

## MEMORANDUM

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**TO: THE TRANSPORTATION COMMISSION**  
**FROM: MIKE GOOLSBY, REGION 3 RTD**  
**DATE: FEBRUARY 17, 2021**  
**SUBJECT: PROPOSED RESOLUTION #12, OHV TRAVEL IN HINSDALE COUNTY**

### Purpose

Adopt a resolution in place of the previously approved #TC 18-07-17 that will reflect a time extension of the resolution with the same terms as agreed upon with CSP, Hinsdale County and the Town of Lake City.

### Action

TC 18-07-17 allowed CDOT to enter into an agreement with Lake City and Hinsdale County to allow OHV travel on a segment of SH 149. General terms of the agreement included:

- The route starts at MP 73.11 (Ocean Wave Dr) in Lake City and travels south to MP 69.85 (CR 30) with no deviations
- Total length of the project was about 3.26 miles
- The program lasted for the summer seasons (May through Sept) of 2019 and 2020
- A final report on the program was required of the applicants, Lake City and Hinsdale County

Hinsdale County and the Town of Lake City are requesting a time extension in this program for another three years of implementation. Other terms in the resolution would remain the same.

### Background

Over the course of the past several years, CDOT Region 3 has been working with the Town of Lake City and Hinsdale County to implement Resolution #TC 18-07-17 that allows CDOT to designate a section of state highway as open to OHV travel. Through this time period the group has worked closely on implementation details as well as public questions and concerns. At present, all parties agree that the program has successfully implemented and has been conducted safely.

### Next Steps

Upon approval of this resolution, the Region is committed to continue to work with CSP, Hinsdale County and the Town of Lake City to refine the implementation of the program.

### Attachments

Map of OHV route

Final report on the 2019-2020 program, as submitted by Hinsdale County and Lake City

Letter of request from Hinsdale County

Resolution from Hinsdale County supporting this project

Resolution from Lake City supporting this project

OHV Public Comment Summary and Spreadsheet





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# Hinsdale County / Lake City OHV Pilot Program

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## Background

- Hinsdale County has requested OHV use on SH 149 for at least the past 6 years, and held numerous events through CSP Event Permits prior to 2019
- Following the “16 in 16” designation in 2016, a renewed effort ensued to allow OHV’s on SH 149
- CRS 33-14.5-108(a) (1990) allows the state to declare a segment of highway “open” to OHV use
- Legal review determined that the TC could make this declaration
- Work began in 2016 to develop the “Pilot Program”, which was implemented through TC action during the summers of 2019 and 2020



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## Implementation Constraints

- **Goal to legitimize OHV use from a legal standpoint**
- **Extensive research was performed on other states that allow OHV's on state highways**
- **It was recognized that the OHV use needed to be limited in scope as much as possible, while still meeting the goal of “connecting the loop”**
  - **Length (about 3.26 miles)**
  - **Timeframe (Memorial Day Through Sept)**
- **The area of SH 149 proposed for the route was studied extensively**



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## Implementation Plan

- **Evolving route**
- **Sign plan**
- **Local education and brochures**
- **CSP and Hinsdale Co Sheriff involvement**
- **Program allowed through issuance of a Special Use Permit**
- **Yearly debriefing meetings among agencies**
- **Local opportunities for public comment**
- **Final report at the end of 2020 was submitted to CDOT and the TC (enclosed)**



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## Results in Final Report

- **Lake City residents have voted multiple times to allow OHV's on Town Streets**
- **Public comments were solicited in Fall of 2020**
  - **238 comments were received, 179 were in favor of the project and 59 were not**
  - **42 business owners provided comments, 39 were in favor of the project and 3 were not**
- **Sales taxes in the Town and County increased 39% from 2018 to 2029 during the months of June to Oct**
- **One OHV Property Damage Only accident occurred during the implementation period**



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## **Results in Final Report cont..**

- **Several warnings and tickets were issued, Law Enforcement believes at roughly the same proportion as other motor vehicles**
  - **Hinsdale County Sheriff issued 110 citations and 116 warnings on all state, county and town roads**
  - **CPW issued 9 citations and 8 warnings on all state, county, town and Forest Service roads**
  - **CSP issued 6 citations and 22 warnings, primarily on SH 149**
  - **Most citations and warnings were for operating outside the approved area, minor without helmet, and no insurance**



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## Public Comments Received by CDOT

- **CDOT R3 received comments from 210 individuals, with about 160 for the program and 55 opposed**
- **CDOT HQ received about 80 comments with most of them being opposed to the program**
- **Commonly cited concerns for those opposed cited noise, safety, lack of enforcement and concern for natural resources on the Alpine Loop**
- **Commonly cited positive comments cited economic benefit, convenience, general legitimization of OHV use and a wish for expansion of the program**





