



Needles Off-Highway Motor Vehicles (OHMV) Master Plan and Routes – Pilot Project Final Technical Memorandum City of Needles, CA



City of Needles Terrain Map

City of Needles City Map

Proposed Allowable OHMV Routes Within the City of Needles & Connection to BLM Interface Points

OFF-HIGHWAY MOTOR VEHICLE (O.H.M.V) MASTER PLAN
City of Needles Pilot Program

PROPOSED ALLOWABLE O.H.M.V.
ROADWAY NETWORK

- Not Exceeding 35 MPH
- CITY CONNECTION POINTS
 - BLM CONNECTION ROUTES
 - ALLOWABLE ROUTES WITHIN NEEDLES CITY LIMITS Not exceeding 30 MPH
 - BLM CONNECTION POINTS (Trails)
 - CITY BOUNDARY
 - STREET CENTERLINE



PREPARED FOR:



CITY OF NEEDLES

City Manager's Office
817 Third Street
Needles, CA 92363



IN ASSOCIATION WITH:



U.S. DEPARTMENT OF THE INTERIOR

Colorado River District – Lake Havasu Field Office
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PREPARED BY:



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July 21, 2025



MINAGAR & ASSOCIATES, INC.

Traffic/Civil/Electrical Engineering – ITS – Transportation Planning & CEM



July 21, 2025

Mr. Patrick Martinez
City Manager
City of Needles
817 Third Street
Needles, CA 92363

Re: Final Off-Highway Motor Vehicle (OHMV) Master Plan & Routes
Technical Memo Per the New California Vehicle Code Section 38026.2 – Pilot Project

Dear Mr. Martinez,

Minagar & Associates, Inc. has completed the investigation of roadway characteristics of the City's proposed Off-Highway Motor Vehicle routes, including factors such as the presence of street lighting, number of lanes, and presence of curvatures or other special conditions, receiving and incorporating the public and stakeholders (e.g., BLM and law enforcement) inputs and subsequently finalized on a total of 9.20 miles of roadway to be proposed Off-Highway Motor Vehicle (OHMV) routes subject to the final approval of the stakeholders and ultimately the City Council of Needles.

It should be noted that California Vehicle Code – § 38026.2 (created for the City of Needles);

(a) *"the City of Needles may establish a pilot project to designate combined-use highways on roads in the city for no more than 10 miles..."*

(b) 5 does stipulate and *prohibit off-highway motor vehicles from traveling faster than 35 miles per hour on highways and roadways designated under this section.*

In the following pages, please find the summary tables of Minagar's findings regarding the characteristics and conditions of the proposed OHMV routes, accompanied by additional justifications, information, and supporting materials and figures. A table of contents has been provided on the following page for convenience in locating and referencing the tables and figures.

Subsequent to the City Council approval of the proposed master plan, an implementation plan comprised of street signage, traffic control devices, public education & outreach as well as insurance/vehicle registration and decal requirements shall be followed.

Please feel free to contact me directly with any additional questions you might have at (949) 707-1199 ext. 2# or via e-mail at minagarf@minagarinc.com.

Sincerely,

MINAGAR & ASSOCIATES, INC.
(A California Corporation)

Fred Minagar, MS, RCE, PE, FITE
President/Senior Project Manager

CC: Kathy Raasch



Federal UEI No: ZDF6N7LE3EN9

Federal SAM CAGE CODE: 7RM72

DUNS No: 946106762

California State DGS SBE No:39170





LIST OF FIGURES, TABLES & ATTACHMENTS

Figure 1: City of Needles Street Map	4
Figure 2: Proposed Allowable Off-Highway Motor Vehicle (OHMV) Routes Within the City of Needles & Connection to BLM Interface Point.....	5
Table 1: Proposed Allowable OHMV Routes Roadway Characteristics Summary ..	6
Table 2: Additional Justification & Details of Proposed Segment	7
Figure 3: Locations of Existing Lodging Facilities within the City of Needles	8
Figure 4: Existing Lodging Facilities in the Vicinity of Proposed OHMV Routes.....	9
Figure 5: Existing East Mojave Heritage Trail (EHMT) Offroad Trails in the Vicinity of Proposed OHMV Routes	10
Appendix A: Public Education & Public Outreach.....	12
Appendix B: California Vehicle Code - § 38025	14
Appendix C: California Vehicle Code - § 38026 & § 38026.2	16
Appendix D: Suggested OHMV Route Signage Table.....	20
Appendix E: California Vehicle Code - § 16020	22
Appendix F: California Vehicle Code - § 38010, § 38020, § 38088 & § 38170.....	24
Appendix G: California Vehicle Code - § 12500 & § 38503	27
Appendix H: City of Needles Existing Posted Speed Limits (2022 Citywide Engineering & Traffic Survey)	29
Appendix I: City of Needles OHMV Access, Local Roads, and Short-Term Lodging	31
Appendix J: Potential OHMV Trail Staging Areas in Needles	34

