Percent
<= 2.0	14	8.9%
2.1 - 4.0	25	15.9%
4.1 - 8.0	67	42.7%
8.1+	40	25.5%
Missing	11	7.0%
Total	157	100.0%

Table 10.9 shows study participants at Oceano Dunes who were camping. The number of nights camped in the SVRA averaged 3.9 nights (median 3.0, standard deviation 2.78). Just over 42% were staying for more than 4 nights. The most common camping accommodation used by visitors in the study was a trailer/5th wheel setup, with 48% of the sample saying they were staying in one of these (see Table 10.10). Just under one-quarter reported using a tent, and slightly fewer (21.9%) said they were using an RV as part of their overnight accommodation.

Table 10.9 Length of Camping Trips (Oceano Dunes)

Hours	N	Percent
<= 1.9	48	5.9%
2.0 - 2.9	196	24.1%
3.0 - 3.9Claypit	183	22.5%
4.0+	345	42.4%
Missing	42	5.2%
Total	814	100.0%

Table 10.10 Camping Trip Accommodations (Oceano Dunes)

Hours	N	Percent
Trailer/5th wheel	428	48.0%
Tent	217	24.4%
RV	195	21.9%
Truck camper	44	4.9%
Other	7	0.8%
Total	891	100.0%

Study participants at Oceano Dunes were also asked how often they entered and exited the park on the trip they were contacted, and these results are listed in Table 10.11, below. The average number of times was 4.8, with a standard deviation 16.87 (and a median of 3).

Table 10.11 Frequency of Entering and Exiting Oceano Dunes

Enter/Exit Frequency	N	Percent
<= 2.0	378	38.9%
2.1 - 4.0	268	27.6%
4.1 - 8.0	163	16.8%
8.1+	69	7.1%
Missing	93	9.6%
Total	971	100.0%

Oceano Dunes Visitor Profiles

An overall characterization of the groups sampled by at least one of their members while on a visit to Oceano Dunes is shown in Table 10.12 (below). Of the groups contacted, 41.4% were male, while women made up 29.5% and children made up 29.1%. The total number in groups of those contacted and agreeing to participate in the study was 4,052 people.

Table 10.12. Group Composition (Oceano Dunes)

Visitor Profile	N	Percent
Men	1,678	41.4%
Women	1,194	29.5%
kids (under 18)	1,180	29.1%
Total No. of Visitors	4,052	100.0%

**Based on N = 971 surveys*

Visitor groups were broken down by those reporting only men, only women, and mixed groups, and these have been detailed in Table 10.13, below. A majority (77.1%) reported visiting Oceano Dunes in groups that were mixed, while 20.7% of the study sample reported their group was comprised of males only. Groups made up of women only comprised 2.2% of those interviewed.

Table 10.13 Group Makeup Profiles by Gender, those with Children (Oceano Dunes)

Group Makeup	N	Percent
Men only (no women)	201	20.7%
Mixed	749	77.1%
Women only (no men)	21	2.2%

The number of visitors coming to Oceano Dunes alone versus those with others is contrasted in Table 10.14 (below). Most study participants (91.7%) indicated they were visiting Oceano Dunes with others when they were interviewed, and 8.3% indicated they were alone on their trip. Table 10.14 also shows the proportion of visitors who came to the site with or without children: 52% of study participants indicated they had children in their group, while 48% said they had no kids along on their visit. The age ranges of study participants are reflected in Table 10.15, below. The average age of Oceano Dunes visitors interviewed was 38.8 years, with a standard deviation of 13.25 (and a median of 36).

Table 10.14 Group Makeup Profiles by those Alone vs. with Others (Oceano Dunes)

Group Profile	N	Percent
Group (vs. Solo)	890	91.7%
Solo (vs. Group)	81	8.3%
Kids (vs. no kids)	505	52.0%
No kids (adults only)	466	48.0%

Table 10.15 Age Categories of Person Completing Survey (Oceano Dunes)

Age Range	N	Percent
<= 24	127	7.9%
25 - 34	312	1.4%
35 - 50	352	87.0%
50+	171	7.9%
Missing age	9	0.9%

N = 962

A number of relationships were discerned upon data analysis that shows correlations between study participants' age and terrain and riding preferences. These are listed in Table 10.16, below. For example, younger respondents were more likely use the social media sites Facebook and twitter than older participants, $r(960) = -.116$, $p < .001$, while older respondents are more likely to be camping more days than younger participants in the study, $r(766) = .178$, $p < .001$.

Table 10.16 Relationships between Age and Information Sources, Number of Nights Camping

Topic	Younger respondents are MORE likely to…..	Older respondents are MORE likely to….
Information source	Facebook, twitter, have no info	
Number of days camping		Camp longer

Information Sources About Oceano Dunes

Study participants were asked to indicate sources of information for where they get information about SVRA news, use regulations, and events. Their responses are listed in Table 10.17, below, and indicate that the primary methods used were the State Park website (with 34.2%) and word of mount (with 28.1 %).

Table 10.17 Information Sources Used by Study Participants (Oceano Dunes)

Information source	N	Percent
State Park website	528	34.2%
Word of mouth	434	28.1%
Facebook	192	12.4%
Other	146	9.5%
I have no info	64	4.1%
Other websites	61	4.0%
Trailhead signs/kiosks	51	3.3%
OHV safety training	32	2.1%
Twitter	18	1.2%
Blogs	18	1.2%
Total # of sources reported	1,544	100.0%

N = 874

Websites/blogs listed

Numerous websites and blogs were listed by Oceano Dunes participants responding to the question about information sources. These were among those listed:

http://www.glamisdunes.com
http://www.glamisdunes.com
http://www.yobananaboy.com
www.reserveamerica.com

Study participants were asked how often they visited Oceano Dunes in the previous 2 years, and whether or not their visits to the SVRA had been negatively affected by the economy of the last 4 years. These

results are depicted in Tables 10.18 and 10.19. The average number of times study participants indicated visiting Oceano Dunes in the previous 2 years was 2.04 times, with a standard deviation 1.09 (and median of 2).

Table 10.18 Frequency of Visits to Oceano Dunes over Past 2 Years

Occurrence of Visits over 2 years	N	Percent
Less frequently	181	18.6%
About the same	470	48.4%
More frequently	288	29.7%
Missing	32	3.3%
Total	971	100.0%

Table 10.19 Effect of Economy on Visits over Previous 4 Years

Impact	N	Percent
Not at all (1)	405	41.7%
Somewhat (2)	220	22.7%
Neutral (3)	226	23.3%
Moderately (4)	79	8.1%
Strongly (5)	21	2.2%
Total	951	97.9%
Missing	20	2.1%
Total	971	100.0%

Study participants were also asked to indicate if there were other places they visited for off-highway vehicle recreation. A total of 315 of 971 respondents gave an answer, and the most commonly listed sites have simply been listed below. A complete listing of all 315 responses has been provided in Appendix E.

- Barstow
- BLM Lands
- California City
- Carnegie
- Cow Mountain
- Dove Springs
- Dumont
- Glamis
- Gorman
- Hollister Hills
- Hungry Valley
- Jawbone Canyon
- Mojave Desert
- Ocotillo Wells
- Oregon Dunes
- Pismo Beach
- Prairie City
- Sand Mountain, NV
- Sierra National Forest

Vehicle Information of Visitors at Oceano Dunes

Details related to participants' vehicles were also explored as part of a multi-level question prompting visitors to provide information about the number of vehicles brought to the park by their group, the model

years of those vehicles, the hours used on the trip, as well as an approximate number of gallons of fuel used on their visit. The number of vehicles study participants reported averaged 3.1 vehicles, with a standard deviation of 3.00 (and a median of 2).

Table 10.20, below, lists the responses of 770 respondents (79% of the survey sample) who completed this question. Most commonly brought to the park were ATVs, with 51.6% of study participants reporting bringing at least one of these vehicles. This was followed by 15% who reported using 4-wheel drive vehicles as part of their visit, and 11.9 % who reported using dirt bikes at Oceano Dunes.

Table 10.20 Vehicle Types Used by Study Participants (Oceano Dunes)

Vehicle Type	N	Percentage
ATV	1,228	51.6%
4-Wheel drive	356	15.0%
Dirt bike	282	11.9%
ROV/UTV, etc.	204	8.6%
Dune buggy/Sand	129	5.4%
2-Wheel drive	62	2.6%
Buggy/fab. OHV	32	1.3%
Dual sport cycle	20	0.8%
Other	66	2.8%
Total vehicles	2,379	100.0%

N = 770 participants responded

Participant Suggestions for Improvements at Oceano Dunes

The last survey item gathered invited participants if they have ideas regarding improvements (if any) they would like to see at Oceano Dunes. These responses have been provided in their entirety in Appendix E. The comments received totaled 604, or 59.9% of study participants. While this N is typical in comparison to the proportion of comments provided by participants in other similar studies, it should be noted that these comments are not representative of all study participants and merely reflect what was on the mind of those individuals who took the time to add extra comments at the end of their survey. For the purposes of this study these comments have been analyzed categorically. These categories have been listed in Table 10.22 (below).

From the comments provided by respondents giving feedback at Oceano Dunes, comments related to maintaining and improving facilities were most frequently mentioned (by 33.8% of all comments). Almost as commonly mentioned were terrain features, with one-third (33.1%) relating some kind of feedback about this dimension of the SVRA at the end of the survey. Just over 19% indicated they would like to see no changes in the SVRA.

Table 10.22 Categorical Analysis of Visitor Feedback (Oceano Dunes)

Improvement Category	N	Percent of those responding to question
MAINTAIN/IMPROVE FACILITIES	**204**	**33.8%**
Water		
Showers (improve & expand)	38	
Water source (running water; drinkable water; hose; sink/faucets)	9	
Bathrooms		
Add/expand restrooms	22	
Improve restrooms (maintain, clean, hand sanitizer)	44	
Trash		
Trash cans/ Dumpsters/ Recycle	57	
Pick up trash (e.g., glass, metal on beach)	19	
Miscellaneous facilities		
Store & food options, vending machines, ice--add/expand	9	
ATM	3	
Bridge for river (safety concerns)	3	
TERRAIN	**200**	**33.1%**
Add/expand areas		
Open/expand terrain—general	132	
expand beach/dune areas	36	
open fenced off areas	20	
Maintenance (harder, more groomed sand)	6	
Improve signage (higher & more pole markers: tide and mile markers)	6	
NO IMPROVEMENTS	**116**	**19.2%**
ACCESS TO PARK	**33**	**5.5%**
Easier access roads	17	
Limit number of people (too crowded)	9	
Faster entrance lines (lane for those who have reservations)	4	
Improve reservation system	3	
MISCELLANEOUS	**51**	**8.4%**
More regulations & enforcement (speed limits, DUI checkpoints, enforce helmets, noise control, pet enforcement)	31	
Less regulation & enforcement (no helmets, no dogs on leashes, change back seat law, BBQs on beach)	12	
No passes to clubs like the "sierra club"	4	
More educational opportunities/events/safety training	4	
TOTAL	**604**	**100%**

Chapter 11. Ocotillo Wells Visitor Survey Results

Summary of Ocotillo Wells Study

Response rates for the visitor survey at Ocotillo Wells were strong, albeit the lowest of any SVRA in the study, with 81.1% of all visitors invited to participate in the study agreeing, for a total of 1,003 interviews. Most of the surveys were collected during the high season (91%), and participants were almost all from California (95.9%), although Ocotillo Wells had the most out-of-state visitors in its sample of any SVRA in the study. On average, visitors travelled 160 miles each to visit Ocotillo Wells. The majority (81.4%) of study participants interviewed at Ocotillo Wells were camping, while day visitors accounted for 18.6%. The average day visit length was 6.7 hours. Of those participants who were camping, the average stay was 3.7 days. Older participants were more likely to be staying overnight at Ocotillo Wells than their younger counterparts.

A larger proportion of visitor groups at Ocotillo Wells are male (44.4%) with 30.3% women and 25.3% children. The average group size was 3.26 people per vehicle. A substantial majority of visitors in the study came to Ocotillo Wells in groups (88.8%) and 60.3% had no children with them on their visit. The average age of visitors in the study at Ocotillo Wells was 41.7 years.

Groups spent, on average, $593.37 on their visit to Ocotillo Wells. Visitors in the study got information about the SVRA most commonly through word of mouth (37.9%) and the State Parks website (23.1%).

The number of vehicles visitors brought to Ocotillo Wells average 3.3, and dirt bikes were the most commonly reported vehicle used (by 32% of the sample). Just under 70% of vehicles brought to the park were pre-2002 models while 30.4% were 2003 or later. An average of 37.4 gallons of fuel was used by visitors in the study.

In an open-ended feedback tem, comments provided by respondents focused most commonly on facilities maintenance and improvements (mostly focused on water availability and bathroom issues).

Study Results: Visitor Survey at Ocotillo Wells

This section of the report details visitors' responses to individual survey items as well as recreation use information observed by field researchers.

Specific information was collected for the visitor survey that focused on the following information:

- County and state of residence
- Miles travelled on trip to SVRA
- Length of visit (in hours for day trips or nights camping)
- Type of accommodations for camping visitors
- Number of times entering and exiting the park on current visit
- Number of people in vehicle on visit
- Gender and age of visitors
- Number of children accompanying visitors (if any)
- Type of OHV recreation preferred as proportion of all riding
- Terrain preferences

- Information sources used for SVRA and regulations
- Direct spending on trip-related expenses to SVRA visit
- Vehicles used on visit
- Year model of vehicles
- Amounts of fuel used on visit
- Areas visited at Ocotillo Wells, including entrance, exit locations, staging and/or camp locations
- Suggestions on improvements to SVRA

Ocotillo Wells Study Sample

This section details the characteristics of the sample obtained at Ocotillo Wells SVRA. The sample response was 81.1%, with an overall sample size of 1,003 completed surveys (see Table 11.1). Surveys collected during the high use season at Ocotillo Wells accounted for 91% of the sample, while 9% were collected during the low use season. Most surveys (67.8%) were collected on weekends, while 29.3% were completed by visitors on weekdays during the study (Table 11.2).

Table 11.1 Surveys Collected at Ocotillo Wells

Surveys	N	Percent
Completed	1,003	81.1%
Refusals	233	18.9%
Total N approached	1,236	100.0%

Table 11.2 Days and Seasons of Data Collection (Ocotillo Wells)

Timeframe	N	Percent
High season	913	91.0%
Low Season	90	9.0%
Weekend	680	67.8%
Weekday	294	29.3%

Ocotillo Wells Visitor Information

This section of the report details specific information relating to characteristics of the visitors in the study. (see Table 11.3). The large majority of visitors (95.9%) participating in the survey sample were from California.

Table 11.3 State of Residence (Ocotillo Wells)

Residence of Visitors	N	Percent
California	962	95.9%
Out of state	41	4.1%
Total	1,003	100.0%

Table 11.4 shows a breakdown of the study sample by California county. Over half the visitors surveyed at Ocotillo Wells came from 2 counties: San Diego (with 38.7% of the sample) followed by Riverside County (with 28.4%). Overall, visitors came from 15 counties in California.

Table 11.4 County of Residence (Ocotillo Wells)

County	N	Percent
San Diego	388	38.7%
Riverside	285	28.4%
Orange	102	10.2%
Los Angeles	81	8.1%
San Bernardino	68	6.8%
Imperial	24	2.4%
Ventura	5	0.5%
Stanislaus	2	0.2%

County	N	Percent
Alameda	1	0.1%
Del Norte	1	0.1%
Monterey	1	0.1%
San Joaquin	1	0.1%
Santa Cruz	1	0.1%
Solano	1	0.1%
Sonoma	1	0.1%

Table 11.5 State of Residence (Ocotillo Wells)

State	N	Percent
California	962	95.9%
Arizona	8	0.8%
Canada	7	0.7%
Nevada	4	0.4%
Montana	3	0.3%
Oregon	3	0.3%
Alabama	2	0.2%
Massachusetts	2	0.2%
Maryland	2	0.2%

State	N	Percent
Pennsylvania	2	0.2%
Colorado	1	0.1%
Germany	1	0.1%
Minnesota	1	0.1%
New Jersey	1	0.1%
New York	1	0.1%
Ohio	1	0.1%
Washington	1	0.1%
Wyoming	1	0.1%

Ocotillo Wells Visitor Trip Information

The mean number of miles travelled by study participants to Ocotillo Wells was 160 miles, with a standard deviation of 455.32 miles (the median was 100 miles). Table 11.6 shows a categorical separation of the distance traveled by study participants, with the large majority (85.1%) coming from beyond a 50-mile radius of the SVRA.

Table 11.6 Miles Travelled (Ocotillo Wells)

Miles travelled	N	Percent
<= 25	38	3.8%
25 -50	81	8.1%
50+	854	85.1%
Missing	30	3.0%
Total	709	100.0%

The majority of visitors at Ocotillo Wells (81.4%) who participated in the study were camping on the visit they were contacted by researchers (see Table 11.7).

Table 11.7 Camping vs. Day Trips (Ocotillo Wells)

Trip Type	N	Percent
Camping	816	81.4%
Day trip	185	18.6%

Study participants were asked how many hours they were spending at Ocotillo Wells on the trip they were contacted (see Table 11.8, below). The average number of hours indicated was 6.7, with a standard deviation of 4.29 (and median of 6,). The largest proportion of day use study participants were those in the area 4 to 8 hours with 63.2%.

Table 11.8 Length of Day Trips (in Hours) (Ocotillo Wells)

Hours	N	Percent
<= 2.0	6	3.2%
2.1 - 4.0	29	15.7%
4.1 - 8.0	117	63.2%
8.1+	24	13.0%
Missing	9	4.9%
Total	185	100.0%

The mean number of nights camping reported by study participants was 3.7 nights (median 3.0, standard deviation 3.52). The bulk of visitors in the study who indicated they were camping were doing so longer than 2 nights (24%), although 34.2% indicated they were staying 3 to 3.9 nights, on average, and 37.4% reported staying longer than 4 nights (see Table 11.9, below). When asked about the type of camping accommodations (Table 11.10) participants were using on their trip to Ocotillo Wells, just under half (46.2%) reported using a travel trailer, while 33.4% reported using a motorhome.

Data analysis suggests that there is a positive relationship between the age of participants and the likelihood they are staying overnight, $r(789) = .143$, $p < .001$. In other words, older study participants are more likely to be staying overnight on the visit they were contacted by researchers. People reported entering the park and exiting an average of 2.9 times, with a standard deviation of 4.35 (and a median of 2.0).

Table 11.9 Length of Camping Trips (Ocotillo Wells)

Hours	N	Percent
<= 1.9	18	2.2%
2.0 - 2.9	196	24.0%
3.0 - 3.9	279	34.2%
4.0+	305	37.4%
Missing	18	2.2%
Total	816	100.0%

Table 11.10 Camping Trip Accommodations (Ocotillo Wells)

Hours	N	Percent
Travel trailer	375	46.2%
Motor home	271	33.4%
Tents	159	19.6%
Other (car/truck)	6	0.7%
Total	811	100.0%

Ocotillo Wells Visitor Profiles

An overall characterization of the groups sampled by at least one of their members while on a visit to Ocotillo Wells is shown in Table 11.11 (below). Just over half of the groups contacted (44.4%) were male, women made up 30.3% and children made up 25.3%. The total number in groups of those contacted and agreeing to participate in the study was 3,273 people.

Table 11.11 Group Composition (Ocotillo Wells)

Visitor Profile	N	Percent
Men	1,453	44.4%
Women	991	30.3%
kids (under 18)	829	25.3%
Total No. of Visitors	3,273	100.0%

**Based on N = 999 surveys*

Table 11.12 shows information related to the group size of the sample at Ocotillo Wells (the number used for attendance calibration). The overall average of people per vehicle is 3.2, with a standard deviation of 1.65 (median of 3).

Table 11.12 Number in Vehicles (Ocotillo Wells)

Statistic	Adjusted* Avg. No. in Group	Overall Avg. No. in Group
Mean	3.17	3.26
Median	3.00	3.00
Std. Deviation	1.65	2.33

**A number of respondents reported more than 8 people per vehicle in the question relating to group size, so this presents both averages, one where a cap was placed on numbers 8 or more and the other with the visitors' original numbers.*

Visitor groups were broken down by those reporting only men, only women, and mixed groups, and these have been detailed in Table 11.13, below. A majority (68.3%) reported visiting Ocotillo Wells in groups that were all male, while 28.3% of the study sample reported their group was comprised of both males and females. Groups made up of women only comprised 3.4% of those interviewed.

Table 11.13 Group Makeup Profiles by Gender, those with Children (Ocotillo Wells)

Group Makeup	Sum	Percent
Men only (no women)	682	68.3%
Mixed	283	28.3%
Women only (no men)	34	3.4%

The number of visitors coming to Ocotillo Wells alone versus those with others is contrasted in Table 11.14 (below). Most study participants (88.8%) indicated they were visiting Ocotillo Wells with others when they were interviewed, and 11.2% indicated they were alone on their trip. Table 11.14 also shows the proportion of visitors who came to the site with or without children: 60.3% of study participants indicated they had no children in their group while 39.7% said they were accompanied by kids on their visit.

Table 11.14 Group Makeup Profiles by those Alone vs. with Others (Ocotillo Wells)

Group Profile	N	Percent
Group (vs. solo)	887	88.8%
Solo (vs. group)	112	11.2%
Kids (vs. no kids)	602	60.3%
No kids (adults only)	397	39.7%

The age ranges of study participants are reflected in Table 11.15, below. The average age of Ocotillo Wells visitors interviewed was 41.7 years (median 41, standard deviation of 13.19).

Table 11.15 Age Categories of Person Completing Survey (Ocotillo Wells)

Age Range	N	Percent
<= 24	104	10.4%
25 - 34	185	18.4%
35 - 50	450	44.9%
50+	254	25.3%

N = 993

Study participants at Ocotillo Wells were asked to indicate what types of off-highway vehicle recreation they preferred as a proportion of all riding they do (see Table 11.16). They were then asked to estimate the percentage of their riding from four styles (destination-oriented, on-trail, open/free-riding, and terrain-feature oriented) so their total came to 100%. These proportions are listed in Table 11.17, below, and both the means and median results are included.

Table 11.16 Riding Styles Preferred by Study Participants (Ocotillo Wells)

	Destination-oriented	On-trail	Open-riding free-riding	Terrain-feature oriented
Mean	30.5%	41.0%	39.3%	26.0%
Median	25.0%	30.0%	25.0%	25.0%
Std. Deviation	19.0%	25.4%	26.6%	17.6%

Table 11.17 Proportions of Riding Styles Preferred of Study Participants (Ocotillo Wells)

Preferred Terrain Type	Destination-oriented	On-trail	Open-riding free-riding	Terrain-feature oriented
<= 25%	43.2%	38.7%	40.6%	42.6%
26% – 50%	18.7%	27.8%	23.4%	11.4%
51% - 75%	2.0%	5.1%	4.2%	0.5%
76%-100%	2.5%	10.3%	9.9%	1.8%
Total	66.4%	81.9%	78.1%	56.2%
Missing	33.6%	18.1%	21.9%	43.8%
Number	*666*	*821*	*783*	*564*

A follow up question was asked of participants to indicate which terrain features participants preferred. They were presented with 6 terrain types (as well as an 'other' category) and asked to rate each terrain type #1 (*most important*) to #7 (*least important*). A number of respondents simply marked an "X" in this question, and this type of response was common enough researchers determined it was important to include here, so these have been included in the last line of Table 11.18 (below).

Table 11.18 Proportions of Terrain Types Preferred of Study Participants (Ocotillo Wells)

Rank Order	Mud Hills	Washes	Side Washes	Rock Crawling	Jumps	Hill Climbs	Other
1 (*most important*)	16.7%	36.0%	8.7%	8.9%	9.7%	14.8%	19.7%
2	12.8%	18.8%	28.7%	6.8%	9.7%	14.2%	3.2%
3	19.0%	12.0%	18.8%	8.1%	9.5%	17.8%	2.9%
4	13.6%	9.0%	15.5%	9.8%	10.9%	18.1%	6.7%
5	14.4%	7.1%	10.5%	16.8%	18.1%	14.0%	5.5%
6	8.8%	2.3%	6.9%	27.0%	21.8%	6.7%	11.9%
7 (*least important*)	6.1%	1.6%	0.8%	14.1%	11.9%	2.8%	37.4%
X	8.8%	13.1%	10.0%	8.6%	8.4%	11.7%	12.8%
Number responding	*822*	*898*	*850*	*800*	*797*	*866*	*345*

Table 11.19 (below) shows a categorical breakdown of 192 responses (19% of the total sample) who responded with writing in an item in the "other" category related to terrain type preferences. The most common preference listed in this alternate category was trails (with 32.8%) followed by a broad miscellaneous grouping with 21.9%. Sand (14.1%) was followed by "open spaces" (13%), and then "all over" with 12%.

Table 11.19 A Breakdown of Responses in the "Other" category in Terrain Preference Question.

Description	N	Percent
Trails (e.g., single-track)	63	32.8%
Miscellaneous	42	21.9%
Sand	27	14.1%
Open spaces	25	13.0%
All over	23	12.0%
Whoops	7	3.6%
Mud/water crossing	5	2.6%
Total	192	100%

A number of relationships were discerned upon data analysis that shows correlations between visitor characteristics and terrain and riding preferences. These are listed in Table 11.20, below. For example, older respondents were more likely to be destination-oriented than younger participants, $r(101) = .103$, $p < .001$. On-trail riders were also more likely to be older participants $r(101) = .098$, $p < .001$. The data analysis also suggests that there is a positive relationship between individuals who are interested in terrain-feature oriented terrain riding and the type of group they come to the SVRA with. For example, groups accompanied by children would be more likely to be interested in terrain-featured riding at Ocotillo Wells.

Table 11.20 Relationships between Riding Preferences and Group Types

Preferences	**MORE likely** to prefer….	**LESS likely** to prefer
Destination-oriented %	Older	
On-trail %	Older	
Open-riding/free-riding %		
Terrain-feature oriented %	Solo, no kids	Groups, kids
Mud hills		
Washes		
Side-washes		
Rock crawling	Solo, men-only	Group, mixed
Jumps		
Hill climbs		
Other		

Spending related to the particular trip to Ocotillo Wells on which visitors were contacted was explored in a multi-level question relating to expenditures on lodging, food, supplies, gas and vehicle expenses, and other recreation-related purchasing. These amounts are displayed in Table 11.21 below. An overall spending average of $593.37 was spent per visitor in the study. Spending within a 25-mile radius of the park averaged $362.39 per visitor in comparison to average spending levels of $355.97 outside a 25-mile radius of the park unit.

Table 11.21 Direct Spending Summary (Ocotillo Wells)

Spending Statistics	$ Total <25 miles	$ Total 25+ miles	$ TOTAL spending
Mean	$362.39	$355.97	$593.37
Median	$210.00	$250.00	$425.00
Std. Deviation	$615.69	$427.05	$647.60
Sum	$239,178.50	$214,651.45	$183,351.00

N = 309

Information Sources About Ocotillo Wells

Study participants were asked to indicate sources of information for where they get information about SVRA news, use regulations, and events. Their responses are listed in Table 11.22, below, and indicate that the primary method used was word of mouth (37.9 %) while the second most common was use of the State Parks website (23.1%).

Evidence suggests that there is a positive correlation between the age of participants and the use of Facebook for SVRA information, $r(991) = .094$, $p < .001$. As well, younger participants also were more likely to have no information about the SVRA. Older respondents were more likely to use the State Parks website for SVRA information, $r(991) = .143$, $p < .001$ as well as other websites $r(991) = .088$, $p < .001$.

Table 11.22 Information Sources Used by Study Participants (Ocotillo Wells)

Information source	N	Percent
Word of mouth	664	37.9%
State Park website	406	23.1%
Trailhead signs/kiosks	192	10.9%
Other	146	8.3%
Facebook	134	7.6%
Other websites	74	4.2%
I have no info	64	3.6%
OHV safety training	47	2.7%
Blogs	17	1.0%
Twitter	10	0.6%
Total # of sources reported	1,754	100.0%

N = 938

Websites/blogs listed

Numerous websites and blogs were listed by participants responding to the question about information sources. These were among those listed:

http://www.ie4w.com/
http://www.sdorc.org/
http://www.corva.org/
http://www.desertusa.com/
http://www.friendsofocotillowells.com/
http://www.utvunderground.com/
http://www.proride.com/
http://www.glamisdunes.com/

Vehicle Information of Visitors at Ocotillo Wells

Details related to participants' vehicles were also explored as part of a multi-level question prompting visitors to provide information about the number of vehicles brought to the park by their group, the model years of those vehicles, the hours used on the trip, as well as an approximate number of gallons of fuel used on their visit. The number of vehicles study participants reported averaged 3.3 vehicles, with a standard deviation of 2.52 (median of 3).

Table 11.23, below, lists the responses of 966 respondents (96% of the survey sample) who completed this question. Most commonly brought to the park were dirt bikes, with 32% of study participants reporting bringing at least one of these vehicles to Ocotillo Wells. This was followed by 29.7% who reported using ATVs as part of their visit, and 17% who reported using 4-wheel drives at Ocotillo Wells.

Table 11.23 Vehicle Types Used by Study Participants (Ocotillo Wells)

Vehicle Type	N	Percentage
Dirt bike	1,028	32.0%
ATV	956	29.7%
4-Wheel drive	546	17.0%
2-Wheel drive	223	6.9%
ROV/UTV, etc	209	6.5%
Buggy/fab. OHV	102	3.2%
Dune buggy/Sand	67	2.1%
Dual sport cycle	35	1.1%
Go-kart/mini-bike	20	0.6%
Other	28	0.9%
Total vehicles	3,214	100.0%

N = 966 participants responded

Participant Suggestions for Improvements at Ocotillo Wells

The last survey item gathered invited participants if they have ideas regarding improvements (if any) they would like to see at Ocotillo Wells. These responses have been provided in their entirety in Appendix E. The comments received totaled 496, or 49% of study participants. While this N is typical in comparison to the proportion of comments provided by participants in other similar studies, it should be noted that these comments are not representative of all study participants and merely reflect what was on the mind of those individuals who took the time to add extra comments at the end of their survey. For the purposes of this study these comments have been analyzed categorically. These categories have been listed in Table 11.24 (below).

From the comments provided by respondents giving feedback at Ocotillo Wells, 284 were the most "top of the mind" and focused on maintaining and improving facilities.

