



**Open Space & Recreation Advisory Committee Meeting Agenda
Tuesday, March 7, 2023, at 9:00 AM
Council Chambers - Eagle Town Hall
200 Broadway Eagle, CO 81631**

This agenda, meetings, and information about the Committee can be viewed at www.Townofeagle.org.

The public is invited to comment at the end of each agenda item

OSRAC MEETING ACCESS INFORMATION

This will be an in-person meeting with access via Microsoft Teams. First-time users of Microsoft Teams will need to download the free app before joining the meeting.

Join on your computer, mobile app, or room device

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Meeting ID: 252 517 008 239

Passcode: E6WQzL

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Or call in (audio only)

[+1 469-770-0416,,870694782#](#) Phone Conference ID: 870 694 782#

9:00 a.m. CALL TO ORDER and ROLL CALL

9:05 a.m. PUBLIC COMMENT

9:10 a.m. APPROVAL OF FEBRUARY MINUTES

9:15 a.m. DISCUSSION/ BUSINESS ITEMS

9:15 a.m. (40 min) Second Gulch motorized width limit review and recommendation

9:55 a.m. (10 min) OSRAC retreat draft agenda presentation and discussion

10:05 a.m. (30 min) Wildlife interpretive and bilingual signage project design discussion

10:35 a.m. (15 min) HTC/VVMTA wildlife education and outreach campaign update

10:50 a.m. (10 min) New Business/ Future Agenda items

11:00 a.m. ADJOURN



**Open Space & Recreation Advisory Committee
Unapproved Meeting Minutes
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9:00 a.m. CALL TO ORDER and ROLL CALL

Call to Order at: 9:02 a.m.

Roll Call:

Committee members present: Jessica Foulis, Erinn Hoban, Anna Nakae, Roger Mitchell, Lizzy Owens, Chris Kehoe, and Phillip Kirkman

Committee members absent: Ernest Saeger

Staff Present: Brian Lieberman

Town Council Present: Ellen Bodenheimier and Janet Bartnik

9:05 a.m. PUBLIC COMMENT

None.

9:10 a.m. APPROVAL OF JANUARY MINUTES

MOTION to approve the JANUARY OSRAC meeting minutes by Kirkman and second by Foulis. Motion passed with a vote of 6 in favor (Foulis, Nakae, Mitchell, Owns, Kehoe, and Kirkman) and 0 opposed.

9:15 a.m. DISCUSSION/ BUSINESS ITEMS

Open space property management plans project update

- Staff provided an update on the Open space property management plans project.
- An RFP was released on 1/26/23, and proposals are due on 2/16/23.
- Staff aims to have a consultant selected to develop the plans in March.
- No Committee comments.

OSRAC retreat plan and update

- Staff provided an update on the 2023 OSRAC retreat planning.
- The Committee discussed the retreat date, structure, and prework.
- Two tentative dates for the retreat were 3/23/23 and 3/30/23. Staff is aiming for 9am-3pm with a working lunch at the Frost Creek clubhouse.
- Staff will virtually reach out to Committee members to schedule the retreat date.
- The Committee accepted public comment.
 - o A member of the public suggested that the Committee develop a standardized decision-making framework to help guide changes that impact the public.
 - o Committee members agreed that discussions on decision-making and transparency could be tackled at the retreat and/or during future meetings.

Hardscrabble Trails Coalition (HTC) Proposed Projects Environmental Analysis submission to the Bureau of Land Management (BLM) discussion and update

- Staff updated the Committee on communication with the BLM and the next steps with Council for HTC's proposal to the BLM.
- Staff and HTC provided an overview of the proposal.
- A Committee member expressed interest in the BLM gaining a better understanding of recreational use on trails in the East Eagle area before changing management.
- HTC and the Committee supported leaving the top section of the Abrams Gulch trail open for administrative use. The Town and ranching lessee use this double track to access private property and fencing.
- Some Committee members would support the reroute of the Third Gulch trail if there were demonstrable natural resource benefits from rerouting the trail, such as improvements to erosion, sediment, and/or vegetation cover.
- The Committee accepted public comment.

Hardscrabble Trails Coalition/ Vail Valley Mountain Trails Alliance wildlife communication project update

- Staff and HTC updated the Committee on the Eagle area wildlife communication, outreach, and education project.
- Town Council will consider contributing funds to the project at the February 14 Council meeting.
- The Committee discussed the project.
- The Committee accepted public comment.

MOTION to recommend that the Council partner with the Hardscrabble Trails Coalition on the Eagle area wildlife communication campaign because it is consistent with and will support goals in the 2022 Open Space and Trails Master Plan by Foulis and second by Owens. Motion passed with a vote of 6 in favor (Foulis, Nakae, Mitchell, Owns, Kehoe, and Kirkman), 1 abstaining (Hoban), and 0 opposed.

New Business/ Future Agenda Items

- A Committee member suggested that Colorado Parks and Wildlife give an overview of the current herd (deer and elk) management plans that include the Eagle area during a future meeting.

MOTION to ADJOURN at 10:37am by Foulis and second by Owens. Motion passed with a vote of 7 in favor (Foulis, Nakae, Mitchell, Owns, Kehoe, Kirkman, and Hoban) and 0 opposed.



To: Open Space and Recreation Advisory Committee (OSRAC)

From: Brian Lieberman, Open Space and Trails Manager

Date: March 7, 2023

Agenda Item: Second Gulch motorized width limit review and recommendation

Request: Review feedback from Town Council and the public on the Committee's recommendation to increase the motorized width limit for the Second Gulch Trail from 50 inches to 72 inches. Incorporate the feedback, collect additional stakeholder and public comment, and make an updated recommendation to Town Council on how to proceed.

Background: The Second Gulch trail, starting from the Arroyo Trailhead in Eagle Ranch, is the only motorized trail connecting the Town of Eagle with the adjoining lands managed by the Bureau of Land Management (BLM) in the Hardscrabble area. When Eagle Ranch was developed, Second Gulch was designated as the motorized access route from Town to federal lands. However, the trail was limited to motorized vehicles less than 50 inches wide. The goal of this restriction was to permit Off-Highway Vehicles (OHVs) access to public lands from Town without allowing access for full-size vehicles. The Town did not want this to become a destination trailhead or have BLM car traffic routed through neighborhoods.

The 50-inch rule worked well until the types of OHVs on the market started to change. All-Terrain Vehicles (ATVs) were the popular motorized vehicle for many years. Now, the market is saturated with Side by Sides (S x S) and Utility Terrain Vehicles (UTVs). While ATVs are generally less than 50 inches wide, the newer motorized vehicles are typically 60-68 inches wide but can be as wide as 72+ inches. For reference, smaller highway-legal jeeps and Toyotas generally are 72+ inches wide.

Certain features on Second Gulch were not built to accommodate the width and weight of larger motorized vehicles, such as the cattle guard at the Town boundary. As a result, the cattle guard and other features have sustained consistent damage over the years due to larger and heavier vehicles accessing the trail. Significant staff time and resources have been invested in maintaining this cattle guard and other features. To address these issues, the BLM and Town staff elected to better enforce the 50-inch restriction by positioning width limiters on the trail to enforce the 50-inch rule.

The enforcement of the width limit was met with concern from the motorized community. Although doing so illegally, until this summer, recreationists could access the trail with larger OHVs. The motorized recreation community has requested that the Town review our regulations to determine if they are still consistent with the 50-inch rule's intent given advancements and changes in motorized

technology. The Open Space and Recreation Advisory Committee (OSRAC) discussed this issue last year. The topic just made it to Council in February and is now headed back to the Committee for further review. Any proposed changes would also be subject to review by the BLM through the NEPA process.

Analysis: In the summer and fall of 2022, OSRAC collected public comments, engaged with stakeholders, and discussed the motorized width limit for the Second Gulch trail. At the September 2022 OSRAC meeting, the Committee made the following recommendation to Town Council on how to proceed with this issue:

“MOTION to recommend that the Town Council of the Town of Eagle, Colorado, change Section 6.03.030A of the Town of Eagle Municipal Code to permit OHVs which are up to 72 inches in width to access adjacent public lands via the Second Gulch trail, dependent on the Bureau of Land Management matching the use change on BLM Route 8388E and the BLM portion of Second Gulch to allow OHV vehicles up to 72" and after consulting with Eagle Valley Wildland Fire to confirm access needs in the Second Gulch area in the event of an emergency by Saeger, second by Kehoe. Motion passes unanimously.”

Staff brought this recommendation to Town Council at their February 28, 2023, meeting for consideration. The Council discussed the issue, the recommendation, and accepted public comment. The Council and the public raised several concerns about the proposal. Council requests that OSRAC consider the feedback from the Council meeting and provide a revised recommendation on how to proceed.

Below is a summary of the key feedback from the February 28, 2023, Council meeting. Please refer to the [meeting recording](#) for additional comments.

1. Most Council members thought that 72 inches is too wide for Second Gulch. Council members thought this was too close to the width of small SUVs and want to ensure full-size vehicles cannot access Second Gulch.
2. The Council requested further consideration on how we would permit this access for Town residents but keep the area from becoming a destination for motorized use. The neighborhood access, small parking area, and winter wildlife habitat would not make this an ideal location for destination access.
3. If a change in the width is approved, some Council members are interested in having a review period and employing adaptive management to ensure new changes do not have any unintended consequences.
4. Members of Council and the public asked about introducing additional motorized vehicles in the area during the calving season and about the potential to limit them temporarily beyond the Town's existing seasonal closure period in the spring.
5. Council members and the public were concerned about the greenhouse gas emissions and impacts of motorized recreation and asked if there could be methods to promote or regulate for electric vehicle use.
6. Council members raised safety concerns and requested additional information on mitigating user conflicts with wider motorized vehicles accessing the Second Gulch.
7. Noise pollution on the trail and in the neighborhood was brought up as a concern.

Community Input: Staff advertised a public comment period on March 1, 2023. The public is invited to join the meeting and provide comments. In addition, around ten community members provided comments during the Council meeting on February 28, 2023. Most comments echo the concerns about increasing the width limit raised in the analysis section above. A couple of comments provide support for increasing the width limit. Comments received by 3.2.23 at 5pm are attached below. Any additional comments will be emailed to the Committee and posted on the website before the meeting.

Budget/ Staff Impact: The budget summary below includes recommendations for trail and infrastructure improvements that would need to be addressed before increasing the motorized width limit on the trail. Consider if there are additional recommendations that could address concerns raised by Council or the community.