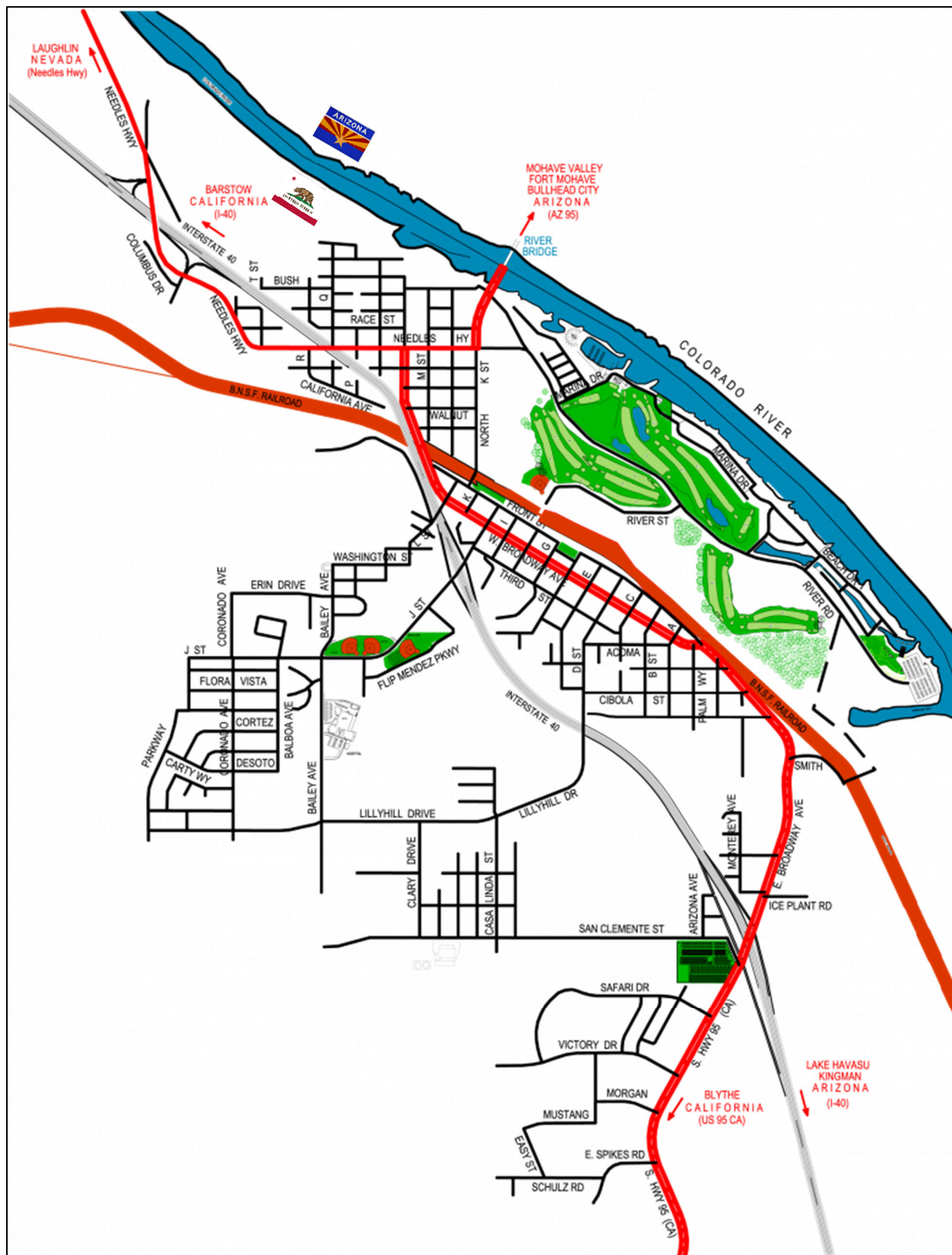


Figure 1: City of Needles Street Map

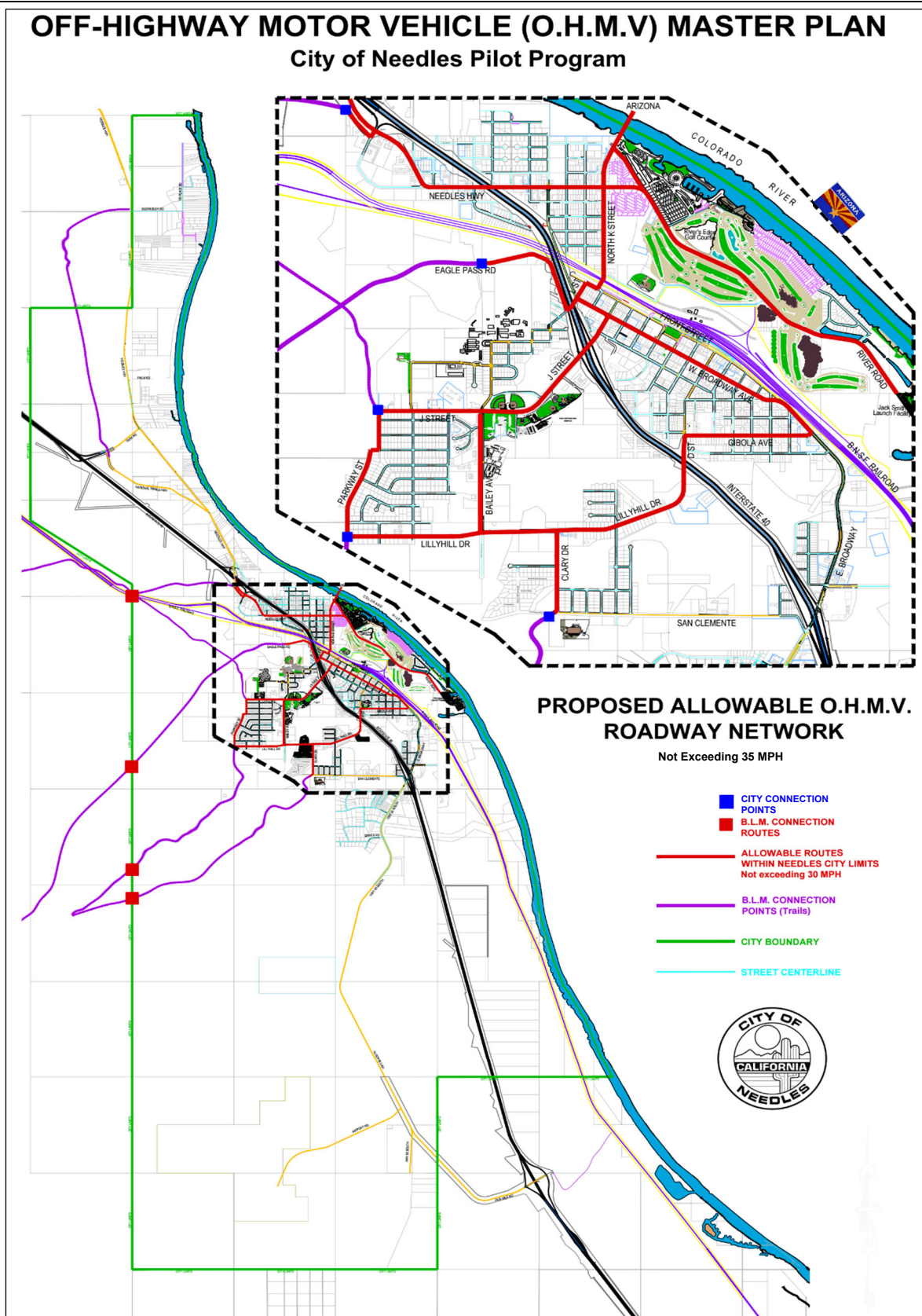


Figure 2: Proposed Allowable Off-Highway Motor Vehicle (OHMV) Routes Within the City of Needles & Connection to BLM Interface Point





Table 1: Proposed Allowable OHMV Routes Roadway Characteristics Summary

Street Name	From	To	Distance (mi)	Posted Speed Limit Sign	Designated Bike Lane	Street Lighting	Sight Distance	Other Roadway Characteristics
Eagle Pass Rd*	Slightly Past El Monte Dr.	S L St	1.88*	None	No	None	Good	<ul style="list-style-type: none"> - 1 Lane in each direction, Unpaved - No clear roadway markings/stripping or shoulder - Topography: Flat - Adjacent Infrastructure: Little to none
J St	Parkway St.	U.S. Rte 66/ W. Broadway	1.00	35 MPH	No	Yes	Good	<ul style="list-style-type: none"> - 1 Lane in each direction - Partial striping, sidewalks, and shoulder east of Balboa St - Clear striping, sidewalks, and shoulder west of Balboa St - Presence of driveways - Topography: Flat - Adjacent Infrastructure: residential, civic & institutional, park
Lillyhill Dr	Parkway St.	Cibola St	1.5	30 MPH	No	Yes	Good	<ul style="list-style-type: none"> - Partial striping and sidewalks, no shoulder - Wider roadway with on-street parking on both sides of the road between Bailey Ave and Clary Dr - Presence of driveways - Topography: moderate horizontal curves, occasional vertical dips - Adjacent Infrastructure: residential on Lillyhill
Clary Dr Clary Dr*	Lillyhill Dr. San Clemente	San Clemente St.	0.30 0.19*	None (within these limits)	No	Partial	Good	<ul style="list-style-type: none"> - 1 Lane in each direction - No clear striping, shoulder or sidewalks - Presence of a few driveways - Topography: flat, moderate horizontal curves - Adjacent Infrastructure: sparse residential & vacant lands
Columbus Dr.	Pashard St.	Columbus Dr. (End Pavement)	0.13	None	No	None	Good	<ul style="list-style-type: none"> - 1 Lane in each direction - No clear roadway markings/stripping or shoulder - Topography: Flat - Adjacent Infrastructure: Commercial
Bridge/ River Rd	N. K St.	Jack Smith Park	1.67	25 & 25 MPH	No	Partial	Fair - Poor	<ul style="list-style-type: none"> - 1 Lane in each direction - No Sidewalk/Shoulder - Topography: Mostly flat with occasional dip
N. & S. K St.	Front St.	Needles Bridge	0.69	30 MPH	No	Yes	Good	<ul style="list-style-type: none"> - Mostly 1 Lane in each direction - One to two sidewalks - Presence of Driveways & Businesses - Traverses under a 3-RR X-ing - Presence of two Traffic Signals along the way
Needles Hwy	N. K St.	WB I-40 Ramps	1.26	30 MPH	No	Partial	Good	<ul style="list-style-type: none"> - Generally 1-2 Lanes in each direction - With sidewalks on both sides - Presence of two Traffic Signals along the way - Mixed Land uses along the way
Parkway St.	Lillyhill Dr.	J St.	0.53	None (within these limits)	No	Partial	Good	<ul style="list-style-type: none"> - 1 Lane in each direction - No clear striping, shoulder or sidewalks - Presence of a few driveways - Topography: flat, moderate horizontal curve
Ciabola St.	E. Broadway	D St.	0.46	25 MPH	No	Yes	Good	<ul style="list-style-type: none"> - 1 Lane in each direction - Sidewalks - Presence of a driveways - Topography: flat, moderate horizontal curve
W. Broadway/ Hist. U.S./County Rte 66	Ciabola St.	L St.	1.02	30 MPH	No	Partial	Good	<ul style="list-style-type: none"> - Mostly 2 Lanes in each direction - Mixed land uses - Presence of Two Traffic Signals along the way - With and without sidewalks on both sides - Topography: flat, moderate horizontal curve
L St.	Front St.	Eagle Pass Rd.	0.13	None	No	None	Good	<ul style="list-style-type: none"> - 1 Lane in each direction - No clear roadway markings/stripping or shoulder - With sidewalks on both sides, presence of few driveways - Topography: Flat - Adjacent Infrastructure: Residential
Front St.	N. K St.	L St.	0.05	None	No	None	Good	<ul style="list-style-type: none"> - 1 Lane in each direction - With sidewalks on one side, presence of few driveways - Topography: Flat - Adjacent Infrastructure: Residential
Bailey Ave.	J St.	Lillyhill Dr.	0.46	35 MPH	No	Yes	Good	<ul style="list-style-type: none"> - 2 Lanes in each direction - Sidewalks on both sides till 1600 Bailey Ave. - Presence of a few driveways - Topography: flat
Total Distance of Proposed Paved OHMV Routes: 9.20 Miles								