Table 11.24 Categorical Analysis of Visitor Feedback (Ocotillo Wells)

Improvement Category	Frequency Reported (N 496)	% of comments made from N of 496
MAINTAIN/IMPROVE FACILITIES	**284**	**57.3%**
Water		
Water source (running water; drinkable water; hose; sink/faucets)	19	
Showers (improve & expand)	39	
Bathrooms		
Add/expand restrooms	49	
Improve restrooms (maintain, lights in bathrooms)	17	
Camping and Picnic areas		
Expand/improve camping areas (e.g., remove nails)	7	
More hook-ups/electrical outlets (RVs, trailers)	6	
More picnic areas & tables	7	
Trash cans/ Dumpsters/ Recycle	53	
Miscellaneous facilities		
Store & food options, vending machines, ice--add/expand	16	
Shade--more trees or shade structure	38	
Improve/expand landscape and facilities (playground, pool)	8	
Vehicle service station & fuel station	12	
Improve roads into park--Marina Road, Hwy 22, Holly Road	13	
MISCELLANEOUS	**83**	**16.7%**
More regulations & enforcement (speed limits, DUI checkpoints, enforce helmets, noise control, more rangers present)	26	
Less regulation & enforcement (fireworks, no helmets, less enforcement-rangers)	16	
Staff & rangers (positive)	8	
Staff & rangers (negative)	8	
Increase funding/fees	8	
Decrease funding/fees	5	
Increase cell phone coverage	7	
More educational opportunities/events	5	

Table 11.24 (continued)

NO IMPROVEMENTS	**73**	**14.7%**
No Improvements, Love it!	63	
Keep SVRA Open	10	
AREAS, TRAILS, TRACKS	**56**	**11.3%**
Add/expand areas		
Open/expand tracks and trails--general	11	
expand areas for different types of vehicles (4x4 and motorcycles don't like using same areas)	9	
Maintenance trails & tracks		
Improve trails/tracks (e.g., water, grading)	18	
Remove rocks, nails, etc.	7	
Improve signage/provide maps	11	
TOTAL	**496**	**100.0%**

Study Results: Distribution of Riding at Ocotillo Wells

As part of the visitor survey at Ocotillo Wells, participants were presented with a map of the SVRA and asked to indicate on the map by drawing where their entrance/exit points were, their staging locations, camping locations (if they were camping), as well as route and attraction information. Visitors' responses to these items have been detailed in Tables 11.25 through 11.28 (below). These responses have also been mapped in Figures 11.1 through 11.12.

Distribution of Entrance and Exit Used at Ocotillo Wells

Figure 11.1, below, and Figure 11.3 shows a distribution of entrance and exits used by study participants, representing the frequency of these sites' use. The most heavily used entrance/exit point was in the north end of the SVRA at the Salton City/State Highway 22 area, with almost one third (32.7%) of traffic entering/exiting the park at this point. Entrance 20 saw approximately three times the use compared to the next two access points indicated by study participants, Point 23 adjacent to Salton City (12.9%) and Point 10, adjacent to the fuel station off Highway 78 on the southern end of the SVRA.

Table 11.25 Use Frequency of Entry/Exit Points by Study Participants at Ocotillo Wells

Exit/Entry Point	Number of Times	Percent of Reported Entry/Exit Points (1,248)
20	408	32.7%
23	161	12.9%
10	158	12.7%
5	122	9.8%
3	113	9.1%
12	51	4.1%
4	43	3.4%
2	41	3.3%
22	25	2.0%
1	22	1.8%
7	21	1.7%
21	21	1.7%
6	17	1.4%
8	13	1.0%
18	11	0.9%
19	6	0.5%
11	5	0.4%
9	4	0.3%
13	3	0.2%
16	2	0.2%
14	1	0.1%
15	0	0.0%
17	0	0.0%
Total	1,248	100.0%

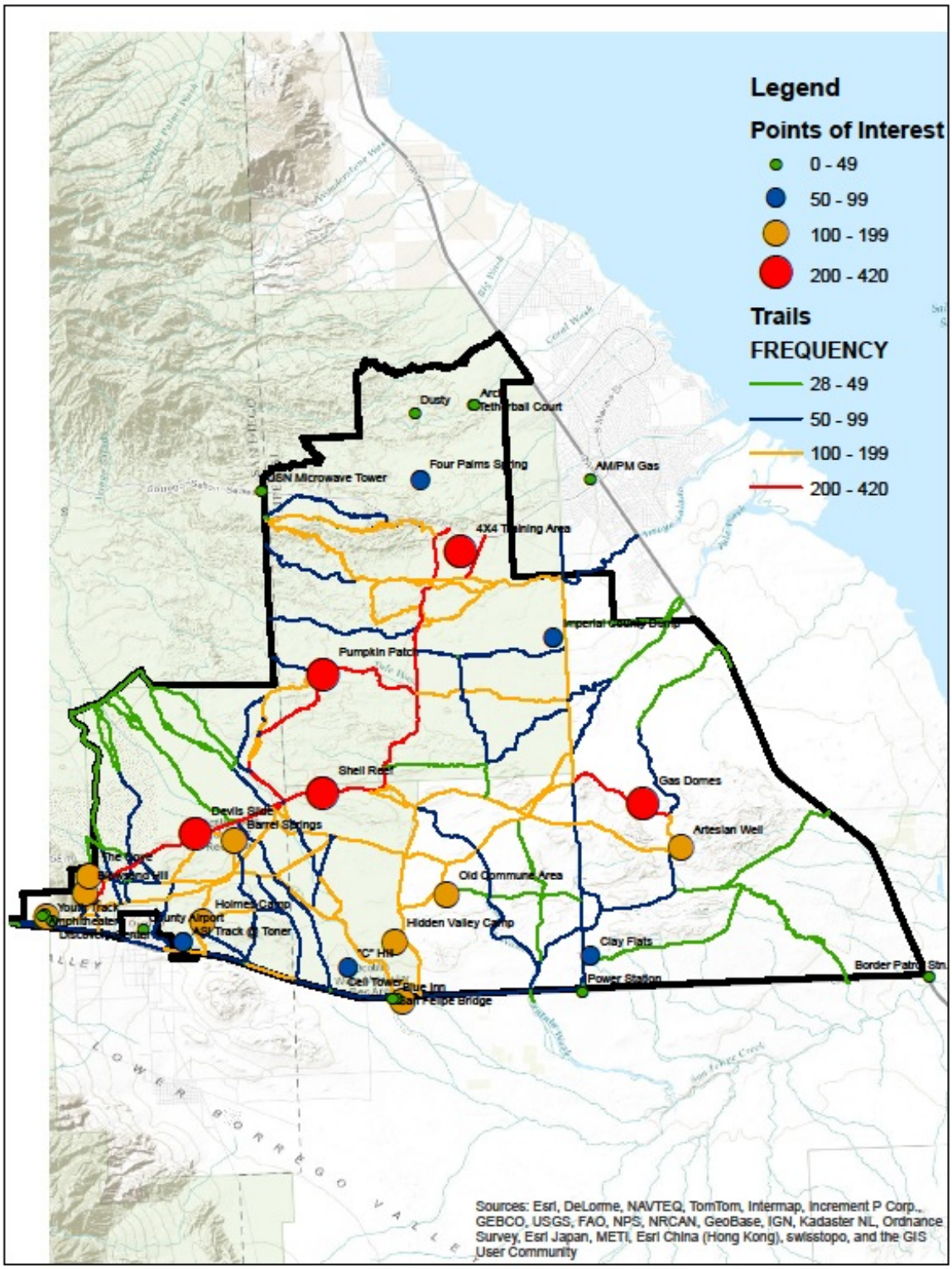
Frequency of Routes and Points of Interest Visited at Ocotillo Wells

Depicted in Table 11.26 is the frequency of use along routes in the SVRA, as well as the frequency of points of interested that were visited by study participants. These routes are also listed in Table 10.26 (below) which details their frequency in order of use. Routes in red received the heaviest use, with 200-420 uses by study participants, while those in orange were next with frequencies of 100-199 times. Blue and green routes received lower frequencies of use by study participants, and these occur more in the northwest and southwest riding areas associated with Ocotillo Wells. The highest visited site in the study was Shell Reef, which consisted of 11.8% of all visits indicated by study participants. The 4x4 Training area was next most commonly listed by 9.9% of all sites visited, and Pumpkin Patch was nearly as commonly visited by study participants with 9.7%.

Table 11.26 Frequency of Where Study Participants are Riding at Ocotillo Wells

Point of Interest	Frequency	Percent of all Reported (3,488)
Shell Reef	412	11.8%
4X4 Training Area	344	9.9%
Pumpkin Patch	340	9.7%
Devil's Slide	282	8.1%
Gas Domes	210	6.0%
Blowsand Hill	199	5.7%
Hidden Valley Camp	166	4.8%
Holmes Camp	158	4.5%
Badlands	145	4.2%
The Cove	143	4.1%
Artesian Well	138	4.0%
Old Commune Area	124	3.6%
Barrel Springs	121	3.5%
Cell Tower	110	3.2%
Discovery Center	107	3.1%
Imperial County Dump	92	2.6%
Denner ATV Training Track	75	2.2%
"C" Hill	69	2.0%
Four Palms Spring	66	1.9%
Clay Flats	58	1.7%
County Airport	45	1.3%
Dusty	46	1.3%
USN Microwave Tower	38	1.1%
Total	3,488	100.0%

Figure 11.1 Distribution of Points of Interest and Routes Used Ocotillo Wells SVRA



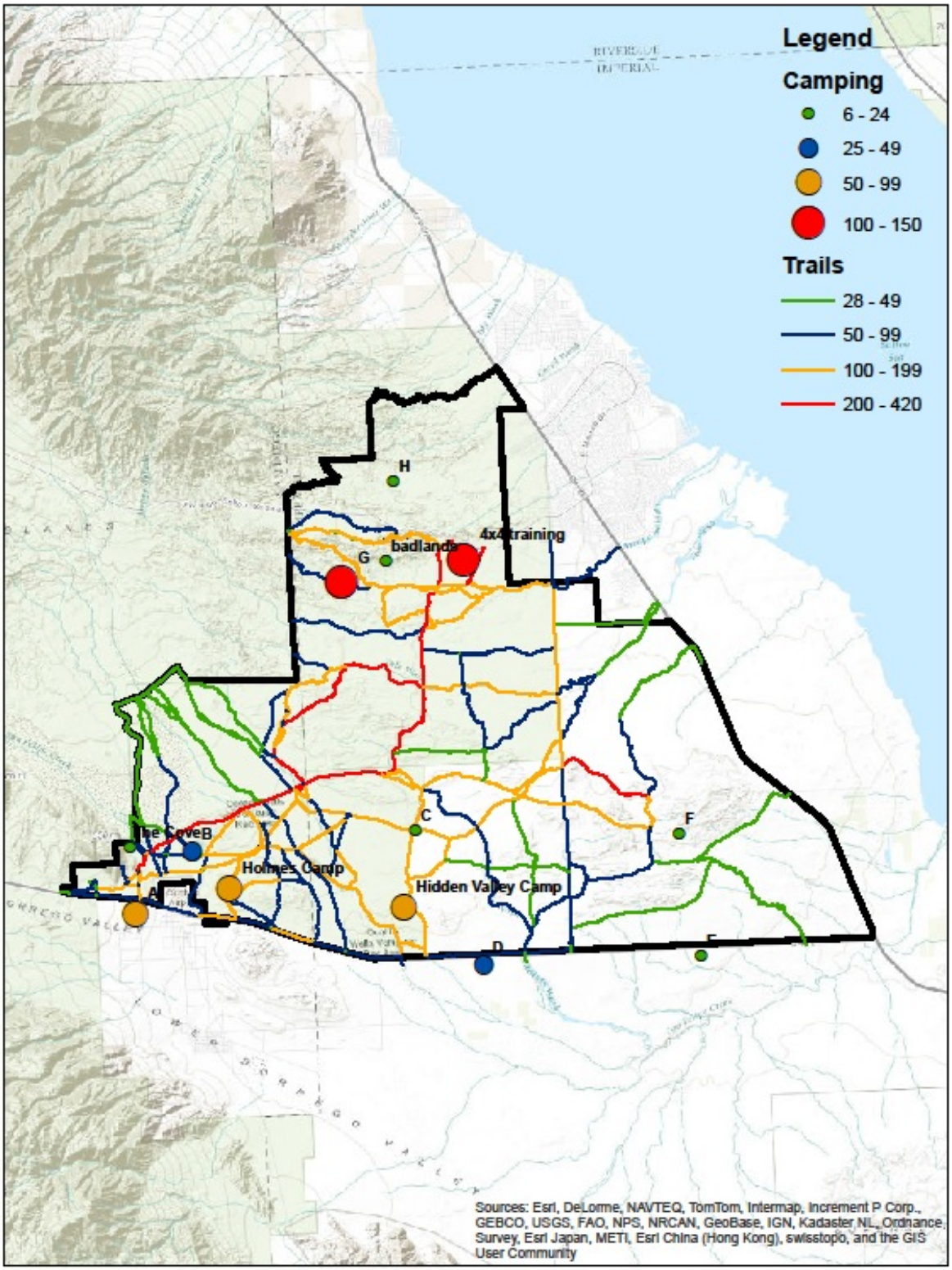
Distribution of Camping Use at Ocotillo Wells

Camping locations have also been detailed in Table 11.27 and Figure 11.3, below. The 4x4 training area accounted for 20.9% of camping in the study sample, Area G had 19.6%, Holmes Camp had 13.2%, and Area A (see Figure 11.3) had 12.3%.

Table 11.27 Camping Locations of Study Participants at Ocotillo Wells

Camp Location	Frequency	Percent of Total
4x4 training area	119	20.9%
Area G	112	19.6%
Holmes camp	75	13.2%
Area A	70	12.3%
Hidden Valley Camp	50	8.8%
Area D	41	7.2%
Area B	36	6.3%
Area C	20	3.5%
Badlands	16	2.8%
The Cove	10	1.8%
Area E	9	1.6%
Area F	6	1.1%
Area H	6	1.1%
Total	570	100.0%

Figure 11.2 Distribution of Camping Areas and Routes Used at Ocotillo Wells SVRA



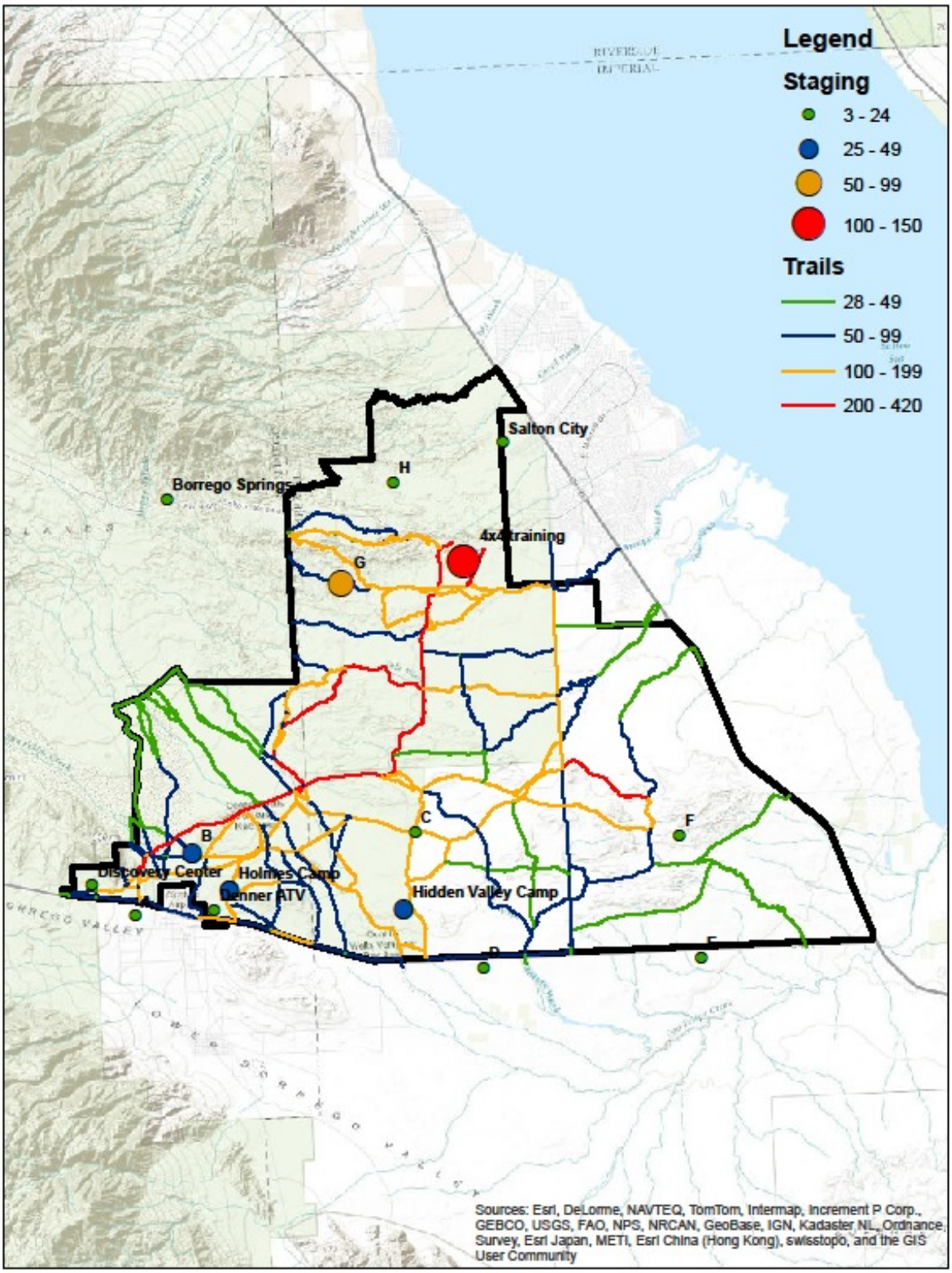
Distribution of of Staging Sites Used at Ocotillo Wells

Staging sites used by study participants are presented in Figure 11.5, and listed in Table 11.28 (below). The top three staging areas indicated by visitors in the study were the 4x4 training area (with 31.6% of the sample), Area G, with 20.3%, and Holmes Camp, with 10.7% of the study sample.

Table 11.28 Staging Area Use at Ocotillo Wells

Staging Areas	Number	Percent of Total Reported
4x4 Training Area	109	31.6%
Area G	70	20.3%
Holmes Camp	37	10.7%
Area B	25	7.0%
Hidden Valley Camp	25	6.7%
Area C	19	5.5%
Area A	17	4.9%
Discovery Center	9	2.6%
Salton City (e.g., North Marina Drive)	8	2.3%
Area D	6	1.7%
Area H	6	1.7%
Denner ATV Training Track	6	1.7%
Area F	5	1.4%
Area E	3	0.9%
Borrego Springs	3	0.9%
Total	347	100.0%

Figure 11.3 Distribution of Staging Area and Routes Used



Chapter 12. Prairie City SVRA Visitor Survey Results

Summary of Prairie City Study

Response rates for the visitor survey at Prairie City were high, with 91.1% of all visitors invited to participate in the study agreeing, for a total of 1,004 interviews. Most of the surveys were collected during the high season (65.6%), and participants were almost all from California (97.6%). On average, visitors travelled 41.2 miles each to visit Prairie City and the average day visit length was 5.6 hours.

A larger proportion of visitor groups at Prairie City are male (59%), women were 16.2%, and children were 24.7%. The average group size was 2.51 people per vehicle. A majority of visitors in the study came to Prairie City in groups (73.9%) and 61.8% had no children with them on their visit.

The average age of visitors in the study at Prairie City was 38.3 years. The majority (55.6%) of participants paid a single entrance fee to access Prairie City while 22.1% had an annual pass.

Groups spent, on average, $124.38 on their visit to Prairie City. Visitors in the study got information about the SVRA most commonly through the State Parks website (36.1%) and word of mouth (29.2%). Similar to many other SVRAs in the study, younger participants were more likely to get information about Prairie City from Facebook, while older participants were more likely to get information on the SVRA from the State Parks website.

The number of vehicles visitors brought to Prairie City average 1.98, and dirt bikes were the most commonly reported vehicle used (by 66.6% of the sample). Just under 32% of vehicles brought to the park were pre-2002 models while 68.3% were 2003 or later. An average of 7.1 gallons of fuel was used by visitors in the study.

In an open-ended feedback item, comments provided by respondents focused most commonly on to improving and maintaining trails, tracks, and terrain features.

Study Results: Visitor Survey at Prairie City

This section of the report details visitors' responses to individual survey items as well as recreation use information observed by field researchers.

Specific information was collected for the visitor survey that focused on the following information:

- County and state of residence
- Miles travelled on trip to SVRA
- Length of visit (in hours)
- Number of people in vehicle on visit
- Gender and age of visitors
- Number of children accompanying visitors (if any)
- Park entrance fee information
- Areas visited in the SVRA
- Number days riding in past 12 months

- Direct spending on trip-related expenses to SVRA
- Information sources used for SVRA and regulations
- Vehicles used on visit
- Year model of vehicles
- Amounts of fuel used on visit
- Suggestions on improvements to SVRA

Prairie City Study Sample

This section details the characteristics of the sample obtained at Prairie City SVRA. The sample response was 91.1%, with an overall sample size of 1,102 completed surveys (see Table 12.1). Surveys collected during the high use season at Prairie City accounted for 65.6% of the sample, while 34.4% were collected during the low use season. Most surveys (66.1 %) were collected on weekends, while 33.9 % were completed by visitors on weekdays during the study (Table 12.2).

Table 12.1 Surveys Collected at Prairie City

Surveys	N	Percent
Completed	1,004	91.1%
Refusals	98	8.9%
Total N approached	1,102	100.0%

Table 12.2 Days and Seasons of Data Collection (Prairie City)

Timeframe	N	Percent
High season	659	65.6%
Low Season	345	34.4%
Weekend	664	66.1%
Weekday	340	33.9%

Prairie City Visitor Information

This section of the report details specific information relating to characteristics of the visitors in the study. (see Table 12.3). The large majority of visitors participating in the survey sample were from California (97.6%). Four other states were represented in the sample, with the largest number (18) coming from Nevada.

Table 12.3 State of Residence (Prairie City)

Residence of Visitors	N	Percent
California	980	97.6%
Out of state	24	2.4%
Nevada	18	1.8%
Washington	3	0.3%
Oregon	2	0.2%
Louisiana	1	0.1%

Table 12.4 shows a breakdown of the study sample by county. Just over half of the visitors in the sample at Prairie City came from Sacramento (50.1%) followed distantly by Placer and Eldorado counties (14.2% and 11.3%, respectively). Overall, visitors came from 38 counties in California.

Table 12.4 County of Residence (Prairie City)

County	N	Percent
Sacramento	503	50.1%
Placer	143	14.2%
El Dorado	113	11.3%
Solano	38	3.8%
San Joaquin	26	2.6%
Yolo	20	2.0%
Contra Costa	17	1.7%
Butte	10	1.0%
Sonoma	10	1.0%
Amador	9	0.9%
Alameda	7	0.7%
Sutter	7	0.7%
Los Angeles	6	0.6%
Napa	6	0.6%
Nevada	6	0.6%
Yuba	6	0.6%
Marin	5	0.5%
San Luis Obispo	5	0.5%
Santa Clara	5	0.5%

County	N	Percent
Calaveras	4	0.4%
Humboldt	4	0.4%
Monterey	4	0.4%
Stanislaus	4	0.4%
Mendocino	3	0.3%
San Francisco	3	0.3%
Fresno	2	0.2%
San Mateo	2	0.2%
Santa Cruz	2	0.2%
Kern	1	0.1%
Lake	1	0.1%
Lassen	1	0.1%
Merced	1	0.1%
Orange	1	0.1%
Riverside	1	0.1%
San Benito	1	0.1%
San Diego	1	0.1%
Tehema	1	0.1%
Ventura	1	0.1%

Prairie City Visitor Trip Information

The mean number of miles travelled by study participants to Prairie City was 41.2 miles, with a standard deviation of 103.7 miles (median of 20 miles,). Table 12.5 shows a categorical separation of the distance traveled by study participants, with the large majority (65.7 %) coming from under a 25 mile radius of the SVRA.

Table 12.5 Miles Travelled (Prairie City)

Miles travelled	N	Percent
<= 25	660	65.7%
25 -50	175	17.4%
50+	163	16.2%
Missing	6	0.6%
Total	1,004	100.0%

Study participants were asked how many hours they were spending at Prairie City on the trip they were contacted (see Table 12.6, below). The average number of hours indicated was 5.6, with a standard deviation of 5.04 (median of 4.5). Study participants were also asked how many days they visited Prairie City in the 12 months previous to the day they were contacted by study researchers. The mean response was 15.5 days, with a standard deviation of 24.2 (the median number of days was 7).

Table 12.6 Length of Day Trips (in Hours) (Prairie City)

Hours	N	Percent
<= 2.0	98	9.8%
2.1 - 4.0	389	38.7%
4.1 - 8.0	397	39.5%
8.1+	113	11.3%
Missing	7	0.7%
Total	1,004	100.0%

Prairie City Visitor Profiles

An overall characterization of the groups sampled by at least one of their members while on a visit to Prairie City is shown in Table 12.7 (below). Just over half of the groups contacted (59%) were male, while women made up 16.2% and children made up 24.7%. The total number in groups of those contacted and agreeing to participate in the study was 2,556 people.

Table 12.8 shows information related to the group size of the sample at Prairie City (the number used for attendance calibration). The overall average of people per vehicle is 2.51 people per vehicle, with a standard deviation of 1.44 (median of 2). During the high use season, the average number of people per vehicle was 2.49 and during the low season was 2.54.

Table 12.7 Group Composition (Prairie City)

Visitor Profile	N	Percent
Men	1,509	59.0%
Women	415	16.2%
kids (under 18)	632	24.7%
Total No. of Visitors	2,556	100.0%

**Based on N = 1,004 surveys*

Table 12.8 Number in Vehicles (Prairie City)

Statistic	High Season No. in Group	Low Season No. in Group	Overall Avg. No. in Group
Mean	2.49	2.54	2.51
Median	2.00	2.00	2.00
Std. Deviation	1.42	1.46	1.44

Visitor groups were broken down by those reporting only men, only women, and mixed groups, and these have been detailed in Table 12.9, below. A majority (67.3%) reported visiting Prairie City in groups that were all male, while 30.7% of the study sample reported their group was comprised of both males and females. Groups made up of women only comprised 2% of those interviewed.

Table 12.9 Group Makeup Profiles by Gender, those with Children (Prairie City)

Group Makeup	Sum	Percent
Men only (no women)	676	67.3%
Mixed	308	30.7%
Women only (no men)	20	2.0%

The number of visitors coming to Prairie City alone versus those with others is contrasted in Table 12.10 (below). Most study participants (73.9%) indicated they were visiting Prairie City with others when they were interviewed, although a strong minority (26.1 %) indicated they were alone on their trip. Table 12.10 also shows the proportion of visitors who came to the site with or without children: 61.8% of study participants indicated they had no children in their group while 38.2% said they were accompanied by kids on their visit.

Table 12.10 Group Makeup Profiles by those Alone vs. with Others (Prairie City)

Group Profile	N	Percent
Group (vs. Solo)	742	73.9%
Solo (vs. Group)	262	26.1%
No kids (adults only)	620	61.8%
Kids (vs. No kids)	384	38.2%

The age ranges of study participants are reflected in Table 12.11, below. The average age of Prairie City visitors interviewed was 38.3 years, with a standard deviation of 13.2 (median of 39).

Table 12.11 Age Categories of Person Completing Survey (Prairie City)

Age Range	N	Percent
<= 24	178	17.7%
25 - 34	214	21.3%
35 - 50	413	41.1%
50+	183	18.2%

N = 988

Researchers identified a number of correlated factors between age and other visitor characteristics in the study, and these are listed in Table 12.12, below. For example, younger respondents in the study at Prairie City were more likely to pay a single entrance fee than their older counterparts, who were more likely to hold an annual pass. Younger study participants were more likely to get information about Prairie City from Facebook and word of mouth, while older participants were more likely to use the State Parks website and OHV training as sources of information. Researchers also discerned that people are more likely to have an annual pass if their information source centers on State Parks' website.

Table 12.12 Relationships between Age and Other Study Factors (Prairie City)

Study Factor	Younger respondents are MORE likely to…..	Older respondents are MORE likely to….
Entrance fee	Single visit	Annual pass
Number of days riding		Ride more days
Information source	Facebook, word of mouth	State park website, OHV training

Study participants at Prairie City were asked about the method with which they paid their entrance fee at the SVRA, and results from this question are listed in Table 12.13, below. Over half (55.6%) indicated that they entered the SVRA through a single use fee. Equal numbers (22.1%) indicated that they held an annual pass or were attending an event.

Table 12.13 Method Used for Paying Entrance Fee (Prairie City)

Method	N	Percent
Single visit fee	533	55.6%
Annual pass	212	22.1%
Attending event	212	22.1%
Gate closed	1	0.1%

N = 958

Upon analysis of the study data, a number of event-related correlations were identified by researchers (listed in Table 12.14, below). For example, those attending events were more likely to spend more money, get SVRA information from social media websites, and ride longer. These individuals were less likely to obtain information on the State Park website.

Table 12.14 Relationships between Event Attendees and Other Study Factors

Study Topic	Those attending event are MORE likely to…..	Those attending an event are LESS likely to….
Total spending	Spend more $	
Information source	Facebook, Twitter, other websites	State park website
Riding # of hours	Ride longer	

Participants were also asked where they were riding while on their visit to Prairie City. These responses are listed in Table 12.15. The largest proportions of visitors in the study indicated they were riding at the general motorcycle/ATV area in the SVRA (28.5%) while the next most commonly reported site visited was the moto-cross practice track (with 20.6%).

Table 12.15 Where Participants Were Riding as Part of Visit (Prairie City)

Riding Area	N	Percent of total number of areas
General motorcycle/ATV	470	28.5%
Moto-cross practice track	340	20.6%
Moto-cross track	257	15.6%
Other	204	12.4%
4x4 obstacle course	137	8.3%
Mini track	113	6.9%
ATV practice track	112	6.8%
Go cart track	9	0.5%
Quarter midget track	7	0.4%

N = 956 respondents with 1,649 areas reported

A number of correlations were identified through statistical analysis of the survey data related to riding area preferences. These are listed in Table 12.16, below, indicating that some areas are clearly preferred by sub-groupings of visitors than others. For example, groups with kids were more likely to ride in the mini-track and general motorcycle/ATV areas, while older participants were more likely to ride on the moto-cross and ATV practice tracks. Women only groups were more likely to ride the quarter midget track and men only groups were more likely to ride the ATV practice track and the moto-cross track.

Table 12.16 Relationships between Group Characteristics and Riding Areas

AREA	**MORE likely** to ride in the area	**LESS likely** to ride in the area
Quarter midget track	Women only	
Go cart track		
Mini track	Groups with kids	solo
Moto-cross practice track		younger
Moto-cross track	older	Groups with kids, men only
ATV practice track	older	Men only
4x4 obstacle course		Groups with kids
General motorcycle/ATV	Groups with kids, men only	older

Spending related to the particular trip to Prairie City on which visitors were contacted was explored in a multi-level question relating to expenditures on lodging, food, supplies, gas and vehicle expenses, and other recreation-related purchasing. These amounts are displayed in Table 12.17 below. While an overall spending average of $124.38 was spent per visitor in the study, slightly higher spending levels were noted, on average, for those visitors indicating spending beyond 25 miles from the SVRA ($127.51) in comparison to spending levels within 25-miles of the park unit ($106.47).