Total budget estimate: \$4,500 and significant staff time involvement

- Improved drainage at the intersection of Arroyo Drive and Second Gulch. \$200 for materials and staff time.
- New etiquette, directional signage, and materials. \$600 and staff time.
- Widening three sections for pull-offs and improving sight lines. This will require a machine rental, some materials, and staff time. Likely around \$1,200.
- New 72-inch reinforced Cattle Guard that is bike and pedestrian-friendly. \$2,500 plus staff time to install.
- Some labor could come from the youth corps or Vail Valley Mountain Trails Alliance's Trail Conservation Crew.
- Locations of the proposed improvements are shown on Map 1 (attached).

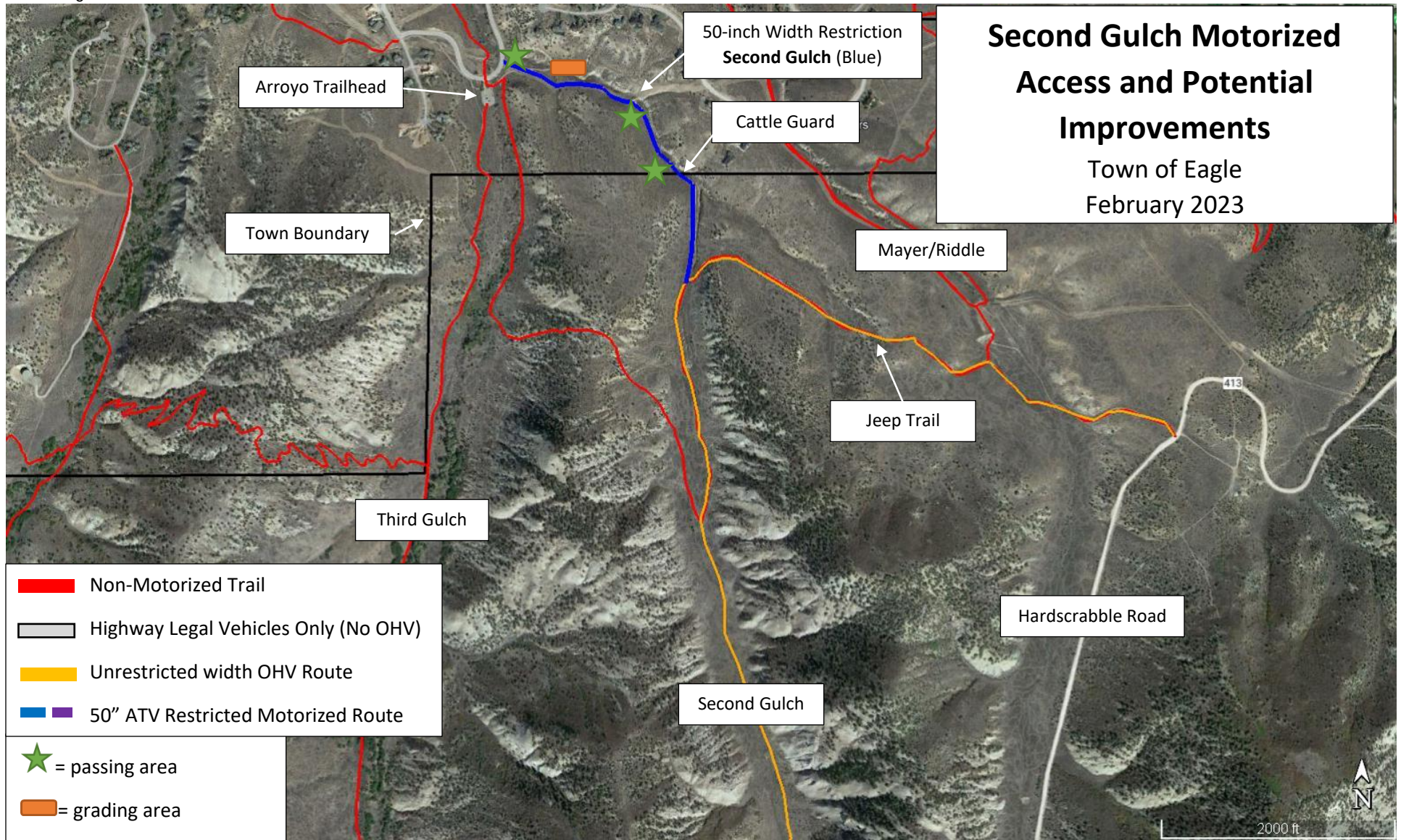
Strategic Plan(s) Alignment: Recommendation #6 of the Support Facilities and Infrastructure (SF6) section of the 2022 Open Space and Trails Master Plan (OSTMP) states: "Explore opportunities to develop better motorized access into West Eagle/Hardscrabble. This portal could have limited facilities for motorized users, supporting ride-from-home explorations rather than out-of-town visitors."

Recommendation #2 from the Trails Opportunity (T2) section says: "Evaluate support for trails (and new recreational developments or changes) within the Town or surrounding public lands based on wildlife habitat, potential seasonal wildlife closures, filling gaps in the area's offerings, and sustainability."

Recommend Action or Proposed Motion:

1. Motion to continue agenda item to next meeting, gather additional information, and continue partner coordination to evaluate changing the Second Gulch Trail's motorized width restriction.
2. Motion to recommend that the Town Council of the Town of Eagle, Colorado, maintain the existing width restriction for OHVs in Section 6.03.030A of the Town of Eagle Municipal Code for access to Bureau of Land Management lands via the Second Gulch Trail.
3. Motion to recommend that the Town Council of the Town of Eagle, Colorado, change Section 6.03.030A of the Town of Eagle Municipal Code to permit OHVs less than XX inches in width to access Bureau of Land Management lands after addressing the following....

Attachments: Map of Second Gulch access, outreach flyer, and Public comments (as of 3.2.23 - additional comments will be emailed before meeting).



Map 1: Motorized access from the Town of Eagle to BLM Lands via Second Gulch. Non-motorized trails are in red. OHV motorized trails are in orange. Roads that accommodate full-size vehicles are in grey. The section of Second Gulch that is limited to 50-inch width or less is in Blue. The Town of Eagle boundary is in black.

Motorized vehicles above 50-inches must trailer their machines and access BLM lands via Hardscrabble Road above the Forest Service Boundary or from Gypsum. Under 50-inch OHVs can travel from the owner's or operator's residence or place of storage in Eagle directly to Second Gulch to access BLM land.



Second Gulch Public Outreach Opportunity

Tuesday, March 7, 2023, at 9am in the Council Chambers

The Town of Eagle's Open Space and Recreation Advisory Committee (OSRAC) will discuss motorized access on the Second Gulch Trail in Eagle Ranch on **Tuesday, March 7, 2023, at 9am in the Council Chambers** at the Eagle Town Hall. Specifically, the Committee will discuss the possibility of increasing the motorized width limit on the trail to allow Side-by-Sides and Utility Terrain Vehicles in addition to All Terrain Vehicles. Please join the conversation if you are interested in this topic or would like to learn more.

Public comment will be accepted at the Committee meeting. A virtual link will be available if you cannot attend in person. Or you can email comments to openspace@townofeagle.org. The meeting agenda and virtual link can be found on the Town of Eagle's Website at <https://www.townofeagle.org/773/Agendas-Minutes-and-Packets>. For more information, contact the Town of Eagle at openspace@townofeagle.org or 970-328-6542.



Public Comments received before 5pm on 3.6.2023 RE: Proposed Second Gulch Motorized Width Access Change from 50-inches to 72-inches

New comments since 3.2.23 start on page 9

Brian,

Please include my support for the widening of the trails in Eagle to 69" to accommodate the newer OHV's. It is essential that this be done because the more accommodating the town is to the public then the more the public can enjoy the great outdoors. It is there for all of us to use. Let's not limit the trail use to anyone.

Attachments: none

TAB Associates, Inc.
The Architectural Balance

Tab Bonidy, NCARB

No.

I do not support any increased trail size in the proposed area. OHV users have repeatedly shown they can not maintain self control and remain on designated routes. Resulting in habitat damage, new unregulated trails and increased friction between other users such as hunters, anglers and back country enthusiasts. This is a very bad idea to pursue.

Michael Salomone
 town of Eagle resident since 1999.

Hello Brian,

I'm out of state and unable to attend the TOE meeting tonight, however wanted to go on record with you as being against the proposed Second Gulch Motorized Width Access Change from 50 inches to 72 inches.

I am against it because it is in a highly sensitive wildlife area, would further destroy wildlife habitat, cause more noise pollution, and eventually lead to additional accesses over time, which further devastates our local elk population and all other wildlife.

We were only given 24 hours notice of this meeting, which is not enough, with the majority of impacted homeowners being away.

Please pass my input on to TOE Council Members and Mayor Turnipseed.

Thank you,

Kate Sheldon, Homeowner
 2809 E. Haystack Dr., Eagle Ranch

I am out of town until this weekend so could not attend tonight's meeting specifically because of the last minute notice by the HOA and TOE.

Proper and timely notice allows me to adjust my work schedule to try and be in town especially for very important issues like our elk herd preservation vs continued efforts to increase human, animal (specifically dog), and motorized traffic in the elk migration areas.

I want to go on record opposing the proposed Second Gulch Motorized Width Access Change from 50 inches to 72 inches.

We already have issues up in the Highlands, which are well-known. Disregard of the signs prompted them to put in a solid barrier to the Arroyo parking lot because so many people violated the winter rules. I've also gone on record in meetings telling stories about people urging their dogs to chase the elk and deer that were present in the elks critical and severe winter range.

Does anyone really believe that people with larger motorized vehicles are going to be any more responsible when it comes to the elk?

We were only given 24 hours notice of this meeting with a large number of our neighbors and impacted homeowners being away.

Please forward this to all concerned town of Eagle council members and Scott Turnipseed.

Thank you,

Steve Mairose, Homeowner
2809 E. Haystack Dr.,
Eagle Ranch

To whom it may concern,

We oppose changing the current width to a higher width for the gate at 2nd gulch!

Increased width will increase the volume of traffic accessing this route to BLM sanctioned 'riding' areas. Eagle County has many access points for the 'new side-by-side' recreation vehicles for entrance into BLM areas...we do not want to see our neighborhood turned into an ATV 'haven' by increasing the width and size of the access point thereby increasing the traffic volume of ATVs through our wildlife sensitive areas!

Eagle Ranch can't currently manage the dog lease requirement of our residents in this wildlife sensitive area, do not exacerbate the strain on wildlife by increasing traffic volume that will come with widening the access gate at 2nd gulch!