*Unpaved City Roadway (not to be counted as a part of total OHMV Routes)





Table 2: Additional Justification & Details of Proposed Segments

Street Name	From	To	Posted Speed Limit Sign	Justification/Benefits	Additional Considerations/Requirements
Eagle Pass Rd.	Slightly Past El Monte Dr	S. L St.	None	<ul style="list-style-type: none">Provides connectivity to all three existing OHMV routes in the City of Needles <p>(See Figure 2 for existing OHMV routes in the City)</p>	<ul style="list-style-type: none">Will require an additional posted speed limit sign of 35 MPH specific to OHMV vehicles <p>(As per Cal. Veh. Code § 38026.2 (5), provided in Appendix C.)</p>
J St.	Parkway Dr.	Front St.	30 MPH	<ul style="list-style-type: none">Provides connectivity to all three existing OHMV routes in the City of Needles	None
Lillyhill Dr.	Parkway Dr.	Cibola St.	30 MPH	<ul style="list-style-type: none">Provides connectivity from residences and lodging facilities to OHMV routes #1, #2, and #3	None

See the subsequent pages for supporting tables, figures, and attachments referenced in the above table.



Figure 3: Locations of Existing Lodging Facilities within the City of Needles

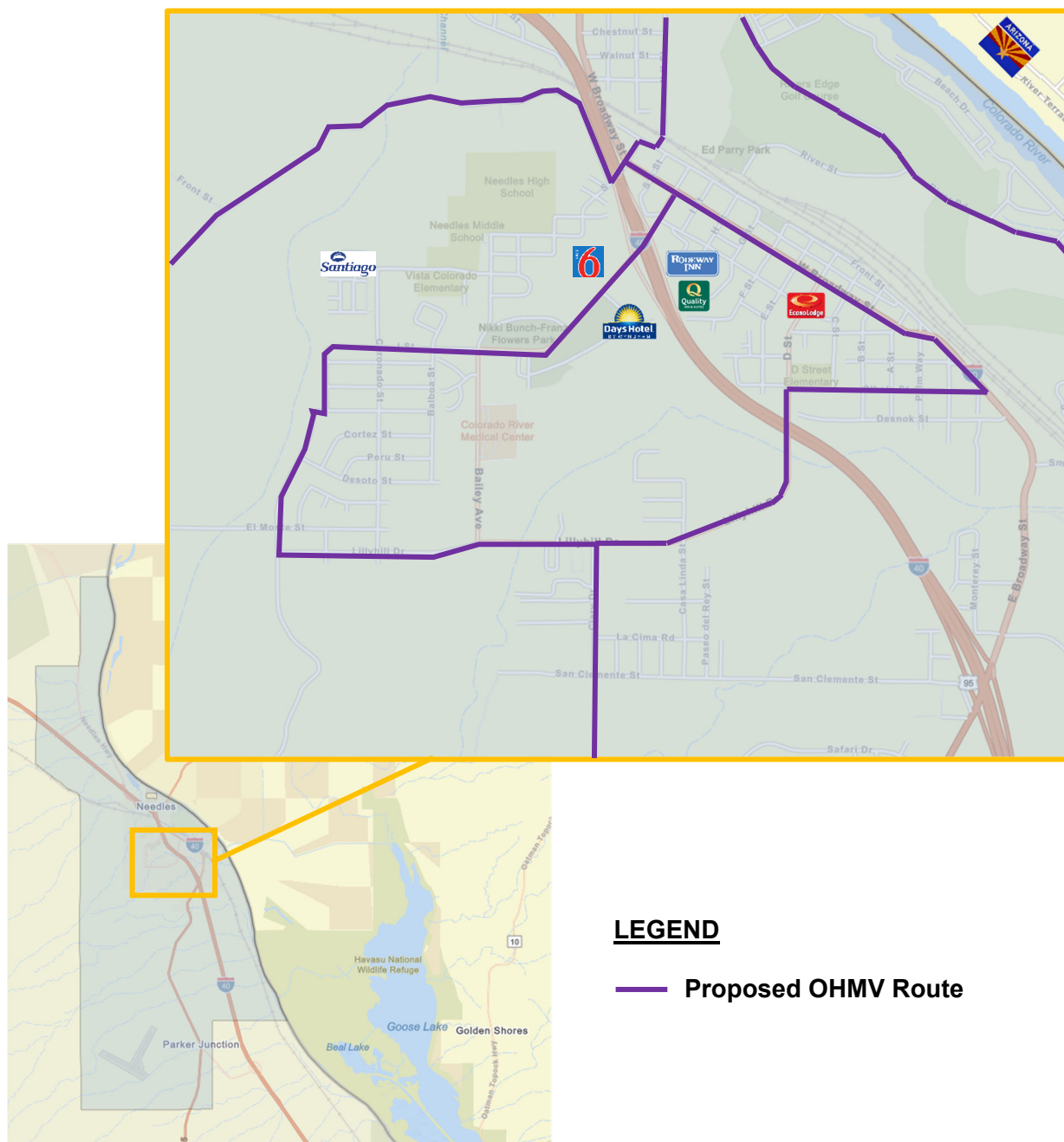


Figure 4: Existing Lodging Facilities in the Vicinity of Proposed OHMV Routes

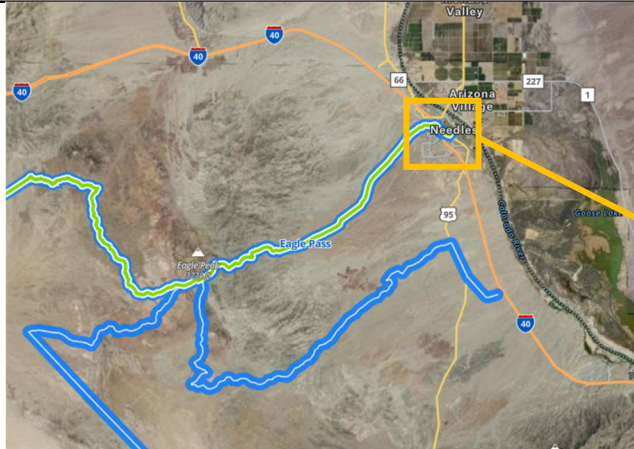
* Includes Motel 6, Days Inn & Suites, Econo Lodge, Rodeway Inn, Santiago Coronado Village, and Quality Inn