Table 12.17 Direct Spending Summary (Prairie City)

Spending Statistics	$ Total <25 miles	$ Total 25+ miles	$ TOTAL spending
Mean	$106.47	$127.51	$124.38
Median	$45.00	$60.00	$60.00
Std. Deviation	$336.58	$259.29	$310.29
Sum	$82,197.26	$37,232.57	$114,429.83

N = 920

Information Sources About Prairie City

Study participants were asked to indicate sources of information for where they get information about SVRA news, use regulations, and events. Their responses are listed in Table 12.18, below, and indicate that the primary method used was the State Park website (36.1%) while the second most common was word of mouth for visitors (29.2%).

Table 12.18 Information Sources Used by Study Participants (Prairie City)

Information source	N	Percent
State Park website	486	36.1%
Word of mouth	394	29.2%
Facebook	149	11.1%
Other websites	98	7.3%
I have no info	92	6.8%
Trailhead signs/kiosks	73	5.4%
OHV safety training	27	2.0%
Twitter	17	1.3%
Blogs	12	0.9%
Other	0	0.0%
Total # of sources reported	1,348	100.0%

N = 912

Vehicle Information of Visitors at Prairie City

Details related to participants' vehicles were also explored as part of a multi-level question prompting visitors to provide information about the number of vehicles brought to the park by their group, the model years of those vehicles, the hours used on the trip, as well as an approximate number of gallons of fuel used on their visit. The number of vehicles study participants reported averaged 1.98 vehicles, with a standard deviation of 1.4 (and a median of 2).

Table 12.19, below, lists the responses of 833 respondents (83% of the survey sample) who completed this question. Most commonly brought to the park were dirt bikes, with 66.6% of study participants reporting bringing at least one of these vehicles. This was followed by 13.5% who reported using ATVs as part of their visit, and 10.7% who reported using 4-wheel drive vehicles at Prairie City.

Table 12.19 Vehicle Types Used by Study Participants (Prairie City)

Vehicle Type	N	Percentage
Dirt bike	1,258	66.6%
ATV	255	13.5%
4-Wheel drive	203	10.7%
2-Wheel drive	84	4.4%
ROV/UTV, etc	25	1.3%
Dual sport cycle	24	1.3%
Buggy/fab. OHV	19	1.0%
Go-kart/mini-bike	13	0.7%
Other	5	0.3%
Dune buggy/Sand	3	0.2%
Total vehicles	1,889	100.0%

N = 833 participants responded

Participant Suggestions for Improvements at Prairie City

The last survey item gathered invited participants if they have ideas regarding improvements (if any) they would like to see at Prairie City. These responses have been provided in their entirety in Appendix E. The comments received totaled 492, or 49% of study participants. While this N is typical in comparison to the proportion of comments provided by participants in other similar studies, it should be noted that these comments are not representative of all study participants and merely reflect what was on the mind of those individuals who took the time to add extra comments at the end of their survey. For the purposes of this study these comments have been analyzed categorically. These categories have been listed in Table 12.20 (below).

From the comments provided by respondents giving feedback at Prairie City, those related to improving and maintaining trails, tracks, and terrain features stood out as the most "top of the mind," mentioned by 28.6% of those commenting. General comments related to maintaining and improving facilities were next most common, with 19.3% of the comments. Adding and expanding riding areas, trails, and tracks were commented on by 15.7% of those writing feedback at the end of the survey.

Table 12.20 Categorical Analysis of Visitor Feedback (Prairie City)

IMPROVEMENT CATEGORY	FREQUENCY REPORTED (Total 611)	% OF THE # of COMMENTS MADE (611)
IMPROVE/MAINTAIN TRAILS, TRACKS, TERRAIN FEATURES	**175**	**28.6%**
Improve/maintain trails		
Improve/ Maintain Trails (e.g., water trails)	13	
Add signs/mark trails	6	
Improve/maintain tracks		
General--improve/maintain tracks (e.g., groom, till, prep tracks, increase water days)	49	
Remove rocks	34	
Practice tracks-improve/maintain tracks	33	
ATV & MX -improve/maintain tracks	10	
Terrain features		
More obstacles in general (mud pits, hill climbs, track obstacles)	19	
More jumps/ improve jumps	11	
MAINTAIN/IMPROVE FACILITIES	**118**	**19.3%**
Water		
Water source (running water; drinkable water; hose; sink/faucets)	16	
Pressure washer	7	
Showers	5	
Bathrooms		
Add/expand restrooms	3	
Improve restrooms (flushable toilets, soap)	10	
Picnic areas		
Bee traps	1	
More picnic areas & tables & fire pits	10	
Trash cans/ Dumpsters/ Recycle	6	
More hook-ups/electrical outlets (RVs, trailers)	2	
Miscellaneous facilities		
Store & food options & repair shop--add/expand	21	
Shade--more trees or shade structures	22	
Improve/expand landscape and facilities (playground, bleachers)	10	
Improve/expand parking & staging areas	4	
Improve roads into park	1	

Table 12.20 (continued)

ADD/EXPAND AREAS, TRAILS, TRACKS	96	15.7%
Add/expand areas		
Areas for different types of abilities	11	
areas for different types of vehicles (ATV, MX)	8	
Open/expand park (Hangtown & Youst)	3	
Add/expand trails		
General--add/expand trails	12	
one-way trails--add/expand trails	9	
Add/expand more single-track trails	3	
Add/expand tracks		
General--Add/expand Tracks	11	
Practice Tracks--Add/expand Tracks	15	
Kids tracks--Add/expand Tracks	13	
4x4 areas--Add/expand Tracks	11	
NO IMPROVEMENTS	**108**	**17.7%**
No Improvements, Love it!	105	
Keep SVRA Open	3	
HOURS DAYS OF OPERATION	**66**	**10.8%**
Extend/Ban Red sticker season	26	
Allow overnight camping	32	
Increase/ Expand Hours of Operation	5	
Keep Open (All Seasons & Weather Conditions)	3	
MISCELLANEOUS	**48**	**7.9%**
Improve safety	4	
Information boards & brochures	11	
Increase networking, educational opportunities	11	
Increase fees	9	
Less Enforcement	5	
Decrease fees	3	
Wireless connection	3	
Improve customer service	2	
TOTAL	**611**	**100.0%**

Chapter 13. Discussion of Survey Findings

This section summarizes a number of researcher considerations and comparisons between the 8 SVRA's.

Survey Data Value Over Time

Systematically designed and conducted visitor studies provide managers with valuable information regarding the use and users of public lands and the programs that aim for high quality recreation opportunities. Studies such as this one can support managers in understanding the visiting public, their behaviors, attitudes, opinions, and desires for high quality recreation opportunities. This study can serve both as an information support tool for the OHMVR Division's management needs, but the data on SVRA visitors provides a baseline of information for managers to refer to in future years. Baseline data provides a snapshot of SVRA visitors as they currently use the park system for motorized recreation. For example, current spending patterns can be compared to future direct expenditures of visitors. Demographic shifts will be detectable once a valid sample exists, and in a period of years park managers can determine if changes are occurring in the profile of visitors (e.g. visitors becoming more or less diverse). Average fuel use may also be of interest in the future and will allow managers and interest groups accurate information rather than conjecture with the continued concern of environmental impacts. Finally, the specific attendance information in this report can be continually utilized and updated as the park system investigates dust and air-particulate impact and air quality relationships.

Attendance Measures: Then and Now

Previous SVRA attendance measures were different from those presented in this study for a number of reasons. Researchers involved in this study assert that efforts to accurately and sustainably measure use were substantial enough that mangers were able to provide units with adequate resources to achieve accurate attendance measures. Simple solutions such as the installation of entrance station cash registers with keys that allow the number of passengers per vehicle allow SVRAs to measure attendance with relatively little error were installed. The consistent register system introduced by the efforts of this study should be given top priority in future years.

Sampling methodologies utilized at open-access sites will require that Division managers and park superintendents to be vigilant in maintaining measurement efforts, likely involving equipment expenditures for traffic counters (and staff time to maintain and record counters) and occasional efforts such as aerial surveys (using human- or automatically-piloted aircraft). It is also likely that researchers will need to be involved in long-term efforts to track visits when facilities are changed/added or complex sampling methodologies need outside perspective.

Consistencies and Contrasts

Numerous factors were consistent across all SVRAs, while there were some contrasts. This section presents several comparative tables showing these consistencies and contrasts.

<u>High Involvement of SVRA Users</u>
High response rates denote a visitor population heavily involved in motorized recreation activity motivated to offer their perspective on the management of motorized recreation opportunities offered by the state in California. Consistent comments offered in written form at the end of each survey included about one-fifth of each SVRA sample communicating their desire to maintain the current experience and "not change a thing" as many participants wrote.

The typical SVRA visitor interviewed in this study was also willing to drive considerable distances to access the type of motorized recreation opportunity provided by the state, as noted by comparisons available in Table 13.1, below (*stand out numbers are in bold text*). This was particularly the case at Ocotillo Wells and Oceano Dunes, where over 85% of the sample drove more than 50 miles. Some of the SVRAs had fairly localized populations, notably Heber Dunes, where 95.4% of the sample travelled less than 25 miles to the park.

Table 13.1 Miles Travelled to SVRAs in Study

Miles travelled	Carnegie	Claypit	Heber Dunes	Hollister Hills	Hungry Valley	Oceano Dunes	Ocotillo Wells	Prairie City
<= 25	35.8%	**80.2%**	**95.4%**	15.5%	7.9%	7.9%	3.8%	**65.7%**
25 -50	**46.9%**	16.0%	1.7%	26.0%	**35.1%**	1.4%	8.1%	17.4%
50+	15.6%	3.1%	2.1%	**56.3%**	56.4%	**87.0%**	**85.1%**	16.2%

Similar Ages of Visitors Across SVRAs

The average age of study participants (listed in Table 13.2) was strikingly similar, with Claypit SVRA having the youngest aged visitors (32.9 years, on average) while Ocotillo Wells had the oldest (41.7 years).

Table 13.2 Age Ranges of Participants in Study

Age Category	Carnegie	Claypit	Heber Dunes	Hollister Hills	Hungry Valley	Oceano Dunes	Ocotillo Wells	Prairie City
<= 24	28.4%	**34.7%**	20.2%	18.4%	17.2%	7.9%	10.4%	17.7%
25 - 34	21.9%	28.5%	29.0%	22.4%	21.0%	1.4%	18.4%	21.3%
35 - 50	**34.8%**	23.3%	**43.7%**	**45.5%**	**41.7%**	**87.0%**	**44.9%**	**41.1%**
50+	13.2%	12.5%	5.5%	13.4%	18.1%	7.9%	25.3%	18.2%
Average Age (years)	*35.0*	*32.9*	*33.6*	*37.8*	*38.3*	*38.8*	*41.7*	*38.3*

Annual Passes Less Common

Table 13.3 shows the proportion of the various types of entrance fee payment at the SVRAs in the study. Paying for a single entrance fee was more common at 3 of the 4 sites where this was studied (Carnegie, Hollister Hills, and Hungry Valley) whereas at Prairie City holding an annual pass was more common.

Table 13.3 Entrance Fee Payment

Fee Type	Carnegie	Claypit	Heber Dunes	Hollister Hills	Hungry Valley	Oceano Dunes	Ocotillo Wells	Prairie City
Single visit fee	86.5%	- NA -	- NA -	85.6%	78.8%	- NA -	- NA -	55.6%
Annual pass	10.1%	- NA -	- NA -	11.7%	7.8%	- NA -	- NA -	22.1%
Other	2.9%	- NA -	- NA -	- NA -	0.9%	- NA -	- NA -	- NA -
Gate closed	0.5%	- NA -	- NA -	2.6%	12.5%	- NA -	- NA -	0.1%
Attending event	- NA -	- NA -	- NA -	- NA -	- NA -	- NA -	- NA -	22.1%

Spending Varied Widely

Averages of direct spending connected to trips to SVRAs varied widely across study sites, as shown in Table 13.4. Where visitor groups were highly local (at Claypit and Heber Dunes) the average spending on an individual trip was fairly low (at just over $80) while trips to Ocotillo Wells averaged much higher amounts (at $593 per trip).

Table 13.4 Direct Spending of Study Participants' Groups Per SVRA Trip

Spending Measure	Carnegie	Claypit	Heber Dunes	Hollister Hills	Hungry Valley	Oceano Dunes	Ocotillo Wells	Prairie City
Mean	$ 163.74	$ 80.22	$ 82.94	$ 330.28	$ 203.59	- NA -	$ 593.37	$ 124.38
Median	$ 60.00	$ 30.00	$ 40.00	$ 200.00	$ 110.00	- NA -	$ 425.00	$ 60.00

Information Travels by Word of Mount and the Internet

Gaining information by word of mouth and the State Parks website were consistently the most common across all SVRAs (see Table 13.5 for comparisons). Facebook was fairly common, and as noted in the findings from the individual SVRAs, was most often used by younger participants in the study. Heber Dunes had the highest proportion of study participants who admitted having no information, but that unit was undergoing a large scale construction of a new visitor center during the study period, so this is perhaps why, although Heber Dunes also had very low information gathering from the State Parks website. Claypit has fairly prominent sign boards in its single parking area, but perhaps visitors pass by this without stopping on their way into the riding area.

Table 13.5 Information Sources about SVRAs

Info Source	Carnegie	Claypit	Heber Dunes	Hollister Hills	Hungry Valley	Oceano Dunes	Ocotillo Wells	Prairie City
Word of mouth	38.0%	54.0%	73.6%	33.7%	41.3%	28.1%	37.9%	29.2%
State Park website	30.7%	15.4%	3.4%	35.2%	30.3%	34.2%	23.1%	36.1%
Facebook	14.9%	0.0%	10.6%	10.2%	6.8%	12.4%	7.6%	11.1%
Trailhead signs/kiosks	3.9%	7.7%	0.9%	7.2%	6.1%	3.3%	10.9%	5.4%
I have no info	3.8%	12.5%	19.1%	7.6%	6.2%	4.1%	3.6%	6.8%
Blogs	1.1%	1.3%	0.9%	0.7%	0.5%	1.2%	1.0%	0.9%
Twitter	0.5%	0.0%	0.0%	0.5%	0.5%	1.2%	0.6%	1.3%
OHV safety training	0.5%	1.9%	0.4%	1.1%	2.1%	2.1%	2.7%	2.0%
Other websites	0.0%	0.0%	0.4%	3.8%	3.9%	4.0%	4.2%	7.3%
Other	6.7%	7.1%	0.0%	0.1%	2.3%	9.5%	8.3%	0.0%

References Cited

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Appendix A: DPR Attendance Methods

State of California - The Resources Agency CALIFORNIA STATE PARKS **DEPARTMENTAL NOTICE** **No. 96-24**		MANUAL Operations
SUBJECT VISITOR ATTENDANCE REPORTING		CHAPTER 1400, Field Operations
ISSUED July 16, 1996	EXPIRES When Incorporated	REFERENCE DOM 1491 et seq., Departmental Notice 95-21

DPR 975 (Rev. 11/97)(Word, 12/97)

WHEN APPLICABLE, ENTER THE NUMBER AND DATE OF THIS DEPARTMENTAL NOTICE IN THE MARGIN OF THE MANUAL PAGE, ADJACENT TO THE SECTION(S) AFFECTED BY IT.

This Departmental Notice has been re-created for transmittal in electronic format. The original notice was signed by Kenneth B. Jones, Deputy Director for Park Stewardship.

The Visitor Attendance Reporting System is being further modified to allow for more efficient collection, reporting and analysis, with a provision for electronic storage/transfer of information and an enhanced database format software attendance reporting program.

The DPR 449, Monthly Visitor Attendance Report (Rev. 7/95) and a quarterly report summary is available in electronic (EXCEL 5.0) format. Copies of the electronic form and summary sheet were distributed to Districts at the Chief Ranger's workshop in May.

Effective July 1, 1996, Park Services will require Districts to submit only the electronic quarterly summaries. Units should complete the DPR 449s, then compile the quarterly report summary for submittal to their District. The District will forward the electronic quarterly reports to the Park Services Division, Administrative Support Section, by the 10th day following the end of the quarter.

Instructions on how to use both unit and District electronic reports are provided on the program disks. If you have questions or need assistance with completing the electronic reports, contact Ted Reinhardt, Sierra District, at (916) 525-9524, or by e-mail at TedR@sierra.net.

DPR 449 COMPLETION INSTRUCTIONS

- HEADER INFORMATION: Complete blocks as appropriate. Use two-digit numbers to indicate the month and year.
- PAID DAY USE: Applies to all day use facilities: recreational, historical, or natural. Paid day use includes sales of individual tickets/receipts, Annual Use/Limited Use Golden Bear/Disabled Discount Pass admittance, and valid tickets/receipts purchased at other park units.
  - VEHICLE: For attendance reporting purposes, a "vehicle" shall be as defined by the current year California Vehicle Code. Enter the total number of paid day use vehicles including tickets/receipts sold, annual use passes admitted, and valid tickets/receipts purchased at other units. Buses are excluded from this column.
  - NON VEHICLE (NON VEH): Enter the total number of paid individuals entering the unit on foot, bicycle, or other non-vehicular means.
  - NUMBER OF GROUPS (# GROUPS): Enter the total number of groups that have paid to use unit group facilities, including those entering by bus.
  - NUMBER OF GROUP PERSONS (# GROUP PER): Enter the total number of individuals participating in the paid groups.
- FREE DAY USE:

DPR 449 WORKBOOK COMPLETION INSTRUCTIONS

Visitor attendance reporting is required for all State operated park units, as well as State Parks operated by other agencies or by private concessionaires. The District Superintendent and/or their designee is responsible for collecting data and ensuring that staff is well trained in Departmental policy and procedures. Responsibility for policy and procedures for visitor attendance resides within the Visitor Services Section of Park Operations.

Park unit staff is responsible for the accurate tabulation and reporting of daily visitor attendance on the Monthly Visitor Attendance Report, DPR 449 and shall forward tabulated data to their District's designated attendance coordinator. The District attendance coordinator will review and compile all DPR 449's associated with their District and forward to the Visitor Services Section of Park Operations by the 10th day of the following month. Should park units use a modified format of the DPR 449, this data must be translated and transferred to the standard format before forwarding to headquarters. Incomplete or modified DPR 449's will be returned for correction.

The Summary worksheet can be used as a coordination point for all information, the selection of monthly sheets for data entry and entering data that is linked to other forms. The purpose of the DPR 449 Workbook is to enter counts and have the workbook automatically calculate totals based on data collected and entered into the Data Entry worksheet and monthly worksheets.

1. Save File: Go to the File dropdown menu and select "Save As." Name the file will with the unit number (e.g. Unit 074 would be 074449.xls). The new file should be saved on the computer or assigned drive/folder to be used as the master-file for that park for entire Fiscal Year.

2. Data Entry Worksheet: Go to this worksheet to fill-in the General Information which will populate the corresponding cells on each worksheet such as:

Fiscal Year (e.g. 2008/2009)	SubUnit Name
District Name	SubUnit Number
District Number	Contact (employee) Name
Park Unit Name	Contact Phone Number (include area code)
Park Unit Number	Contact Title (e.g. State Park Ranger)

Additionally, Conversion Factors (see Conversion Factors tab for explanation and instructions) for ON and OFF Season in the designated categories should be entered on the Data Entry Sheet. At the bottom are checkmarks for each of the Fiscal Year months. Choose (only one) if each month is "On-Season" or "Off-Season" in order for the workbook to pull the correct Conversion Factor for the calculations.

3. Summary Report: The Summary Report compiles all the entered data in a summarization tally.

4. Monthly Reports (DPR 449's for July, August, etc.): All monthly counts should be logged in the corresponding monthly worksheet/DPR 449 in the workbook. For more information and instructions counting visitor attendance, see the METHODOLOGY Worksheet. If the park is closed for the entire month, choose the "Check if Park is Closed" checkbox.

CONVERSION FACTORS

Conversion factors are multipliers that convert the number of vehicles or camping sites sold into an estimated number of persons attending the parks. Data is gathered based on statistically valid sampling techniques. The District Superintendent and/or their designee is responsible for the development, reporting and regular update of the multiplier/conversion factors used on the DPR 449 to convert the number of vehicles and sites into individual person visitor attendance.

Conversion factors are established twice each year to adjust for seasonality. Conversion factors are submitted in writing to the Visitor Services Section of Park Operation for inclusion in the statewide database. For many units the on-season will be June through September, and the off-season from October through May. Due to climate or proximity to urban areas, some units have on and off seasons different from this pattern. Each unit may select for itself (on a full month basis) its own seasons.

Conversion factors are established to one decimal place of accuracy. Conversion factors may be revised any time a change in conditions warrant it. Notice of revisions to conversion factors shall be submitted in writing to the Visitor Services Section of Park Operations for inclusion in the statewide database.

Methods for developing conversion factors are as follows:

1. Paid Day Use, Vehicle Conversion Factor: This factor is based on an actual count made by the person selling tickets or operating the kiosk. Record the actual number of vehicles and the total number of occupants (all ages) for the following time periods: 1 busy weekday - 6 consecutive hours; 1 Saturday and Sunday - 4 consecutive hours each day. At those few units where a significant share of patronage is in the evening, an appropriate share of this period must be included in the sample. Method of count (hand counter, pencil and paper) is optional. Divide the total number of occupants by the total number of vehicles for the period recorded to obtain the paid day use, vehicle conversion factor.

2. Free (No-Fee) Day Use, Vehicle Conversion Factor: Make a survey in the same manner as described for paid day use above.

3. Overnight Sites Conversion Factor: This factor is based on an actual count of the number of campers, as recorded on the DPR 53, DPR 453, and Reserve America form R453. On the days of the survey, at any point in time where the campground is most full, use the active or current registration forms to give the total number of campers in each occupied camping unit, add up the totals of campers and occupied sites, then divide the total number of campers by the total number of occupied sites. Make this count on two weekdays and two Saturdays.

Conversion Factor Totals: These are calculated automatically in the workbook with spreadsheet formulas. The Conversion Factor Total is calculated by multiplying the total number of vehicles/sites by the appropriate conversion factor to arrive at the conversion factor total for each category.

METHODOLOGY

A variety of methods may be used to calculate visitor attendance.

PAID DAY USE

Attendance is calculated through paid receipts for the number of persons utilizing the day use facilities. The category of paid day use also includes attendance by visitors using Annual Day Use, Golden Poppy, Limited Use Golden Bear, and Disabled Discount Passes, as well as admittance with valid tickets/receipts purchased at other units.

Vehicle Day Use: For attendance reporting purposes, a "vehicle" shall be as defined by the current year California Vehicle Code. This includes vehicles using facilities where vehicle day use fees are collected. The converted total attendance for vehicle entry is calculated using a multiplier/conversion factor based on statistically valid sampling techniques automatically in the workbook.

Non-Vehicle Day Use: Paid museum, tour entry or other non-vehicular means is calculated based on actual person counts.

 # Individuals at Group Sites: Total number of paid individuals utilizing group facilities, including those entering by bus. Do not count the number of groups, count the number of people in those groups.

FREE DAY USE

Attendance is calculated in a variety of ways depending on the various types of access points in individual parks including pneumatic axle counters, statistically valid sampling, and correlation with known factors such as paid museum/tour entry and vehicle day use. Additionally, free day use includes attendance from visitors utilizing Distinguished Veteran, Golden Bear, Complimentary and State Park Foundation Passes.

Vehicle Day Use: For attendance reporting purposes, a "vehicle" shall be as defined by the current year California Vehicle Code. This includes non-paying vehicles using facilities where vehicle day use fees are collected and all vehicles at non-fee areas. The converted total attendance for vehicle entry is calculated by using a multiplier/conversion factor based on statistically valid sampling techniques automatically in the workbook.

Non-Vehicle Day Use: No-fee entry count for individuals entering on foot, bicycle, or other non-vehicular means.

 # Individuals at Group Sites: Total number of No-fee individuals/people utilizing group facilities, including those entering on bus. Do not count the number of groups, count the number of people in those groups.

OVERNIGHT CAMPING

Attendance for the Overnight Camping numbers are calculated based on the use of family sites, group sites, and other camping facilities.

Sites: Number of (family) sites occupied each night. The converted total attendance for overnight sites is calculated automatically in the workbook by using a multiplier/conversion factor based on statistically valid sampling techniques against the total number of sites sold.

Other: Number of individuals/people occupying non-family campsites, including environmental, hike-in, bicycle, equestrian, boat, en-route and overflow sites.

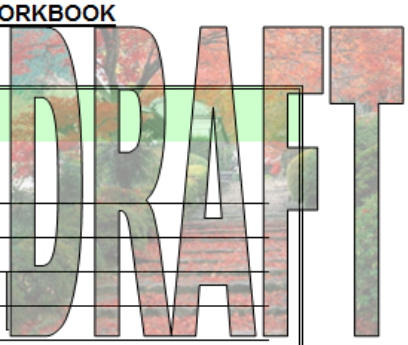
 # Individuals at Group Sites: Total number of individuals camping in group facilities. Do not count the number of groups, count the number of people in those groups.

BOATING

Attendance is calculated for the number of boats utilizing launching facilities and mooring slips through paid receipts and annual passes admitted.

MONTHLY VISITOR ATTENDANCE REPORT WORKBOOK

Workbook Rev. 10/27/2009



DATA ENTRY

FISCAL YEAR (e.g. 2008/2009): _____

DISTRICT: _____

DISTRICT NO.: _____

PARK UNIT: _____

PARK NO.: _____

SUBUNIT: _____

SUBUNIT NO: _____

CONTACT NAME: _____

CONTACT TITLE: _____

CONTACT PHONE: ( ) _____

CONVERSION FACTOR (TO SINGLE DECIMAL POINT):

(See Conversion Factors Worksheet for instructions)

	Day Use	Free Day Use	Overnight
ON SEASON:			
OFF SEASON:			

MONTHLY ON/OFF SEASON STATUS

(Check only one per month)

If "Closed" on Monthly Report	Click month to go to its report	ON-Season	OFF-Season
	July	☐	☐
	August	☐	☐
	September	☐	☐
	October	☐	☐
	November	☐	☐
	December	☐	☐

If "Closed" on Monthly Report	Click month to go to its report	ON-Season	OFF-Season
	January	☐	☐
	February	☐	☐
	March	☐	☐
	April	☐	☐
	May	☐	☐
	June	☐	☐

State Of California --Natural Resources Agency
DEPARTMENT OF PARKS AND RECREATION

FY TOTAL VISITOR ATTENDANCE REPORT

Return to Data Entry | PRINT SUMMARY

YEAR	DISTRICT		DISTRICT NO.
PARK UNIT	PARK UNIT NO.	SUB UNIT	SUBUNIT NO.

← Click Month To View Report	PAID DAY USE			FREE DAY USE			OVERNIGHT			BOATS	ST PK FOUND. PASSES	PARK
	Converted Total: Vehicle	Non Veh.	# People at Group Sites	Converted Total: Vehicle	Non Veh.	# People at Group Sites	Converted Total: Sites	Other	# People at Group Sites	Launched	# Redeemed	ON/OFF Season or Closed
July												
Aug												
Sept												
Oct												
Nov												
Dec												
Jan												
Feb												
Mar												
Apr												
May												
June												

PRINT ALL MONTHS

July Print
Aug Print
Sept Print
Oct Print
Nov Print
Dec Print
Jan Print
Feb Print
Mar Print
Apr Print
May Print
June Print

Day Use	Free Day Use	Overnight	Boats
Paid Conversion:	Vehicle Conversion:	Sites (People):	Launched:
Non. Vehicle:	Non. Vehicle:	Other:	**SP Found. Passes**
# People at Group S	# People at Group S	# People at Group S	Collected:

State Of California -- Natural Resources Agency
DEPARTMENT OF PARKS AND RECREATION

This form available in electronic format only. Printed copies are not available from the DPR Warehouse.

MONTH	YEAR
July	
DISTRICT NO.	
PARK UNIT NO.	SUBUNIT CODE

MONTHLY VISITOR ATTENDANCE REPORT

☐ Check if park is closed.

Return to Data Entry | Return to Summary Sheet

DISTRICT NAME

Fill-in the counts for each day as described in "Methodology." All Workbook Computations are

DAY	PAID DAY USE			FREE DAY USE			OVERNIGHT			BOATS	ST PK FOUND.	DAY
	# Vehicles	Non Veh.	# People at Group Sites	# Vehicles	Non Veh.	# People at Group Sites	# Sites	Other	# People at Group Sites	Launched	# Redeemed	
1												1
2												2
3												3
4												4
5												5
6												6
7												7
8												8
9												9
10												10
11												11
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23												23
24												24
25												25
26												26
27												27
28												28
29												29
30												30
31												31
TOTAL												TOTAL

CONVERSION FACTORS

Paid Day Use	Free Day Use	Sites

CONVERSION FACTOR TOTALS

Paid Day Use	Free Day Use	Sites

NAME

TITLE

PHONE NO.

( )

DPR 449 (Rev. 7/2009)(Excel 7/23/2009)

1

Appendix B: Entrance Station Register Key Layout

RECT FEED	DETL FEED							MISC	CONCESSION	PUBLICATION	SHOWERS	RCPT ON/OFF		PAID OUT	CLERK
CAMPING 1 N	SENIOR 1 N	DISABLE 1 N	M/C 1 N	ATV's 1 N	4 X 4 1 N	ROV 1 N	PEOPLE 1N							R / A	F/S SUB
CAMPING 2 N	SENIOR 2 N	DISABLE 2 N	M/C 2 N	ATV's 2 N	4 X 4 2 N	ROV 2 N	PEOPLE 2N	DAY USE	M/C DAY USE	SP. EVENT OTHER	GRAZING OTHER		DAILY REPORT	VOID	F/S TEND
CAMPING 3 N	SENIOR 3 N	DISABLE 3 N	M/C 3 N	ATV's 3 N	4 X 4 3 N	ROV 3 N	PEOPLE 3N	SENIOR DAY USE	ATV DAY USE	SP. EVENT REHAB	GRAZING RUSTY			RETURN	
CAMPING 4 N	SENIOR 4 N	DISABLE 4 N	M/C 4 N	ATV's 4 N	4 X 4 4 N	ROV 4 N	PEOPLE 4N	DISABLE DAY USE	4 X 4 DAY USE	SP. EVENT DEPOSIT	GRAZING LUCKY		#/NS	CANCEL	
CAMPING 5 N	SENIOR 5 N	DISABLE 5 N	M/C 5 N	ATV's 5 N	4 X 4 5 N	ROV 5 N	PEOPLE 5N	DIS. VET/ POW	ROV DAY USE	SP. EVENT PERMIT		CLEAR	PLU	X/TIME	
CAMPING 6 N	SENIOR 6 N	DISABLE 6 N	M/C 6 N	ATV's 6 N	4 X 4 6 N	ROV 6 N	PEOPLE 6N	ANN PASS DAY USE		SP. EVENT DAMAGE		**7**	**8**	**9**	
CAMPING 7 N	SENIOR 7 N	DISABLE 7 N	M/C 7 N	ATV's 7 N	4 X 4 7 N	ROV 7 N	PEOPLE 7N	**PEOPLE DAY USE**		SP. EVENT CONCESSION		**4**	**5**	**6**	CHECK
PREV NIGHT	SENIOR PREV NIGHT	DISABLE PREV NIGHT							FREE PASS		ANN PASS SALE	**1**	**2**	**3**	SBTL
DAY USE UPGRADE	SENIOR DAY USE UPGRADE	DISABLE DAY USE UPGRADE							FREE PEOPLE		NON-RES PASS	**0**	**00**	**.**	CASH

Appendix C: Ocotillo Wells Attendance Log Form

Ocotillo Wells Attendance Log Form

Date Completed: _____

Instructions: Counts should occur on the same date by multiple staff and during a period when visitors are most likely to be observed at the staging areas listed below.