It does seem that a proposed increase in width is counter to the 10 year Master Plan for TOE whereby the Master Plan indicates that impact to wildlife areas is a 'priority' when considering 'capital expense' into areas that should not see additional disturbance to native wildlife. The increase in traffic associated with any widening of access surely will have negative environmental/habitat impact. I was of the impression that TOE would do impact study prior to approving further habitat erosion.

Please don't let this happen!

Bert and Deddie Christianson

2448 Haystacker

Hi Jenny,

I am a resident of Eagle Ranch. My family is a frequent user of Second Gulch. We mountain bike, gravel bike, hike and run Second Gulch.

I greatly appreciated the addition of the width restriction to the trail. I believe the restriction increases safety and reduces environmental damage to the trail.

I feel obligated to point out that the motorized vehicles that do “fit” onto trail tend to be driven or ridden by people who demonstrate very good manners. I feel the current balance is a good compromise. Expanding the width risks disrupting this balance and causing more erosion on the trail.

Best regards,

John Ives
356 Harrier Circle
303-809-0787
john.ives@me.com

Greetings Brian,

I am sending this solely in my capacity as a homeowner in Eagle Ranch.

I’d like to suggest that the Town postpone, for now, the plan to widen the trail on Second Gulch to allow more OHV traffic. As the owner of a house on Fourth of July Road, I anticipate that following completion of the project, we will hear a lot more OHV traffic coming up and down Fourth of July Rd. The problem with that traffic, as you know, is the noise. As with motor vehicles, the OHV industry is slowly moving toward electric vehicles, which are much less noisy. I would like to suggest that the Town wait for at least some period of time to allow this transition to move further along. This is consistent with the Town’s goal of promoting Environmental and Energy Sustainability.

Thanks for considering my comments.

Jamie Harrison
797 Fourth of July Rd.

Hi there,

As a concerned citizen and frequent user of these trails I strongly urge you not to widen the width restrictions on the 2nd gulch trail. Having side by sides on the same trails as hikers and bikers is very dangerous, there is no allowance on that trail for bikers and hikers to get out of the way of larger vehicles. My concern would also be that I have witnessed side by side users not being courteous on these trails before the poles were out up, they were frequently driving faster than they should and not slowing down when passing other trail users. It may be a case of the few ruining opportunity for the many but safety should be the paramount concern here. Side by side users also have ample opportunity to travel from their home to the trail head at hardscrabble without requiring a road legal vehicle, per

eagle county rules and regulations. This should continue to be the access point for these wider vehicles as it allows for more room for passing in a safe manner.

Thank you for your consideration in this matter.

Miles Henson

miles.henson@gmail.com

Dear Sir or Madam,

My name is Steve Hoffman and I live at 200 Harrier Circle, Eagle, CO 81631, Please let this email serve as an objection to allow Utility Terrain Vehicles access to the 2nd Gulch Trail.

UTVs are built and used more for work than recreation. They are large, powerful vehicles, able to seat 2 to 4 passengers side by side and they have the ability to haul a lot of equipment and supplies. While they typically have 4 wheels, they can have more wheels for specialized purposes. UTVs are faster and more powerful than ATVs with max speeds between 25 mph and 50 mph. UTV's can come with windshields, roll bars, and roofs – essentially a cabin. UTVs also tend to have more safety features than ATVs. All of which lends themselves to more aggressive and faster driving.

My wife and I frequently hike and bike these trails with our dogs. Occasionally, we have encounters with motorcycles and ATVs. Usually, the motorcyclists and ATV drivers are respectful, but sometimes not. In every instance though we, as either hikers or bikers, step off of the trail with our dogs to let the motorcycles and ATVs pass. Whether they are respectful or not, these encounters are universally disruptive to our enjoyment of the trails. When hiking or biking, the last thing you want is a motorized vehicle coming quickly up behind you startling you and forcing you off the trail.

As I have indicated previously, UTVs are built and designed to go faster than ATVs and accordingly encourage more aggressive, and possibly reckless in the hands of younger or inexperienced drivers, driving. The trail has sharp turns and hills with blind spots creating the likelihood of disastrous encounters between the UTVs and hikers, bikers and wildlife. If I had the choice, I would prefer that 2nd Gulch not be open to motorcycles or ATVs, but I think that cat is out of the bag and we will continue to share the trails with them. There are plenty of off-road opportunities for UTVs in our area. 2nd Gulch Trail should not be one of them.

Thank you for hearing our concerns.

Steve and Jackie Hoffman

To OSRAC

I am a town of Eagle resident and like most residents, an avid trail user. I am writing to express my concerns about the possibility of increasing the motorized width limit on the Second Gulch Trail. I believe that this trail currently gets a nearly unsustainable amount of use and the addition of another group of users would push the situation over that sustainable limit. Second Gulch just down from the Baily trailhead already degrades to a silty mess each season, and with less rain from years of drought it keeps getting worse. An influx of additional trail users, particularly UTVs that have more impact on loosening up the dirt, could turn the trail into a sand pit.

Currently, my experience interacting with other trail users has been very positive. Mostly the cyclists, hikers and dirt bikers are very respectful of each other using the trail. However, much like congestion on a highway, when you add too many users to too small an area, tempers will rise. Since Second Gulch Trail is a major artery to connect the Eagle Ranch Loops Trails (it currently touches 4 other trails), there will only be more and more people using it as mountain biking increases in popularity and the Town continues to market itself as a biking destination. Have there been any studies to understand the impacts of adding UTV usage on top of an increasing bike population? How many expected users per day is something that should be considered, and what it will look like in 5, 10, and 20 years from now.

Additionally, the Arroyo Parking lot sees many days at or above capacity. There are currently only 4 oversized vehicle parking spots there. If trailers started taking up double spaces to fit into the lot (5 available), it would only take a handful of trucks with UTV trailers to make it a congested mess.

I would hope that the Town of Eagle would err on the side of caution when deciding how to manage its open space and not allow side-by-sides and UTVs on this trail. I think that as a community, we should focus on protecting our resources.

Thank you for your consideration,

Drew Stewart

I implore you not to approve increasing the width of motorized vehicles in Second Gulch. Let's make a concerted effort to keep things as wild as we can. More noise and larger vehicles will definitely not support this goal.

Thanks you,

Joyce Chizmadia

--

Sent from Gmail Mobile. Joyce Chizmadia

To the Town Of Eagle:

Whose bone headed request for consideration was this? Our trails are already in bad shape for hikers, can anyone imagine how much worse they will be when getting to the trails on possibly street legal vehicles will be? Do you honestly think these thrill seekers will only drive when the trails are dry?

We once had to jump out of the way for a Jeep..yes a Rubicon 2 door Jeep on their way through the trail system to Hardscrabble Road. This could become all too common if the regulations are changed.

People are so considerate that the town has had to gate Arroyo trail head parking lot during winter months....a simple indication of how some residents follow the rules.

The committee needs to evaluate whether this is in the overall interest of all residents of the town of Eagle, and not just a select few.

Thank you,
Melanie Weisman

Hi there,

Thank you for engaging with the community to determine how the town can meet community member's needs and wishes.

I've been unable to attend the town hall meetings, but wanted to share my perspective with you all.

I'm a regular user of the second gulch trail. I both run and walk it. It's a great trail option as it's wide enough for travelers to pass each other comfortably. It's also why I'll take guests for hikes on this trail when they are visiting from out of town -- we can walk and talk to each other. I also run the trail knowing I have more space to maneuver around bikes.

I'm all for sharing trails and increasing access. And I appreciate that OHV gets to enjoy the trails around Eagle. Whatever encourages people to get outside and have fun, I support.

That said, I feel changing the restrictions of second gulch to allow side-by-sides and utility terrain vehicles will permanently alter who uses the trail and, ultimately, decrease the number of people who choose to use the trail.

My concerns:

- A road with OHV deters other users such as bikers and walkers.
- Since not everyone has motorized OHVs, fewer people will use the trail. I know I will discontinue my use of the trail.
- Since these vehicles move fast, and are wide, people who choose to walk on the trail will have to constantly look over their shoulder.
- It'll change the second gulch from something used as a public trail to something like a public road.
- It'll increase the number of trailers in the parking lot, and take up parking spaces.

There's already an extensive BLM trail system, so do we really need to connect directly to these trails from our neighborhood? And side-by-sides aren't allowed on the roads, so users already have to drive their trailers to the trailhead, can they not drive a bit further?

It benefits a few people, and hinders many more.

Happy to provide any additional insight and perspective.

And thank you for all your hard work!

Katrina Brinkerhoff
805-448-0835
118 Longview Ave. Eagle, CO

What, if anything, would prevent a commercial UTV tour operator (a la Moab) from day one operation of multiple caravan tours throughout the town of Eagle and through town and up Fourth of July or East Haystacker?

My concern is that this change will lead to a significant increase the volume of "traffic" the resultant noise pollution, air pollution both of which will have disturbing and negative impact on wild life in the surrounding areas.

This forms the basis of my objection to this proposal.
andrew harbourne aharbourne2017@outlook.com

I support increasing the OHV size limit from 50 to 64 or 72.

Thank you,
Scott McDaniel
Eagle Ranch Resident

Hi Brian,

My concerns with the proposed access change were documented during the ToE council meeting. Concisely, my objection is.

Since wider motorized vehicles have alternative routes to reach the Hardscrabble area, creating a route via the ToE's Second Gulch trail is a matter of convenience for the motorized vehicle owner community. The cost to the broader community and ecosystem to provide this convenience is a reduction in safety, increased erosion and expense.

In other words, it would be unfortunate to burden the larger community and ecosystem with the costs to provide a convenience to a few.

Thank you for your service,

John Ives
356 Harrier Circle
303-809-0787

Hi Brian and OSRAC, thank you for your efforts in handling the discussion regarding side by sides and the use of Second Gulch.

As an avid hiker I find that all of the trails in Eagle, including Second Gulch, are not thought of as hiking trails any longer. The primary message to hikers is that these trails are for bikes and motorized vehicles. Over the 15 years that I have lived in Eagle, the trails feel more dangerous for hikers and I don't believe that the Town considers the safety of hikers when looking to improve or modify trails. On several occasions, I have almost been taken out by bikers and motorized vehicles. By allowing wider vehicles, the trails will end up widening. But an issue is that the wider the trails get, the less room there is for a safety refuge for hikers as vehicles pass. This will create additional erosion and damage to the open space that should be considered. To now consider allowing larger vehicles on the trails seems to be an unnecessary risk when the Side by Sides can easily get to Hardscrabble via Brush Creek Road. If there is a licensing issue on Brush Creek Road, perhaps the side by side community should take that up with the county. Adding more congestion to the neighborhood connections seems like an unsafe action.