Figure 5: Existing East Mojave Heritage Trail (EHMT) Offroad Trails in the Vicinity of Proposed OHMV Routes

1. EMHT Segment 1: Needles to Ivanpah



Accessible By



High
Clearance
4x4

Image Source: <https://www.onxmaps.com/offroad/trails/us/california/emht-segment-1-needles-to-ivanpah>

2. EHMT Segment 4: Fenner to Needles



Accessible By



SxS



High
Clearance
4x4



SUV

Image Source: <https://www.onxmaps.com/offroad/trails/us/california/emht-segment-4-fenner-to-needles>





3. Eagle Pass

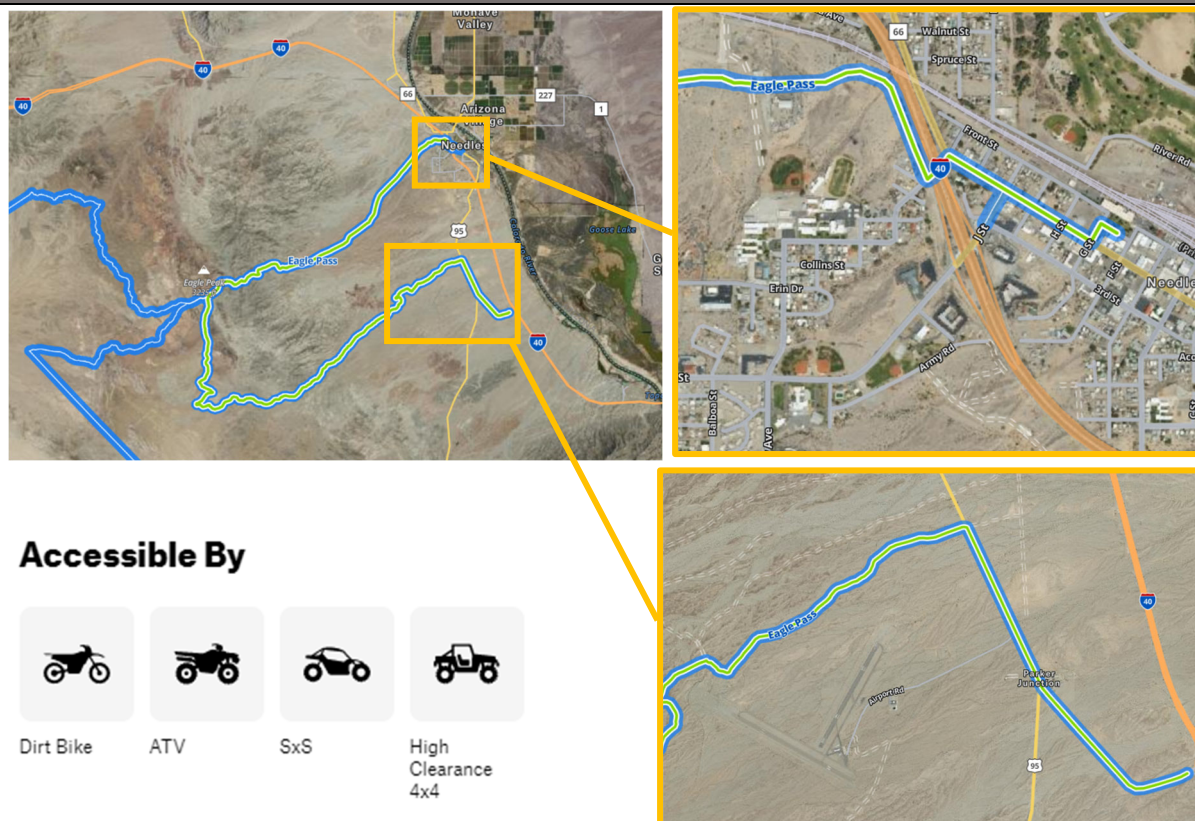


Image Source: <https://www.onxmaps.com/offroad/trails/us/california/eagle-pass>



Appendix A: Public Education & Public Outreach



To ensure the successful implementation of Off-highway Motor Vehicle (OHMV) access routes in the City of Needles and to promote safe, legal, and responsible OHMV use, a comprehensive public education and outreach strategy should be implemented. This strategy targets two main audiences: local residents who may be impacted by OHMV traffic in their neighborhoods, and OHMV users, including visitors from outside the area who may be unfamiliar with local rules. Clear communication will help prevent conflicts, reduce complaints, and enhance the community's acceptance of OHMV activity within designated routes.

1. Community Education Campaign

A direct outreach campaign should be launched to educate residents about the new OHV rules and routes. This can include printed materials mailed to all households within the city which ideally included with utility bills or community newsletters to ensure maximum reach. These materials should include a clearly marked map of designated OHMV routes, an overview of operating rules (such as speed limits, helmet requirements, insurance, license requirements, and restrictions on hours of operation), and instructions for reporting violations. This printed outreach should be simple, bilingual where needed, for example English and Spanish, and include visuals to aid comprehension.

To extend accessibility and reduce confusion, a Frequently Asked Questions (FAQ) sheet should be developed addressing common concerns such as "Can my child ride an OHMV on our street?" or "What are the penalties for riding off-route?", and include a QR code linking to the city's OHMV informational webpage for real-time updates and collecting public comments and complaints.

The City of Needles should maintain a dedicated OHMV information page on its official website, featuring downloadable maps, full text of the local OHMV ordinance, safety rules, and frequently asked questions. This page should also include a complaint form or feedback portal for residents to report unauthorized OHV activity, dust issues, or trail misuse.

Digital content should be supplemented by a robust social media campaign, especially around holiday weekends or major OHMV events when usage spikes. Posts can include safety reminders, route closures (if any), and positive rider behavior messages, along with visually engaging content like short videos demonstrating legal route access and safe riding practices.

2. Community Meetings and Law Enforcement Coordination

In the early stages of implementation, the city should host at least one public open house or community meeting to explain the new OHMV access plan, gather public input, and address concerns. These sessions should be promoted in advance via mail, social media, and local media. Ongoing outreach events such as informational booths at community festivals or OHMV events can further educate the public and promote responsible riding.

The success of this education plan depends in part on coordination with local law enforcement. Officers should be trained on the new OHMV rules and provided with route maps and citation guidelines. Officers may also be asked to conduct periodic ride-along or targeted enforcement during high-use weekends to ensure compliance and address resident complaints early in the program.





Appendix B: California Vehicle Code - § 38025



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

(a) On a two-lane highway, only to cross the highway at an angle of approximately 90 degrees to the direction of the roadway and at a place where a quick and safe crossing may be made, or only when the roadway is not maintained by snow removal equipment and is closed to motor vehicles that are subject to registration pursuant to Division 3 (commencing with Section 4000), or only to cross a highway in the manner specified in subdivision (b).

(b) With respect to the crossing of a highway having more than two lanes, or a highway having limited access, a motor vehicle may cross a highway but only at a place designated by the Department of Transportation or local authorities with respect to a highway under their respective jurisdictions as a place where a motor vehicle, or specified types of motor vehicle, may cross a highway, and a vehicle shall cross the highway only at that designated place and only in a quick and safe manner.