1. Season (check one): ❑ Busy regular ❑ Busy holiday ❑ Shoulder ❑ Inactive

2. Total vehicles in staging/parking areas on date: _____

Ocotillo Wells Staging/Parking Areas to be visited	**Staff visiting the site**	**Time visited**	**Number of vehicles counted**	**Remarks**
The Cove				
Holmes Camp				
Hidden Valley Camp				
4x4 Training				

Weather:_____

Other remarks

_____

_____

_____

Appendix D: Visitor Survey Forms

Claypit SVRA Survey Thank you for helping with this important survey. The information you provide will be used by State Park's Off-Highway Motor Vehicle Recreation Division to maintain and manage motorized recreation areas in California. ***Your time and perspective is important to us!***

1. What is your home city and zip code? City: _____ Zip code: _____

2. How far did you travel (*one-way*) to reach Claypit? _____ *miles*

3. How many hours do you expect to be at Claypit SVRA today? _____ *hours*

4. When you entered the park, how many people *(including yourself)* were in your vehicle?

_____ men _____ women _____ kids

5. What is your age? _____ years *(under 18 years)*

6. In the past 12 months, how many days did you *(or the typical person in your group)* ride at Claypit?

_____ days

7. How much money are you spending on this trip? Provide a rough estimate of your trip purchases *(yourself and people in your vehicle)* while on your trip to this SVRA and in the nearby communities.	**In this SVRA and nearby communities** (*within 25 miles, e.g. Gridley, Oroville, Chico, Paradise*)	**Outside of this SVRA/nearby communities while on this trip** (*outside of 25 miles, e.g. Marysville, Yuba City, and further*)
Overnight lodging at motels, resorts, and private campgrounds	**$**	**$**
Food and beverages at restaurants and snack stands	**$**	**$**
Supplies such as groceries, batteries, gifts, souvenirs, etc.	**$**	**$**
Gasoline, vehicle repairs, OHV parts/supplies, parking	**$**	**$**
Recreation purchases such as equipment rentals and tours	**$**	**$**

8. Where have you gotten information about SVRA news (use regulations, events)? *(check all that apply)*

- ❑ Facebook
- ❑ Twitter
- ❑ State Park website
- ❑ Other websites (list below)
- ❑ Blogs (list below)
- ❑ Word of mouth
- ❑ Trailhead signs/kiosks
- ❑ OHV safety training
- ❑ I have no information
- ❑ Other: _____

9. Tell us about the types of vehicles you and people in your vehicle are using for recreation on this visit. Use the table below to give information about each vehicle, but include your primary transport vehicle only if it is being used on recreational rides (*e.g. a 4x4 truck for trail use*) while in the park. If it's only used to drive to and from the park, don't list it.

Off Highway Vehicle	Number of vehicles	Model year(s)	Hours will be used this trip	Approx. gallons of fuel used
2-Wheel drive (street licensed)				
4-Wheel drive (street licensed)				
Buggy/fabricated OHV				
ATV				
Dirt bike				
ROV/UTV/Side-by-side				
Dune buggy/Sand rail				
Dual sport motorcycle				
Go-kart/mini-bike				
Other:				

10. What improvements, if any, would you like to see at Claypit? *(Any other feedback is welcome)*

Carnegie SVRA Survey Thank you for helping with this important survey. The information you provide will be used by State Park's Off-Highway Motor Vehicle Recreation Division to maintain and manage motorized recreation areas in California. ***Your time and perspective is important to us!***

1. What is your home city and zip code? City: _____ Zip code: _____

2. How far did you travel (*one-way*) to reach Carnegie? _____ *miles*

3. Are you camping here or on a day trip to the park?
   - ❑ Day: how many hours do you expect to be here? _____ *hours*
   - ❑ Camping: how many nights will you be here? _____ *nights*
     - ➘ What camping accommodations are you using? (*check all that apply*)
       - ❑ travel trailer ❑ motor home ❑ tents ❑ Other _____

4. When you entered the park, how many people *(including yourself)* were in your vehicle?

   _____ men _____ women _____ kids
   (under 18 years)

5. What is your age? _____ years

6. Check the option that applies to your park entrance fee today.
   - ❑ I used an annual pass.
   - ❑ I paid a fee at the entrance station for this single visit.
   - ❑ I am attending an event.
   - ❑ The entrance gate was closed.
   - ❑ Other: _____

7. What areas of Carnegie will you be riding in as part of this trip? (*check all that apply*)
   - ❑ Quarter midget track
   - ❑ Go cart track
   - ❑ Mini track
   - ❑ Moto-cross practice track
   - ❑ Moto-cross track
   - ❑ ATV practice track
   - ❑ 4x4 obstacle course
   - ❑ General motorcycle and ATV areas
   - ❑ Other: _____

8. In the last 12 months, how many days did you *(or the typical person in your group)* ride at Carnegie?

   _____ days

9. How much money are you spending on this trip? Provide a rough estimate of your trip purchases *(yourself and people in your vehicle)* while on your trip to this SVRA and in the nearby communities.

	In this SVRA and nearby communities (*within 25 miles, e.g. Tracy, Livermore, Pleasanton, Sunol*)	**Outside of this SVRA/nearby communities while on this trip** (*outside of 25 mile,s e.g. Stockton, Manteca, and further*)
Overnight lodging at motels, resorts, and private campgrounds	**$**	**$**
Food and beverages at restaurants and snack stands	**$**	**$**
Supplies such as groceries, batteries, gifts, souvenirs, etc.	**$**	**$**
Gasoline, vehicle repairs, OHV parts/supplies, parking	**$**	**$**
Recreation purchases such as equipment rentals and tours	**$**	**$**

10. Where have you gotten information about SVRA news (use reg

Finish survey on next page

- ❑ Facebook
- ❑ Twitter
- ❑ State Park website
- ❑ Other websites (list below)
- ❑ Blogs (list below)
- ❑ Word of mouth
- ❑ Trailhead signs/kiosks
- ❑ OHV safety training
- ❑ I have no information
- ❑ Other: _____

11. Tell us about the types of vehicles you and people in your vehicle are using for recreation on this visit. Use the table below to give information about each vehicle, but include your primary transport vehicle only if it is being used on recreational rides (*e.g. a 4x4 truck for trail use*) while in the park. If it's only used to drive to and from the park, don't list it.

Off Highway Vehicle	Number of vehicles	Model year(s)	Hours will be used this trip	Approx. gallons of fuel used
2-Wheel drive (street licensed)				
4-Wheel drive (street licensed)				
Buggy/fabricated OHV				
ATV				
Dirt bike				
ROV/UTV/Side-by-side				
Dune buggy/Sand rail				
Dual sport motorcycle				
Go-kart/mini-bike				
Other:				

12. What improvements, if any, would you like to see at Carnegie? *(Any other feedback is welcome)*

Hollister SVRA Survey Thank you for helping with this important survey. The information you provide will be used by State Park's Off-Highway Motor Vehicle Recreation Division to maintain and manage motorized recreation areas in California. ***Your time and perspective is important to us!***

1. What is your home city and zip code? City: _____ Zip code: _____

2. How far did you travel (*one-way*) to reach Hollister? _____ *miles*

3. Are you camping here or on a day trip to the park?
   - ❑ Day: how many hours do you expect to be here? _____ *hours*
   - ❑ Camping: how many nights will you be here? _____ *nights*
     - ➘ What camping accommodations are you using? (*check all that apply*)
       ❑ travel trailer ❑ motor home ❑ tents ❑ Other _____

4. When you entered the park, how many people *(including yourself)* were in your vehicle?

   _____ men _____ women _____ kids
   (under 18 years)

5. What is your age? _____ years

6. Check the option that applies to your park entrance fee today.
   - ❑ I used an annual pass.
   - ❑ I paid a fee at the entrance station for this single visit.
   - ❑ I am attending an event.
   - ❑ The entrance gate was closed.
   - ❑ Other: _____

7. What areas of Hollister will you be riding in as part of this trip? (*check all that apply*)
   - ❑ Quarter midget track
   - ❑ Go cart track
   - ❑ Mini track
   - ❑ Moto-cross practice track
   - ❑ Moto-cross track
   - ❑ ATV practice track
   - ❑ 4x4 obstacle course
   - ❑ General motorcycle and ATV areas
   - ❑ Other: _____

8. In the past 12 months, how many days did you *(or the typical person in your group)* ride at Hollister?

   _____ days

9. How much money are you spending on this trip? Provide a rough estimate of your trip purchases *(yourself and people in your vehicle)* while on your trip to this SVRA and in the nearby communities.

	In this SVRA and nearby communities (*within 25 miles, e.g. Hollister, Gilroy*)	**Outside of this SVRA/nearby communities while on this trip** (*outside of 25 miles e.g., Salinas, Watsonville, and further*)
Overnight lodging at motels, resorts, and private campgrounds	**$**	**$**
Food and beverages at restaurants and snack stands	**$**	**$**
Supplies such as groceries, batteries, gifts, souvenirs, etc.	**$**	**$**
Gasoline, vehicle repairs, OHV parts/supplies, parking	**$**	**$**

Recreation purchases such as equipment rentals and tours	**$**	**$**

10. Where have you gotten information about SVRA news (use regulations, events)? *(check all that apply)*

- ❑ Facebook
- ❑ Twitter
- ❑ State Park website
- ❑ Other websites (list below)
- ❑ Blogs (list below)
- ❑ Word of mouth
- ❑ Trailhead signs/kiosks
- ❑ OHV safety training
- ❑ I have no information
- ❑ Other: _____

11. Tell us about the types of vehicles you and people in your vehicle are using for recreation on this visit. Use the table below to give information about each vehicle, but include your primary transport vehicle only if it is being used on recreational rides (*e.g. a 4x4 truck for trail use*) while in the park. If it's only used to drive to and from the park, don't list it.

Off Highway Vehicle	Number of vehicles	Model year(s)	Hours will be used this trip	Approx. gallons of fuel used
2-Wheel drive (street licensed)				
4-Wheel drive (street licensed)				
Buggy/fabricated OHV				
ATV				
Dirt bike				
ROV/UTV/Side-by-side				
Dune buggy/Sand rail				
Dual sport motorcycle				
Go-kart/mini-bike				
Other:				

12. What improvements, if any, would you like to see at Hollister? *(Any other feedback is welcome)*

Hungry Valley SVRA Survey Thank you for helping with this important survey. The information you provide will be used by State Park's Off-Highway Motor Vehicle Recreation Division to maintain and manage motorized recreation areas in California. ***Your time and perspective is important to us!***

1. What is your home city and zip code? City: _____ Zip code: _____

2. How far did you travel (*one-way*) to reach Hungry Valley? _____ *miles*

3. Are you camping here or on a day trip to the park?
   - ❑ Day: how many hours do you expect to be here? _____ *hours*
   - ❑ Camping: how many nights will you be here? _____ *nights*
     - ➘ What camping accommodations are you using? (*check all that apply*)
       ❑ travel trailer ❑ motor home ❑ tents ❑ Other _____

4. When you entered the park, how many people *(including yourself)* were in your vehicle?

   _____ men _____ women _____ kids

5. What is your age? _____ years *(under 18 years)*

6. Check the option that applies to your park entrance fee today.
   - ❑ I used an annual pass.
   - ❑ I paid a fee at the entrance station for this single visit.
   - ❑ I am attending an event.
   - ❑ The entrance gate was closed.
   - ❑ Other: _____

7. What areas of Hungry Valley will you be riding in as part of this trip? (*check all that apply*)
   - ❑ Quarter midget track
   - ❑ Go cart track
   - ❑ Mini track
   - ❑ Moto-cross practice track
   - ❑ Moto-cross track
   - ❑ ATV practice track
   - ❑ 4x4 obstacle course
   - ❑ General motorcycle and ATV areas
   - ❑ Other: _____

8. Will any part of your rides include time spent on the adjacent National Forest?
   ❑ No ❑ Yes ➲ *if yes, how many hours will you ride on NF roads?* _____ hours

9. In the past 12 months, how many days did you *(or the typical person in your group)* ride at Hungry Valley?

   _____ days

10. How much money are you spending on this trip? Provide a rough estimate of your trip purchases *(yourself and people in your vehicle)* while on your trip to this SVRA and in the nearby communities.	**In this SVRA and nearby communities** (*within 25 miles, e.g. Gorman, Lebec, Frazier Park)*	**Outside of this SVRA/nearby communities while on this trip** (*outside of 25 miles, e.g. Valencia, Bakersfield, Sylmar)*
Overnight lodging at motels, resorts, and private campgrounds	**$**	**$**
Food and beverages at restaurants and snack stands	**$**	**$**
Supplies such as groceries, batteries, gifts, souvenirs, etc.	**$**	**$**
Gasoline, vehicle repairs, OHV parts/supplies, parking	**$**	**$**

Recreation purchases such as equipment rentals and tours	**$**	**$**

11. Where have you gotten information about SVRA news (use regulations, events)? *(check all that apply)*

- ❑ Facebook
- ❑ Twitter
- ❑ State Park website
- ❑ Other websites (list below)
- ❑ Blogs (list below)
- ❑ Word of mouth
- ❑ Trailhead signs/kiosks
- ❑ OHV safety training
- ❑ I have no information
- ❑ Other: _____

12. Tell us about the types of vehicles you and people in your vehicle are using for recreation on this visit. Use the table below to give information about each vehicle, but include your primary transport vehicle only if it is being used on recreational rides (*e.g. a 4x4 truck for trail use*) while in the park. If it's only used to drive to and from the park, don't list it.

Off Highway Vehicle	Number of vehicles	Model year(s)	Hours will be used this trip	Approx. gallons of fuel used
2-Wheel drive (street licensed)				
4-Wheel drive (street licensed)				
Buggy/fabricated OHV				
ATV				
Dirt bike				
ROV/UTV/Side-by-side				
Dune buggy/Sand rail				
Dual sport motorcycle				
Go-kart/mini-bike				
Other:				

13. What improvements, if any, would you like to see at Hungry Valley? *(Any other feedback is welcome)*

Oceano Dunes SVRA Survey Thank you for helping with this important survey. The information you provide will be used by State Park's Off-Highway Motor Vehicle Recreation Division to maintain and manage motorized recreation areas in California. ***Your time and perspective is important to us!***

1. What is your home city and zip code? City: _____ Zip code: _____

2. How far did you travel (*one-way*) to reach Oceano Dunes? _____ *miles*

3. When you entered the park, *how many* people were in your vehicle *(including yourself)*?

   Number of: _____ men _____ women _____ children *(under 18 years)*

4. What is your age? _____ years

5. Are you camping here or on a day trip to the park?

   ❑ Day: how many hours do you expect to be here? _____ *hours*

   ❑ Camping: how many days will you be here? _____ *days*

   What camping accommodations are you using? (*check all that apply*)

   ❑ RV ❑ Tent ❑ Trailer/5th wheel ❑ Truck camper ❑ Other _____

6. How many times will you enter and exit the park on this trip? _____ *times*

7. Where have you gotten information about SVRA news (*use regulations, events*)? *(check all that apply)*
   - ❑ Facebook
   - ❑ Twitter
   - ❑ State Park website
   - ❑ Other websites (list below)
   - ❑ Blogs (list below)
   - ❑ Word of mouth
     - ❑ Trailhead signs/kiosks
     - ❑ OHV safety training
     - ❑ I have no information
     - ❑ Other: _____

8. How frequently have you visited Oceano Dunes SVRA over the past 2 years? (*check all that apply*)

- ❑ I visit less frequently than in the past
- ❑ I visit about the same as in the past
- ❑ I visit more than in the past

9. Are your visits to Oceano Dunes SVRA **negatively** affected by the current economy of the last 4 years?

❑	❑	❑	❑	❑
Not at all affected	Somewhat affected	Neutral	Moderately affected	Strongly affected

If you are entering the park with OHV equipment, continue with the next question. If you are not using OHV equipment, skip to Question 8.

10. Tell us about the types of vehicles you and people in your vehicle are using for recreation **on this visit**. Use the table below to give information about each vehicle, but include your primary transport vehicle only if it is being used on recreational rides (*e.g. a 4x4 truck for trail use*) while in the park. If it's only used to drive to and from the park, don't list it.

Off Highway Vehicle	Number of vehicles	Model year(s)	Hours will be used this trip	Approx. gallons of fuel used
Dirt bike				
ATV				
ROV/UTV/Side-by-side				
Dune buggy/Sand rail				
Dual sport motorcycle				
Buggy/fabricated OHV				
2-Wheel drive (2x4) (street licensed)				
4-Wheel drive 4x4 (street licensed)				
Other:				

10. What other places do you visit to use your off-highway vehicle? (*e.g. OHV areas on state lands or federal BLM or National Forest lands, etc.*)

11. What improvements, if any, would you like to see at Oceano Dunes? *(Any other feedback is welcome)*

Ocotillo Wells SVRA Survey Thank you for helping with this important survey. The information you provide will be used by State Park's Off-Highway Motor Vehicle Recreation Division to maintain and manage motorized recreation areas in California. ***Your time and perspective is important to us!***

1. What is your home city and zip code? City: _____ Zip code: _____

2. How far did you travel (*one-way*) to reach Ocotillo Wells? _____ *miles*

3. Are you camping here or on a day trip to the park?
   - ❑ Day: how many hours do you expect to be here? _____ *hours*
   - ❑ Camping: how many days will you be here? _____ *days*
     - ➘ What camping accommodations are you using? (*check all that apply*)
       ❑ travel trailer ❑ motor home ❑ tents ❑ Other _____

4. How many times will you enter and exit the park on this trip? _____ *times*

5. When you entered the park, how many people were in your vehicle *(including yourself)*?
   ➘
   _____ men _____ women _____ kids

6. What is your age? _____ years *(under 18 years)*

For questions 7-9 answer the questions to reflect the typical person in your group.

7. Which types of off-highway vehicle recreation do you prefer as a proportion of all riding you do? Estimate the percentage of your riding from the following types so that your total is 100%.
   - ____ % destination-oriented
   - ____ % on-trail
   - ____ % open-riding
   - ____ % terrain feature oriented

   100% total

8. Which terrain features do you prefer? In the following list, rate each terrain type #1 (*most important*) to #7 (*least impor*tant).
   - ____ mud hills
   - ____ washes
   - ____ side-washes
   - ____ rock crawling
   - ____ jumps
   - ____ hill climbs
   - ____ other _____

9. Where have you gotten information about SVRA news (*use regulations, events*)? *(check all that apply)*
   - ❑ Facebook
   - ❑ Twitter
   - ❑ State Park website
   - ❑ Other websites (list below)
   - ❑ Blogs (list below)
   - ❑ Word of mouth

- ❑ Trailhead signs/kiosks
- ❑ OHV safety training
- ❑ I have no information
- ❑ Other: _____

10. How much money are you spending on this trip? Provide a rough estimate of your trip purchases *(yourself and people in your vehicle)* while on your trip to this SVRA and in the nearby communities.	**In this SVRA and nearby communities** (*within 25 miles, e.g. Borrego Springs, Salton City*)	**Outside of this SVRA/nearby communities while on this trip** (*outside of 25 miles, e.g. Julian, Westmorland, etc.)*
Overnight lodging at motels, resorts, and private campgrounds	**$**	**$**
Food and beverages at restaurants and snack stands	**$**	**$**
Supplies such as groceries, batteries, gifts, souvenirs, etc.	**$**	**$**
Gasoline, vehicle repairs, OHV parts/supplies, parking	**$**	**$**
Recreation purchases such as equipment rentals and tours	**$**	**$**

11. Tell us about the types of vehicles you and people in your vehicle are using for recreation on this visit. Use the table below to give information about each vehicle, but include your primary transport vehicle only if it is being used on recreational rides (*e.g. a 4x4 truck for trail use*) while in the park. If it's only used to drive to and from the park, don't list it.

Off Highway Vehicle	Number of vehicles	Model year(s)	Hours will be used this trip	Approx. gallons of fuel used
2-Wheel drive (street licensed)				
4-Wheel drive (street licensed)				
Buggy/fabricated OHV				
ATV				
Dirt bike				
ROV/UTV/Side-by-side				
Dune buggy/Sand rail				
Dual sport motorcycle				
Go-kart/mini-bike				
Other:				
Other:				

12. What improvements, if any, would you like to see at Ocotillo Wells? *(Any other feedback is welcome)*

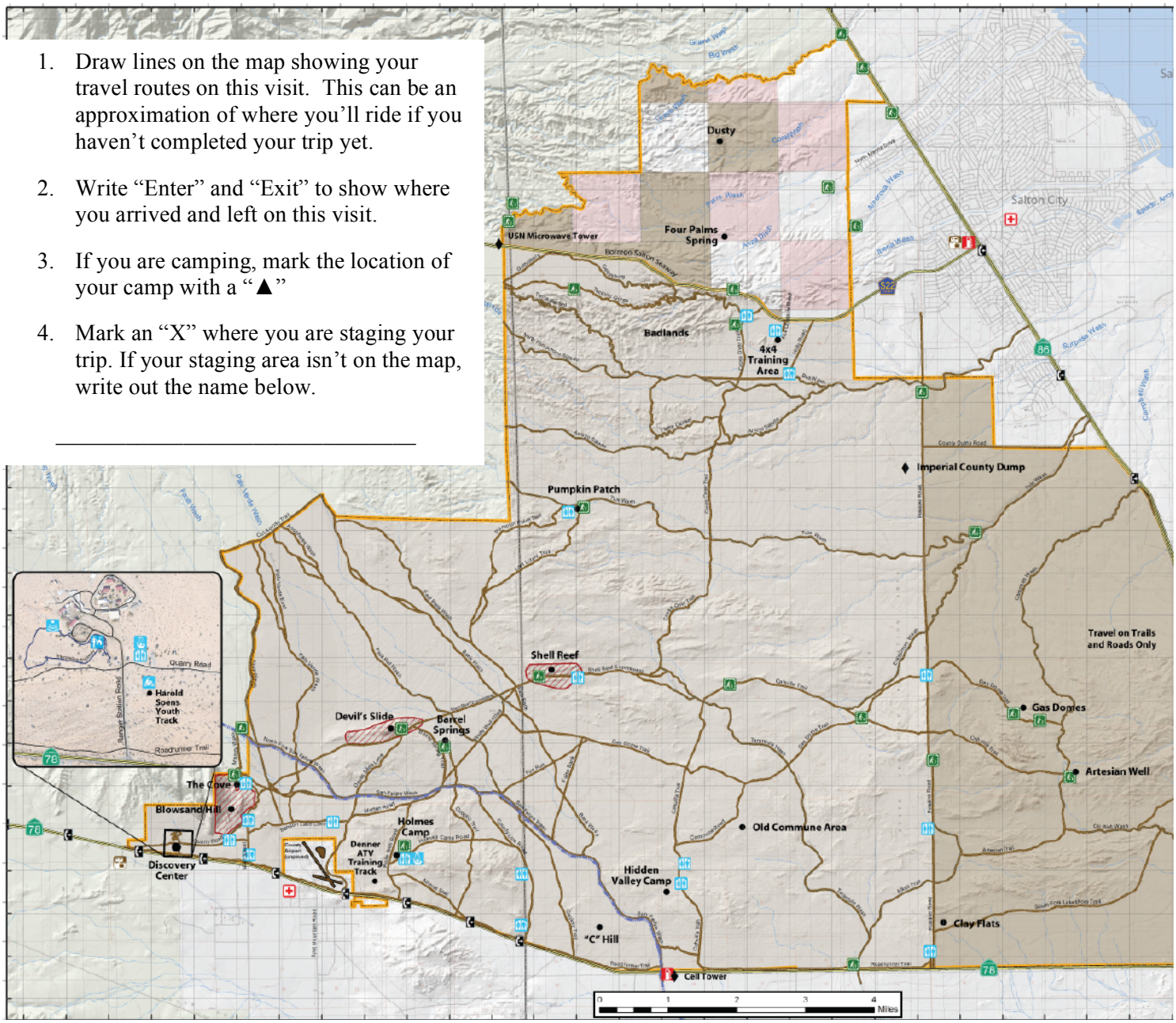
1. Draw lines on the map showing your travel routes on this visit. This can be an approximation of where you'll ride if you haven't completed your trip yet.

2. Write "Enter" and "Exit" to show where you arrived and left on this visit.

3. If you are camping, mark the location of your camp with a "▲"

4. Mark an "X" where you are staging your trip. If your staging area isn't on the map, write out the name below.

_____



Prairie City SVRA Survey Thank you for helping with this important survey. The information you provide will be used by State Park's Off-Highway Motor Vehicle Recreation Division to maintain and manage motorized recreation areas in California. ***Your time and perspective is important to us!***

1. What is your home city and zip code? City: _____ Zip code: _____

2. How far did you travel (*one-way*) to reach Prairie City? _____ *miles*

3. How many hours do you expect to be at Prairie City SVRA today? _____ *hours*

4. When you entered the park, how many people *(including yourself)* were in your vehicle?

5. What is your age? ____ years _____ men _____ women _____ kids *(under 18 years)*

6. Check the option that applies to your park entrance fee today.
   - ❑ I used an annual pass.
   - ❑ I paid a fee at the entrance station for this single visit.
   - ❑ I am attending an event.
   - ❑ The entrance gate was closed.
   - ❑ Other: _____

7. What areas of Prairie City will you be riding in as part of this trip? (*check all that apply*)
   - ❑ Quarter midget track
   - ❑ Go cart track
   - ❑ Mini track
   - ❑ Moto-cross practice track
   - ❑ Moto-cross track
   - ❑ ATV practice track
   - ❑ 4x4 obstacle course
   - ❑ General motorcycle and ATV areas
   - ❑ Other: _____

8. In the past 12 months, how many days did you *(or the typical person in your group)* ride at Prairie City? _____ days

9. How much money are you spending on this trip? Provide a rough estimate of your trip purchases *(yourself and people in your vehicle)* while on your trip to this SVRA and in the nearby communities.	**In this SVRA and nearby communities** (*within 25 miles, e.g. Sacramento, Elk Grove, Roseville*)	**Outside of this SVRA/nearby communities while on this trip** (*outside of 25 miles, e.g. West Sac, Placerville, and further*)
Overnight lodging at motels, resorts, and private campgrounds	**$**	**$**
Food and beverages at restaurants and snack stands	**$**	**$**
Supplies such as groceries, batteries, gifts, souvenirs, etc.	**$**	**$**
Gasoline, vehicle repairs, OHV parts/supplies, parking	**$**	**$**
Recreation purchases such as equipment rentals and tours	**$**	**$**

10. Where have you gotten information about SVRA news (use regulations, events)? *(check all that apply)*
   - ❑ Facebook
   - ❑ Twitter
   - ❑ State Park website
   - ❑ Other websites (list below)
   - ❑ Blogs (list below)
   - ❑ Word of mouth
   - ❑ Trailhead signs/kiosks
   - ❑ OHV safety training
   - ❑ I have no information
   - ❑ Other: _____

11. Tell us about the types of vehicles you and people in your vehicle are using for recreation on this visit. Use the table below to give information about each vehicle, but include your primary transport vehicle only if it is being used on recreational rides (*e.g. a 4x4 truck for trail use*) while in the park. If it's only used to drive to and from the park, don't list it.

Off Highway Vehicle	Number of vehicles	Model year(s)	Hours will be used this trip	Approx. gallons of fuel used
2-Wheel drive (street licensed)				
4-Wheel drive (street licensed)				
Buggy/fabricated OHV				
ATV				
Dirt bike				
ROV/UTV/Side-by-side				
Dune buggy/Sand rail				
Dual sport motorcycle				
Go-kart/mini-bike				
Other:				

12. What improvements, if any, would you like to see at Prairie City? *(Any other feedback is welcome)*

Appendix E: Research Log Forms

SVRA Survey Daily Log Form

Date: _____

3. Researcher Name: _____ ID Code No. _____
4. Name of SVRA: _____
5. Time Arrived: _____
6. Time Departed: _____
7. Number of Completed Surveys: _____
   (Write number or just record hash marks)
8. Number of Refusals: _____
   [If individuals refuse, encourage them to participate, but if they do refuse, be sure to ask them two questions!]

Refusal Number	*Notes about refusals*
1.	
2.	
3.	
4.	
5.	
6.	
7.	
8.	
9.	
10.	
11.	
12.	
13.	
14.	
15.	
16.	
17.	
18.	
19.	
20.	

(Add more lines if needed)

Weather:_____

Please list where you administered the survey at the SVRA, i.e. what was your route for the day?

_____

Ocotillo Wells Attendance Tracking Form

Staff Name: ____________________

Each block represents a single day's tracking of the numbers of visitor's vehicles parked at individual staging areas around Ocotillo Wells. Sites not visited can be left blank. Note any observations you may have in the space provided. Once completed, turn these forms into the designated unit or Division staff member.

Observation Date: _________________

Staging Location	Time visited	No. Vehicles	Remarks
Visitor Center (A on map)			
The Cove			
Holmes Camp			
Hidden Valley			
Badlands (G on map)			
4x4 Training			

Observation Date: _________________

Staging Location	Time visited	No. Vehicles	Remarks
Visitor Center (A on map)			
The Cove			
Holmes Camp			
Hidden Valley			
Badlands (G on map)			
4x4 Training			

Observation Date: _________________

Staging Location	Time visited	No. Vehicles	Remarks
Visitor Center (A on map)			
The Cove			
Holmes Camp			
Hidden Valley			
Badlands (G on map)			
4x4 Training			

Appendix F: Study Participant Suggestions for Improvements

Carnegie SVRA Participant Suggestions for Improvements

Researcher Note: Below is a listing of all comments provided by those visitors who took the time to write comments when completing the survey. It should be noted that not all visitors provided comments, so they should be seen as representative only of those visitors who wrote comments and not of all visitors who participated in the study.