Let's also consider the fire risk that we face in the mountain region. Spark arresters should be required on vehicles using the trails to prevent forest fires (see FS regs below). Who is monitoring this safety aspect in the open space? Who is providing education and enforcement to users to be sure they are using trails safely and not putting life and structures at risk?

I realize the connection from Second Gulch is Town of Eagle Open Space but then the users reach BLM and Forest Service Land. Please see below to review the rules by the Forest Service for vehicles (<https://www.fs.usda.gov/visit/know-before-you-go/off-highway-vehicle-touring>). If the Town of Eagle can't effectively manage free ranging dogs on open space, then how will the Town manage enforcing the vehicular usage? Who manages usage now to be sure the rules are being followed? The Town should be mindful in expanding usages until compliance with the current rules are effective.

I urge you to be mindful and cautious in considering the additional impact that side by sides will cause to all users of our precious Open Space. Roads, I don't believe were the original vision of this area. Thank you for time.

Respectfully,

Mel Richmond
95 Big Sage Ct, Eagle
303-901-5189

New Comments as of 3.3.23 start here

Brian

So we are talking about Second Gulch Trail again. I was unable to attend the meeting this week but my wife did attend. She got the feeling that a decision has already been made and the meeting was a mere formality. Is that true? Where is this proposal being generated? What is the principal argument? Why is TOE even considering the proposal?

Everyone in the Highlands is opposed to the plan to allow larger vehicles on Second Gulch. The folks along East Haystacker will be the most affected by noise, dust and air pollution. There is already excessive "moon dust" on the Second Gulch trail and it will get significantly worse with larger (and likely more) off road vehicles. Safety of other trail users (mountain bikers, hikers, dirt bikers) with these larger vehicles is a serious concern. In some manner, shouldn't the perspective of the most affected folks carry additional weight?

Those in favor of this change reference convenience to access trails along Hardscrabble Road. That argument is questionable since access to Hardscrabble Road is readily accessible from Brush Creek Road. This proposal seems to be contradictory to the extreme limitations already placed on trail use and the environmental position that TOE promotes.

We are clearly opposed to this proposal.

Thanks for the opportunity to offer an opinion.

Dale S. Decker
2203 East Haystacker Drive
X0369
Eagle, Colorado 81631-0369

Dear town of Eagle,

I am writing about increasing the motorized width limit on the second gulch trail. I have several concerns about increasing the width:

The possibility of wildfire ignition goes up.

Disturbance of the elk habitat.

The increased noise - I already hear loud motocross bikes on my street (Greenhorn Ave) in Village Homes and Eagle Ranch Road.

The safety of those on foot.

The increased dust these machines create is another concern.

For these reasons, I hope you will not increase the width limit.

Thank you.

Nancy Stewart

Brian -

Thank you for seeking out input from the 2 wheel motorized community regarding the proposed 2nd Gulch width change. Please find our position below:

Rocky Mountain Sport Riders (RMSR) is a non-profit organized for the purpose of promotion and preservation of the sport of off-road motorcycling, including preserving, managing, and expanding riding opportunities for the public benefit. We represent about **450 paid members** and approximately **1400 interested Facebook followers**, who are mostly local motorcyclists.

The board of RMSR provides the following input to for the community outreach regarding increasing the width allowed for motorized travel on 2nd Gulch in Eagle:

We would not like to see the width increased on the 2nd Gulch trail.

Detail: Over the last 10-20 years, many single track motorized trails throughout the valley have been either closed to motorized use or widened into double track. Closures have been by official actions, but the widening of single tracks is often created by rogue elements of the community. The loss of single track in our valley is a significant negative impact on the quality of two wheel motorized trail riding. Enforcement is almost non-existent in the hills around Eagle and Gypsum. Maintaining the current width limits in 2nd Gulch is a critical tool for preserving smaller trails further up in the hills and for limiting human impact. There is also a safety component that should not be ignored: wider vehicles on the trails can make passing hikers, bikers, motorized riders, etc. much more problematic and unsafe. Let's not introduce more problems into our trails. Wide vehicles should be operated by licensed drivers for safety and already have sufficient access at the intersection of Hardscrabble and Brush Creek Roads.

BOD - RMSR

Brian,

I happen to live immediately north of the jeep road access that leads to second gulch (121 Hollyhock Court), so I am particularly aware of the trail system in that area. I cannot attend the upcoming meeting, but I wanted to provide some thoughts that I would have otherwise stated there.

- 1) Can there be a limited time frame that the motorized vehicles can operate on the jeep road access? We notice some riders entering very early in the morning (like 4-5A) in the summer. As you might imagine that is very loud at that time of day.
- 2) I understand that the jeep road and second gulch are desirable access to get to Hardscrabble road. From my perspective that is important because it keeps those motorized vehicles off the MTB trail system and provides easy access for people with motorized vehicles that live in Eagle ranch to avoid getting on other roads. So, I am all for the second gulch access to Hardscrabble.
- 3) However, if that is to be the case, I think it is critical to separate the uses, since the vehicles are getting bigger and faster, and MTB's use the jeep road and second gulch as access to numerous trails too.
 - a. To that end, there should be a separate single-track trail that follows the jeep road and second gulch but is limited to bikes and walking, with the motorized vehicles limited to the roads.
 - b. Speed should be controlled on the motorized access along the jeep road and second gulch because inevitably those uses will cross each other.
- 4) There should be a licensing/impact fee that is paid by users since motorized use has a greater impact and the Town will need to maintain these roads more frequently.
 - a. It could be an annual pass that you must display/ have with you, or a license you have to obtain locally.
 - b. I thought Aspen did a smart thing with their uphill policy that tracks the same way. It's a one-day fee that also serves as an annual fee.

Please feel free to follow-up in regard to this matter. Thnaks for your hard work on behalf of the Town and all the trail users.

Dan B. Brown, CPG, CP
President
Eagle, CO

Tel. (800) 763-1363
Cell (216) 214-5591

Please accept my written support of widening the access to allow for UTV's etc.

O C G: design. construct. manage.
Cody O'Kelly principal
cody@ocgdesignmanage.com

TO: Town of Eagle Open Space Committee

FROM: Concerned Residents of Eagle Ranch (List Attached)

CC: Brian Lieberman, Open Space and Trails Manager

DATE: March 6, 2023

RE: Proposed Second Gulch Motorized Width Access Change from 50" to 72"

Currently, Second Gulch trail, starting from the Arroyo Trailhead in Eagle Ranch, is a motorized trail connecting the Town of Eagle with the adjoining lands managed by the Bureau of Land Management ("BLM") in the Hardscrabble area ("Trail"). At the time the Trail was designated as a motorized access route, the vehicular width restriction of 50 inches was to permit Off-Highway Vehicles ("OHVs") access to public lands from the Town without allowing access for full-size vehicles. The Town did not want to turn Arroyo Trailhead into a destination trailhead or have vehicular traffic headed to BLM lands routed through Eagle Ranch neighborhoods.

The motorized recreation community has requested that the Town increase the width restriction on the Trail from 50 inches to 72 inches ostensibly because the off-road recreational vehicle market is now dominated by the *new technology* of Side by Sides ("SxS") and Utility Terrain Vehicles ("UTVs") which are typically 60-72 inches wide. The proposed change to Section 6.03.030A of the Eagle Municipal Code is as follows:

*"Operation of motor vehicles, motor bikes, motorcycles, snowmobiles or off-highway vehicles (OHV) which are less than ~~50 inches~~ **72 inches** in width shall be allowed access to the Hardscrabble Road via the trail going up Second Gulch. Access to such trail is obtained by following the Second Gulch Trail signs from the parking area located at the bottom of Arroyo Drive."*

BECAUSE THE INCREASED WIDTH RESTRICTION TO 72 INCHES WILL ALLOW ACCESS TO THE TRAIL FOR FULL SIZE VEHICLES AND WILL TURN THE ARROYO TRAILHEAD INTO A DESINATION TRAILHEAD IN CONTRAVENTION OF THE ORIGINAL INTENT OF THE TRAIL, AND FOR THE FOLLOWING REASONS, WE STRONGLY OBJECT TO THE REQUEST TO INCREASE THE VEHICULAR WIDTH RESTRICTION ON THE TRAIL FROM 50 INCHES TO 72 INCHES.

ACCESS EQUITY IS AN INVALID REASON FOR APPROVAL:

Access equity is a terrible basis for approval of request to expand the width restriction of the Trail. In fact, it is no reason. Motorized vehicles are currently permitted on the Trail. There are plenty of options available to the OHV community that will comply with the 50-inch restriction. If a recreationist desires to choose a vehicle over 50 inches he/she can trailer it to the backcountry use areas. There is no requirement that all types of uses have equal use of any area. By denying this request, the Town is not choosing to deny access to the Trail by motorized vehicles.

If this request is granted, will the Town consider a request from the full-sized pickup truck community to allow it access to the Trail? If the Town approves the expansion to 72 inches why would it not consider expanding it further to allow full-size pickups? Since a small pickup truck can fit within the 72-inch width, wouldn't the allowance of small pickups constitute discrimination against the full-size pickup owners?

Additionally, E-bikes (*new technology*) are prohibited on bike trails around the Town. This prohibition was ostensibly adopted for many of the same reasons elicited in this paper – conflicts with hikers and human powered bikers and the degradation of the trails. How would it be **equitable** to the E-bike community if cars, SUV's, trucks and UTV's that fit within the 72-inch width restriction are permitted on the Trail, where E-bikes are prohibited on much of the Town's bike trail system. To approve this request amounts to a high degree of hypocrisy. If the Town approves the expansion of the width restriction on the Trail on **access equity principles**, it should revisit its E-bike prohibitions. Honestly, where would it stop?

Despite what the proponents of the expansion of the width restriction are saying, this is not about whether motorized use is allowed on the Trail or whether or not we "like" the "OHV Community". This is a request to EXPAND the use. The fact that UTVs are bigger than the 50-inch restriction is not a valid reason for change. In fact, no valid reason to change existing laws has been put forth by the proponents of the request. The reasons for the 50-inch restriction are manyfold, some of which are listed below. The reasons to support expanding the width restriction have little to no merit.