(c) The Department of Transportation and local authorities with respect to a highway under their respective jurisdictions may designate, by the erection of an appropriate sign of a type approved by the Department of Transportation, a place where a motor vehicle, or specified type of motor vehicle, may cross a highway having more than two lanes or having limited access.

(d) A motor vehicle identified pursuant to Section 38010 may be towed upon a highway, but not driven, if the vehicle displays a plate or device issued pursuant to Section 38160.

(e) A motorcycle identified pursuant to Section 38010 may be pushed upon a highway, but not ridden, if the motorcycle has displayed upon it a plate or device issued pursuant to Section 38160.

(f) A peace officer, as defined in Chapter 4.5 (commencing with Section 830) of Title 3 of Part 2 of the Penal Code, may operate or drive an off-highway vehicle identified pursuant to Section 38010 upon a highway in an emergency response situation.

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



Appendix C: California Vehicle Code - § 38026 & § 38026.2





38026. (a) In addition to Section 38025 and after complying with subdivision (c) of this section, if a local authority, an agency of the federal government, or the Director of Parks and Recreation finds that a highway, or a portion of a highway, under the jurisdiction of the authority, agency, or the director, as the case may be, is located in a manner that provides a connecting link between off-highway motor vehicle trail segments, between an off-highway motor vehicle recreational use area and necessary service facilities, or between lodging facilities and an off-highway motor vehicle recreational facility and if it is found that the highway is designed and constructed so as to safely permit the use of regular vehicular traffic and also the driving of off-highway motor vehicles on that highway, the local authority, by resolution or ordinance, agency of the federal government, or the Director of Parks and Recreation, as the case may be, may designate that highway, or a portion of a highway, for combined use and shall prescribe rules and regulations therefor. A highway, or portion of a highway, shall not be so designated for a distance of more than three miles, except as provided in Sections 38026.1, 38026.2, and 38026.3. A freeway shall not be designated under this section.

(b) The Off-Highway Motor Vehicle Recreation Commission may propose highway segments for consideration by local authorities, an agency of the federal government, or the Director of Parks and Recreation for combined use.

(c) Prior to designating a highway or portion of a highway on the motion of the local authority, an agency of the federal government, or the Director of Parks and Recreation, or as a recommendation of the Off-Highway Motor Vehicle Recreation Commission, a local authority, an agency of the federal government, or the Director of Parks and Recreation shall notify the Commissioner of the California Highway Patrol, and shall not designate any segment pursuant to subdivision (a) which, in the opinion of the commissioner, would create a potential traffic safety hazard.

(d) (1) A designation of a highway, or a portion of a highway, under subdivision (a) shall become effective upon the erection of appropriate signs of a type approved by the Department of Transportation on and along the highway, or portion of the highway.

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

(Amended by Stats. 2024, Ch. 592, Sec. 1. (SB 632) Effective January 1, 2025.)

38026.2

(a) Except as provided in subdivision (e), the City of Needles may establish a pilot project to designate combined-use highways on roads in the city for no more than 10 miles so that the combined-use highways can be used to link existing off-highway motor vehicle trails and trailheads on federal Bureau of Land Management or United States Forest Service lands, and to link off-highway motor vehicle recreational-use areas with necessary service and lodging facilities, in order to provide a unified system of trails for off-highway motor vehicles, preserve traffic safety, improve natural resource protection, reduce off-highway vehicle trespass on private land, and minimize impacts on city residents.

(b) A pilot project established pursuant to this section shall do all of the following:





- 1) Prescribe a procedure for highway, road, or route selection and designation. The procedure shall be approved by a vote of a majority of the city council.
 - 2) Prescribe a procedure for the city to remove a combined-use designation, including a designation that is removed as a result of the conclusion of the pilot program.
 - 3) In cooperation with the Department of Transportation, establish uniform specifications and symbols for signs, markers, and traffic control devices to control off-highway motor vehicles, including, but not limited to, all of the following:
 - a) Devices to warn of dangerous conditions, obstacles, or hazards.
 - b) Designations of the right-of-way for regular vehicular traffic and off-highway motor vehicles.
 - c) A description of the nature and destination of the off-highway motor vehicle trail.
 - d) Warning signs for pedestrians and motorists of the presence of off-highway motor vehicle traffic.
 - 4) Require that off-highway motor vehicles subject to the pilot project meet the safety requirements of federal and state law regarding proper drivers' licensing, helmet usage, and the requirements specified in Section 38026.5.
 - 5) Prohibit off-highway motor vehicles from traveling faster than 35 miles per hour on highways designated under this section.
 - 6)
 - a) Prohibit a combined-use highway road segment designated under this section from exceeding 10 miles.
 - b) Notwithstanding subparagraph (A), two or more combined-use highway road segments may share a common starting point or ending point and may partially overlap as long as the resulting network of the highway road segments does not include more than three distinct locations of shared starting or ending points, or both.
 - 7) Include an opportunity for public comment at a public hearing held by the city in order to evaluate the pilot project.
- (c) A pilot project established pursuant to this section may include use of a state highway, subject to the approval of the Department of Transportation, or any crossing of a highway designated pursuant to Section 38025.
- (d)
- 1) By selecting and designating a highway for combined use pursuant to this section, the city agrees to defend and indemnify the state against any and all claims, including legal defense and liability arising from a claim, for any safety-related losses or injuries arising or resulting from use by off-highway motor vehicles of a highway designated as a combined-use highway by the city council pursuant to this section.
 - 2) This subdivision does not alter the requirements of subdivision (e).
- (e) The city shall not designate a highway for combined use pursuant to this section unless the Commissioner of the Department of the California Highway Patrol finds that designating the highway for combined use would not create a potential traffic safety hazard.
- (f)
- 1) Not later than January 1, 2027, the City of Needles, in consultation with the Department of the California Highway Patrol, the Department of Transportation, and the Department of





Parks and Recreation, shall prepare and submit to the Legislature a report evaluating the pilot project, and containing all of the following:

- a) A description of the road segments designated to allow combined use for over three miles, as approved or adopted by a majority vote of the members of the City of Needles city council.
 - b) An evaluation of the overall safety and effectiveness of the pilot project, including its impact on traffic flows, safety, off-highway vehicle usage on existing trails, incursions into areas not designated for off-highway vehicle usage, and nonmotorized recreation.
 - c) A description of the public comments received at a public hearing held by the city in regards to an evaluation of the pilot project.
- 2) On or before January 1, 2027, the City of Needles, in consultation with the entities listed in paragraph (1), shall prepare and submit a report to the Legislature that includes the information specified in paragraph (1).
- (g) On or before January 1, 2027, the City of Needles, in consultation with the Department of Fish and Wildlife and the Mojave Desert Air Quality Management District, shall prepare and submit a report to the Legislature on the operation and impacts of the combined-use highways designated pursuant to this section, and the portions of any adjoining trails in close proximity to those highways, including impacts to neighboring lands affected by the system, if any. The report shall include the latest available information, including, but not limited to, impacts on cultural resources and archaeological sites, streambed modifications and water quality impacts, impacts on protections for wildlife and aquatic habitat, native plants, and wildlife, traffic, particulate pollution, and noise.
- (h)
- 1) The reports submitted pursuant to subdivisions (f) and (g) shall be submitted in compliance with Section 9795 of the Government Code.
 - 2) This section shall remain in effect only until January 1, 2028, and as of that date is repealed, unless a later enacted statute that is enacted before January 1, 2028, deletes or extends that date.

Ca. Veh. Code § 38026.2

(Added by Stats 2022 ch 185 (AB 2152), s 4, eff. 1/1/2023.)