1. 1-way trail
2. 4x4 area; mx track
3. A better ATV track
4. A better track
5. A few one way routes for youth
6. A few one way trails
7. A larger 4x4 area
8. A lot more area; more trails
9. A. Ok
10. Ability to implement land purchased 4 OHV use
11. Add 1 or 2 picnic out under shade trees towards back of juniper - continous trail maintenance
12. Add additional riding area
13. Add more land. Park is congested! A little more trail maintenance
14. Additional campground near kids track, open the creek bed area for riding again, it should not be closed
15. All improvements made are just great
16. Allow 4x4 vehicles on some of the trails
17. Allow overnight camping throughout entire lower area of park--similar to hill climb events
18. An air compressor where tires can get filled up
19. Another motor-cross track, trail expansion, i love this place you guys do a great job
20. Another motor-cross track. You guys do a great job
21. ATV only track
22. ATV track groomed
23. ATV track improvements
24. ATV track to be graded ,increase rangers wages! (great rangers) open extra property, rv hook ups, debt card atm accepted. Cell tower. Great place
25. ATV track to be graded, open up extra property, campground hook-ups, option to use debit card.
26. ATV's to be allowed on mx track or a separate mx track, mx track for atv's.
27. Better 4x4 area- need to go into the hills
28. Better dirt on track- sand maybe
29. Better food
30. Better grading of green trails for beginning riders
31. Better groomed track- not so hard
32. Better grooming in ATV race track
33. Better grooming of the track
34. Better grooming of trails, if you can- more green trails
35. Better grooming on ATV area
36. Better hot dogs!
37. Better maintained mx track
38. Better maintenance

39. Better maintenance of ATV track
40. Better motorcross track maintenance, mostly the jumps
41. Better mx track
42. Better mx track , more trails, expand the park
43. Better mx track- more water
44. Better track
45. Better track conditions- but they are getting better with grooming
46. Better track prep
47. Better trail maintenance-oraganize trail work to get people to help if you cant do it yourself
48. Better trail markings better selection of food
49. Better watering of the track & grooming
50. Big fun
51. Big hills!!!! Drift road
52. Big jumps
53. Big ol jumps & kickers
54. Bigger area
55. Bigger quad track
56. Bigger quad track please!!!!!!!
57. Bike washing for muddy only-one way trails
58. Carnegie is nice and works good for our family. Improve camp sites.
59. Carnegie rocks. Best $5 I've ever spent! Thanks!
60. Cautions signs at blind corners & intersections
61. Cell phone towers
62. Cell phone towers!!!!
63. Clean up ATV track- groom it more often
64. Cleaner bathroom
65. Concerned about emergency vehicles w/ no reception- need emergency contact available with equipment at each track- or a call box at each track for emergencies
66. Continue great service and low cost
67. Cell phone towers
68. Daily up keep on motorcross track
69. Day play area for non-riding children
70. Directional indications on trail
71. Don't know yet-
72. Double the fees. It is still a great value. Thanks!
73. Doubles jump on mx track- bigger mx track great place
74. Dump station for camping
75. Dump station- open more area
76. Dust control and grooming on mx track
77. Educate people about a). When you are riding on a trail or fire road that has steep up hill trails coming up to them- you must give right of way to people coming up hills. More single track trails
78. Endure place
79. Everybody wear helmets
80. Everything is good
81. Everything is great love riding here
82. Everything is perfect
83. Expand
84. Expand Carnegie- make track nicer

85. Expand Carnegie track nicer, bigger jumps
86. Expand more
87. Expand park/ more trails
88. Expand please
89. Expand proposed area
90. Expand riding area
91. Expand the west side one way trails
92. Expand to larger park
93. Expand to larger park
94. Expand trails
95. Expansion
96. Expansion for more intermediate trails another motorcross track
97. Expansion- it is too crowded & there are too many collisions. Stop closing off areas od the park. The park has designated land to be destroyed by OHV's / stop getting in hissy fits because it is getting destroyed by OHV riders. Aka open up the available land.
98. Extend park boundaries
99. Fill in all sink holes
100. Fire road grooming for easy for the little kids
101. First time here
102. First time here- had a great time- one trails would be nice
103. First visit - looks great looking to come soon.
104. Fix the mx track/ jumps and don't over water it
105. Fix trails & fire road
106. Fixing some of the trails
107. Flat area for new learning riders
108. Free style motocross park (ramps) motocross improvements
109. Full trailer hook ups
110. Give back the area that is closed to the riders. How come you never open the back up- and when you do why is it so restrictive?
111. Good as is
112. Good that park rangers watch over kids
113. Grade the ATV track more
114. Great area but more shade on north side & tables near kid track
115. Great park awesome ride
116. Great place
117. Great the way it is
118. Grocery store, showers, thank you
119. Groom ATV track
120. Groom ATV track every week
121. Groom the mx track a little more often and nothing else. Great job
122. Groom the mx track more than once a week. Would be nice to ride mx track in summer during when red sticker season is closed.
123. Groom the track more
124. Groom the track more, track needs better jumps, lips are good but jumps could be little longer
125. Groom track a little better, other than that this place is perfect
126. Groom tracks more
127. Groomed tracks
128. Grooming some of the main roads that are real rutted out. Example- happiness valley

129. Groom & water the track. And maybe change it once in a while
130. Had a great day
131. Have an mx track or practice track for mini bikes iso cc (4 stroke)/100 2 stroke and under
132. Have some little camps with little cabins to rent
133. Hazards blocked of better
134. Heavier ranger presence in campground at night time- possible full time ranger at night time when main gate closes
135. Hills expanded, more riding area
136. Hook ups at campsites, more trails
137. Hook ups in campground- we'd come often if you did.
138. Hook ups in the camp ground
139. How about an mx track for bikes under 125 cc
140. I don't like when the easiest trails go into the most difficult trails- other than that all is good
141. I like it how it is
142. I like it just the way it is
143. I like it just the way it is.
144. I love it here, very reasonable! One-way trails would be good.
145. I love it- it's beautiful
146. I love this place. Great value an family fun.
147. I would like if the state police would pull over Hispanic riders and fine them for breaking the law with dual passengers law of calif. Only bikes with two seaters. No dual riding on bikes with one set of pegs do your job! Gate people are great.
148. I would like to see some whoops on the pro track. Over all I love this place. Always clean bathrooms and nice people
149. I would like to see the additional property open.
150. I would like to see the mx track open during green sticker season one day a week for all bikes, groomed, safety personnel. Charge $15 per bike. Open from 8am to 3pm separate class's (i.e. Kids, blg bikes, vets. This in turn would increase revenue for the park metcalf SVRA is doing it w/ nco racing
151. I would like to see the tesla section opened, maybe more watering of the mx track and atv track. Otherwise Carnegie is well maintained and fun to ride.
152. I would love to see the new area of the Carnegie open up after hearing about it. For now and it would be nice if i could bring my red sticker bike in the summer.
153. Improve camping area- re open closed areas- more events- maintain mx track better
154. Improve fire roads for kids
155. Improve the motor track, fill in some ruts on the trails
156. Increase speed limit
157. Increase the riding season for red sticker vehicles.
158. It's awesome
159. It's fine
160. It's good
161. Its good now
162. It's good the way it is
163. It's perfect!
164. Just keep it open and free from any type of land closures please. Thanks :)
165. Keep Carnegie open
166. Keep hills open after it rains
167. Keep it as is.
168. Keep it open

169. Keep it open
170. Keep it open, don't close more trails, water i no drinkable!!!
171. Keep it open/ open new areas- keep up the good work
172. Keep it open; keep it safe
173. Keep moto x track groomed like is recently (February, 2013)
174. Keep mx track groomed/ change ATV practice track /more mx track for kids
175. Keep mx track open with the exception of weekly maintenance
176. Keep open, expand more ATV trails, more challenging courses.
177. Keep opening more trails, great work
178. Keep the mx track wet and groomed
179. Keep the track pretty for us please
180. Keep track watered
181. Keep trails in hills open and not trails only areas. Too much of the park is being closed down, especially rideable areas. Continue rehabilitation in the front of the park which is visible from tesla/corral hollow and limit it to that.
182. Keep up the good work!
183. Kids training camp
184. Kix up the mx track
185. Larger 4x4 area
186. Later s open camping
187. Less closure of trails. As time goes by-more and more of our trails keep getting closed off. They should keep our trails open. This is supposed to be a dirt park!
188. Less dry, more events races/info on when they will be
189. Less dust
190. Less dust
191. Less fence great place
192. Less fenced off areas
193. Less fencing - more single track trails made by kevin porter
194. Less law enforcement more trail prep
195. Less rocks
196. Less trail closure-open Telsa expansion
197. Let people ride more in different areas of the hills.
198. Let us go back t u the creek
199. Let us ride- open all of the park up!!!!
200. Let us ride the whole thing- maintain the trails.
201. Longer red sticker season
202. Longer season-red sticker
203. Louder pa system at the hillclimbs
204. Love Carnegie
205. Love it here. We'll be back- well organized
206. M 4x4 obstacles- expansions of 4x4 area
207. Maintain mx track more often open creek bed
208. Maintain the mx track
209. Maintenance on motorcross track. Watering lips on jumps and grooming
210. Make an area or trails for side by sides.
211. Make it larger one way trails
212. Make more trails to ride for blue and green trail riders
213. Make the ATV track better- groom it
214. Make the path bigger

215. Marked directions on single track trails (i.e. One way) blind corners & hills head on traffic is dangerous
216. Maybe a little bigger campground-more picinic tables-open new area please
217. Maybe figure out a way to make the trails one way
218. Maybe some more directional trail riding
219. Me 4x4 areas
220. More 4x4 area
221. More area- all other facilities are nice & adequate
222. More area for 4x4 to play in
223. More area to ride
224. More area to ride
225. More area to ride- bigger campgrounds
226. More area, sell 3500 acres and expand east or south
227. More ATV trails
228. More beginner trails
229. More bitches- good hot dogs
230. More camping area
231. More camping areas
232. More camping areas available- allow all sticker bikes all year round.
233. More camping spots and more trees in campground
234. More campsites
235. More designated camping area. Extension of red sticker season
236. More dirt
237. More female riders
238. More frequent mx track maintenance
239. More frequent track maintenance on weekends
240. More gravel in parking area-better track maintenance
241. More great
242. More hills opening
243. More is great
244. More jeep 4x4 trails in back country
245. More jeep trails
246. More jeep trails
247. More land
248. More land for trails more prep on track
249. More land to ride
250. More land use, more often preparation at mx track
251. More land, more single track (marked)
252. More motor cross improvements on the track more maintenance
253. More novice trails throughout more food choices
254. More open area- open new area
255. More open area riding- open 3000 acre expansion area!!!!
256. More open ground more one directions trails
257. More open ground, better erosion control by actual professionals, open up the new/unused property, less closed off areas
258. More park
259. More place to use 4 wheel drive, it's to small- you eventually get bored. It will be cool to go more places that are prohibited for 4x4
260. More prep on large mx track

261. More prep on track
262. More punishment for people who go off trail, more area to ride.
263. More quad areas , more campsites
264. More regular up keep on the track up to including tilling and prep work. Also some of the trail areas that are narrow turned into one way trails.
265. More riding area
266. More riding area, 1 way trails, safer
267. More riding space
268. More rut control if possible
269. More shade
270. More shade
271. More shade, maybe trees planted
272. More shaded area
273. More shady areas on north side of park
274. More signs/markings on trails, directional/one ways, more policing
275. More single track. One way trails like hoister
276. More single tracks narrow difficult to ride trails that are unique to Carnegie
277. More space
278. More space or area-I've been coming here so long, like how it is but sorry to see the creek gone
279. More staging areas, trashcans and more information centers about how we can help and upcoming events.
280. More terrain axis
281. More territory
282. More than one training area, flat area besides family area
283. More tighter single track trail- possibly some one way routes
284. More track for ATV
285. More track for ATV
286. More track maintenance- different track layout
287. More tracks and easier trails
288. More trail maintenance
289. More trail work less fences
290. More trail work less fencing
291. More trail/area
292. More trails
293. More trails
294. More trails
295. More trails
296. More trails
297. More trails
298. More trails - no down time for red stickers
299. More trails and, more water down
300. More trails open no ATVs in hills
301. More trails open and make camping areas
302. More trails, bigger 4x4 area, better track conditions
303. More trails, creek bed to be open
304. More trails, kids specific areas
305. More trails, less fences
306. More trails/ more area

307. More trails/tracks
308. More trees, open up the rest of the property, get some 4x4's up here. Keep the environmentalist from closing the park. All there is out here is neighbors, lots of snakes
309. More vendors, more than one payphone, cell tower, more porta-potties at special events
310. More water truck
311. More women on bikes, more trails, no registration for bikes
312. Motor cross tracked groomed more often
313. Motor track maintenance. Track is watered, but need to be tilled/maintenance on more constant basis.
314. Motorcross track - when watering the truck should make sure all riders are off track. Sound horn & gate should be closed.
315. Motorcross track prep. Everytime I come out its hard and rough
316. Move dirt
317. Mud wrestling!
318. Mx maintenance more often
319. Mx track groomed
320. Mx track needs work! Thanks
321. Mx track-routine prep ATV track- prep more open entire park
322. My favorite part about riding at Carnegie is the mutual respect between riders and rangers- rangers don't hassle us. I want to see more networks.
323. N/a
324. N/a
325. N/a
326. N/a
327. N/a
328. N/a
329. N/a always friendly
330. N/a keep up the good work
331. Need more open trails. Where is the 1500 new land we were promised?
332. Needs power outlets in camping area
333. New store for motomart love the cement campgrounds
334. New trails-for mountain bikes area
335. Nice clean park
336. Nice place to ride
337. No
338. No improvements- keep up the good work
339. No improvements needed
340. No improvements needed. Just stay open for fun family trips.
341. No more red sticker, open the rest of the land up to our OHV users
342. No quads- open new area
343. No red sticker season
344. None
345. None
346. None
347. None
348. None
349. None
350. None
351. None

352. None
353. None
354. None
355. None
356. None
357. None
358. None
359. None
360. None
361. None
362. None
363. None
364. None
365. None
366. None
367. None
368. None
369. None
370. None as of yet!
371. None at this time
372. None- currently the staff is very friendly- it seems to have improved greatly in the last year
373. None- enjoy the camping every year- please jut keep it up.
374. None- good get away!
375. None- great place ;)
376. None- it's great
377. None- keep it open
378. None- keep it open
379. None- keep up the great work- thanks
380. None- park is great
381. None so far
382. None so far- so far good- thanks
383. None that i know of
384. None- we love it here
385. None-park is in great shape- keep it up
386. Nope :)
387. Not so many restrictions and closures
388. Nothing
389. Nothing
390. Nothing
391. Nothing all's fine
392. Nothing Carnegie is awesome
393. Nothing- it is good
394. Nothing its beautiful
395. Nothing its good
396. Nothing love it
397. Nothing so far- great place. Actually, a cell tower for phone service would be nice
398. Not as many maintenance closures – keep it opens when it rains.
399. One way traffic
400. One way trail; more open areas

401. One way trails
402. One way trails
403. One way trails
404. One way trails
405. One way trails
406. One way trails
407. One way trails
408. One way trails
409. One way trails
410. One way trails
411. One way trails
412. One way trails
413. One way trails
414. One way trails
415. One way trails
416. One way trails
417. One way trails
418. One way trails
419. One way trails
420. One way trails, open more trails, open other park
421. One way trails- less closure of land
422. One way trails on expert trails. Grooming of trails in some areas where it is extremely rocky.
423. Only way traffic
424. One way trails/ groom tracks more/ ATV only tracks
425. Open a faster path from each side of the park to motorcycles/ATV on the valley floor
426. Open back up the creek bed
427. Open creek bed
428. Open everything
429. Open everything
430. Open everything
431. Open expanded area, keep it open
432. Open it up in the back.
433. Open it up to even more trails
434. Open larger area
435. Open later open camping
436. Open more
437. Open more
438. Open more acreage for trails
439. Open more area
440. Open more area
441. Open more area for small children & novices to ride, flat area not hills or track
442. Open more area to ride
443. Open more area to ride
444. Open more area to ride, open closed trails, hill climbs, groom the track like on race.
445. Open more area to ride-better food options
446. Open more area, and expand into previously annexed area
447. Open more areas
448. Open more areas
449. Open more hills. Open longer track trails

450. Open more land
451. Open more land
452. Open more land and to get are single track back
453. Open more of the park
454. Open more of the park- i heard you have more area to ride.
455. Open more property for riding , more activities
456. Open more property to ride more area needed bad not much to ride left and lots of people more single track trails
457. Open more riding space! Thanks
458. Open more space. Too many fences
459. Open more stuff
460. Open more trails
461. Open more trails- i like the new trails by the mx track
462. Open more trails- no more fences
463. Open more trails/property
464. Open new area
465. Open new property
466. Open new property- get rid of the fence at creek- put back picnic tables
467. Open new property- more park!
468. Open new trails please
469. Open other property - one way trails
470. Open our new area that we paid for. You shouldn't let Celeste Garamandi, Karen Shambau and the rest of their group control the great family sports that we enjoy.
471. Open rest of park
472. Open second part of Carnegie. Better track maintenance.
473. Open the area that was purchased by the state 10 years ago
474. Open the back
475. Open the back area make an enduro cross track
476. Open the back area with more trails maybe make a couple of one way trails
477. Open the back/new part of the park
478. Open the creek one way trails
479. Open the creek one way trails
480. Open the creek bed!
481. Open the creek bed!!!
482. Open the extra land –I've heard about
483. Open the new area, less restrictions, more open riding areas. Don't close off t ails due to "off trail riding" give riders tickets instead
484. Open the new land
485. Open the remaining area Carnegie owns
486. Open to red sticker year round- use of closed area for more riding
487. Open up 4x4 trails- 4x4 area is too limited
488. Open up available lands
489. Open up east end of park and open up new edition
490. Open up more area to ride
491. Open up more land
492. Open up more of the park.
493. Open up more single rack behind motor-cross track. Open up more hill climbs that have been shut down.
494. Open up more terrain to ride

495. Open up more trails
496. Open up more trails and hill climbing areas for dirt bikes
497. Open up the back property and make one way trails
498. Open up the flat ground area
499. Open up the other land- less fences
500. Over all I like this place
501. Overall i wish we could do away with the red sticker. It would be nice to see the mx track layout/course change a little from time to time. Overall very happy with the park.
502. Park dump station
503. Park is great so far only been here twice this year- looks like you are doing a good job
504. Park is run extremely well. Very happy with year round use of park. I want to make sure this park does not ever close. Too much for friends & family & community. Do not close any SVRAs
505. Paved track super moto kart track
506. Perfect
507. Perfect
508. Perfect
509. Perfect
510. Perfect track
511. Picnic tables, restrooms at other end of kids track by water tank. Overall- it is good.
512. Place is great- keep it open
513. Please a dirt oval track for go karts/tt's quad trackin
514. Please expand Carnegie to the other property, we want more space!
515. Please fill in the sink holes and four foot rats
516. Please open the new area
517. Pleased with Carnegie, love to come here
518. Power hook ups in camp area- open new property
519. Practice track was in pretty poor shape today for kids track
520. Prep mx track more trails
521. Prep track
522. Prepped motor cross track
523. Quit closing off land and open more
524. Red sticker extention or omition
525. Red sticker year around
526. Red sticker year around, at least open the track all season for red sticker
527. Re-open middle track gate when there are no hill climbs going on
528. Re-open some of the closed areas in addition to new area
529. Restrooms early open- they were closed when i got here
530. Rougher motorcross track
531. Running water
532. RV hook ups
533. RV hook ups , water facets to run misters during the summer when it's 100, otherwise the park is outstanding!
534. Safer kid driving
535. Separating 4x4 and ATV/pram bikes. Or traffic in one direction
536. Showers
537. Showers!!! Grooming all tracks
538. Showers. Groceries
539. Signs for blind corners & intersections

540. Small children should ride with older riders to prevent accidents
541. Smooth trails overall i am very happy with the staff and facility
542. Smoother track- overall its awesome
543. Smoother trails and fine the idiot riders
544. So far have been very happy with SVRA
545. Start the races again- the hill climbs events
546. Stop fencing off all the good hills- let us ride at our own risk!!!!!
547. Stop improving the park by bulldozing trail and installing fencing. It's an off road parks- leave it alone
548. Sub sandwiches sold
549. Take debit
550. Take debit
551. Take down fence in back of park
552. The expansion idea would be great if we can get it past everything else is first class thank.
553. The flats & creek back please!
554. The mx track is in terrible shape, corners, also rocks all over the place.
555. The parks are always clean- people are friendly- none needed
556. This place is a lot of fun- make a larger 4x4 area
557. Track
558. Track maintenance
559. Tracks water & groomed- we love Carnegie
560. Trail maintenance-rut erosion control, more blue trails
561. Trail markings
562. Try and keep the track from getting too muddy
563. Updates on Facebook. Tilled-grade the mx track. It will be safer, watering a hardpack track is like riding on ice. I know its money but once in awhile would be cool.
564. Very important to keep technical single track open- unique feature completely missing at Hollister
565. Washing station, more frequent track grooming
566. Water at every campsite
567. Water fountains
568. Water more during the summer
569. Water mx track down more often
570. Water or hose access
571. Water the track
572. Water the track
573. Water the track
574. Water wash off station!
575. We enjoy this place- track groomed more
576. We like Carnegie the way it is. Great place to ride
577. We need "deaf" or "handicapped" badge so people or riders can know for the safety
578. Whole park open, more mx events
579. Would be nice if red sticker bikes could be used longer
580. Would like to see closed off areas of the park become open and expand the parks areas to ride
581. Would like to see extra land opened up- very nice park
582. Would like to see the fences at the bottom of the hill taken back down. That was one of the most fun and best areas to ride
583. You're doing s fine job.

Claypit SVRA Participant Suggestions for Improvements

Researcher Note: Below is a listing of all comments provided by those visitors who took the time to write comments when completing the survey. It should be noted that not all visitors provided comments, so they should be seen as representative only of those visitors who wrote comments and not of all visitors who participated in the study.

1. A good dirtbike track
2. A MX track!
3. A track
4. Aluminum Recycle can
5. Another dumpster, handwashing station. Bathrooms are nice!
6. Area for rocks
7. ATV Track, drag strip
8. Bbq pit and family area
9. BBQ pits
10. BBQ pits, tables in different areas
11. Better bathroom! Sink, more trees, designated bike trails.
12. Better bathrooms
13. Better bathrooms
14. Better quality, more fun for experienced riders
15. Better sign visability
16. Bigger area to drive
17. Bigger hills, trees
18. Bigger parking lot
19. Bigger rocks for crawlers, Dirt track
20. Cleaning station, more shade, terrain track
21. Concession stand
22. Covers, BBQ pits
23. Deeper mud pit, pressure washer
24. Defined track, kids area near parking, level off a few areas under trees for parking in shade
25. Detailed map. Brochure w/ map for carrying, better facilities for researchers
26. Dirt bike track, quad track, go cart track, less rocks
27. Dirt bikes atv good spot for mudd trucks only, kids area
28. Drinking water
29. Expand the shooting range
30. Expand the shooting range, pressure washer, water hose
31. Fill dirt, peewee track
32. Flushing toilets =)
33. Gas powered rc track
34. Get 4X4 off site, Destroys park!
35. Get rid of large rocks
36. Get rid of water
37. Get rocks out, more rocks in rock climbing area, powerwasher
38. Handwashing, putting lunch areas near parking lot, bigger signs, advertise OHV
39. Hills
40. I dont ffrequent enough to have an opinion on the matter
41. I like it how it is!
42. Im a 100% Disabled Combat Vet and enjoy the Claypit often

43. Improve for every motorsport
44. It looks good
45. It would be great to have a dirtbike track with obstacles included
46. Keep it free
47. Keep it free and open
48. Keep it free! No rangers
49. Keep it open
50. Keep it open!
51. Kid area
52. Kids area
53. Kids section
54. Less rocks
55. Less rocks
56. Less rocks
57. Less rocks for driving on
58. Less rocks, less harassment
59. Less rocks, more kids area
60. Less vehicles mixed with atvs and dirt bikes
61. Light in restroom, running water to wash off hands, camping would be cool
62. Like the flat area to watch kids, tables and picnics at parking lot
63. Loading/unloading ramp
64. Make the grass green, flushing toilets, sink with runnning water, water fountain, Thats it!
65. Map
66. Marked trails
67. Monitered, maintainance
68. More 4x4 driving safely
69. More 4x4 obstacles
70. More dirt
71. More hills
72. More hills, little mounds, More shaded grassy areas for small kids to play
73. More jumps
74. More jumps
75. More jumps for
76. More motocross type track, we normally go to the marysville other chico
77. More mud
78. More mud
79. More mud pits
80. More mud pits and more hill climbs
81. More mud!
82. More obstacles
83. More paid staff
84. More pergolas, running water, flush toilets, concessions, challenging terrrain, race/practice tracks
85. More picnic and overheads for users
86. More picnic areas, bbq pits, mare shade, garbage cans.
87. More picnic tables
88. More rocks
89. More shade
90. More shade

91. More Shade in summer
92. More Shade structures
93. More shade structures, sink in bathroom
94. More shade, more restrooms
95. More shade, water, pressure washer
96. More trails for riding
97. More Trees. Picnic tables
98. Motocross track, get rid of rocks, rock crawler area, mud pits, keep it free, keep rangers to a minimum, build it up!
99. Motocross track, Kids area, beginners area, smooth area for motocross, less law enforcement (locals have been run off)
100. Mud Bog spot
101. Mud pit, snack bar
102. Mud pits
103. Mud pits
104. Mudhole racetrack
105. New MX track
106. Nice area, polite enforcement, hope it stays!!
107. No added fees!
108. No charge
109. No more rocks
110. None, its a great place.
111. Nothing its good enough for Oroville
112. Obstacle course
113. Picnic areas
114. Picnic tables
115. Picnic tables
116. Picnic tables, more shade
117. Pressure washer
118. Pressure washer
119. Pressure washer for cleaning vehicles
120. Pressure washer, Hand wash, expand shooting range
121. Pressure washer, shade
122. Quad track
123. R.C. Track, track for dirtbikes, track for quads
124. Race track
125. Ramps
126. Ramps, tracks for dirtbikes, quads and dune buggies, more bathrooms
127. Recreations better sites, bbq pits, more tables
128. Redbull sponsership, flushing toilets
129. Removal of large rocks through out Flat area "valley of park", enduro style race track.
130. Rock crawling
131. Rock pickup, shaded area, something to clean off vehicles
132. Rock pit
133. Rock remval, hoses, sinks in bathroom
134. Running water
135. Running water
136. Safer place for kids
137. Sand drags, mud boggs, car wash, covered tables

138. Shade Trees, BBQ PITS, Water grass, more shade structures
139. Shade, smooth out top exits, air compressor
140. Shaded structure
141. Shaded structure
142. Sink
143. Sink with running water
144. Sink, water hose
145. Smooth flat area for beginners
146. Smooth tracks
147. State Park Ranger banned from pit! No Guns No Badges
148. Stay open
149. Stay open
150. Tables
151. Thank you!
152. Too rough to ride, stayed 10 min
153. Track
154. Track, Charing people (once cleaned up)
155. Tracks, hills, firepits, more picnic tables, running water for wash down
156. Trails
157. Vehicle wash station, would be willing to pay for water/electricity per wash, state would make money on it!
158. Vehicles with flags
159. Vending/catering service
160. Wash out area. (pressure washing station)
161. Water for hands
162. Water!

Heber Dunes SVRA Study Participant Suggestions for Improvements

Researcher Note: Below is a listing of all comments provided by those visitors who took the time to write comments when completing the survey. It should be noted that not all visitors provided comments, so they should be seen as representative only of those visitors who wrote comments and not of all visitors who participated in the study.

1. A maintenance sight with a store, more sand, ATV Rentals, the store should have tools and snacks
2. A snack bar and maybe a grocery store
3. A store
4. A store would be helpful and convenient
5. Air compressor, store for snacks and drinks
6. Air compressor, store, more sand
7. All looks like well improvements. Keep up the good work
8. Bigger dunes with more sand
9. Camp areas
10. Camp grounds, more shades, stores, close later than 9pm, air compressor
11. Camping areas
12. Camping zone, souvenir store, vending machine
13. Close at a later time
14. Close at a later time
15. Close at a later time
16. Closes too early
17. Day use/Learning center
18. Divide the park to separate the pick ups and the quads
19. Electricity at campsites.
20. Everything is Good
21. Extend hours
22. First time after three years, love the improvements and the cleanliness
23. First time here. I think the park needs more promotion (exposure to the public)
24. From San Diego first time here and loved it!
25. Gas Station
26. Get a designated space for paintball games
27. Grills
28. Grills for carne asada
29. Hook ups for trailers
30. I really love this place!
31. I would like to see more shadows, and it would be nice if the time to close change to 11pm. Maybe some exit lights to see the ground
32. I would like to see more trees around the benches and or bigger shades. I would also like to see some water around the area for emergencies.
33. Ice Coolers for beer
34. Information kiosk
35. Lights near ramadas
36. Longer hours camping sites.
37. Looks Great!
38. Lowe permit fees

39. More BBQ areas, knock down trees for more access trails. Safety programs for utv, ATV, small riders
40. More Bench sets
41. More lights, Open park later
42. More Lights, soda machine, BBQ pits, etc.
43. More picnic tables
44. More restrooms
45. More Safety improvements, speed limit signs on certain areas. Divide Heber Dunes in half, one way south direction, one way north direction
46. More Sand
47. More sand, air compressor, mini self-serve station, first aid kits
48. More sand, more shades and benches
49. More security
50. More shade
51. More shade spaces
52. More shade spots, more requirement signs
53. More shades around the park
54. Motorcycle rentals
55. Nice park
56. Nice restrooms
57. No off road truck. Everyone is great!
58. No pickups driving by ATV areas
59. Not to use personal vehicles in the dunes
60. Office for information
61. Open dunes more late. (extend the hours)
62. Open later
63. Open later
64. Overnight camping
65. Parks look much better than before!
66. Personal cars should not enter into dune area
67. Pick ups and Blazers should not drive on ATV's area, it's a safety hazard.
68. Public phone
69. Public Phone
70. Public phone
71. Public phone
72. Public phone as service is spotty.
73. Public phones
74. Regarding the hours, should be open until later.
75. Riding zones divided into sections
76. RV parking, places to camp and places to sleep
77. Some lights
78. Store
79. Store for snacks - grills
80. Summer hours extended. Vending machines, water, snacks. Store, safety equipment, flags. Updated laws on safety
81. Summer hours will be great to have
82. Supplies Store
83. Supplies Store
84. Supplies store
85. The park seems good. It has everything, even grills.

86. This is my first time in 20 years. Just bought my ATV and I love it here!
87. Tool rental, near gas station
88. Vending Machine and a playground or any kind of entertainment for the kids
89. Vending Machines
90. Vending machines
91. Vending machines
92. Very happy with the new restrooms
93. Water down roads to not have dust in the air

Hollister SVRA Study Participant Suggestions for Improvements

Researcher Note: Below is a listing of all comments provided by those visitors who took the time to write comments when completing the survey. It should be noted that not all visitors provided comments, so they should be seen as representative only of those visitors who wrote comments and not of all visitors who participated in the study.