As currently proposed, the request to expand the width restriction on the Trail has many more implications than just trying to be '**equitable**' to a few Eagle Ranch residents who want the convenience of driving their UTVs from their house to the Arroyo parking lot in order to access the Trail into BLM lands.

CAR, SUV AND TRUCK USAGE:

Currently, Section 6.03.030A of the Municipal Code permits the operation of **all types of motor vehicles** on the Trail. The 50-inch restriction effectively limits the amounts and types of motor vehicles on the Trail. By increasing the width restriction to 72 inches, the Town would be inviting all types of vehicular traffic onto the Trail. Many cars, SUVs and trucks are less than 72 inches wide. A quick internet search yielded a small sampling of such vehicles attached as Exhibit "A". Going from 50 inches to 72 inches is not a "small" increase. Essentially, Pandora's Box would be opened, and the Trail would become a shortcut for all sorts of vehicular traffic wanting to access BLM lands. Bypass sections at certain intervals on the Trail would need to be made to permit oncoming vehicles to pass each other. This would necessitate further destruction of vegetation. Should the Trail become a road – and it surely will if the width restriction is increased - it would become virtually unusable for hikers and bikers. Staff admits in its memo to the Town Council dated February 28, 2023 that recreationists currently violate the width restriction. It is not a stretch to envision full size trucks and SUVs that exceed 72 inches in width try to utilize the Trail if this request to increase the width restriction is granted. By increasing the width restriction, the Town would essentially be redefining access to the Trail.

SAFETY:

The Trail is a popular trail with bikers and hikers. UTVs are larger and more powerful vehicles than ATVs. UTVs are faster than ATVs with max speeds between 25 mph and 50 mph. UTV's have higher clearance and can come with windshields, roll bars, and roofs – essentially a small car or a mountain dune buggy with more safety features than ATVs. All of which does not lead to more safety, as behavior adaptation, it tends to permit more aggressive and faster driving leading to more accidents. Permitting larger, faster vehicles with hikers, bikers and wildlife on a trail containing many blind spots is a recipe for a catastrophic collision. Cell service is spotty in much, if not all, of the Trail. In the event of a collision with injuries, delays in emergency response could result in serious harm, if not death. OHVs have been identified as the third leading cause of wildfires (See Article dated September 21, 2020 from the Behind the Wheel Magazine attached as Exhibit “B”). Increasing the width of the Trail will serve to increase use of the Trail by UTVs thus increasing the risk of wildfire.

NUISANCE:

Permitting larger vehicles to utilize the Trail will only serve to increase the dust, erosion, noise and litter on the Trail spoiling the enjoyment of others who use the Trail. Regrettably, not all people are considerate or follow the rules and the fact that the Town recently had to gate the Arroyo trail head parking lot during winter months is indicative of that. These larger vehicles kick dust hundreds of feet into the air. UTVs are loud requiring most users to wear ear protectors. As if the noise generated by their motors is not enough, many UTVs are tricked out with music sound systems. Also many UTVs have high intensity light bars and with cars, trucks and SUVs using the Trail, night usage of the Trail will ensue causing further nuisance. Dust, loud engine noise, blaring music and nighttime lights are not compatible with the enjoyment of most of the people who use the Trail.

DEGRADATION OF THE TRAIL:

Increasing the width restriction would permit cars, SUV's and trucks to use the Trail in addition to UTVs. By increasing the width restriction, additional vehicular use of the Trail would ensue. Currently, the Trail is not in the best shape for hikers and bikers. This was identified as a problem in the Town's Open Space Master Plan. One reason is due to the highly erosive nature of the soil in the area. Use of the Trail by larger motorized vehicles will only serve to degrade the Trail further. Also, how would the Town stop drivers from utilizing the Trail when it is wet? The use of trailers by vehicles would further exacerbate the degradation.

ENFORCEMENT:

As previously stated, Staff admits in its memo to the Town Council dated February 28, 2023 that recreationists currently violate the width restriction and have been for some time. Additionally, Staff admits in its memo that *“In the past, staff members have fielded concerns from the community about motorized traffic on Second Gulch. The complaints have mostly been related to speed, etiquette, and noise of motorized users. Some community members have also expressed concern*

about the dust and damage to the trail caused by motorized use.” Additionally, Staff advised that *“the cattle guard and other features have sustained consistent damage over the years due to larger and heavier vehicles accessing the Trail. Significant staff time and resources have been invested in maintaining this cattle guard and other features.”* The increased use of the Trail by motorized vehicles will surely result in even more enforcement activity by the Town.

The Town of Eagle should learn from experiences of the Town of Silverton with the OHV community. The Silverton Town Sheriff spent considerable time ticketing OHVs for reckless driving, speeding and going off route. During a phone interview with one of our residents, the Silverton Mayor Pro Tem described OHVs as like an invasive weed - once OHVs took root and the Town focused on meeting their needs, the OHV community crowded out other users. Other users stopped using their trails because their trail experience was ruined by OHV noise, destruction and the general OHV culture. Numerous OHV accidents limited the ability of their EMS to respond to other emergencies. The Town of Silverton ended up banning OHV use on most of their trails. The Silverton Mayor Pro Tem consulted with the Mayor of Moab when deliberating the ban on OHVs. The Moab Mayor had similar issues with OHVs and that it was one problem after another - once they would get a handle on one problem then another came up, again and again. **Attached as Exhibit B is an Article from the Colorado Sun dated June 17, 2021 documenting the problems other communities are having with OHV use.**

INCOMPATIBLE WITH OPEN SPACE VALUES:

While the Trail is a designated motorized access trail, the 50-inch width restriction serves as a limitation on the types and number of vehicles using the Trail. Increasing the width restriction will serve to increase the use of the Trail by more than just UTVs. This is inconsistent and incompatible with the Town’s open space values, the preservation of our environment, the protection of wildlife and the protection of our natural resources. The improvements to the Trail necessary to accommodate larger vehicles will result in more loss of vegetative areas. Encounters with motorized vehicles are universally disruptive to the enjoyment of the trails by hikers and bikers. Furthermore, if two vehicles approach each other head on with no passer lanes, they will have to swerve off the Trail to pass each other exacerbating vegetation and trail damage. Additionally, the increased vehicular traffic will have substantial impact with wildlife, (deer, elk, foxes, coyotes, rabbits, etc.) in the area.

We are increasingly seeing that management for popular outdoor recreation areas such as Hanging Lake has eventually led to permitting and reservation systems to limit traffic. The Town is growing in population – for good reason. It is an awesome place to live, work and play. The Town must do its utmost to preserve its natural resources that make it so wonderful. Encouraging the expansion of vehicular traffic on this Trail is not in keeping with this goal.

THE TRAIL WILL BECOME A ROAD OF CONVENIENCE:

This request is simply about convenience for a small handful of people that own UTVs larger than 50 inches. Since wider motorized vehicles have alternative routes to reach the Hardscrabble area, creating a route via the Trail is only a matter of convenience for the motorized vehicle owner community. Recreationalists still have ample opportunity to access the backcountry areas if they

choose to buy vehicles that are wider than 50 inches. The Town must evaluate whether this request is in the overall interest of all residents of the Town of Eagle, and not just a select few. The costs to the broader community and ecosystem to provide this convenience are too great. In other words, it would be unfortunate to burden the larger community and ecosystem with the costs to provide convenience to a few. There are plenty of off-road opportunities for UTVs in our area. The Trail should not be one of them.

POTENTIAL COMMERCIAL USE OF THE ARROYO TRAILHEAD PARKING AREA:

An owner/operator of an OHV rental business apparently is not prohibited from taking customers to the Arroyo parking lot by hauling trailered OHVs and having customers use the 2nd Gulch trailhead as starting point for their 'adventure'. This would be akin to a commercial rafting operator taking customers via van and towing trailered rafts to public parking areas on the Colorado River/Eagle River for their 'float adventure'. The Arroyo parking lot was not designed for commercial use. The 2nd Gulch expansion would possibly result in the commercial exploitation of a Town asset.

Additionally, OHV users are permitted by Section 11.09 of the Town Code to drive rented OHVs from the rental business through the Town and Eagle Ranch via current public streets, roads or alleys to the Arroyo parking lot. This will increase OHV traffic on our roadway system with the most direct route of this OHV traffic being Eagle Ranch Road in front of the Brush Creek Elementary School.

COSTS IN WIDENING THE TRAIL:

To be consistent with the Open Space Master Plan that was approved by the Town in July, 2022 the Town should conduct an environmental impact study when making decisions regarding capital expenditures that have impact to the environment and Town Open Space Areas.

Staff has identified that certain features on the Trail were not built to accommodate the width and weight of larger motorized vehicles, such as the cattle guard at the Town boundary. The cattle guard and other features have sustained consistent damage over the years due to larger and heavier vehicles accessing the Trail. Significant staff time and resources have been invested in maintaining this cattle guard and other features. Even more Staff time and resources will be diverted to maintaining the Trail if this proposal is approved.

Staff set forth a proposed budget totaling \$4,500 including drainage, signage, widening and improving sight lines the Trail, and a new cattle guard. We believe that the Town will incur substantially more costs than \$4,500 since the Trail will be utilized by cars, SUVs and trucks in addition to UTVs requiring even more improvements to the Trail. The \$4,500 budget does not quantify the significant Staff time that would be involved in the widening of the Trail. Additionally, the Town should be conducting an environmental impact assessment. Furthermore, the costs of the additional enforcement load on the Town Staff and Police Department must be factored into the equation. Finally, the budget does not include a cost factor for the on-going maintenance of the Trail due to the additional and intensive use by motorized vehicles.

OHV TRAFFIC ON TOWN ROADS:

In Colorado, UTVs and other off-highway vehicles (OHVs) can only be driven on public roads that have been approved for OHV use by a town, city, county, or other local jurisdiction. OHVs are permitted to be driven through the Town, including Eagle Ranch, on public roads from their place of storage to a trailhead. How can this possibly be enforced? Once OHVs start using our road system, how does our police force differentiate an OHV that is being driven legally from an owner's house to the trailhead from an OHV that is being driven down the street for a neighbor visit?

OHVs are not approved to be on roads like Brush Creek or Sylvan Lake Road. OHVs are not approved to drive on dirt roads to Sylvan State Park or to Yeoman Park. If the Town approved all roads for OHV use then the Town will have difficulty controlling where 'non-residents' park and drive. Accordingly, Brush Creek Elementary could be used as a staging area for all the 'out of town' OHV users who could use Eagle Ranch Road to access the Arroyo trailhead.