Appendix D: Suggested OHMV Route Signage Table



All designated Off-Highway Motor Vehicle (OHMV) routes within the City of Needles must be clearly marked with appropriate regulatory, warning, and guidance signage to ensure legal compliance and safe operation. Signage shall conform to the California Manual on Uniform Traffic Control Devices (CA MUTCD) and must include, at a minimum, “Begin OHMV Route” and “End OHMV Route” signs at all entry and exit points, directional arrows where necessary, and posted OHMV-specific speed limits not exceeding 35 miles per hour, as authorized under California Vehicle Code (CVC) §38026(b). Additional signage may include “Helmet Required” notices in accordance with CVC §38601, and advisory signs such as “Yield to Pedestrians” and “Stay on Designated Route” in areas of shared use or near residential neighborhoods. The City is also responsible for installing signage that complies with CVC §38026.1, which grants local authority to establish OHMV use on city streets provided that route boundaries are properly identified and communicated to the public.

Table 3: Suggested OHMV Route Signage Table

Sign Type	Example Sign/MUTCD Code	Purpose
Begin OHMV Route	Custom/R81A (CA)	Indicates where OHMV access on public streets officially begins
End OHMV Route	Custom/R81B (CA)	Marks the termination point of legal OHMV access
OHMV Directional Arrow	Custom Arrow Sign	Guides OHMV users along the designated route
OHMV Speed Limit	R2-1 (“Speed Limit 35”)	Establishes speed control (maximum 35 mph allowed for OHMVs on streets)
Helmet Required	Custom / Symbolic Sign	Alerts riders to the mandatory helmet rule for ATVs/UTVs
Yield to Pedestrians	R1-5 series	Advises OHMV operators to give right of way in shared zones
Stay on Designated Route	Custom	Prevents riders from using unauthorized streets or trails
Paint No ATV/OHVV	Custom	Alert riders that it is prohibited after this point



Appendix E: California Vehicle Code - § 16020





(a) All drivers and all owners of a motor vehicle shall at all times be able to establish financial responsibility pursuant to Section 16021, and shall at all times carry in the vehicle evidence of the form of financial responsibility in effect for the vehicle.

(b) "Evidence of financial responsibility" means any of the following:

(1) A form issued by an insurance company or charitable risk pool, as specified by the department pursuant to Section 4000.37.

(2) If the owner is a self-insurer, as provided in Section 16052 or a depositor, as provided in Section 16054.2, the certificate of self-insurance or the assignment of deposit letter issued by the department.

(3) An insurance covering note or binder pursuant to Section 382 or 382.5 of the Insurance Code.

(4) A showing that the vehicle is owned or leased by, or under the direction of, the United States or a public entity, as defined in Section 811.2 of the Government Code.

(c) For purposes of this section, "evidence of financial responsibility" also may be obtained by a law enforcement officer and court personnel from an electronic reporting system when that system becomes available for use by law enforcement officers.

(d) For purposes of this section, "evidence of financial responsibility" also includes any of the following:

(1) The name of the insurance company and the number of an insurance policy or surety bond that was in effect at the time of the accident or at the time that evidence of financial responsibility is required to be provided pursuant to Section 16028, if that information is contained in the vehicle registration records of the department.

(2) The identifying motor carrier of property permit number issued by the Department of the California Highway Patrol to the motor carrier of property as defined in Section 34601, and displayed on the motor vehicle in the manner specified by the Department of the California Highway Patrol.

(3) The identifying number issued to the household mover by the Bureau of Household Goods and Services and displayed on the motor vehicle in the manner specified by the bureau or an identifying number issued to the passenger stage carrier or transportation charter party carrier by the Public Utilities Commission and displayed on the motor vehicle in the manner specified by the commission.

(e) Evidence of financial responsibility does not include an identification number in paragraph (1), (2), or (3) of subdivision (d) if the carrier is currently suspended by the issuing agency for lack or lapse of insurance or other form of financial responsibility.

(Amended by Stats. 2022, Ch. 295, Sec. 13. (AB 2956) Effective January 1, 2023.)



Appendix F: California Vehicle Code - § 38010, § 38020, § 38088 & § 38170



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

(b) Subdivision (a) does not apply to any of the following:

(1) Motor vehicles specifically exempted from registration under this code, including, but not limited to, motor vehicles exempted pursuant to Sections 4006, 4010, 4012, 4013, 4015, 4018, and 4019.

(2) Implements of husbandry.

(3) Motor vehicles owned by the state, or any county, city, district, or political subdivision of the state, or the United States.

(4) Motor vehicles owned or operated by, or operated under contract with a utility, whether privately or publicly owned, when used as specified in Section 22512.

(5) Special construction equipment described in Section 565, regardless of whether those motor vehicles are used in connection with highway or railroad work.

(6) A motor vehicle with a currently valid special permit issued under Section 38087.5 that is owned or operated by a nonresident of this state and the vehicle is not identified or registered in a foreign jurisdiction. For the purposes of this paragraph, a person who holds a valid driver's license issued by a foreign jurisdiction is presumed to be a nonresident.

(7) Commercial vehicles weighing more than 6,000 pounds unladen.

(8) A motorcycle manufactured in the year 1942 or prior.

(9) Four-wheeled motor vehicles operated solely in organized racing or competitive events upon a closed course when those events are conducted under the auspices of a recognized sanctioning body or by permit issued by the local governmental authority having jurisdiction.

(10) A motor vehicle with a currently valid identification or registration permit issued by another state, if the other state recognizes an identification plate or device issued by the department pursuant to subdivision (a) as valid for use in that state.

(Amended by Stats. 2021, Ch. 739, Sec. 1. (AB 232) Effective January 1, 2022.)

38020. Except as otherwise provided in this division, a person shall not operate or leave standing an off-highway motor vehicle subject to identification under this code that is not registered under the provisions of Division 3 (commencing with Section 4000), unless it is identified under the provisions of this chapter. A violation of this section is an infraction. Riding in violation of seasons established by Section 2412(f) and 2415 of Title 13 of the California Code of Regulations constitutes a violation of this section. This section shall not apply to the operation, transportation, or leaving standing of an off-highway vehicle pursuant to a valid special permit.

(Amended by Stats. 2014, Ch. 345, Sec. 18. (AB 2752) Effective January 1, 2015.)



38088. (a) Upon payment of the fee specified in Section 38232, the department shall issue to the owner of a motorcycle, which the owner has certified as being used exclusively in racing events on a closed course, a special transportation identification device for the purpose of identifying the motorcycle while it is being transported upon a highway to and from racing events on a closed course. Such device may be either a plate or a sticker, whichever is determined by the department to be the most appropriate.

(b) Such device is nonrenewable, nontransferrable, and becomes invalid when the vehicle for which it was issued is sold or dismantled.

(c) A certificate of ownership may not be issued in conjunction with a special transportation identification device.

38170. (a) Every off-highway motor vehicle subject to identification shall have displayed upon it the identification number assigned to the vehicle for which it is issued, together with the word "California" or the abbreviation "CAL" and the year number for which it is issued or a suitable device issued by the department for validation purposes, which device shall contain the year for which it is issued.

(b) The identification plate or device shall at all times be securely fastened to the vehicle for which it is issued and shall be mounted or affixed in a position to be clearly visible, and shall be maintained in a condition so as to be clearly legible. No covering shall be used on the identification plate or device.

(c) All identification plates or devices issued on or after January 1, 1996, shall be displayed as follows:

(1) On the left fork leg of a motorcycle, either horizontal or vertical, and shall be visible from the left side of the motorcycle.

(2) On the left quadrant of the metal frame member of sand rails, rail-type buggies, and dune buggies, visible from the rear of the vehicle.

(3) On the left rear quadrant on permanent plastic or metal frame members of all-terrain vehicles, visible to outside inspections.