RAW QUALITATIVE DATA

1. 2 strokes year round
2. A little trail maintenance to mainain the whoops.
3. Able to use lower trails with side by side.
4. Add more trails
5. After hours fee collection via automated machine similar to that used in Santa Clara county parks(Iron Ranger).
6. Age regulated mini track 50cc and under. Bigger kids ride to fast, speed regulated.
7. Alcohol sold at the store. Racoon barriers(my food was stolen 2 of the nights).
8. All good
9. All good
10. All good! Maybe a RV Dump!!
11. All good.
12. All is good. Thanks. Less dust; just kidding.
13. All seem good so far- this is first year using facilities
14. Allow day use area to be used into early evening. More BBQ riding
15. Allow red sticker year around Open up land behind & paid for adjacent to park with OHV funds. Don't allow to raid +take away our funds for OHV
16. An area for tent camping only, no generators. Different hours for generatiors
17. Any kind of lighting in bathrooms at night.
18. ATV flat track.
19. ATV's and motorcycles allowed in the same areas as trucks
20. Awesome place; love it here.
21. Bar! Have cabins for rent. Another shower station. Store open 24hrs a day.
22. Bathroom and showers at all campsites. Grooming or trails more often.
23. Bathrooms had issues with water/flushing. Other than that we love it here!
24. Better grooming
25. Better MX track. Groom more often.
26. Better restrooms(sinks etc.) And bigger hill climbs.
27. Better road to the park
28. Better roads to the SVRA
29. Better showers when camping. Improved or added mini mx track. Better tasting water.
30. Better toilets
31. Better track maintenance and configuration changes.
32. Better trail signs. More trail signs. Signs indicating how to get to popular trails. Example: " Coyote trails to jays way" or "Rattlesnake crossover to North Canyon rd."
33. Better trail; manacured trails.
34. Big motocross track(wide open stuff).
35. Big wide open motocross track, with big jumps!
36. Bigger begginner tracks.
37. Bigger park

38. Burgers and hotdogs at the store.
39. Can't complain.
40. Can't think of any. Thnak you!
41. Change the red and green sticker bikes. Newer bikes
42. Charge for each bike. More money will go to the park for maintenance
43. Charge more for annual pass.
44. Charge more to fund Cienega Rd. Maintnance.
45. Charge more to help parks; they are great.
46. Charge more.
47. Cienega road needs fixing/repair.
48. Clean up trails; too rutted.
49. Division of day use from overnight. When we arrived to find a camp site, day users were taking up all the available campsites. The division would make getting a campsite easier. We love to come here.
50. Doing good.
51. Donations for grooming all trails, up on all trails.
52. Don't ask for this survey again. Bigger jumps.
53. Dont know yet have not been here for years
54. Dump station
55. Dump station for RV.
56. Dump stations for RV.
57. Electric hook-ups. More showers. Groom trails.
58. Electrical hookups at campsite.
59. Electrical outlet.
60. Everything is great already.
61. Everything perfect. Stay opened. So we can have a blast
62. Everything works well for me here. Longer red sticker season. Open clear creek.
63. Everything's perfect
64. Excellent
65. Excellent.
66. Expand motorcycle riding areas. Play ground with some sort of water feature for kids and adults to use.
67. Fenced playground for kids who are not riders. (Slides and swings, etc.)
68. Fire pits in Radio Hill campground
69. Fire pits, campsites on radio ridge, cell service
70. First time, here got a new winter riding place too cold up north. Where I live
71. Fishing, waterdown track
72. Fix road on the way to the park
73. Fix some of the pot holes on more used trails.
74. Fix some traills.
75. Fix the road on the way to the park
76. Flushing bathrooms, arbors/overhangs for shade.
77. Food truck! I'd buy lunch EVERY time.
78. Frequent repair of damaged trails.
79. Full hook-ups
80. Full hook-ups
81. Full hook-ups would be good. More single track.
82. Gas station, cabins, swimming spots.
83. Get rid of red sticker rule.
84. Get rid of the red/green sticker

85. Good as is.
86. Good family park.
87. Grading or taking a blade to the trails.
88. Great facility, maybe more overnight camping for the big weekends.
89. Great park
90. Great track- very helpful and friendly staff- maybe a mobile concession vehicle with coffee, cold drinks, snack, etc.
91. Grill on fire pits, more showers, and soap and light in the bathroom.
92. Groom more often. But in general you guys do a great job.
93. Groom trails
94. Groom trails
95. Groom trails for safety.
96. Groom trails more often
97. Groom trails, trail maintenance.
98. Groom upper trails more often
99. Grooming
100. Have a sprinkler system for the lake down Olive orchard road and Lake road. Please
101. Hiking trails
102. Hollister is and can be a good place for off-road vehicles. Use of soil products like pete moss, or lime for soil preservation can help.
103. Hollister is the best. I have no complaints.
104. Hoses on track for patron to use as needed
105. Hot water for the showers all day long not just in the morning or night time. The bathrooms need to be checked several times a day. On October 18th through the 20th the toilets were clogged and had very low pressure. If the trails weren't so great, we would probably go somewhere else with hook-ups.
106. Hot water in walnut. Loves the campgrounds. Wants to see more fire rings and patroling at nighttime.
107. I camp ina tent while here(6 to 8 times a year) and would like to see noise codes enforced, generators running all night are very annoying.
108. I like it the way it is!
109. I liked it when had a place to wash motorcycles
110. I love Hollister Hills; the best family park in the bay area.
111. I think hollister hills is a great place to ride camp and to enjoy life
112. I think Hollister Hills is a wonderful place to come ride, and the up-keep is excellent.
113. I think you should charge $5 per bike like Metcalf and not $5 per truck load
114. I used to come to the park very regularly 10 years ago, since then there have been many improvements to the park. Maybe a little more trail grooming and a few more green circle(easy) trails for begginer kids, but all in all, it is great.
115. I would like to see all moneys collected at Hollister to be used for staff and park improvments.
116. I would like to see more enforcement on main roads to control speeders and reckless riders.
117. I would like to see more trails opening, more side x side trails too, more showers, fire pits on radio ridge
118. I would like to see no stickers and more camping spots for overnight
119. I would like to see the MX track groomed more often.
120. I would love to see hot showers here at Hollister Hill because they are ice cold.
121. If improved, the Lodge MX track could be a prime track.
122. Improve mx track, more jumps

123. Install showers. Let red stickers ride year round.
124. It's a good time.
125. Its a great place to play and ride
126. It's all good
127. It's all good.
128. It's good.
129. It's great here.
130. Its great, dont feel with it . When you can, grade trails.
131. Keeep everything open.
132. Keep it open
133. Keep lower field and Renz open more and faster after rain
134. Keep red sticker open longer! Love the park, thank you
135. Keep Renz open.
136. Keep the MX track groomed, too many crashes. Keep the TT track hard packed. Add a mini MX track.
137. Keep up the good work
138. Keep up the good work
139. Kid friendly trails.
140. Kids mx track
141. Larger area
142. Leave as is.
143. Less people.
144. Load/Unload docks
145. Longer red sticker season
146. Longer red sticker season, cut down bush at kids track
147. Love the park, all of it. Charge more park daily fee- use for maintenance
148. Low spots and puddles filled in campgrounds. Speed control in campgrounds. Fees should include an extra vehicle.
149. Maintain breaking bump in and out of turns. Brap!
150. Maintain the MX track better.
151. Maintain the MX track more
152. Maintain TT track and vintage more, other than that its great!
153. Making trails smooth
154. Maybe fill in some of the ruts/pot holes on a few trails.
155. Mile high trail reopened. Better cell phone reception.
156. Monitor music being played late at night. I appreciate Ranger presence, but people get loud after they leave. I would like cell service. Important for emergencies.
157. More aggressive enforcement of very loud 4-stroke bikes; they ruin it for everyone.
158. More area to ride, more flushing toilets.
159. More ATV tracks
160. More black diamond or medium trails
161. More camping sites.
162. More camping spaces and trails.
163. More camping, parking for busy weekends
164. More campsite; hookups.
165. More campsites.
166. More challenge loop
167. More day use parking
168. More food assortment, alcohol.
169. More food stands

170. More food; more single track.
171. More green and blue trails.
172. More green trails.
173. More grooming
174. More grooming and trail patrols
175. More grooming of the high trails. Put sand on the vintage track
176. More grooming the trails
177. More hot showers.
178. More kid friendly tracks plus another ATV track.
179. More kid friendly trails
180. More land
181. More land!
182. More land, less fences, more technical trails, More hill climbs, less haybales, less quads. Leave lower field open at all times, including wet weather. Water tracks less; too slippery.
183. More land. More maintenance. Mx track watered.
184. More main trails
185. More one way trails. More upkeep on trails. By the way you do a great job maintaining trails; keep it up.
186. More open trails. Single track
187. More overnite areas. More rangers on road; bikes and trucks are going faster than 15mph on the road.
188. More parking lot area at entrance
189. More patrol
190. More prep on MX Track
191. More property to ride on. More technical single track
192. More Renz riding available. Seems ti be a bipolar decision on when itopen or when it i closed. It is best when moist but sometimes we can't ride until it is dry and crappy. If some trails are to wet, close thos and open the rest of the trails.
193. More rider education about trails (2-way trails), trail etiquette (right of way).
194. More running water
195. More running water/showers, better food facilities.
196. More shade on Radio Ridge
197. More shower sites
198. More showers
199. More showers
200. More showers
201. More showers
202. More showers
203. More showers
204. More showers
205. More showers
206. More showers
207. More showers and bathrooms.
208. More showers, grills on firepits.
209. More showers, need two. Like it the way it is.
210. More showers, RV sites and shade structures.
211. More showers. More enforcement from Rangers.
212. More side by side trails more showers more fire pits the store should be open longer hours

213. More single track
214. More single track
215. More single track
216. More single track and showers
217. More single Track, Keep Tiger trail open
218. More single track, track prep and trail maintnance.
219. More single track.
220. More single track. Cell towers.
221. More spacious camping.
222. More tables at campsites
223. More technical single track
224. More track and trail grooming
225. More track grooming
226. More track maint
227. More track preperation, etc.
228. More track preperations on the practice MX track.
229. More tracks
230. More trail land opened up. Charge more for Cienega maintnance
231. More trail maintenance
232. More trail patrol for people misusing trails. Groom trails more often.
233. More trails
234. More trails like the Renz trails.
235. More trails on the easy side. Some single black diamond trails.
236. More trails open. Don't listen to tree huggers
237. More trails. More property. Less fencing, open all during wet.
238. More trails/acres. Better MX track
239. More trash cans in parking lot and always more area to ride in. Hook ups for toy haulers
240. More trash cans, more bathroom, more ramadas and picnic tables.
241. More water on the track
242. More water outlets, showers.
243. More water per campsites Bee camp had lock bathrooms more single track like Renz Rest of Sage open
244. N/a
245. Nada, you guys are great.
246. Nature trails, grooming
247. Need a motel or cabins to stay over night (with showers and club house)
248. New trails
249. Night riding
250. Night riding or night light tracks. More jumps, more airs, less closures; mud is fun.
251. Night riding.
252. No day users parking in the campgrounds.
253. No dead trees in campground. Improve Lodge track. Night riding at least on tracks.
254. No red sticker
255. No red sticker
256. No red sticker season
257. No red sticker season
258. No red sticker, running water at outhouse. Better food sold at the shop.
259. No water in Bee campground. Showers would be nice in campgrounds. Power hook-ups would also be nice.
260. Noise control is still far behind; some motocross bikes are just too loud; we are loosing

ground for this reason.

261. Non everything is good
262. None
263. None
264. None
265. None
266. None
267. None
268. None
269. None
270. None
271. None
272. None
273. None
274. None
275. None
276. None
277. None
278. None
279. None
280. None
281. None
282. None
283. None
284. None
285. None
286. None
287. None
288. None
289. None
290. None
291. None
292. None
293. None
294. None
295. None
296. None
297. None
298. None love it!
299. None!
300. None! Awesome place.
301. None, beautiful place
302. None, great experience.... Good job!
303. None, great place.
304. None, great. Make it bigger
305. None, I love Hollister Hills
306. None, I love this place; it is well kept.
307. None, it is perfect.
308. None, its great!
309. None, its great.

310. None, really. Great park. Trail maintenance to get out ruts.
311. None, thank you so much.
312. None, the park is perfect. Many thanks
313. None, They do a good job
314. None, we love this place.
315. None, you guys are awesome. Stay open!
316. None, you're doing a great job.
317. None.
318. None.
319. None.
320. None.
321. None. Best park
322. None; it's perfect.
323. Nothing comes to mind.
324. Nothing.
325. Ok with me
326. Open clear creek
327. Open clear creek so it won't be as busy here.
328. Open clear creek so this place is not so busy. It would bring more money to the surrounding area.
329. Open clear creek.
330. Open more area.
331. Open more black diamond trails
332. Open more black diamond trails. Maintain tught trails. Keep Renz open when dry enough. Get clear creek opened again; it will limit congestion at Hollister Hills.
333. Open more land. Keep grading the upper trails.
334. Open more trails
335. Open new areas, showers, parking, single track, races
336. Original vintage track.
337. Overall you guys do a very good job! Always would like to see more of property opened up.
338. Overflow parking, hookups for rvs. More Showers
339. Park looks good at the moment!
340. Park's great
341. Perfect
342. Phone reception
343. Place is fun.
344. Place is great.
345. Power hookups for camping. All year around riding for bikes. The red sticker law is "BS".
346. Prep track more often.
347. Prep tracks more often
348. Prepped trails are always fun!
349. Pretty happy all around.
350. Put in go cart track
351. Put the berm back how it was on the vintage track
352. Quad track. Better Rangers. Longer generator hours.
353. Quads off blue trails
354. Ranger patrols for campground at night.
355. Red sticker all year

356. Red sticker legal.
357. Red sticker longer
358. Remove "whoops" on High rd., change red sticker law.
359. Renz open more.
360. Renz trails open more often. Open clear creek to keep traffic down on trails.
361. Repaved access road
362. Running water at campsite, fossets busted, more showers.
363. RV Dump station
364. RV Dump station
365. Rv dump station
366. RV Dump station.
367. RV hookups at camp sites
368. Scraped tracks, more TT tracks
369. Showers
370. Showers at madrone camp. Flushing toilets. Sewer dumping station at exit of park
371. Showers at Radio Ridge and other camps. More camp site or areas that can be used for the day/night at busy times.
372. Showers in all camp areas
373. Showers in all camps, lights in the bathrooms.
374. Showers in madrone camp.
375. Showers in Madrone. Main trails groomed.
376. Showers in walnut need to be like they were 10 years ago. No campground racers. Educate people about trail etequitte; don't stop in middle of the trail.
377. Showers to be warmer longer.
378. Sign replaced and larger print for the maps.
379. Sign's for common sense at moto track; don't stop on track.
380. Single track maintenance.
381. Sink in bathrooms. Dish wash rack area.
382. Smoother trails "less ruts"
383. Soap in bathrooms, More showers
384. Somehow designate campsites so people will park straight, rather than diagonal to prevent blocking campsites to there others can't use them.
385. Sometimes coming out of a small trail onto a main trail there is no direction of travel sign
386. Sprinkler system on the MX track and grooming trails more.
387. Sprinklers on trails; dust control.
388. Stop closing hill climes.
389. Store open earlier
390. Take down the fences
391. Tell people to quit throwing their trash all over. Saw a bunch of bottles on the trail
392. The big camper/ trailers make it hard to park a single vehicle sometimes.
393. The fire pit has rebar sticking out and we have tripped on it a few times. This needs to be repaired.
394. The road up here is messed up.
395. The upkeep of all tracks.
396. This place is awesome! Thanks for all you do.
397. This place is great. It's our first time here, but we'll be back.
398. Too new to say. I think you guys are doing great.
399. Trail improvment to manage moisture levels in Renz property. More single track.
400. Trail maint.

401. Trail markings improved, otherwise great place!
402. Trailer maintenance/grading. More trails
403. Trails cleaned up a bit/ grated.
404. Trails groomed more often
405. Trim trees for rv clearance
406. Update camping sites, more showers, nicer picknick area.
407. Update via email on closure
408. Warm water in the showers.
409. Warmer showers
410. Warmer showers and more bathrooms.
411. Wash rack, beginner tracks (more of them)
412. Water ATV track more.
413. Water hook-ups.
414. Water in showers needs to be warmer more often.
415. Water roads more
416. Water the quad track
417. Water the tracks more.
418. Water tracks a little more and improvements on the roads leading up to the park.
419. Water vintage track more often
420. Way to stop numerous wrong way riders on one way trails?
421. We love coming to Hollister Hills. Wouldn't change anything. All your staff are friendly and very helpful.
422. We love Hollister!
423. We love it the way it is!
424. Wider trails with more switchbacks. Love the one way trails.
425. Would like the park aides and some rangers to drive slower through campgrounds. Kids are playing and the speed they are going does not give them to stop especially in Walnut camp. They come down the hill and just keep going.

Hungry Valley Study Participant Suggestions for Improvements

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1. 1st time in park, great facility
2. 90 and above track be groomed like the big moto track because beginners ride on it too
3. A mini mart
4. A new Track would be fun
5. Add to grooming It would be nice if the water truck came back at noon
6. Add a restaurant or snack bar.
7. Add dump stations. And have water in restrooms
8. Add electric
9. Add whoops at track
10. Air freshners and toilet seat covers
11. All good
12. All good
13. All good
14. All good!
15. All Good, More Land. Open more space for riding, fewer fences.
16. All good.
17. All is great!
18. All is great. Bathrooms are nice and clean
19. Allow red stickers o ride year-round. Keep the forest trails open.
20. Annual pass for and day use.
21. Another ATV track and improvement on the current track
22. Back country trails open longer (winter closed now). Too Many quads.
23. Back country trails open longer (winter closed now). Too Many quads.
24. Best riding area in southern California
25. Better directions from the 5 freeway
26. Better enforcement of the rules. Most people are respectful, but there is always a bad apple.
27. Better jumps at the track
28. Better maintenance of motocross track
29. Better MX practice track.
30. Better track design, more challenging jumps for all levels of riders
31. Better track prep/grooming for safety reasons. Create different obstacles at times, different jumps or turns. Earlier hours at track, around 7 or 8 in the morning.
32. Better track prep; heavy equipment operators need to understand what it takes to prep track, i.e. Corners and most important jump faces and landings
33. Better Track upkeep and different obstacles
34. Better trail maintenance

35. Better trail signs at trail heads
36. Better trails for more trucks. *Great response team. Keep it up!
37. Bigger Jumps groomed at and keep the dirt wet.
38. Bigger jumps, bigger jumps, sand
39. Bigger track
40. Camp store, showers
41. Can't think of any
42. Change the Quail Canyon Track around more often.
43. Change the track layout once or twice a year. Did some of the jump faces. Good job on some of the jumps that were made taller. Keep going and fix the rest if the track, it's getting better. Add some dirt to some of the landings.
44. Charge more for motor-cross track 10.00. More access to Los Padres, travel through.
45. Clean a little bit of sand on the track.
46. Clean bathrooms
47. Cleaner bathrooms and les of a foul odor coming from the bathrooms.
48. Cleanest bathrooms ever, thanks!!
49. Coin showers. Electricity outlet. Water. RV hook up and dump
50. Cold showers!
51. Concession stand.
52. Convenience store (food/supplies), firewood.
53. Convenience store at entrance, visitor center
54. Convenient store inside park
55. Course architect is doing a great job we appreciate his efforts
56. Designated one way trails. Designated trails for motorcycles, and designated trails for quads. For safety. Maybe some yellow turn signs on tight turns.
57. Did not want to fill out.
58. Dirt bike practice track today 1-5-13 is really chunky.
59. Doing great
60. Don't close.
61. Drinkable water
62. Dump station
63. Entrance roads wider. Food and beverage station.
64. Every good
65. Everybody to pick up their trash
66. Everything good
67. Everything good thanks.
68. Everything has been great, we love it here!
69. Everything here is wonderful, but I would like to have water in restrooms like ones I have seen with light and sink. Thank you.
70. Everything is always nice!
71. Everything is cool and fun
72. Everything is fine!
73. Everything is Fine!

74. Everything is good
75. Everything is good! Fun for the kids!
76. Everything is good.
77. Everything is Great :-)
78. Everything is great as is.
79. Everything is great.
80. Everything was great thank you appreciate the clean restrooms :)
81. Everything's great
82. Excellent place to ride and camp
83. Fine as is!
84. Fine the way it is.
85. Fing the road coming in
86. First time here, so far so good.
87. First time here. Everything is fine.
88. Fix all single track.
89. Fix the door at the bathroom at sterling Canyon. Has been locked for months.
90. Fix the jumps!! Change the track, its been the same way for 3 years.
91. Flushable restrooms and running water.
92. Food concession, I would like the water truck to water during the day
93. Food shop
94. Food stand
95. Food trucks
96. Food wild woman
97. Food, hot drink stand. More picnic tables and shade canopies.
98. For me, all is good, it's ok, at least its open. No problem, thank you :) Have a nice dayl.
99. For motocross track please remove spark arrestor restriction. Another idea for the spark arrestor would be a reverse check. Allow bikes in trucks to enter w/o spark arrestors but to leave park you must have a spark arrestor.
100. Free entrance
101. Free entry.
102. Fresh Water Please. Fresh Water Please. Water please.
103. Full time track maintenance
104. General Store & Running water stations
105. Generally like it. Open up some of the trails that have been closed. Frees up room. Put up a website that gives updated information about the conditions in the park. More cooperation between state parks and the U.S. Forest Service. Integrate the two trail systems better.
106. Generally like the park. Like the facilities, the bathrooms and loading ramps. Would like to see a concessions stand in the park.
107. Generally pleased with the park.
108. Get rid of tiny jumps, water track with water truck on groom dates, other than that, good job.
109. Get the hill opened on groomed
110. Go kart track. No spark arrestor for closed track. More grooming . More utv trails
111. Good park. Don't close it.

112. Good staff. Keep track groomed nice.
113. Good the way it is
114. Gorman is a great place to ride. No improvement I can think of
115. Gorman trail needs to be one-way
116. Grade the track more
117. Great
118. Great area to use. Second time at Hungry Valley. Bathrooms are clean. Appreciate fresh pick up to keep park nice.
119. Great clean restrooms
120. Great Deal Fun track
121. Great job
122. Great job. This place is so well kept.
123. Great park
124. Great park.
125. Great place. Some water fountains. And better BBQs
126. Groom and water the moto-cross track better and more often. Maybe three instead of just two. And water in the middle of the day.
127. Groom and water track daily. More stands for spectators
128. Groom and water track more. More one way trails
129. Groom and water track more. The park aids are here but not doing anything, ask them to water.
130. Groom grounds
131. Groom motocross track more often. I will gladly pay more. Recently the grooming has been poor- big jump take offs & small landings are dangerous.
132. Groom mx track more often
133. Groom small track more often
134. Groom the track more and have people water it.
135. Groom track better
136. Groom track more often
137. Groom track more often,
138. Groomed track more often, watered more often, wouldn't mind paying more for this.
139. Grooming on the motor cross track. Only one bad grooming so far, (normally very nice).
140. Grooming track & water track more.
141. Have not explored it all yet. So far so good.
142. Hungry Valley is the best kept riding place around.
143. Hungry Valley is the most fun place besides Disney land. Would like to see the Smith Forks flushable toilets fixed. Weekday staff very pleasant, courteous, and helpful.
144. I cannot quite state how impressed i am with this riding area. I pass several competitive areas to ride here with my kids. The options, the cost, the care to the facilities, bathrooms. Its my favorite plus i ride all over.
145. I can't think of any ideas, this park is awesome the way it is. Love coming here and will do for the rest of my life!
146. I just enjoy the park. Good for 4x4.
147. I like one way trails
148. I like Peter

149. I like the fact that the restrooms are well maintained
150. I love gorman not too busy on weekends quads need more info on right of way issues
151. I love hungry valley. I like seeing the rangers patrol, they keep the park safe for family fun.
152. I love it as is!
153. I love the fact that they dropped the entry cost to 5.00. It makes it much more affordable to ride. Please keep this place open!!!!
154. I need to visit more to have more insight.
155. I really enjoy the well managed ohv park. You guys are doing a great job! Thank you.
156. I think its fine the way it is!
157. I think they do a great job of keeping up the area.
158. I would like the forest trails open in winter
159. I wouldn't like to see any improvements, Gorman and the I5 track are excellent, and the workers are very nice and helpful.
160. Ice cream trucks
161. If it's all good, it's all good
162. I'm good with everything
163. Improve dirt bike practice track please!
164. Improve the practice track similar to the new ATV track.
165. Include over stay on annual pass. Also have a waste dump.
166. Inside Vendor for groceries, wood, convenience items.
167. It would be nice to have full hookup sites and a general store.
168. It's a great place
169. It's a nice place to ride and more one way trails to ride will be nice.
170. Its all good
171. Its all good
172. It's all good
173. It's all good :-)
174. Its an awesome park.
175. It's fine the way it is!
176. Its good
177. It's good.
178. It's great
179. It's great the way it is!
180. It's nice. Thank you. MX tax dollars at work very happy.
181. It's quite a nice place.
182. It's seems good.
183. Keep it open!! This is a great facility.
184. Keep track in good riding conditions
185. Keep up the good work!
186. Keep up the roads entering into the park, lots of pot holes, etc. Road maintenance
187. Larger are to ride.
188. Larger, as in more trails.

189. Less fences! Motorcycle Parts/food convenience store More loading dock/ramps.
190. Less quads. Stricter enforcement of speed limits in camping areas.
191. Like it as is.
192. Like the park, everything is good.
193. Limiting number of users on busy weekends/holidays
194. Loading ramps at every campground.
195. Longer red sticker season and more tracks like (mini, Practice.)
196. Looks good as is
197. Love Friday grooming!!! Thank you! Go kart track? No spark arrestor for track use.
198. Love it how it is!
199. Love the park, please keep it open.
200. Love the track fee and convenience. Hate the spark arrestor requirements for the track.
201. Maintain and groom atv track
202. Maintain jump faces, make changes to the track, midday watering, good prep.
203. Maintain quad track and add full blown quad track
204. Maintain the motocross track more.
205. Make a bigger practice track for motorcycles in hungry valley camping areas
206. Make it ok to ride OHVs on Gold Hill Rd or work with USFS to make a connector trail. More single track that is one way. More one way.
207. Make lips bigger at the track
208. Make practice track smoother
209. Maps
210. Marked one-way trails.
211. Maybe more one way trails. They seem to be safer!
212. Maybe rv hookups and more shade. We love it here
213. Mobile General Store (Food supplies for trailer camp) Dump Station, Showers
214. More 4 x 4 and water.
215. More accessible to other trails
216. More aggressive trails
217. More ATV tracks, longer courses.
218. More bathrooms sinks
219. More chicks
220. More daily prep of the track would be worth paying more money
221. More enforced one way trails. More races @ quail canyon track. Reopen closed areas and trails.
222. More frequent and better grooming of track on weekends. There needs to be multiple watering with truck. Willing to pay more for improved track conditions.
223. More grooming
224. More grooming , go kart track, more changes to track.
225. More grooming - too many whoop t doos
226. More H2O and grooming
227. More maintenance
228. More maintenance on the motor cross track.

229. More one way trails
230. More one way trails
231. More one way trails
232. More one way trails
233. More one way trails
234. More one way trails
235. More one way trails
236. More one way trails
237. More one way trails
238. More one way trails
239. More one way trails
240. More one way trails and ATV tracks
241. More one way trails and enforce them.
242. More one way trails for safety. This will reduce collisions. There are more and more riders with fewer trails. Make more trails.
243. More one way trails in the park
244. More one way trails motorcycle only trails- more please
245. More one way trails! Safety is big concern
246. More one way trails!!!!!!! Cut new trails. Let the volunteer groups pick areas for new trails. - They know what riders want.
247. More one way trails, designated motorcycles only and atv only.
248. More one way trails, it's not safe out here. Only reason i am riding here today is because my buddy wanted to ride here. More motorcycle only single track. There is a reason a lot of us don't ride gorman park. It's and accident waiting to happen.
249. More one way trails, it's safer.
250. More one way trails. Less people.
251. More one way trails. Maintain and water motocross track more
252. More one way trails. They are much safer. Great Place on Weekends.
253. More one-way trails.
254. More open trails!
255. More open trails. Reopen closed trails.
256. More parking with shade
257. More patrols of police on state park police
258. More prep and water more regular
259. More restrooms
260. More restrooms
261. More restrooms and trash cans
262. More riding area. Tighter style for motorcycles only.
263. More safety directions/signage at intersections. More visibility at intersections
264. More shade canopies at quail canyon track. Generally pleased with park and track.
265. More shade canopy's, more grooming of track
266. More shade trees, we love everything else! Thank you for all you do!
267. More single track trails

268. More single track trails
269. More single trails
270. More space, more one-way trails.
271. More staff to enforce the rules, I.e. Speeding, littering
272. More tracks in the park. Another professional mx track. Open quail canyon earlier, 7 or 8am. That way you can ride while it is cooler.
273. More trails
274. More trails
275. More trails
276. More trails, mini track groomed. Intermediate track at Quail Canyon groomed more.
277. More trails. Free entrance fee. No spark arrestor. All year riding for red and green sticker CARB-can stop there corrupt practices, selling pollution points.
278. More trails. Showers. Sinks.
279. More trails. Water and electrical sites
280. More water
281. More water at track
282. More way one trails. Food truck
283. More/ better grooming and watering at the MX track . More patrol and rule enforcement in the general ATV/ Motorcycle area. Especially staging areas in the day time.
284. Motocross track groomed and watered bit more often
285. Motox track improvement desperately needed. Not mearly bigger jumps but better jumps, better faces and better landings. Not so many wedges that you have to hit fast just to get over.
286. Move open riding
287. MUD pit
288. Mudpit Childrens playground
289. Mx track open earlier
290. Na
291. Na
292. Need concessions stand
293. New trails.
294. Nice park
295. No complaints :)
296. No complaints, more maintenance on the motorcycle practice track. Very good area, I love it!
297. No imporvments Gorman is amazing :-)
298. No Improvements the park is perfect the way it is.
299. No improvements the park is perfect the way it is.
300. No spark arestors
301. No Spark arrester on MX bikes that only use the track, give them a special pink sticker for their number plate to ID them as MX track only.
302. No spark arrestor on mx only bikes. Make a special sticker for them. Staff is very pleasant. But grooming was better when bobby was here
303. NO-All is good-love the clean bathrooms. Would like a playground.
304. None
305. None

306. None
307. None
308. None
309. None
310. None
311. None
312. None
313. None
314. None
315. None
316. None
317. None
318. None
319. None
320. None
321. None
322. None
323. None
324. None
325. None
326. None
327. None
328. None
329. None
330. None at the moment
331. None everything is great here
332. None its good
333. None it's great! Would like front gate to hand out pamphlets with rules and regulations-trail etiquette rules because there are to many riders making trail conditions dangerous.
334. None so far
335. None so far
336. None so far. Its very clean and nice!
337. None that i know of
338. None to note at this time
339. None we love it
340. None we love it! Nice clean and well maintained
341. None.
342. None.
343. None. I like the one way trails and markers at the trail heads.
344. None. All good
345. None. Great place!
346. None. It is a nice place to come and well cared for.