SUMMARY:

Staff has reasoned that *“upholding the existing rule would likely limit the motorized traffic on Second Gulch owing to the decrease in the popularity of ATVs. Further, the Town would not need to invest in new infrastructure to accommodate the increase in vehicle size and weight.”*

For the benefit of the majority of the residents of the Town, the myriad of potential problematic issues outweighs providing a convenient, “equitable” access to a small number of UTV owners that are larger than 50 inches. Commercialization of Arroyo Trailhead should be prohibited and vehicular traffic by the OHV community should be limited in Eagle Ranch to protect our quality of life.

Eagle Ranch Residents assisting with the drafting of this position paper and supporting the objection to the proposed widening of 2nd Gulch Trail include:

Bert Christenson	East Haystacker, Eagle, CO 81631
John and Kate Ives	Harrier Circle, Eagle, CO 81631
David Christian	4 th of July Road, Eagle, CO 81631
Steve and Jackie Hoffman	Harrier Circle, Eagle, CO 81631
Tom and Celena Olden	Eagle Ranch Road, Eagle, CO 81631
Steve Mairose and Kate Sheldon	East Haystacker Drive, Eagle, CO 81631

Eagle Ranch Residents supporting the objection to the proposed widening of 2nd Gulch Trail include:

Jerry and Lisa Smith	Left Lady Bell, Eagle, CO 81631
Dennis and Melanie Weisman	Harrier Circle, Eagle, CO 81631
Leslie Juliano	Palmer Loop, Eagle, CO 81631
Melanie Richmond	Big Sage Court, Eagle, CO 81631
Mike & Emily Sherwood	East Haystacker Drive

EXHIBIT "A"

Subaru Forester	71.5
Subaru Crosstek	71
BMW X2	71.8
Mercedes GLA Class	71
Mitsubishi Eclipse Cross	71.1
Mitsubishi Outlander Sport	71.3
Mini Cooper Countryman	71.7
Toyota C-HR	70.7
Honda HR-V	69.8
Buick Encore	69.8
Nissan Kicks	69.3
Chevy Trax	69.9
Mazda CX-3	69.6
Hyundai Kona	70.9
Ford Eco Sport	69.5
Hyundai Venue	69.7
Chevy Equinox	72.6
Ford Escape	72.4
GMC Terrain	72.4
Mazda CX-5	72.5
Nissan Rogue	72.4
Toyota RAV4	72.6
Volkswagen Tiguan	72.4

Exhibit “B”

Article from Behind the Wheel

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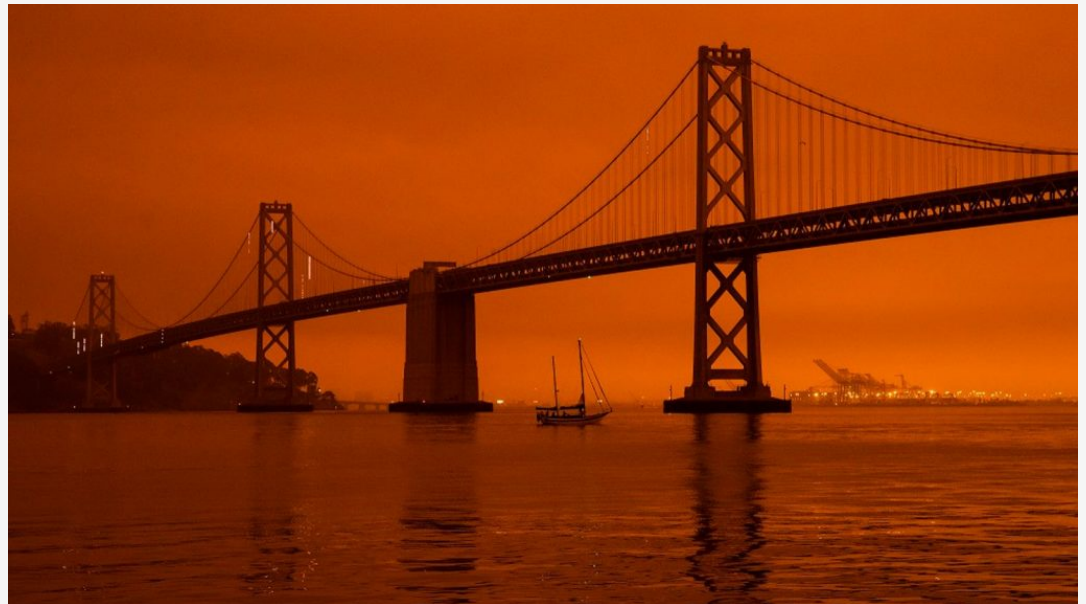
By  [Megan Randall](#) | Behind The Wheel on  September 21, 2020 6M READ

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 5

A dull, orange haze transforms the sky into something unfamiliar and otherworldly. The smell of smoke hangs heavy in the air, and a thick layer of ash covers the landscape.

What sounds like the intro to a dystopian sci-fi novel has become a daily reality for millions of Americans as deadly wildfires rage across the west coast. The fires broke out mid-August following exceptionally dry weather conditions, and they spread quickly.



An eerie orange smog has become the norm in many western United States cities.

[Photo by Sky News](#)

In an update given on September 15, the [US National Interagency Fire Center](#) reported that at least 87 wildfires were burning in 11 different states. Most of the activity is centered in the Pacific Northwest—specifically in California, Oregon, Idaho, and Washington. So far the fires have collectively burned 4.7 million acres, leaving at least 35 people dead with dozens still missing.

Even distant towns, miles from the fires' paths, are reeling from the effects. Poor air quality from the wildfire smoke makes it dangerous to be outside. This, combined with frequent power outages, has resulted in the closure of several state parks and the implementation of statewide burn bans.

It's hard to wrap your mind around this level of destruction. You can't help but wonder, how do forest fires get so out of control?

WE'RE TO BLAME

Wildfires can occur as a result of lightning paired with dry climates, drought, and heavy winds—but as it turns out, we can't place 100% of the blame on Mother Nature.

According to [Smithsonian](#), human activity caused 1.2 million out of 1.5 million wildfires from 1992 to 2012. This statistic carries a staggering cost—not just from property damage or the loss of national forests, but the cost of

lives, as well.

It's also a statistic that hits close to home when you realize that of those fires, 11% came from equipment use—including the use of off-road vehicles. This is the third cause of wildfires, only after debris burning and arson.



Human activity—including the use of ATVs and UTVs—is responsible for the vast majority of wildfires worldwide.

[Photo](#) by Norris Inc.

It's probably not something you think about often, especially if you live in a region where wildfires rarely (if ever) occur. But ATV/UTV-caused fires do happen, and a [2017 Florida incident](#) serves as a reminder of this. An ATV rollover ignited a patch of dead vegetation, resulting in a two-acre wildfire.

WHAT PRECAUTIONS CAN WE TAKE?

Despite the harrowing statistics, we're not saying we all need to stop riding during the dry season. There are plenty of precautions you can take to ensure that you're riding as safely as possible. And in light of the fires burning across the western half of the US, we want to highlight these.

1. DON'T REMOVE YOUR SPARK ARRESTOR

A spark arrestor is a device that blocks hot particles from flying out of your exhaust. Most stock machines have them—or else the muffler is designed in a way that prevents particles from escaping—so if you're running a stock muffler, you're probably taken care of.

But if you've had some work done near the exhaust, you may need to install an [aftermarket spark arrestor](#). They're required by law at pretty much all parks—and for good reason. Those hot flying particles can have disastrous effects if they land on dry grass.



Your machine's spark arrestor is there for a reason. It blocks hot particles from escaping your exhaust, reducing the risk of freak fire incidents.

[Photo by BoostATV.com](#)

2. BE AWARE OF RESTRICTIONS

Burn bans exist for a reason. Climate factors, like drought and wind, can make riding through dry grass even more risky. Pay attention to current conditions and note any official warnings or restrictions. If conditions are iffy, maybe find a different ride spot for the time being.

And we shouldn't have to say this, but you never know—if you're riding or camping while a burn ban is in effect, don't build a fire. And definitely don't toss your cigarette butts aside. (Actually, you shouldn't toss your butts even when a burn ban *isn't* in effect.)

3. BE SMART WITH YOUR CAMPFIRE

When campfires are safe and permissible, just be smart about it. We know that sometimes it's nice to build a fire and cook a hot meal the ol' fashioned way—and there's nothing wrong with that! As long as you know what you're doing.

First, make sure there are no burn bans or fire restrictions in place. You can look this up on [your state's official website](#).

Next, make sure you have a water source, bucket, and shovel nearby—just in case an accident should occur.

When you're ready to build your fire, check out your surroundings. If a pre-made fire pit is nearby, use it! And if not, establish one far away from trees or bushes—at least 15 feet away, just to be safe. The best place to build a fire is on gravel or dry, bare dirt, so you may have to sweep some debris aside.

Finally, dig a hole about a foot into the ground and surround your pit with big rocks, to act as a firewall. Now you're ready to start your fire.

Once you're done, be sure to fully extinguish your flames. It takes awhile to put out a fire, so start extinguishing it about 20 minutes before you'd like to leave. Your campfire spot should be cold to the touch before walking away!



Thoroughly extinguish your campfire when you're done by dousing it with water. You may have to repeat the process a few times before the ashes are cool to the touch.

[Photo](#) by REI

4. AVOID TALL, DRY VEGETATION

In case you haven't noticed, engines get hot. Therefore, parking your ATV or UTV in a patch of tall grass during the dry season isn't the best idea. It's not common for fires to start this way, but it can definitely happen—remember what happened in Florida a few years ago?

Avoid potential fires by parking your machine away from any type of vegetation. Hard-packed dirt is going to be your safest bet.

5. CHECK FOR LEAKS

We encourage you to perform regular maintenance on your machine for many reasons—to keep yourself safe and preserve your investment, to name a few. But avoiding accidental fires is another reason.

Part of maintaining your machine is keeping an eye out for leaks. Oil and transmission fluid are highly flammable, so if you're leaking them all over dry grass during a drought, you're just asking for trouble.

6. BE PREPARED TO PUT OUT ANY FLAMES

Always, always, always travel with a fire extinguisher. Even in cold or wet conditions, vehicle fires happen and we want you to be prepared when they do. Check out our [side-by-side fire safety](#) article to learn more about choosing the right fire extinguisher, and maybe pick up some other tips on what to do in case of an accidental fire.

Another good idea is to keep a shovel on hand when you ride, as recommended by the [Bureau of Land Management](#). It can be used to beat down or shovel dirt on top of flames. It's also helpful with putting campfires out because you can use the blade to break up any large embers.