(4) On the left tunnel on the back quadrant of snowmobiles.

(Amended by Stats. 1994, Ch. 14, Sec. 1. Effective January 1, 1995.)

Sample Identification Stickers:



* The CA Exempt decal produced by the OHMVR Division is intended for use on OHVs owned by governmental agencies in California. The decal is not a form of identification, is not numbered, and cannot be traced or tied to a specific OHV VIN. It carries no monetary value.



Appendix G: California Vehicle Code - § 12500 & § 38503



12500. (a) A person may not drive a motor vehicle upon a highway, unless the person then holds a valid driver's license issued under this code, except those persons who are expressly exempted under this code.

(b) A person may not drive a motorcycle, motor-driven cycle, or motorized bicycle upon a highway, unless the person then holds a valid driver's license or endorsement issued under this code for that class, except those persons who are expressly exempted under this code, or those persons specifically authorized to operate motorized bicycles or motorized scooters with a valid driver's license of any class, as specified in subdivision (h) of Section 12804.9.

(c) A person may not drive a motor vehicle in or upon any offstreet parking facility, unless the person then holds a valid driver's license of the appropriate class or certification to operate the vehicle. As used in this subdivision, "offstreet parking facility" means any offstreet facility held open for use by the public for parking vehicles and includes any publicly owned facilities for offstreet parking, and privately owned facilities for offstreet parking where no fee is charged for the privilege to park and which are held open for the common public use of retail customers.

(d) A person may not drive a motor vehicle or combination of vehicles that is not of a type for which the person is licensed.

(e) A motorized scooter operated on public streets shall at all times be equipped with an engine that complies with the applicable State Air Resources Board emission requirements.

(Amended by Stats. 2007, Ch. 630, Sec. 3. Effective January 1, 2008.)

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

(a) The person is taking a prescribed safety training course under the direct supervision of a certified all-terrain vehicle safety instructor.

(b) The person is under the direct supervision of an adult who has in their possession an appropriate safety certificate issued by this state, or issued under the authority of another state.

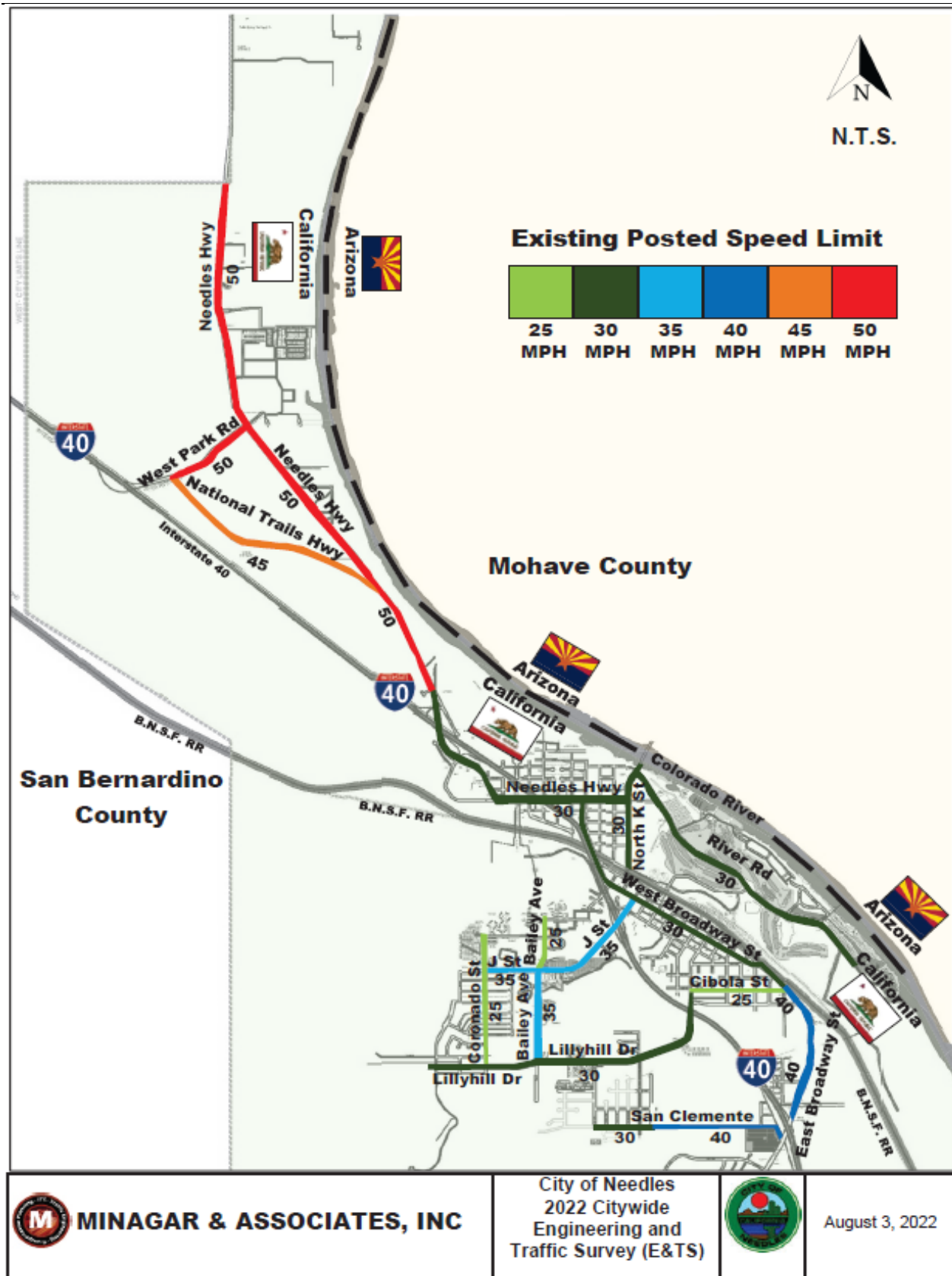
(c) The person has in possession an appropriate safety certificate issued by this state or issued under the authority of another state.

(Added by Stats. 1987, Ch. 881, Sec. 37.)





Appendix H: City of Needles Existing Posted Speed Limits (2022 Citywide Engineering & Traffic Survey)





Appendix I: City of Needles OHMV Access, Local Roads, and Short-Term Lodging





OHMV Access, Local Roads, and Short-Term Lodging

The Inyo County OHMV report does not mention Airbnb, short-term rentals, or vacation home lodging directly. It focuses primarily on route designation, public safety, environmental impacts, and community feedback, but does not address land use or zoning implications related to tourism-based lodging such as Airbnb.

There is no single California state law that addresses the interrelation of OHMV use and short-term lodging. Instead, cities must use a combination of Vehicle Code regulation (authority) and local zoning policy (power) to manage this issue. For the City of Needles, the OHMV plan should be accompanied by:

- A short-term rental ordinance aligned with OHMV access goals
- Local rules under CVC §38026.1 that address resident and possibly guest access
- Targeted enforcement strategies and educational outreach to both hosts and riders

From an economic development perspective, the OHMV plan offers potential for tourism growth, outdoor recreation branding, and supplemental income for local property owners through the establishment of short-term rentals. Conversely, it raises legitimate concerns regarding enforcement, increased demands on local law enforcement, and the need for regulatory mechanisms to manage neighborhood traffic, noise, and land use compatibility.