347. None. It was great
348. None. Perfectly well maintained and clean.
349. Noon water run
350. Not much. Park is wonderful.
351. Not sure
352. Nothing everything is great for our family trips
353. Nothing. I find your place amazing as is.
354. Off road food trucks
355. One way MC only trails.
356. One way trail will be the safest way to ride.
357. One way trails water out of camp ground
358. Only let me and my friends ride here!
359. Open alamo mountain
360. Open back up snack stand at mx track
361. Open earlier
362. Open earlier in the summer
363. Open more forest trails
364. Open more trails
365. Open more trails.
366. Open more trails. More one way trails.
367. Open riding areas
368. Park is great! Would like a few more jumps on the Quail Canyon Track, or one more track.
369. Park looks well maintained, clean and groomed. Parking and unloading facilities are adequate. Trails are marked.
370. Pave the entrance road
371. Pavement of main road to smokey bear entraence.
372. Perfect
373. Perfect!
374. Perhaps a mobile service that can do repairs (flat tires, etc.)
375. Place to eat
376. Please bring back flush toilets and showers
377. Please install Dump Stations
378. Please just keep this open. A bigger red sticker season would be nice. Water.
379. Please keep this open. This is a great are for families and riders riding here for over 25 years.
380. Please open forest trails sooner
381. Pleased overall with the park.
382. Potable water, and RV Dump Station.
383. Prep the track more often
384. Pretty happy user. State park employees are young and good for this job. Thanks for your support of off highway recreation use.
385. Put in a snack stand, more one way trails.
386. Quad specific areas.

387. Quiet enforced.
388. Quit Shutting down Trails
389. Rangers patrol between 12am-2am
390. Really love this park, I will like to get more technical trails. Similar to the one who goes to Frazier Park. Keep open longer technical trails. Water. Thanks
391. Really not much, place is great, really enjoy it. Nicely kept, pretty impressed.
392. Red sticker year round
393. Re-grade trails
394. Rehab mini track
395. Remove spark arrestor requirement at the Track. Go kart track would be cool. More grooming days at the quail canyon track.
396. Require insurance to ride
397. Restaurant and bar
398. Restrict loud noise at 10:00 pm to 7:00 am
399. Restrooms
400. Rework the 90cc and above track, (cleanup). This is the motorcycle practice track inside the park.
401. Rider planet.com
402. Road to salt creek needs improvements, there are many potholes.
403. Roads
404. Running emergency water stations. Would like to see emergency water stations throughout the trails for any stranded riders.
405. Running water
406. Running water to flush in restrooms
407. Running water.
408. Rv hookups
409. Safety signs
410. Sell firewood in the park; pleased with the whole park; install showers
411. Sell spark arrestors
412. Shade
413. Shade! More shade structures at quail canyon mx track.
414. Showers
415. Showers
416. Showers and water
417. Showers would be nice. Road and trails are great!
418. Showers, water.
419. Showers. Larger kids track. Running water. Snack bar
420. Single track trails
421. Sink and soap in restrooms
422. Snack stand
423. Snack stand
424. So far so good, my son loves this track.
425. So far so good. Keep up the good work.

426. Soak Track the before wor water to penetrate ground
427. Somewhere on site to get drinking water to fill campers or bottles.
428. Spark arrestor for motocross track? Everything is great.
429. Stickers shouldn't matter. No more red vs. Green stickers.
430. Stop closing claifornia ohv areas! This what we pay taxes for to enjoy. I'd personally like to see a mud pit, snackbar, an bar accessible by street and ohv vehicles
431. Stop closing trails- California is Big Close Somehting else- Let Riding into town le .
432. Swimming pool :)
433. Taco stand
434. Take down fences
435. Take down fences. Leave Los Padres open all the time. Leavee diamond trails less groomed. And open harder hill climbs.
436. Thank you for the restrooms
437. The lip on the big jump in the back is sketchy and I can't jump it anymore without almost crashing when I attempt it.
438. There's nothing that needs improving.
439. They are doing an excellent job. More maintenance on the track.
440. This place is perfect
441. Track conditioning (tilling) and watering
442. Track grading more often watering
443. Track groom, atv track has too many holes. Thank you!
444. Track grooming more often and water
445. Track grroming, grading access road from freeway more shade canopies.
446. Track prep and water more.
447. Trail etiquette information-Trail etiquette classes for new riders. Posted signs with trail etiquette information.
448. Trail maintence
449. Trees
450. Trees for shades. Grass for family. Water on track more frequently and flaggers for safety.
451. Up keep on the tracks. Open up closed off trails
452. Upgrade the motorcycle practice track-the one near ATV camp. Groom more often, improve jumps. Make the motorcycle practice track more like the ATV practice track. The ATV practice track is in much better shape and is more fun.
453. Vending Machines or water.
454. Vendor (convenience store) inside the park.
455. Vendores on holiday weekends or things such as ice.
456. Very beautiful park. Likes the park experience better than on visit three years ago. Likes all the improvements made to the park.
457. Very Happy with this kiell maintained facility
458. Warning sign on west side pronghorn pass. Love backbone trail.
459. Wash facility
460. Water
461. Water
462. Water

463. Water
464. Water
465. Water and a dump station PLEASE !!
466. Water and electricity
467. Water faucet
468. Water faucet for RV refill and Sewer Dump Station
469. Water fill up and dump
470. Water fountain
471. Water in bathrooms
472. Water in bathrooms and electricity
473. Water in mud hole in 4x4 park
474. Water on moto cross track. Have park employees water the track in the middle of the day like most moto cross tracks.
475. Water- showers
476. Water the quail canyon track more often, like twice a day. Bigger jumps at the quail canyon track.
477. Water the track throughout the day. Track changes: bigger jumps with optional landings, group sponsored events.
478. Water. Flushable toilets. More one way trails
479. Water?
480. We are very happy with the facility and tracks.
481. We like the park as is! Maybe separate day use from over camping areas.
482. We like the shade at the campgrounds. Jackson (3 years old) likes the mini track.
483. We need running water and we love it here.
484. We think everything is great
485. We would love a dump station in the park or a person that comes by it a dump truck. Thank You!
486. Web updates on when the track gets disked and a more consistant week to week schedule of track prep
487. When a professional grooms the track, or at least someone that knows what they are doing, you get your money's worth. Track is fun to ride and safe. Also could be watered more often.
488. Would like to see better and more consistent grooming at the quail canyon motor-cross track. Particularly better faces on the jumps.
489. Xlaw trails

Oceano Dunes Participants' Listing of Other Sites Visited for OHV Recreation

Researcher Note: Below is a listing of all comments provided by those 315 visitors who took the time to write comments in item 10 of the Oceano Dunes Visitor survey. It should be noted that not all visitors provided comments, so they should be seen as representative only of those visitors who wrote comments and not of all visitors who participated in the study.

1. Above Sonora area
2. anywhere I can go
3. Azusa Canyons
4. Bald Mountain
5. Barstow
6. Barstow, Blm,Lucerne Valley, Blm, Ridgecrest
7. Big Sur
8. Billion Beach, Hollister Hills, Jawbone, Glamis, Dumont Dunes,Desert
9. blm
10. BLM
11. BLM & National
12. BLM Dumont Dunes
13. blm- bishop, ca.
14. BLM, forest, out of state
15. BLM, OHV
16. BLM, Shasta County, Off Road Park Stanislaus County
17. blm, stanalaus forest
18. blm/kern desert
19. Buck Meadows. Clarks Fork
20. by Clear lake
21. Cal City Park
22. cal city, dumont dunes
23. Cal City, Glamis, Oceano Dunes, Pismo, Wagon Wheel
24. cal city, gorman
25. calavelasm king range
26. Calico, Johnson Valley, Glamis
27. california city
28. California city
29. CALIFORNIA CITY
30. California City, Spangler Hills, Glamis, Ocatillo Wells, Oceano Dunes SVRA, Pismo Beach
31. Carnagie State Park (Tracy Ca)
32. carnegie
33. Carnegie, Miami Trial
34. CARNEGIE, PIPI
35. Carnige, Hollister, Stoneyford, Pipi, Glamis, Dumont, Forest Hill
36. Carnige, Patrick Point, Frank Paines Park, Shasta County Blm
37. Cisco Grove
38. Clear Creek, Frank Rains, Hollister
39. Coos Bay, Sand Mtn. Winchester Bay, all forests that allow ATVs
40. cow mountain
41. Cow Mountain Forest Hill Knokville
42. Cow Mountain Praire City

43. Cow Mountain Upper Lake CC Camp Oregon Dunes Hollister Hills
44. cow mountain, hollister hills, fordyce, moonrocks
45. Cow Mountain, Knocksville, downville
46. Cow mtn. Ukiah, ca
47. Crandall OHV, Eldorado NF
48. Death Valley, Mojave
49. desert
50. Desert
51. Desert area
52. Desert, Dove springs
53. DESERT, GLAMIS
54. Dessert
55. DESSERT
56. Do not own OHV but friends do and we used his
57. Dove Springs
58. DOVE SPRINGS
59. Dove Springs and Jawbone - Federal BLM
60. dove springs- desert
61. Dove Springs, Dumont
62. Dove Springs, Gorman,Dumont, Jawbone
63. Dove Springs,Dumont,Taft,The Hills
64. dumont
65. Dumont
66. DUMONT
67. dumont dunes
68. Dumont Dunes
69. DUMONT DUNES
70. Dumont Dunes Glamis Dunes
71. Dumont Dunes, Big Bear, Havasu A-2
72. Dumont Dunes, glamis
73. dumont dunes, hollister hills
74. dumont dunes, jawbone
75. Dumont Dunes, Winchester Bay
76. Dumont, BLM
77. Dumont, Cal City
78. dumont, dove springs, red rock
79. dumont, glamis
80. Dumont, Glamis
81. Dumont, Glamis
82. Dumont, Glamis, Dove Springs, Red Rock Canyon
83. dumont, glamis, gorman, hodge roadm el mirage
84. Dumont, Hollister Hills, Imperial, Glamis, etc.
85. Dumont, Hollister, Carnegie
86. Dumont, Medcalf, Hollister, Glamouth
87. Dumont, Mojave Desert,Hollister Hills
88. dumont, oregon dunes, moab utah
89. Dumont, Prather Ca. Ranch private property
90. Dumont, Sand Mountain
91. Durant Dunes, Hollister Hills, Glamis,Ca City, Jawbridge
92. El Mirage Lake Bed, Ocotillo Wells

93. El Mirage, Lucerne Valley, Mormon Rocks
94. Eldoradoe National Forest
95. FED BLM Octillo Wells
96. federal blm and national forest lands
97. federal BLM, National Forest lands
98. fields
99. fields at house
100. FOREST
101. forest land
102. Frank
103. galamis
104. Gamis, Dessert
105. Glamas, Oregon Dunes, Dumont
106. glamis
107. Glamis
108. GLAMIS
109. glamis and dumont
110. Glamis Dumont Oregon Dunes Walker River, NV
111. GLAMIS DUMONT SIERRA NEVADAS
112. glamis dunes
113. GLAMIS LA GRANGE RIDING PASS
114. Glamis or Dumont
115. Glamis Sand Dunes CA N. Marina
116. GLAMIS, BLM
117. glamis, ca
118. Glamis, Ca Ocatillo Wells Anza Burrego Johnson Valley Big Bear and Arrowhead Stanislaus National Forest
119. glamis, cal city
120. Glamis, Calico
121. Glamis, Calico Ghost Town
122. glamis, dumont
123. Glamis, Dumont
124. GLAMIS, DUMONT
125. Glamis, Dumont, Baker, Orgen
126. Glamis, Dumont, Dove Springs
127. GLAMIS, DUMONT, DOVE SPRINGS
128. Glamis, Dumont, Gorman, BLM Desert
129. GLAMIS, DUMONT, HOLLISTER
130. GLAMIS, DUMONT, MOJAVE DESERT
131. Glamis, Dumont, Ocotillo Wells
132. Glamis, Dumont, Sand Mount
133. Glamis, Dumount, Oregon Dunes
134. Glamis, Gorman
135. glamis, gormin
136. GLAMIS, HOLLISTER
137. glamis, hollister hills
138. Glamis, Hollister Hills
139. GLAMIS, HOLLISTER HILLS
140. Glamis, Hollister, Dumont
141. Glamis, Jawbone, BLM, Ocotillo

142. glamis, Johnson
143. Glamis, Kennedy Meadows, Barstow, Truck Haven
144. Glamis, Mojave Desert
145. GLAMIS, MOUNTAIN RIDES
146. GLAMIS, OCOTILLO WELLS
147. GLAMIS, OCOTILLO, DUMONT, PARKER, AZ.
148. glamis, octilo
149. Glamis, Red Rock
150. Glamis, Sand Mntn
151. Glamis, Sand Mtn,Dunart
152. GLAMIS, SIERRA'S
153. Glamis, Spangler
154. Glamis, Truck Haven
155. GLAMIS,DUMONT
156. glamis,mammoth
157. GLAMITH
158. Glammis
159. GLAMOTH
160. Glamoth, Hollister Hills, Praire City, Dessert
161. Gordons Well
162. gorman
163. Gorman
164. GORMAN
165. Gorman Ballinger
166. gorman off road
167. Gorman, Cal City
168. gorman, california city
169. Gorman, Dove Springs, Jawbone, Power Flats, Cal City
170. Gorman, Dumont, Dove Springs, Cal City
171. gorman, glamis, dumont
172. Gorman, Glamis, Johnson Valley
173. Gorman, Hollister Hills
174. GORMAN, HUNGRY BEAR, DUMONT
175. GORMAN,CA
176. GTLAMIS
177. HAT CREEK
178. here
179. high Sierra's
180. Hodge Rd
181. HOLISTER
182. Holister, Metcalf
183. hollister
184. Hollister
185. HOLLISTER
186. Hollister Dumont
187. HOLLISTER GLAMIS,CACHUMA, NO CAL
188. hollister hills
189. Hollister Hills
190. HOLLISTER HILLS
191. HOLLISTER HILLS MAIMI TRAILS

192. Hollister Hills OHV
193. Hollister Hills OHVA
194. HOLLISTER HILLS SVRA
195. HOLLISTER HILLS SVRA, FORREST HILLS SVRA
196. Hollister Hills SVRA, Gorman OHV Park
197. Hollister Hills usually
198. HOLLISTER HILLS, CALIFORNIA CITY, GLAMIS, DUMONT
199. Hollister Hills, Carnge, Flank Rains
200. Hollister Hills, Carnige, Pozo, Frank Raines
201. HOLLISTER HILLS, DUMONT
202. hollister hills, dumont, glamis
203. HOLLISTER HILLS, DUMONT, TAHOE AREA
204. Hollister Hills, Federal Parks
205. HOLLISTER HILLS, GLAMIS
206. Hollister Hills, Hungry Valley
207. HOLLISTER STANISLAUS
208. Hollister svra
209. Hollister Svra
210. hollister- sand mountain
211. hollister, balenger
212. hollister, glamis
213. Hollister, Hungry Valley, Ocotillo Wells
214. Hollister, Jawbone, Desert, Glamis
215. Hollister, Memothber, sugar pine
216. home
217. Hull Creek
218. Hunger Valley
219. Hungrey Valley
220. Hungrey Valley, Ocatillo Wells, Glamis
221. hungry Valley
222. Hungry Valley
223. HUNGRY VALLEY
224. Hungry Valley OHV
225. HUNGRY VALLEY OHV, JAW BONE
226. Hungry Valley, Desert
227. Hungry Valley, Desert (Dirt Diggers)
228. Hungry Valley, Glamis, Joshua Tree, Red Rock, BLM
229. Hungry Valley, Ridgecrest, Palm Springs
230. Hungry Valley, Yosemite, Glamis
231. I dont have my dirt bike with me on this trip But would bring it next time
232. I live in SLO so I visit daily.
233. I ONLY VISIT PISMO DUNES
234. Jawbone
235. Jawbone Canyon
236. JAWBONE CANYON
237. Johnson Valley, Rubicon Trail, Dove Springs, Mojave
238. JOHNSON VALLEY,PRARIE CITY,CAL CITY,GORMAN
239. June Lake, CA
240. just here
241. JUST HERE

242. JUST THE HIGHWAY!
243. Just this
244. Just this one oceano dunes
245. Lagrange, Hollister Hills, Carnagie
246. lake Lopez
247. Lakes, beaches
248. liceune valley, johnson valley
249. Longbain, Sierra
250. lots
251. LUCERE, GLAMIS, JOHNSON VALLEY
252. Lucerne valley
253. MARIPOSA
254. Metcalf
255. miami trails
256. Miami Trails Hollister Hills
257. Miami trails, Oakhurst CA
258. Moab, Ut
259. Mojave
260. Mojave Area, Gorman
261. mojave desert
262. MOJAVE DESERT
263. mojave desert, moab ut
264. Mojave Desert, Sierra Forest
265. Mojave, Holister Hills, nMom's trails
266. Moon Rocks, Nv. The Hammers, Mojave Desert
267. mostly here, Hollister hills
268. MOTOCROSS TRACKS, PRIVATE FARM LAND
269. MOUNTAINS
270. mountains Desert
271. MOUNTAINS, GLAMIS
272. MOUNTAINS, RACE TRACKS
273. n/a
274. N/a
275. N/A
276. na
277. national forest
278. National Forest
279. NATIONAL FOREST
280. national forest land
281. National Forest Lands
282. NATIONAL FOREST LANDS
283. NATIONAL FOREST LANDS, HOLLISTER CALIFORNIA
284. National Forest Sand Mountain
285. National Forest, BLM, OHV (Hollister)
286. NATIONAL FORREST
287. NATIONAL FORREST LAND & HIGH DESERT
288. national forrest lands
289. NATIONAL LAND
290. National Parks
291. Nattional

292. Nevada, Smith valleu
293. new to OHV
294. Niagra, Ocatillo Wells
295. no where
296. no where else only here
297. none
298. None
299. NONE
300. none anymore
301. none just oceano
302. NONE YET
303. none, I love the dunes
304. None, only here...it's the best
305. Now we are looking for other places to go
306. Nowhere
307. Nowhere , just Oceano
308. ocatillo wells, and balinger canyon
309. Ocatillo Wells, Glamis, Sand Mountain
310. oceano dunes
311. oceano is the best no others
312. ocotillo wells, glamis
313. Ocotillo Wells, Glamis
314. Ocotillo, Glamis
315. OCTILLO WELLS
316. OCTILLO WELLS, FEDERAL BLM
317. OFF ROAD PARKS: NATIONAL FOREST; PRIVATE LAND
318. OHV areas, National Forest
319. OHV Oregon trails
320. OHV Parks National forrest
321. OHV, BLM, and National Parks
322. ON THE MOUNTAINS IN FRESNO
323. only here
324. only here!
325. only ocean dunes on regular basis. Easy access, shopping, amenities. occational dumont
326. OREGON
327. OREGON DUNES
328. OREGON DUNES, DOVE SPRINGS
329. Oregon dunes, Forest Hill CA, Sand Mountain
330. oregon Dunes, Glamis, Doumont
331. Oregon OHV, Dumont OHV
332. Oregon Sand Dunes, Glamis Sand Dunes
333. oregon, hollister hills, carnegie,glamis
334. oregon, nevada, utah
335. ORTEGA HWY (ORANGE COUNTY)
336. PERRIS LAKE
337. Pi-R
338. Pipi Valley, Sand Mountain
339. Pismo
340. PISMO
341. PISMO BEACH, LAKES

342. Pismo!!!!
343. Plumas National Forest, Stanislavs National Forest
344. ponderosa golden trout wilderness
345. Porterville OHV park
346. Praire City
347. Praire City cow mountain
348. Praire City Hollister
349. Praire City OHV
350. Praire City, Hollister
351. Prarie City, Dumont, Glamis
352. Private
353. private lands
354. privately owned property
355. pyramid lake
356. Race track
357. RANCH
358. RED ROCK
359. red rock canyon
360. RED ROCK CANYON
361. Red Rock, Glamis
362. Redrock Canyon, Glamis
363. RENO
364. RENTED
365. ridge crest
366. RUDEON, holister
367. Sacr Bram City
368. San Jose
369. Sand Mountain
370. SAND MOUNTAIN
371. SAND MOUNTAIN DOUMONT OREGON
372. Sand Mountain NV-BLM National Forest- El Dorado County Moon Rocks-BLM
373. SAND MOUNTAIN, DUMONT, WINCHESTER BAY
374. Sand mountain, Fallon Nev. National Forrest
375. SAND MOUNTAIN, GLAMIS (IMPERIAL DUNES), HONEYMAN DUNES
376. Sand Mountain, Nevada
377. SAND MOUNTAIN, NEVADA
378. Sand Mountain, NV
379. Sand mountain, Nv.
380. Sand Mountain, NV.
381. Sand Mt. NV, Florence, or.
382. SAND MTN, NEVADA, SAMOA SAND DUNES
383. SANT CRUZ
384. Sawbone
385. SHASTA CHAPPIE OHV, OREGON DUNES, STONEY FORD, NEW WILDWOOD STAGING OHV, FENDERS FERRY RD
386. Shaver
387. shaver desert
388. SHAVER LAKE/ HUNTINGTON, GLAMIS
389. SHAVER LAKE/HUNTINGTON, GLAMIS
390. Sierra

391. Sierra National Forest
392. Sierra National Forrest Plumus National Forest
393. Sierra Nevada, Sequoia Forest
394. Sierra's Fresno County, Moab UT., El Dorado County, Johnson Valley
395. Sierras, Tahoe
396. Silverwood lake
397. snow
398. Spring, Summer
399. Stanislaus National forest
400. Stanton Tx
401. State
402. state lands
403. State lands BLM National Forrest
404. State lands, National forest
405. Stony Ford, Tahoe Forest, Shaver Lake area, Hollister
406. Studdard Wells, Gorman
407. the fields
408. The Pier
409. USFD
410. Victorville,Hollister Hills, Desert, etc.
411. WE JUST KICK BACK
412. WINCHESTER BAY, GLAMIS, OCTIOWELLS
413. WINNEMUER SAND DUNES, NV SAINT ANTHONY SAND DUNES , IDAHO
414. Yosemite
415. Yosemite National Forest
416. Zion Grand Canyon

Oceano Dunes Study Participant Suggestions for Improvements

Researcher Note: Below is a listing of all comments provided by those visitors who took the time to write comments when completing the survey. It should be noted that not all visitors provided comments, so they should be seen as representative only of those visitors who wrote comments and not of all visitors who participated in the study.

1. 1) More grading of Holly road further back and have designed pad/camp areas spread along Holly road 2. Speed Patrol/enforcement on Holly road
2. 1. More land 2. More attraction info
3. 1st time here, have not seen improvements
4. 4x4 track/obstacle course is awesome and nothing needs to be added
5. A dump station
6. A dump station! And don't close or charge
7. A fantastic place- enjoying the hiking, plant, animal life and the stars at night! Surprised about the no fee camping with shade, facilities and length of time allowed
8. A few more bathrooms
9. A map as you come into the park to know the roads
10. Access to the air field to the public
11. Add more showers and restrooms. Ranger station too far to shower
12. Add yield at Holly road and wash
13. Added restrooms are great
14. All good
15. Allow races
16. At the beginning of the season, pack down major "trails" like county line so not so soft
17. Bar concessions, ladies, more gazebos randomly through park to break or camp with nobody around
18. Bathroom (?) At Holmes, Pumpkin patch, gas domes
19. Bathroom at crossover campground don't start charging showers
20. Bathroom with showers black water dump site
21. Bathrooms
22. Bathrooms
23. Bathrooms covered seating better paved roads
24. Bathrooms, rocket shooting, love it just the way it is
25. Better bathrooms
26. Better bathrooms
27. Better camping sites
28. Better marked trails, more signs, flags on all vehicles
29. Better trail markers i.e. Difficult or easy
30. Bring back radio rock (?)
31. Bring back staff
32. Campground with hookups, A/C, pool, etc for summertime
33. Cell service
34. Cell service
35. Cell towers
36. Cell towers
37. Changer needs to work for the shower
38. Cleaner bathrooms. Sandrails should stay in designated trails/washes because they post a safety concern to other riders
39. Clearer park boundary markings

40. Clearer park boundary markings
41. Comp air station, potable water, dumping station, ice cream parlor
42. Continue doing what you're doing. Additional bathrooms at popular spots has been a great addition
43. Continue funding for the Discovery Center
44. Continue providing the new signs as well as the restrooms
45. Cuter single guys!
46. Desert rose/restaurants close
47. Do not let this wonderful place turn into a fee please. Thank you a local dump station or (?) Truck
48. Doing a good job!!! Allow organized events on (?) North
49. Don't change a thing really appreciate the courtesy and professionalism of all staff and rangers
50. Don't like the 4x4 training area-especially that motorcycles can't use the area anymore
51. Drinking water stations
52. Dump
53. Dump station
54. Dump station
55. Dump station
56. Dump station
57. Dump station
58. Dump station
59. Dump station
60. Dump station
61. Dump station
62. Dump station
63. Dump station
64. Dump station and fresh water
65. Dump station or contractor to come out to camps and dump septic/holding tanks venders (ice, fire wood, etc.)
66. Dump station, cell tower
67. Dump station, fresh water fill up
68. Dump station. A place to get water
69. Dump stations
70. Dump stations access to potable water
71. Dump stations or hook ups/campsites
72. Dump yard
73. Dust control i/e watering down roads/tables in shade areas
74. Enforce trash pick up
75. Everything is good
76. Everything is good, new bathrooms are good
77. Excellent as is
78. Facilities and rest rooms
79. Fewer rocks @ blowsand grade to blowsand
80. First time here. So far, very happy with everything
81. Fix marina dr entrance bigger ranger presence in truck haven
82. Flushing time- holmes camp site amount of water being ?
83. Flushing toilets, more showers and running water, more shade shelters, less punks!
84. Free ice cream
85. Free land, bigger off road park
86. Full hook ups
87. Full hook ups
88. Gas& dump station. New helmet law lacks for side by sides under 1000cc is ludacris!!! We have

spent thousands of dollars on headset intercom systems that cannot be used w helmets. It should be owners choice and not the dicatorship of california. The new trail markings are awesome tables and cabanas on pole line road stop making laws for vehicles with regards to safety, from an office with no experience on the vehicles or any knowledge of what you're talking about!