Don't even think about getting behind the wheel of your ATV or side-by-side without a functioning fire extinguisher on hand.

Photo by RZR Forums

As off-road enthusiasts, we spend a lot of our time outdoors. That means it's our responsibility to take care of and preserve our surroundings. The current situation out west is a strong reminder of why this is so important.

Hopefully, with a few easy precautions, we can help protect our favorite ride spots. And in the meantime, our thoughts are with everyone affected by the wildfires in the western United States.

Here are some resources to help you stay up to date on current fire-related closures and restrictions:

- [California Department of Parks and Recreation Incidents Overview](#)
- [Idaho Department of Fish and Game Fire Information](#)
- [National Interagency Fire Center](#)
- [Oregon State Parks Fire Information Page](#)
- [USDA Forest Service Active Fire Mapping Program](#)
- [Washington State Parks Alert Center](#)

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Off-highway vehicles are revving up locals (in a bad way) in Colorado's remote mountain towns

Inundated with by go-anywhere motorized vehicles, local governments are struggling to find a balance between welcoming the spending by “motorheads” and keeping their towns from resembling sets for a Mad Max movie.



Nancy Lofholm

4:20 AM MDT on Jun 17, 2021



Off-highway vehicles parked outside of the Taylor Park Trading Post near the small town of Tin Cup, Colorado, in Gunnison County on June 2, 2021. The increasing popularity of these machines is creating controversy in the small mountain communities of Lake City, Silverton, Marble and Tin Cup because of noise and crowding. (Dean Krakel, Special to The Colorado Sun)

hen Teri Havens bought two acres tucked in a thick stand of aspen on a hill south of Marble in 1995, it was her bit of backcountry nirvana.

Yes, it sat along a popular jeeping trail – a county road leading to the historic Lead King Loop. But she could live with four-wheel-drive vehicles jouncing past her place on their way into the White River National Forest; the drivers shared her appreciation for the beauty up the trail at the fringe of a wilderness area.

Eight years ago, that began to change.



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Havens' backcountry home slipped from tranquil into periodically hellish when a new breed of off-highway vehicles began blasting by in buzzing, whining, roaring caravans.

The vehicles kick dust hundreds of feet into the air. At times, they blare music and flash colored, blinking lights from antenna-like wands and high-intensity bars. Political statement flags flap from roll bars. Havens can't recognize the drivers who are hidden behind goggles, helmets and ear protectors.

Havens and her neighbors now find human waste and toilet paper littering the edges of their property. There have been times when they have been trapped in their driveways by backcountry vehicles gridlocking the narrow road as far as they can see. In the scattering of buildings that make up Marble, they have to contend with a parking lot filled with big exhaust-belching trucks hauling trailers loaded with the newfangled vehicles.

"They are more numerous. They are more aggressive," Havens said. "I feel like we are on the verge of a crisis. I hate to be all doomsday about it, but it really feels that way."

A web of laws and regulations

Marble, a historic mining town of 140 residents in the upper Crystal River Valley near Carbondale, is by no means alone in grappling with an unprecedented, pandemic-boosted surge in off-highway vehicle use.

In 2015, the Colorado Parks and Wildlife division that oversees OHV use counted 170,000 of the vehicles registered in the state. Last year, there were 203,873. Around 46,000 of those came from out of state.

Many rural, and often remote, Colorado towns inundated with the go-anywhere motorized vehicles are struggling to find a balance between welcoming the spending by "motorheads" and keeping their towns from resembling sets for a **Mad Max** movie.

About 99 percent of all OHV trails in Colorado are on public lands, but municipalities and counties have become staging areas or pass through for trail-bound OHVs. These local governments have the often-contentious choice to put out the welcome mat or the "Closed" sign for these vehicles because Colorado is among states where off-highway vehicles are banned on public roads, streets and highways – unless the local entities opt to allow them.

Putting the onus on communities has led to a mishmash of regulations that can be trickier for motorized users to navigate than the diciest backcountry trail. Towns including Craig, Meeker, Westcliffe, Silvercliff, Leadville and Parachute welcome OHVs on all streets without restrictions. Some counties, including Custer and Delta, have opened all county roads to OHVs.

Aspen and Pitkin County have nixed them on their roads. The small Western Slope farming town of Dolores has too, following charged debate that ended with 60% of residents voting no to OHVs' noise and dust.

Other counties and towns have instituted age, speed, gear and hour restrictions. They have OK'd OHV use on some streets, but not others. They have a variety of penalties for violations.



Riders from Palisade and Grand Junction prepare their Can-Am Outlander at the Lead King trailhead in Marble.
(Olivia Sun, The Colorado Sun)

To snarl the regulations even further, the state, municipalities, counties and public land management agencies have cobbled together a patchwork of agreements on certain trails and access roads linked to trails in some popular OHV areas, including Marble.

Marble sits along the Lead King Loop, a 13-mile rugged road that cuts through the White River National Forest and winds along the edge of the Maroon Bells-Snowmass Wilderness Area.

Access to the Lead King Loop Road ran into problems because of an oversight. For the past six years, Gunnison County had an exemption that allowed OHVs on the county-owned section of road between the town limits and a hill leading to the beginning of the U.S. Forest Service loop road.

But the county inadvertently left a gap in that exemption. It OK'd OHV travel on 0.7 miles of road, but left out another 0.8 miles needed to connect Marble town roads to the Forest Service loop road. Legally, OHV drivers had to stop short of accessing the loop.

In May, the Gunnison County Commission proposed a resolution to close the gap. That set off fireworks. Concerned citizens wanted to keep that no-OHV gap in place to limit the disruptive traffic.

The commissioners ended up allowing OHVs to use the county road until the end of the year, when the issue can be revisited.

During that time, Marble and the county agreed to foot part of the bill for a Forest Service ranger to keep an eye on the Lead King Loop. The county also assigned two deputies to patrol that remote end of the county.

In the meantime, another dispute over a Marble town parking lot has turned into one more skirmish point in the OHV battle. The town had designated the Marble Mill Site Park parking lot for OHV-hauling trucks and trailers. But that turned out to not be allowed under the park's designation as a national historic site that milled local marble for the Lincoln Memorial.

Anti-OHVs, who viewed the parking lot use as a noisy, air polluting blemish in the heart of their town and a slap in the face of history, chalked up a win.

The U.S. Forest Service is working on new management plans that may eventually bring other relief. Marble residents say there is some hope the agency may come up with a permitting system or establish alternating days for different users to relieve some of the pressure and conflict.

Marble residents say they don't expect that to happen quickly because the agency is using the same land management tools put in place back when dirt bikes and electric bicycles were the problem – not lightning-fast vehicles that can make their way over any terrain and bank turns that widen trails into deep-dish roads.

"A need to make some changes"

The San Juan Mountain town of Silverton is in the running with Marble for the touchiest OHV controversy.

After seven years of all-terrain-vehicle headaches that came with allowing the vehicles on select town streets, the Silverton Board of Trustees in May adopted an ordinance that prohibits OHVs on streets, alleyways and rights-of-way within town limits "in the best interests, welfare and safety of the residents."

The ban was to take effect on June 19, but a citizens' group that included many business owners, torpedoed that with a referendum that has forced a citizen vote this fall. In the meantime, OHVs can continue to rumble down certain Silverton streets.

[Read more outdoors stories from The Colorado Sun.](#)

That means more work for San Juan County Sheriff Bruce Conrad, who is tasked with keeping order in Silverton.

For years, he has chronicled his duties in a blog printed in the Silverton Standard & Miner. OHV infractions get an inordinate amount of attention. Speeders, drinkers, noisemakers, crashers and drunks are noted. Half of all enforcement violations in the town during tourist seasons have been for OHV violations.

Conrad has occasionally let his frustration with OHVs be known in his crime chronicles: "issued 8 OHVs a verbal warning for even thinking about leaving the OHV route (Can you count to \$600?)



Signs targeted at OHV's (off-highway vehicles) are posted around the town and in front of businesses in Lake City. (Dean Krakel, Special to The Colorado Sun)

Lake City, Colorado's "Cannibal Capital" and the only incorporated town in sparsely populated Hinsdale County, allows OHVs to drive on streets that once teemed with miners and gunslingers. The town and its environs have long been a targeted getaway for vacationing Texans, and the proliferation of the visitors' off-highway vehicles has prompted some detractors to dub them "Texas wheelchairs."

Beginning this summer, OHVs can use a 3.3-mile section of Colorado 149 that traverses the town and connects the popular Alpine Loop, a rugged four-wheel-drive road that winds over high-mountain passes between Lake City, Ouray, Silverton and Telluride.

The Colorado Department of Transportation Commission approved that link through a three-year pilot program with the town and Hinsdale County. It carries a roster of local rules that build on state rules.

The state regulations are bare-bones. They require Colorado OHVs to display a registration sticker or a permit for out-of-state users (obtained online or in outdoor stores for \$25.25).

Lake City also requires proof of liability insurance, a driver's license in the driver's possession, passenger restraints and child seats, eye protection, and helmets for those under 18. In Lake City and Hinsdale County, the OHVs can only carry as many passengers as there are seats.

Fines for offenses in Lake City and the surrounding county have been doubled. An OHV scofflaw can end up paying as much as \$1,000.

Lake City and its nearby mountain roads have sprouted numerous signs warning OHV drivers to "Know before you go in an OHV." The campaign is also being used in San Juan, San Miguel and Ouray counties. The four-county coalition is an effort to put some uniform regulatory brakes on problematic OHV drivers.

"We've had OHVs in our community for years, but after what we saw last year there was a need to make some changes to continue to allow them," Hinsdale County Commissioner Kristie Borchers said. "We needed to let people know 'you are welcome to come here, but these are our rules.'"

Those changes weren't an easy sell in Lake City, where motorized visitors mean money in the coffers of restaurants, motels and souvenir shops. Borchers called it a "long, arduous public process."

In neighboring Gunnison County, Marble isn't the only problem spot. The tiny occupied "ghost town" of Tin Cup has been overrun with 25-vehicle-long caravans of mountain-pass-tackling OHVs that stop to take a break at Frenchy's On the Pond café and sometimes to frighten and annoy residents by peering into the windows of occupied historic mining cabins.

Pitkin, the oldest incorporated town on the Western Slope, had to buck some unneighborly controversy in recent years over OHVs overrunning the streets. It was settled – for the time being – by imposing a 15-mph speed limit and banning child drivers.



