Thanks to grants from the Nevada OHV Commission, the Nevada State Parks RTP program, Polaris and help from a host of partners, implementation has begun on the motorized portion of the Prison Hill Recreation Area.

An ADA portable toilet has been placed in the Staging Area and a beautiful kiosk has been installed. It has a brochure box which is stocked with our new education brochures which has had two printings (600 copies).

Later, a second panel was added to the kiosk.

On October 6, a clean-up day was hosted by the Pine Nut Mountains Trail Association. It was a productive event which helped to bond partners together: PNMTA, NOHVCC, crawlers, the City, and an
ROTC group. The fun culminated in the removal of a Jeep which had been left abandoned for two years in Dead Truck Canyon.

The first Ride Right signs have been made which inform the riders what equipment and NV OHV registration they should have to ride at Prison Hill. Education began on these new guidelines with the first tech check conducted at the Staging Area. A primary goal of these early tech checks is to train the Park Rangers on how to conduct them- check for a spark arrestor, check sound level, and check for NV OHV registration. The latter is the only item that is currently
enforceable until the City can pass statutes for sound and spark arrestors. The vehicles that pass get an official Prison Hill Tech Check, Riding Right decal which gets affixed in a visible location on their OHV.
Construction began in the third week of October with improvements to the Staging Area access road, rehab of the old routes, construction of water/erosion control structures, and the installation of jack-rail fencing and signs.

Rock being dumped for a check dam.
Possibly the first motorized event at Prison Hill was the National Off-Highway Vehicle Conservation Council (NOHVCC) Mobile Workshop conducted as part of NOHVCC’s annual conference. More than 100 people attended this event which demonstrated the huge capacity of this great Staging Area. Again, it was a good partnership with local crawlers and trials riders demonstrating their skills and vehicles, plus guided, educational SxS tours up to the Summit.
Signs of Change

Lack of trail signing and mapping has led to intrusion of private property in the subdivisions. These signs are the first step in addressing that issue. Eventually the routes will be closed and rehabbed.
Intrusion into the non-motorized portion of Prison Hill has also been an issue. These signs will more clearly identify the boundary and fencing will be installed from Golden Eagle Rock (formerly Graffiti Rock) up to the summit viewpoint this winter.

This is the rehabbed area above the new access route.
A guide sign has been installed at the “T” of Snyder Road and Golden Eagle Lane.

Another issue has been with OHV recreationists driving passed the staging Area turnoff and trying to access the trails farther down Golden Eagle Lane. The road is private beyond this point and there is no OHV trail access. This sign is intended to address those issues.

Other signs have come in, but have yet to be installed. This should occur over the next few weeks and we’ll put out another edition of the Signs of Change.