89. Geology tours
90. Get rid of all the authority!
91. Get rid of authority!
92. Get rid of fences and Mexicans with no helmets
93. Get rid of helmet law put a campground (full hook up) on the s-22 side
94. Good
95. Good as is!
96. Grading of main dirt roads
97. Great as it is!
98. Great as it is!!!
99. Great place (ice not so expensive)
100. Greater climate control more trash bins/dumpsters10
101. Home of the free! Land of the brave!
102. Hot showers and electricity at all the bathrooms
103. Hwy 22 can use some improvement-very bumpy and hard to tow on it. The park itself is wonderful- love the sites near the restrooms :)
104. I don't want to see more regulations. I like to see an easier permit process. Truck permit hard to get. Don't like motorcycles here
105. I love the help the ladies gave us
106. I travel out here 4 times per year with friends from the east coast. I buy airline tickets, rent cars, motel room, buy food and supplies. Sometimes we bring wives and they go shopping. The reason I come out here is because Maryland and Delaware have NO public riding areas. I am always amazed on weekends the amount of families coming to Ocotillo Wells to spend the weekend riding. It must be a big source of income to the state's economy.
107. Ice machines- vendors
108. Improve n marina drive access
109. Improve the road entering park- needs to be dragged
110. Is a very nice and well maintained park. Our family has been coming here for over 10 years. We love it here!
111. It is the best keep doing what we are doing
112. Its all good
113. It's fine as is
114. Its good as it is!
115. It's great already!
116. It's ok as is
117. Keep bathrooms on main washes only!
118. Keep it free!
119. Keep it open please
120. Keep it open!
121. Keep it open, legal
122. Keep it the same
123. Keep it the same and we will continue to visit!
124. Keep it the same, don't fence off riding areas
125. Keep land open, trash disposal, ? Clean up
126. Keep our parks free and open
127. Keep the areas open-don't close them off like the dunes. Keep ocotillo open and help imperial

county dunes! Legalize fireworks in the desert
128. Keep the desert and OHV open!
129. Keep the land open to the public and don't close off anymore land
130. Keep the politics out and the doors open!
131. Keep the riding open. Stop the restrictions
132. Keep the road smooth
133. Keep trails open
134. Keep up the free park and open OHV area
135. Larger trail markers- more visible couple more map kiosks/displays @ larger trail junctions
136. Late night noise i.e. Loud radios, noise bikes @ 3am
137. Less (?) Interaction of rangers, BLM officials to not drive the tourists to other northern locations like Riverside,etc. Persue DUI's not family fun
138. Less areas fenced off
139. Less BLM and state park employees!!
140. Less dust
141. Less enforcement, hasseling people, graded tracks, less sign
142. Less fences, main need graded better more bathrooms, lights in bathrooms
143. Less fences, more trails
144. Less grading
145. Less idiots
146. Less law enforcement and signs
147. Less law enforcement!! :)
148. Less limiting fences
149. Less music at 4a.m.
150. Less people!
151. Less rangers
152. Less rangers fewer graded roads
153. Less regulation, no cops, less signs it clutters the desert. Stop closing areas for animals or plants. Vehicles with roll cages do not need a helmet.
154. Less rocks
155. Less rocks
156. Less rocks at blow sands road smoothed
157. Less signs, clutter in the desert. Less regulation, less law enforcement. Stop stupid helmet law for vehicles with roll cages.
158. Less signs, less bathrooms, less enforcements, no more trails with rules, no more grading trails. These stupid ass trail markers could break someone's fingers while riding.
159. Less theft
160. Less white trash. More ranger patrols
161. Less wind
162. Less wind
163. Let us enjoy it
164. Level the whoops, next to the freeway
165. Like it
166. Like it as it is
167. Like it as it is
168. Like it the way it is
169. Like the showers signs- descriptive "big fans to blow dust the other way"
170. Like the way it is!!
171. Love bathrooms, trail markers, love ranger pressure, especially at night
172. Love it as it is

173. Love it as it is
174. Love it here
175. Love showers, hot water, like the changes too grouped together on main street
176. Main roads that have a speed limit need to be enforced
177. Major cross roads marked more clearly
178. Make it bigger
179. Make obstacle trails
180. Maybe having fresh water delivery and waste removal service. More areas with cabanas w picnic benches would be nice. The only thing negative i have to say is that i believe the law makers need to consult w off road enthusiasts about new laws before proposing them. The new helmet law for UTVs was not well thought out or researched prior to being written. I believe that some of the provisions have been revisited and removed due to the extreme ramifications it could have off roading in California
181. Maybe more markers around camp sites to eliminate speeding more
182. More 4x4 adventures offered on weekends. More kids training classes (ATV). More concrete picnic tables
183. More activities offered by the ranger station
184. More bathrooms
185. More bathrooms
186. More bathrooms
187. More bathrooms
188. More bathrooms
189. More bathrooms
190. More bathrooms
191. More bathrooms and more tables
192. More bathrooms!
193. More bathrooms, more benches
194. More bathrooms, water
195. More bathrooms, water faucet, cell phone coverage
196. More bathrooms/showers
197. More benches with over hang and gas stations
198. More cabanas, restrooms and trash bins
199. More campground clean
200. More campground clean
201. More campsites. Entry road kept up
202. More chicks restrooms
203. More CXTs or vault toilets and more trash cans
204. More dumpsters
205. More dumpsters @ popular sites more shade windbreakers
206. More dune buggies terrain better ups and downs
207. More dust control
208. More education on off roading for the idiots
209. More enforcement on speeding ATV near a campsite. Minimal off roading near campsites
210. More friendly faces like Alison
211. More kid friendly more flags, esp motor cycles more dumpsters
212. More land
213. More lodging- pools
214. More maps of trail maps to other locations like map of the "shopping mall" (example)
215. More marked trails, like the street signs.
216. More medical personnel for emergencies

217. More nearby supply stores/snack bars
218. More obstacle courses
219. More open area, No fence
220. More open areas
221. More open spaces, STOP CLOSING AREAS!!!
222. More options for dirt bikes; i.e. Track more showers
223. More park rangers! Keep it free!
224. More restrooms
225. More restrooms
226. More restrooms
227. More restrooms
228. More restrooms
229. More restrooms
230. More restrooms
231. More restrooms
232. More restrooms trash dumpsters
233. More restrooms and pavillions
234. More restrooms and picnic tables with shade
235. More restrooms and water stops
236. More restrooms, showers love the restrooms cleaned\sometimes sewer backup more shade structure
237. More sand @ blowsand
238. More shade
239. More shade
240. More shade
241. More shade more trails rocks on trails (pls improve)
242. More shade areas motor cycles seem to want a course for themselves
243. More shade huts
244. More shade- more 15 mph enforcement especially at night in the blow sand area
245. More shade ramadas, showers on the north side
246. More shade structures
247. More shade. An area dedicated to small kids
248. More showers
249. More showers
250. More showers
251. More showers
252. More showers
253. More showers
254. More showers on north side
255. More showers, another ranger station on hwy 22
256. More showers, dump station
257. More showers, on main st, even paid, let fireworks be legal
258. More signage- more historical apps
259. More space to ride more restrooms more shade structures
260. More stores
261. More tables/shade
262. More toilet paper in bathroom
263. More trail signage we love ocotillo wells and the kids' programs you offer
264. More trash cans
265. More trash cans, covers and benches

266. More trash dumpsters food truck
267. More trees
268. More trees/shade structures
269. More wind breakers awnings more spaced apart
270. Most upsetting thing about being an offroad enthusiast is having our green sticker money raided!!
271. Motocross track would be nice more shade ramadas place to buy gas
272. Nail removal in campgrounds trash pickup more showers
273. Nails on ground like facilities, rangers should ticket pallet burners when grading roads, be aware that it spread nails all over
274. Need a better place for kids to ride and play need maps to indicate grocery stores and amenities in the area
275. Need benches to sit on outside
276. Need more metal awnings
277. No improvements
278. No more fences
279. No off road enforcement
280. No permits/fees for overnight campers!
281. No tent camping location restrictions on east side of poleline
282. No wind
283. No-leave it alone
284. None i love it
285. None I love it here!
286. None we like it how it is
287. None, all good, don't change a thing
288. None, except helmet law and 4 seat conversion law not fair because I can convert a street vehicle but not my off road vehicle
289. None, love it
290. None. Great place
291. None. Have plenty, that's why we come here!
292. None. Love it the way it is :)
293. None. I like it how it is except the main road coming in needs a lot of improvements. It is very bumpy
294. None. Perfect the way it is.
295. None. Thanks for the bathrooms
296. None. This is a good time
297. None. We love this place
298. None...love it!
299. None/ocotillo is awesome!
300. None-it is good
301. Not at this time
302. Nothing! A great place to enjoy on holiday and weekends
303. OHV fueling ? Station. ? And local revenue ? Should remain solely and exclusively for OHV operating expenses not non OHV ? Park use fee free, budget to fund OHV endeavors & eliminate non OHV park expenses from using OHV revenue. Return OHV staffing and asset budget to past 2008 levels. Return fees and day use passes
304. Open bald hill
305. Open dump
306. Other than maybe a mud pit it is awesome
307. Palapas are a good idea

308. Park looks great!!! More dump stations
309. Park offers a great public service. Perfect as is. Better signage of places that are illegal to ride- often hard to spot at high speeds on a dirt bike
310. Park swimming pool
311. Pay showers- like $25 quarter type in a few areas like by restrooms and dumpsters
312. People
313. People are encouraged to take out garbage mostly broken things not regular trash broken easy ups, chairs ext
314. People being cautious but keeping the fun going
315. Perfect how it is now!
316. Perfect! Love it here! We make a point to make this a destination vacation away from winter rainy Oregon
317. Picnic tables more shade
318. Please ask where campers go to "dump" and where they get supplies and food. Where do they go for vehicle service and towing? Need a safe place for kids to play
319. Pool, jacuzzi
320. Problem with nails
321. Programs are wonderful. Needs a gas station in town
322. Remove fire debris from developed sites
323. Restrooms
324. Restrooms fire pits- designated so more visible
325. Restrooms at shell reef
326. Restrooms, showers, more shade, rangers checked on us, gave us ?, great family oriented, usually go to?, 1st time here, love it so far
327. Roads, grading wind break at camp sites park staff is excellent
328. Running water toilets practice training areas for beginners
329. S22 road to be leveled by Cal Trans from US86 to Holly road. Paths to camp off Holly Road
330. Sacramento needs to visit on big weekends to understand why we come here. As far as the new UTV/Side by Side backseat law needs to be like a smog check. Have a site to sticker a UTV with approval otherwise we will be stopped often to be checked for compliance. The law should be "seats bolted into frame or cable" Do not limit the law to be no rear seats only. Otherwise my side by side will be obsolete and stop my trips all together.
331. Safety lessons for kids and adults
332. Sanitation Dump and water
333. Service vehicles snack/beer stand
334. Shade ramadas at Pole Line Road
335. Shade trees
336. Shades
337. Shower token machines to accept quarters!
338. Showers
339. Showers
340. Showers
341. Showers
342. Showers
343. Showers
344. Showers
345. Showers
346. Showers on SR22 more bathrooms DUI check points
347. Showers to accept quarters also
348. Showers, even open showers, or paid more bathrooms, love the existing ones

349. Smooth "cross over"trail
350. Smoother roads
351. Smoother roads in and out
352. Solar powered soda machine at or around restrooms stocked during winter mainly. Wifi hotspots near or around restrooms. Rental cabins
353. Solar powered vending machines at restrooms. Air pumps at restrooms
354. Start charging a fee. Glad to pay it and keep rif/raf out! :)
355. State park is doing a great job!
356. Stay open!
357. Stop blocking trails
358. Stop closing different areas within the offroad park
359. Stop closing land, open more land
360. Stop taking away off road funding
361. Stores or facilities offering groceries
362. The desert is looking good again keep up the good work
363. The place is great
364. The rangers are usually so awesome and kind. This trip, however, one was very rude, uninviting and gave me a speech on economy!!! He ruined one evening of our "get away"!! Other than that, keep it the same
365. The woops taken out of some trails more restrooms in various areas
366. Things are great but maybe more signs for trails/streets
367. Thinks the state is doing a great job!
368. To tokens in washroom. Urinals added for men
369. Trail map for jeep trails
370. Trail signs maintained
371. Trailer hook-ups!
372. Trash
373. Trash cages in truckhaven area motocross tracks RV dump
374. Trash cans
375. Trash dumpsters
376. Turn off the wind machine, all kidding aside, in the last few months the improvements have been great
377. Tv signal for big football games
378. Update contact info on park website and map. Says 5391, should say 5393
379. Update map w/ new trails
380. Vendors allowed to bring items for sale into campgrounds gas at the blue inn
381. Very happy with the park! Would like visitors to clean up after themselves more.
382. Want concession stand drinks, coffee, ice
383. Was thrilled to see the new bathrooms
384. Water
385. Water
386. Water and dump station
387. Water in the rest room to wash hands or sanitizer dispenser.
388. Water on s22 side better signs for other campgrounds more trash pickup
389. Water pressure to wash bikes sinks/water
390. Water sources to fill RV's so we can save on gas showers
391. Water stations w bathrooms, mini mart inside park that sells ice, snacks. More shade. Enforce 15 mph in Holmes camp
392. Water stations, potable water
393. Water trucks grading of main trails

394. We like it the way it is!
395. We like the main road watered! Good job!
396. Win lawsuits!
397. You guys are doing awesome already!
398. You're doing a great job. Keep it up. Thanks

Prairie City SVRA Study Participant Suggestions for Improvements

Researcher Note: Below is a listing of all comments provided by those visitors who took the time to write comments when completing the survey. It should be noted that not all visitors provided comments, so they should be seen as representative only of those visitors who wrote comments and not of all visitors who participated in the study.

1. Improvements
2. $20 gate fee for Hangtown Track
3. .25 mile race
4. 1. Groom ATV Track. 2. More technical ATV areas.
5. A bike/atv wash area
6. A family style ATV/Dirtbike track would be great
7. A larger motocross practice track. Better trail signs
8. Additional motocross track, grand prix type course around the outside that was marked and directional
9. All Good
10. All good
11. All good, Thank you!
12. All is good
13. All is good
14. Allow Camping
15. Allow overnight camping
16. Allow overnight camping for everyone
17. Another practice track, more jumps and kill climb areas
18. Area for beginner adult riders like my wife. These could be similar to kid areas, should have smooth trail, no rocks
19. ATM Machine
20. Bathrooms
21. Bathrooms
22. Beer Garden! Bee traps
23. Better ATV track
24. better grooming on practice track. TT Track (like hollister)
25. better MX store, plant more trees
26. better MX track
27. Better parking to get in and out on race day
28. Better practice MX Track
29. better practice track, no red sticker season
30. Better prep of practice track. Greatly improved over last year though.
31. Better prep on moto track
32. Better signage at gates.
33. Better trail grooming, too much cobble.
34. better up keep of the ATV practice track.
35. Better watering on track that do not flood them.
36. big track
37. Bigger 4x4 area
38. Bigger MX Track
39. Bigger practice track for intermediate or adult learners
40. Bigger Rock Gardens

41. Bike wash down area
42. Bill and Paula do an amazing job
43. Bring in lots of dirt and cover all of these rocks.
44. Camping
45. Camping
46. Camping
47. Camping
48. Camping please
49. Camping Please!
50. Camping sites with restroom
51. Camping, Less Rocks
52. Camping. 4x4 track groomed
53. Change practice track layout every 6 months
54. Change Red Sticker
55. Change the configuration of the ATV track at least once a year. More space
56. Charge more money at gate, $10.
57. chow
58. cleaner restrooms more trees
59. Clear all the rocks off the property
60. Clear some of the rocks from the trails, they are pretty hazardous.
61. Complete phase II of 4x4 pit area
62. Current and up to date (correct) information regarding environmental issues. Riders care about conserving out area; please keep current on what is and is not an environmental issue.
63. Cut more clean single track, add good dirt
64. daily track up keep
65. Direct entrance to MX track
66. Do more with the property. Most of the people I know that ride don't like coming out here because it is "boring to ride".
67. Doin Great Job. Lets see the complainers try to run this place.
68. Doing a great job
69. Drag the short course. Keep it smooth.
70. Drinking fountain. Something for the kids like a little park.
71. Drinking fountains
72. Drinking Fountains
73. Drinking fountains in mini track area.
74. Dust control
75. Electrical outlets at parking spaces would be nice
76. Enduro Cross Track
77. enduro x
78. enduro x section, trials section
79. Enduro X trials
80. everything at this point is great. I love how nice the bathrooms and seating are.
81. Everything is excellent
82. Everything's Great! Thanks
83. Excellent
84. Expand Area
85. Expand Area
86. Expand Area
87. expand areas
88. Expand land (might spend more)

89. Expand Park
90. expand practice track
91. Expand size for off roading. look at conservation around park, closing sections of park to let nature do its thing and then reopen.
92. Expand the property if possible
93. Extend Red Sticker riding
94. Extend Red Sticker riding season. Also, allow camping year round
95. Fewer snakes
96. Fine the way it is
97. Fire pits within all areas of the park. Overnight camping is a must, super great for family and kids.
98. First time here
99. First time here, have to get a feel for it.
100. First trip, hope to come back now that we have more info on facilities.
101. Fix practice track. More clay dirt
102. Fix the jumps
103. Flush toilets at the mini track and sinks
104. Flushing Toilets Less "babyheads" on trail=better grooming Single track area
105. Food trucks. More hill climbs
106. Food vendors
107. Gas Station
108. get rid of river rocks
109. Get rid of some of the rocks on the kid tracks like the big kids track. Bring in outside dirt.
110. Get rid of the people checking in. The fee is to much, the track is maintained like shit.
111. Glasses at kids track for safety
112. Good amount of usable trails stuff that has been thrown out (logs etc. by go kart track).
113. Good as is
114. Good job
115. good, no change
116. Good. Clean.
117. Grade tracks more often
118. Grade/ clear more trails. expand park
119. Great improvements to park.
120. Great Job! Park is in great shape. All staff are pleasant and helpful. Thanks!
121. Great Park
122. Great Park
123. Great Park, nice facility
124. Great place to ride! Nice Bathrooms! Love the snack shack & parts store!
125. Great Place. Just learning to ride my ATV
126. Great place. Maybe a taco truck! Food is came
127. Great place. Sink/sanitizer in bathroom
128. great practice track reg.
129. Great!
130. groom & water track more
131. Groom 4x4 Track
132. Groom river rocks of general trails
133. Groom the practice track and would like it bigger and possible some bigger jumps.
134. Groom the practice track better. Quit dragging the loose dirt on to the track. Better jumps, not bigger, just better so people that are better prepared for bigger tracks. Mix in clay and mulch (condition) so its not so fine. Other than that, this place is awesome.
135. Groom the rocky trails in the first half of the park.

136. Groom the track more often, build another track
137. Groom track more
138. Groom tracks, less rutts
139. Groom trails
140. Grooming and maintenance of trails
141. Grooming and new soil on practice track is great.
142. Grooming Vorra Track
143. Had fun
144. Hangtown motocross & park fee, during week one fee
145. happy to still have our parks in california
146. Hill climbs, red sticker ride year round
147. Hose
148. Hot Food Stand
149. I am enjoying all improvements so far, keep up the good work.
150. I like it
151. I like it how it is
152. I like that the practice track is better maintained. I wish the trails were less rocky. Overall nice visit.
153. I like the park the way it is.
154. I like to store. Would be willing to pay more for entry fee to keep PC open. Maybe $5 per off road vehicle.
155. I like what has been done with the 4x4 area.
156. I love the clean restrooms
157. I love the direction the park is going. It seems that funds that have been provided are going to great improvements.
158. I love the improvements made to the MX practice track and I would like to see it made a little bit bigger if possible.
159. I love this place.
160. I think it is a great place, there is a little bit of everything.
161. I think it is very good as is. Great place for family outing. Safe and fun. Great for community.
162. I think its great!
163. I think this is a great place.
164. I think this place is awesome
165. I would like bigger jumps on the practice track
166. I would like to see continued development of trials area
167. I would like to see hangtown open more. Removal of the red sticker restriction. Other than those hangtown is amazing, I come here with friends and family. It is a great family place and I have gotten closer with all of them because of it.
168. I would like to see the motorcross practice track rotated in say 20-30 minute cycles for younger less experienced riders.
169. I would like to see the practice motocross track expanded and more jumps added to it. Clearing of weeds and brush on the trail throughout the park. More water spigots and hoses so riders could hose off their bikes. Allow red sticker to ride year round.
170. I would love to camp here, would save me money for to and from trips. More land to open ride.
171. Improved off road trails , less rocks and better flow, possibly one way
172. Improvements made so far are fantastic. Keep up the good work. Thank you for providing a safe place.
173. Improvements to MX Practice track, grooming, etc..
174. Increase park size. Open Youst property for day use.
175. Increase practice track length for motorcycles. Use the tractor to rip up erosion ruts on trails

where possible. Remove all loose round rocks larger than a golf ball.

176. Invasive weed control for yellow star thistle
177. It is nice to see you finally grooming and watering the MX practice track. We quit coming here because the track was not groomed and watered. We would spend $25 per rider and travel to Marysville because of the better track conditions. Thanks
178. It's All Good!
179. It's all ok
180. Its good
181. It's good the way it is
182. It's good.
183. It's perfect!
184. Its pretty good
185. Its pretty rad. More events?
186. Jumps with landing on practice track. IE tabletops and safe double? Maybe a step up?
187. Just keep maintaining the MX practice track. It is currently the best I've seen it in the 15 years I have been riding here.
188. Keep any bike under 85cc off the practice track. remove some rocks
189. Keep hill climbing areas open as much as possible
190. Keep it free keep dogs allowed
191. Keep off road track usable for practice, i.e. mud bog control
192. Keep practice motocross track in better shape
193. Keep the track in better shape, more maintenance
194. larger area, more trails, rentals, motorcycles
195. larger kids only track. traveling food/drink cart. signs designating level of difficulty to ride (like ski resorts) so kids know where they can and cannot/shouldn't ride.
196. Larger MX Track, make ATV track smaller, more space, rock removal. Water at the kids track. Showers and camping area. Hose off area for bikes
197. Larger riding area Practice track upgrade open more area
198. Leave our easy ups alone at hangtown.
199. Leave some of the race signage up. To a lot of people this track is legendary to ride on.
200. Length and improve motocross trails. groom trails. camping
201. Lengthen practice track. Shorten ATV track. Repair Moto track, fix jumps, add tabletop. Find someone who knows how to build and keep personnel trained on maintenance track.
202. less harassment and rangers
203. less if possible
204. less involvement from park rangers, they harass riders
205. Less of an entry fee for the Motocross track
206. Less Rocks
207. less rocks
208. Less Rocks
209. Less rocks
210. Less Rocks
211. less rocks, groom practice track
212. Less Rocks.
213. Less water on ATV track, maybe bigger
214. Let red sticker bikes ride year round
215. Lights on Kart track Well supplied kart shop at track Dump station for RV
216. Like it as is
217. like it the way it is
218. Like the practice track to be groomed often. More beginner practice track

219. like track, little more maintenance
220. Longer Motocross practice track
221. Looks clean. Easy signage on road. great time. like the BBQ and fire pits.
222. looks good to me
223. Love It
224. Love Prairie City, no issues
225. Love the addition to the practice track, bigger practice track. Love the two mini tracks
226. Love the new revised moto track
227. maintain tracks. more shade. more land for riding. more full facility bathrooms.
228. Maintaining MX track better
229. Maintenance on practice track
230. Make a better practice track for better riders.
231. Make bigger jumps
232. Make camping available
233. make different ATV race tracks. Make riding area bigger. More trails
234. Make it possible for red sticker bikes with spark arrestors to use park year round--
235. make marked trails
236. make more tracks for atv's
237. Make motocross jumps a little more safe.
238. More 4x4 areas
239. More 4x4 obstacles
240. More area to run track, more rock areas, dust control, more water access to hose off mud.
241. More bathrooms
242. More BBQ pits and water faucets
243. More BBQ Pits. ATV track: one large table top jump
244. More care giving to the practice tracks
245. More Concession Permits
246. More designated trails with less large rocks.
247. More difficult kids track. 110 cc track
248. More dirt to cover rocky areas
249. More drinking fountains
250. More events - dirt bikes/ quads/ off road, etc. throughout the year. classes/training on how to ride dirtbikes/ quads/ go karts, etc.
251. more food, restaurant
252. More freedom
253. More frequent prep for practice MX track
254. More garbage cans
255. More grading on practice track
256. More grooming of motocross practice track (jumps and adding better dirt). camping and fire pits.
257. More hill climbs like in the back area. More rock sections.
258. more improvements to prairie city, grounds, roads, etc. less hassle on spark arrestors, reg.
259. More information about events happening
260. More Jumps
261. more land
262. More land
263. More land and trails
264. More logs and rocks
265. More maintenance on the practice track
266. more mud
267. More Mud

268. More mud
269. more mud pits, lights for night
270. more mud would be nice. maybe better jumps on the ATV track, like a table top or two. Great place to ride other than that.
271. more obstacles
272. More obstacles please
273. More obstacles. The new 4x4 area is nice though.
274. More one way trails
275. More park
276. More parking with shade provided. Improve practice track maintenance.
277. More people that offroad
278. more picnic table for groups
279. More places to wheel
280. More riding area. 2 1/2 hours and you have ridden the whole park
281. More riding information and other parks
282. more rock obstacles, more water spigots, more trees for shade
283. More Rocks
284. More Rocks
285. More Rocks
286. More running water, flush toilets, good concessions and variety
287. More sand on the track.
288. more shade
289. More Shade
290. More shaded ATV trails
291. more signs for rookies
292. More signs to find the park
293. More slippery mud with less deep water. More winch points
294. More space for kids track, just make it bigger on the back side. The adults have a lot of space, kids need just a little more.
295. More space for UTV's
296. More staging areas, it gets full
297. More technical stuff on the enduro section of track
298. more track maintenance, less people
299. More trackers for beginner adults.
300. More tracks and more daily maintenance/grooming on track (practice track).
301. More tracks and trails, less river rick, and more races
302. More tracks for smaller bikes (50's) and no 4 wheelers on same track
303. more trash cans
304. More trees
305. More trees
306. More trees for shade
307. More trials sections
308. More up keep on practice track although it has gotten much better over the past few years
309. More UTV areas. better signage delineating area use. it seems like UTVs are being treated like an afterthought. Clean the bird crap off the picnic table.
310. More variety in the Mud Hut, much better than before
311. more water on the tracks in summer months. more tracks and trail grooming
312. More water on track
313. More water to control dust
314. More water trucks (outside of the tracks) Motocross practice track improvement (more frequent

grading)

315. more watered trails
316. More work on practice track, water more often
317. Motocross open more days a week.
318. Motocross practice track is 100 times better than it has been, it needs to be changed once in a while. Lets keep it interesting. Jumps need to be reworked to safer landing area. A flat track area in back of practice track to the right of hangtown.
319. MotoGross Track
320. MX Practice track maintenance
321. MX Track prep top of jumps need work
322. Need one very well groomed (no rocks) practice area for beginners - dirt bikes- not worry about traffic, just practice maneuvers. Maybe a very well groomed small trail for beginners.
323. Need to charge more for entrance fee! $10.00
324. New practice track. Multiple
325. Nicer lady at gate
326. No fee for hangtown MX track
327. no green and red sticker. not one fire.
328. No improvements, we enjoy our trips here
329. No improvements. I'm with them from out of town (New Mexico). Contact NM State Parks and let them know we need some ATV/MX State Parks. What a great idea!
330. No more red sticker season. Maintain the tracks a little better
331. No more side by sides
332. none
333. none
334. none
335. None
336. None
337. None all is good
338. None at this time
339. None I can think of
340. none- I love this park and plan on coming out every dry weekend. I love the covered picnic tables , the water used to wash bikes off, and the trails surrounding the park.
341. none so far.
342. None, great area. Maybe less stones would be good
343. None, it was great.
344. None, its good.
345. none, its perfect
346. none, love this place
347. None, the park is great
348. None, Very clean
349. Not have so many sections closed so often! Today only "rock land" (open riding area) is open - our least favorite. "Outback" and the "Bowl" - our favorites - both closed. Last time the "bowl" was closed again. Having trouble making the annual pass pay for itself at this rate.
350. Nothing
351. Nothing at present. Change rotation of tracks?
352. nothing you guys have an amazing park
353. Nothing, 4x4 improvements have been great.
354. Nothing, good job
355. Nothing, it's great and it's close.
356. Nothing, keep up the good work.

357. Nothing, we had fun!
358. Nothing, we love it here
359. One site for all events taking place at prairie city
360. One way trails
361. One way trails
362. One way trails. More tables and picnic areas
363. Open 7 days per week, new or improved water truck, overnight camping, expand park property.
364. Open it to night wheeling
365. Open more park area
366. Open red sticker year round. Have to go to other places to ride my dirtbikes year round.
367. Open the Yost area for open riding, trails. (Adjacent to gravel pit). good job on the practice track.
368. Open trail riding dangerous for small wheeled motorcycles due to large loose rocks. Would like to see beginning tracks maintained better.
369. Open Wednesday
370. Open yost area
371. Over night camping
372. Overnight Camping
373. Overnight Camping
374. Overnight Camping
375. Overnight Camping
376. Overnight Camping
377. overnight camping, red sticker all season
378. Overnight Camping. Flushing toilets at kids track.
379. overnight, shower
380. Park has made great improvements
381. Perfect!
382. Pick up all the river rock
383. place is just fine
384. Place is perfect
385. Please open practice tracks for red sticker
386. Please read suggestion box. ATV practice track needs some professional help. It would attract 10 times as many riders if it was a little more thought out. I'm in NorCal ATV club and we will be happy to sit down with track developers with some safe and more challenging changes to the track.
387. Practice track grooming. The use of California State Parks pass to be accepted at the front gate seeing as it does cost twice the amount as the OHV Pass and one of the California State Parks offices is on the grounds. It makes no sense what so ever that this pass is not accepted.
388. Practice track is awesome! Amazing improvement from how it used to be. It's softer (safer and better traction), less rocks, and not nearly as dusty. I've been coming here for the past 15 years and it is the best it's ever been.
389. Practice track is great don't change it.
390. Practice track maintenance is sub-par compared to other tracks. More open space for riding. Red sticker vs. green sticker open up year round. Any 2 strokes should be red sticker, and all 4 strokes should be green. Overall staff is respectful and managed well.
391. Practice Tracks: French Drain
392. Prairie City would be great if we could camp and shower. Other than that this park is a great example for all other parks.
393. Prep the tracks
394. Propane/Natural gas propane BBQ. Better food in building. More slow zones around staging.
395. Put motocross track open for bid. Remove Scott Davis and you would have a better attendance?
396. -Rangers are awesome; medical response is awesome! -Nice Bathrooms *Get more garbage

cans

397. recycle bins at sites
398. Red sticker all year
399. Red sticker all year round
400. red sticker nonsense. just enforce on spare the air day.
401. Red sticker season is just plain silly. Sound test is also silly
402. Removal of some larger rocks on trail for more kid friendly
403. Remove all of these rocks. More dirt trails, less rocks
404. Remove some of the bigger rocks on the trails. Open new trails in overgrown grass areas.
405. restaurant / BBQ
406. Rip and disc the track, build up the burms and jumps mainly the landings of jumps. Basic track improvements.
407. rock course around the 4x4 area
408. Rock Maintenance on the trails. Other than that the park is great
409. Shade
410. Shade
411. Shade in MX track parking
412. Shade structure. easier access to track
413. shade structures, drinking fountains
414. shade, cheaper entry fee, more beginner oriented.
415. Shorten Red Sticker Season!
416. Shower
417. Showers
418. sink for hand washing
419. Smooth ATV track
420. Smoother track
421. Smoother trails
422. snack and food options, bbqs, please consider food vendors.
423. some grass area and some shade
424. Some single track, more kids tracks
425. Some trails could be better groomed, most are fine for experienced riders, but not good for beginners. Keep green sticker money within the parks. Eliminate the red sticker rule.
426. Some trees for shade
427. State would charge $10.00 a car load would be great. It would help out rangers and maybe put in some more amentities and facilities
428. stay open
429. Stay Opened Later
430. Stop closing off trails here.
431. Stop putting up fences and environmental centers. It's just rock piles and dirt bikes
432. Stop using our money in other places. Keep our parks nice and safe.
433. Take Red Sticker away
434. take the rocks away. The BBQ track is so much better
435. The ATV practice track done like the motocross practice track. way to rough on the tires
436. The availability to do overnight camping.
437. The back to be open for public to ride
438. The changes you are making are great. Great place to ride.
439. The kids love it.
440. The park is great, best $5 I've spent in Folsom.
441. The park is looking good, keep it up. The mud mart is a great asset and life saving when you need them, and they are good people. We are glad they are here.

442. The park is looking very good. I liike the recent upgrades to the 4x4 park
443. The progress always surprises me, keep up the good work.
444. The recent improvements are already far better
445. The red sticker season should be all year.
446. The removal of the red and green sticker law. Don't understand why a 1989 2-stroke is legal year round when a new motocross bike, which is cleaner, can't.
447. The track needs to be groomed more. Other than that everything is great.
448. This survey was filled out by a Hangtown employee who did an estimate for bikes at Hangtown for that entire day???
449. To have the tracks watered more often
450. toilet paper, it rips too easily
451. too many rocks
452. Too much gravel on mini track, kids slipping. Need more table tops on mini and whop section. Thank you
453. too much time focusing on facilities. its about the track(s)/riding. more riding areas. track maintenance! some place for spectators (trainers) to ride.
454. Track for beginners
455. Track is well maintained, everything looks good.
456. Track Maintenance and Trail Maintenance
457. trail grooming
458. trail maintenance, less rocks
459. Trail Riding area for kids. One way only
460. Trails with loops and one way traffic
461. Trash Cans
462. Trees and Rocks
463. trees. more bathroom and clean more often. park rangers are overzealous.
464. tune-up on roads and trails on a regular basis. staff is friendly. more camping.
465. unsure at this time
466. up day kids tracks
467. Vending machines
468. Vet MX tack maintenance similar to level of Hollister and Metcalf track maintenance.
469. Walking paths that don't get muddy. Coin operated pressure washer.
470. Wash area, one way trails
471. water areas
472. Water fountains, hose spigots, more shade
473. Water fountains. Better ATV dirt
474. Water on kids track
475. water practice motocross track
476. Water the track
477. water trucks
478. We love it
479. We need a longer moto cross track, way to short and water it a little more often. Dirt added very good
480. We would not mind if you raised entrance fee to help keep the park nice as they are.
481. wet down the smaller tracks
482. What I have seen, it has been good
483. Widen up the MX practice track. Make the practice track larger. Clear up some of the trails. More water hoses and spigots in picknick area. Allow red stickers to ride year round.
484. Wireless Connection, help my children with their disabilities
485. Woops, new jumps

486. Would be nice if all rocks were removed on trails. Also need more new trails.
487. Would like to see better/harder trails. Also table top jumps in the motocross practice track.
488. Would like to see some tractor work in the general riding area
489. Year round red sticker
490. year round red sticker
491. You are doing well since you are maintaining the MX Practice track.
492. you guys are doing great. An email list giving event status would be good to let me know what areas are available would be nice.
493. You need to work on the ATV track, change it up. There is lots of room for improvement. Take care of it like you do the MX track.