A sign targeted at OHV's (off-highway vehicles) outside the town of Tin Cup. Some people oppose the machines being allowed on town streets and others support them because of the economic boon they bring. (Dean Krakel, Special to The Colorado Sun)

The Taylor Park area surrounding the Taylor Park Reservoir has suffered, in the minds and ears of some campers and other recreational users, from a glut of OHVs that has made it a less desirable recreation area in recent years.

These are all problematic areas for the Gunnison County commissioners who have seen OHV use "go through the roof" in the words of Commissioner Jonathan Houck.

He said the county is seeing torn-up roads and resource damage from users "that are more interested in conquering the outdoors than in being in the outdoors." He said the OHV problem has moved into the upper echelon of county issues, alongside a serious housing shortage and looming drought.

Trying to find workable solutions

OHV groups like the [Colorado Off Highway Vehicle Coalition](#) and [Stay the Trail](#) have worked with the state, federal land management agencies, and communities to help craft workable solutions to OHV problems.

The groups, two of 77 OHV organizations listed in the state, are dedicated to lobbying for the interests of off-highway users, and also to disseminating educational information. They are tasked with updating [maps](#) and [local rule lists](#) to let OHV users know where they can ride.

The groups also do trail building and cleanups, and post signs and "ambassadors" on trails to help instill responsible trail use for the motorized crowd. Funding for those efforts for the next year will come from a pot of \$5.9 million collected from permits and registrations.

Seventy projects that include trail improvements and restoration, education and enforcement are on tap.

Scott Jones, a spokesman for the off-highway coalition, said the organization is having to wrestle with the same quandary that some local entities are: people overcrowding and abusing the outdoors because of the pandemic.

“There is a realization that the landscape is changing for Colorado,” Jones said. “There are a lot of these things out there.”



Off-highway vehicles can drive on the streets of Lake City. (Dean Krakel, Special to The Colorado Sun)

There are enough OHVs that they have become a more than \$1.6 billion economic driver in Colorado, according to a 6-year-old study commissioned by the off-highway coalition. Only skiers spend more on their outdoor recreation. The OHV spending includes sales of the vehicles, service and equipment costs, and money spent in communities by OHVs. The motorized-recreation industry is responsible for 17,000 jobs, the study found.

The vehicles alone can be “insanely expensive,” Jones said – upwards of \$30,000 for a tricked-out Polaris RZR.

“There are good and bad users in every sport”

The popular RZRs are the latest iteration of decades of powering backcountry forays with motors.

In the 1960s, off-highway motorcycles first began creating headaches for hikers and early trail cyclists. In the 1970s, all-terrain vehicles – ATVs – established a lumbering presence on trails. The squat four-wheel-drive vehicles had transitioned to recreation from farm fields and hunters’ camps. They were the summer version of snowmobiles.



A Polaris Sportsman 550 parked in Marble on June 12, 2021. "These machines have a more adverse impact than other vehicles. They tend go faster, erode the roads ... They are incredible fire hazards," said resident Teri Havens (not pictured) said. "I guess we could wait until there's a huge disaster and then try to figure it out — They're a great way to get around up here. But there needs to be a noise ordinance." (Olivia Sun, The Colorado Sun)

Side-by-sides — a sort of dune buggy for the mountains — came along in the 1990s and, as the name implies, made it possible for two riders to sit next to each other rather than having to straddle a tractor-like seat.

In the early 2000s, the RZR and other sport vehicles brought the first hint that there would be a whole new backcountry and resort-town dynamic when it comes to OHVs.

These futuristic vehicles ratcheted up problems with their sound that has been compared to blenders, chain saws and small aircraft (up to 99 decibels are allowed in Colorado for older models and 96 decibels for newer), and their speed (the fastest top out at around 90 mph).

They have wide wheel bases, high clearance and heavy-duty shocks that enable them to go anywhere.

For some drivers, if they can, they do.

Houck shared two examples of OHV bad behavior he has witnessed. He said he was on Engineer Pass last year enjoying the scenery when he saw an OHV churning up a hillside of wildflowers.

On another occasion, Houck saw OHVs with speakers blasting and flags flying, speeding full blast down the middle of the Slate River, an area near Crested Butte known for its wetlands and wildlife.

"There are good and bad users in every sport, but there seems to be a propensity of the latter in these side-by-side RZR users," he said. "It made me incredibly angry that one slice of the motorized pie is giving that entire industry a black eye."

While off-road advocacy groups and law enforcement struggle to make drivers behave responsibly, motorized users are tugged in the other direction by the off-road-vehicle manufacturers.

Polaris advertises "white-knuckle acceleration" and "G-force turns" on its new RZR XP Turbo S4 — "the biggest, baddest beast the offroad has ever seen."

Polaris videos depict RZR's kicking up huge clouds of dust as they bank turns and launch off hills.

A [2018 ad](#) highlights the expansive cockpit views of the RZR with the message, “You can see every last inch of terrain you’re about to destroy.”

That gives Tom Sobal, a longtime member of the Quiet Use Coalition, a headache. He lives in Salida, a town with 2,000 miles of routes open to OHVs within 100 miles of the town limits.

“This has become a political issue with the anti-government faction that rebels against the rules,” Sobal said. “There are a lot of bad apples in every group, but the nature of this OHV use magnifies the abuse in that group.”



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Sobal, like many who are trying to calm the off-road frenzy in Colorado, points west across the Utah border. Utah is one of 35 states that flip Colorado law and allow OHVs on all roads. Municipalities must vote to keep them out rather than to allow them to use roads in city limits.

Moab, which used to be known primarily for mountain biking and jeeping, has become a mecca for OHVs. They buzz around the town and its environs in high-decibel packs that some residents say would have Edward Abbey howling in his hidden desert grave.

Residents who are bailing out of the town call it “Mad Max on steroids” in a widely shared KZMU public radio audio piece, [“Dispatch from the Undisputed Motorhead Capital of the West.”](#)

From her Marble hideaway, Teri Havens doesn’t have to deal with that level of disruption. It has not reached the point where she is considering leaving her property. Yet, she is aware OHVs represent the fastest-growing recreational activity in the U.S. and that the sport has become, in her estimation, “out-of-control, unmanaged, destructive and heartbreaking.”

The other night she went out on an evening to walk her dog and soon heard a distant whine and a thumping stereo. She saw a cloud of dust rising beyond a hill.

“Here we go,” she thought as she got out of the way of what she knew was coming.



To: Open Space and Recreation Advisory Committee (OSRAC)

From: Brian Lieberman, Open Space and Trails Manager

Date: March 7, 2023

Agenda Item: OSRAC retreat draft agenda presentation and discussion

Request: Review the draft Agenda for the 2023 OSRAC Retreat. Provide feedback to staff on any topics that are missing or need to be addressed.

Background: The 2023 OSRAC Retreat is scheduled for Thursday, March 30, 2023, from 9am-2pm at the Frost Creek Club House with a working lunch. Karah Maloley with Love in Practice LLC will facilitate the retreat. The draft Agenda is included as an attachment below. Karah has two potential activities for the group. One focuses on values, while the other looks at communication styles. Please consider which would be more beneficial for you as a committee member and the group.

Recommend Action or Proposed Motion: None.

Attachments: Draft Agenda for the 2023 OSRAC Retreat

OSRAC Retreat

March 30, 2023

9:00-2:00

Frost Creek - Eagle



-
- 9:00** Opening statement & Introduction
- **Activity** - what value are you bringing?
- 9:30** Review Mission, Vision & Bylaws
- Do we need to change any words/phrases
 - How can we take action on the phrases?
- 10:30** Communication, expectations & decisions
- Communication styles and interactions within the group
- **Assessment** of our styles [Dominant Communication Style]
 - How we engage with each other?
 - Council - Brian - Advisory
- Process and flow of the information
- 12:00** LUNCH
- 12:40** Action Items for the group
- Any barriers that need to be addressed for unity with the members
 - Work will be connected with the insight created in the Master Plan.
- 1:50** Take away from the day

Mission Statement:

Ensure continuing investment, conservation, and sound management practices of open space, trails and natural resources within the Town of Eagle and adjacent public and private lands with the goal of maintaining our community's quality of life for present and future generations.

Strategic Vision:

Through sustainable management practices and working with others, the committee actively conserves and enhances public open space lands that may contain trails, parks, sensitive natural resources, historical sites, view corridors, agriculture, or other open space or community values and appropriately invests in open space and recreational opportunities.



To: Open Space and Recreation Advisory Committee (OSRAC)

From: Brian Lieberman, Open Space and Trails Manager

Date: March 7, 2023

Agenda Item: Wildlife interpretive and bilingual signage project design discussion

Background: Staff will introduce two new signage projects budgeted for 2023. Both projects were identified in the Open Space and Trails Master Plan (OSTMP) and address the following goals:

E1 – Wildlife Education: Develop educational materials about area wildlife and their habitat, how to recreate responsibly with wildlife, and the value of seasonal wildlife closures for wildlife and residents. These materials could be shared through trailhead kiosks, the Town of Eagle website, Town social media platforms, open houses, and via partners' networks.

AE2 – Natural Resource Education: Develop educational materials about area natural resources and the fragile ecosystem and soils, and accordingly how to recreate responsibly. These materials should be shared through trailhead kiosks, the Town of Eagle website, Town social media platforms, and via partners' networks.

AE3 – Spanish Signage and Maps: Continue to work with community partners on improving recreation management and accessibility for non-English speakers. This could include signs, maps, trailhead kiosk information and web information about trails and open space in Spanish. This may also include working with non-English speakers and community partners to identify and remove other barriers to the outdoors.

As staff develops a Request for Proposals (RFP) for these projects, staff requests that the Committee discuss the project ideas and advise on the direction of the project.

Recommend Action or Proposed Motion: None.

Attachments: None.



To: Open Space and Recreation Advisory Committee (OSRAC)

From: Brian Lieberman, Open Space and Trails Manager

Date: March 7, 2023

Agenda Item: HTC/VVMTA wildlife education and outreach campaign update

Request: None.

Background: HTC and VVMTA will update the Committee on their wildlife communication and education campaign project.

Strategic Plan(s) Alignment: Accessibility and Education recommendation #1 from the 2022 Open Space and Trails Master Plan: "Develop educational materials about area wildlife and their habitat, how to recreate responsibly with wildlife, and the value of seasonal wildlife closures for wildlife and residents. These materials could be shared through trailhead kiosks, the Town of Eagle website, Town social media platforms, open houses, and via partners' networks."

Recommend Action or Proposed Motion: None.

Attachments: None.