Scenario 1: Tourism Development Opportunity

If the City chooses to position itself as a recreation- and tourism-friendly destination, the OHMV network could serve as a foundation for local economic growth. Allowing residents to operate short-term lodging (e.g., Airbnb or vacation rentals) in proximity to the combined-use routes could attract OHMV visitors and support small business activity. In this scenario, the City should adopt a regulatory framework for short-term rentals that:

- Requires registration, licensing, and compliance with operating standards
- Limits short-term rentals to properties located within a defined distance (e.g., ¼ mile) from designated OHMV routes
- Mandates disclosure of OHMV access rules to all guests
- Enforces quiet hours and parking requirements to protect adjacent residential uses

This approach would provide a mechanism to harness tourism benefits while maintaining control over land use and mitigating neighborhood impacts.

Scenario 2: Regulatory and Enforcement Risk

Alternatively, if the City's priority is to limit neighborhood disruption and reduce enforcement burdens, particularly on the Police Sheriff Department, it may opt to restrict or prohibit short-term lodging within city limits. This is especially relevant given that the currently proposed combined-use route network totals approximately 10 miles, meaning most city streets are not included. Guests staying at short-term rentals located outside the designated OHMV corridors would have





no legal means to access the routes directly, which would likely result in unauthorized OHMV use on local streets. This creates additional enforcement challenges and potential public safety issues. In this scenario, the City could adopt a prohibition or moratorium on short-term rentals linked to OHMV activity until further review is conducted.

Policy Recommendation: Local Resident Connector Access

To address access concerns for permanent residents who own OHMVs but live outside the immediate combined-use network, the City may exercise its authority under California Vehicle Code §38026.1 to develop a limited-access provision for residents. This provision would allow OHMV use on specific local street segments that are not part of the combined-use network, for the sole purpose of connecting from a residential property to the nearest designated OHMV route. These local connector routes would be:

- Restricted to licensed, insured OHMVs operated by residents with proof of local address
- Clearly signed as “Resident OHMV Access – Permit Required”
- Subject to operational time limits, speed restrictions, and enforcement protocols

This solution balances the needs of local OHMV users with the City's obligation to maintain traffic order and reduce nuisance concerns in non-OHMV corridors.



Appendix J: Potential OHMV Trail Staging Areas in Needles



As part of the City of Needles' Off-Highway Motor Vehicle (OHMV) Plan, the proposal to establish designated OHMV trail staging areas at the intersection of Park Drive & River Road and the intersection of Clary Drive & Lillyhill Drive represents a critical step toward formalizing vehicle access, enhancing safety, and supporting long-term management of recreational vehicle activity. These locations are strategically situated near open space and proposed combined-use corridors, making them well-suited for trailhead infrastructure.

Reference Model: Arizona Peace Trail Staging Areas

The Arizona Peace Trail, a 675-mile loop OHMV network in western Arizona, offers a valuable reference for staging area design. Across multiple counties, staging areas along this trail system have been developed to accommodate trucks and trailers, provide user information, and serve as centralized entry points for recreational vehicle use. Though there is no single design standard, typical staging areas should include:

- Graded gravel parking capable of accommodating large trucks and trailers
- Loading/unloading zones for OHMVs such as ATVs, UTVs, and motorcycles
- Trailhead signage and information kiosks with maps, rules, and local ordinances
- Restroom facilities (vault toilets or portable units)
- Trash collection and minimal landscaping
- Barriers or fencing to define perimeters and discourage unauthorized access
- Directional signage to nearby designated OHMV routes

These facilities are generally low-maintenance and low-cost, with some enhanced locations offering shade structures or picnic areas.

Applicability to Needles: Site Design Considerations

The proposed staging area locations at the intersection of Park Drive & River Road and the intersection of Clary Drive & Lillyhill Drive are ideally positioned to serve both residents and visiting OHMV users. The City should consider the following site elements based on regional best practices and anticipated user demand:

Table 4: Recommended OHMV Potential Trail Staging Area Site Elements

Feature	Purpose
Graded parking area	Accommodates pickup trucks with trailers transporting OHMVs
Vehicle loading/unloading zones	Designated areas for unloading OHMVs safely and efficiently
Trailhead kiosk	Displays route map, safety rules, equipment laws, and local regulations
Restroom facility	Improves usability and reduces public health risks
Entry/exit signage	"OHMV Staging Area," "Authorized Routes Only," and operating hours
Emergency contact information	Provides dispatch and emergency medical contacts for riders





Both locations should be connected to the City's combined-use OHMV route network and clearly identified in public education materials and enforcement maps. Buffering or setback design should be used to reduce noise or dust impacts on adjacent properties, particularly in any semi-residential contexts.

Operational and Enforcement Benefits

Formalized OHMV staging areas offer the City several operational advantages:

- Centralized access discourages unauthorized launching from residential streets
- Clear signage and parking reduce confusion and increase compliance
- Police or code enforcement efforts can be focused more efficiently at entry points
- Emergency services will have a known location to respond to incidents or breakdowns

Trail staging areas also support environmental protection by minimizing uncontrolled trail access points and limiting off-route impacts on sensitive land.

Summary

The proposed OHMV staging areas at Park Drive & River Road and Clary Drive & Lillyhill Drive align with regional best practices and mirror successful models like those found along the Arizona Peace Trail. Their development will improve access management, support tourism objectives, and reduce conflicts related to illegal OHMV access through residential neighborhoods. With proper signage, maintenance, and integration into the city's combined-use network, these facilities can serve as long-term infrastructure assets that enhance the safety and organization of City of Needles' OHMV plan.



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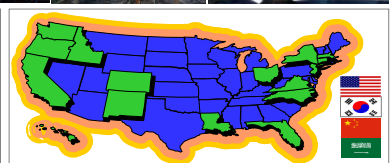
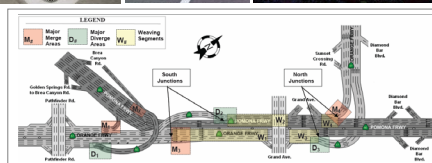
ITS - Traffic/Civil/Electrical Engineering - Transportation Planning - Homeland Security - CEM

	2019	Winner of the Orange County Engineering Council's Outstanding Service Award	
	2016	Winner of the ASCE's Outstanding Civil Engineer in the Private Sector Award in the State of California	
	2016	Winner of the ASCE Los Angeles Section's Outstanding Civil Engineer in the Private Sector Award	
	2016	Winner of the ASCE Orange County Chapter's Outstanding Civil Engineer in the Private Sector Award	
	2016	Certificate of Recognition for Dedication to Support the ELTP Program by Los Angeles County MTA/Metro	
	2016	Winner of the Orange County Engineering Council's Outstanding Engineering Service Award	
	2015	Orange County Business Journal's 2015 Excellence in Entrepreneurship Award Nominee	
	2014	Orange County Business Journal's 2014 Excellence in Entrepreneurship Award Nominee	
	2012	Winner of Cal-EPA/California Air Resources Board's Cool California Climate Leader	
	2011	Award of Excellence in Service by Los Angeles County MTA/Metro in the County of Los Angeles	
	2011	Award of Excellence in Service by Los Angeles County MTA/Metro in the County of Los Angeles	
	2010	Award of Excellence in Service by Los Angeles County MTA/Metro in the County of Los Angeles	
	2009	Winner of the ASCE's Outstanding Private Sector Civil Engineering Project in Metropolitan Los Angeles	
	2009	Winner of the Caltrans' 2009 Excellence in Transportation Award in the State of California	
	2007	Winner of the ASCE's Outstanding Public/Private Sector Civil Engineering Project in Metropolitan Los Angeles	
	2005	Winner of the APWA's Best Traffic Congestion Mitigation Project of the Year in Southern California	
	2004	Top Nominee of Transportation Foundation's Highway Management Program in the State of California	
	2003	Winner of the PTI's Best Transportation Technology Solutions Award in the United States	
	2002	Winner of the ITS-CA's Best Return on Investment Project Award in the State of California	
	2000	Award of Excellence in Service by Los Angeles County MTA/Metro in the County of Los Angeles	



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