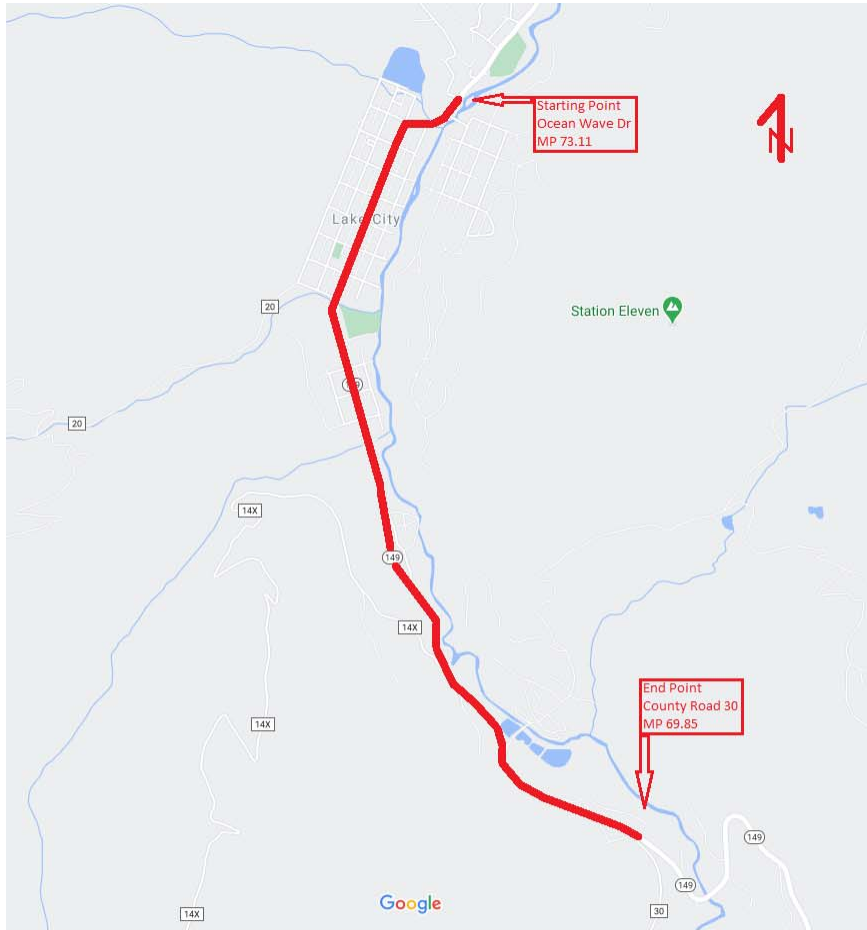
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## Next Steps

- **Lake City and Hinsdale County voted to ask for a 3 year extension of the program**
- **Same constraints as previous program**
- **Work with R3 to review sign plan and explore a temporary speed limit reduction**
- **Commitment to increase Law Enforcement funding during the program**
- **Volunteer education check-points on Alpine Loop**
- **Commitment to update the TC annually**



Starting Point  
Ocean Wave Dr  
MP 73.11

End Point  
County Road 30  
MP 69.85

Station Eleven

Google

# **Hinsdale County/Town of Lake City**

## **2019-2020 OHV Pilot Project Report**

### **Background:**

For years, off highway vehicles (OHVs) have provided economic stimulus to regions around the state. Often, these areas are small, rural counties or municipalities that have state highways the OHVs must cross or travel along in order to connect to existing county roads that allow OHV travel.

The nationally renowned Alpine Loop in southwest Colorado is a perfect example of this type of situation. The Alpine Loop is a 65-mile circular route that navigates CR30 (Cinnamon Pass) and CR20 (Engineer Pass) in the San Juan Mountains. It connects the towns of Silverton and Ouray with Lake City and is open to travel by motorized vehicles including OHVs.

CDOT's Region 3 has been working with the Town of Lake City, Hinsdale County and Colorado State Patrol for the past 5+ years to implement a process that would allow OHVs on a short segment of State Highway 149 in order to travel the entire loop. Without the ability to operate on the state highway, OHV riders must disembark, put their OHV on a trailer and transport the vehicle a couple of miles up the highway. Riders have advocated for years to allow the OHVs to travel on or along state highways in order to make the trail connections more efficient.

Multiple legislative efforts to address this issue, and other OHV policy issues such as safety, insurance, licensing and age requirements for operating OHVs have been contentious, and limited in scope.

### **Pilot Project Proposal:**

Following the designation of the Alpine Loop as the only OHV trail in Governor Hickenlooper's "16 Trails in 2016" initiative, local governments and the CDOT region began examining the idea of a special permit to allow OHVs access to certain state highways. CDOT and State Patrol have worked with Lake City, Hinsdale County, local law enforcement and local stakeholders on refining a pilot project that would allow OHVs to travel on SH149 in order to connect between the two county roads on the Alpine Loop.

Lake City residents voted multiple times to allow OHVs within town limits. A vote in July of 2019 reaffirmed that OHVs would be allowed to travel on the town's roads. This facilitated the possibility of the pilot project route, which requires OHV riders to travel on one street within the town to access the highway. OHVs are currently allowed on all county roads by resolution.

The original route proposed was on SH149 from the 2nd St intersection (MP 72.11) in Lake City, south to the CR30 intersection (MP 71.44). The total distance is 2.26 miles. No other state highways were proposed to be included in the project.

**Recent Actions:**

The pilot project was implemented in Hinsdale County and Lake City through a Transportation Commission resolution and subsequent issuance of a Special Use Permit by CDOT. The permit allowed the pilot project to operate from May through September for both 2019 and 2020. The permit contains several special terms and conditions. Among them are requirements for highway signage and other safety improvements.

For the 2020 season, the pilot project route was extended following recommendations received from town and county and local law enforcement. The 2020 route was on SH149 from the CR30 intersection (MP 71.44) south of Lake City to the Ocean Wave Drive intersection (MP 73) in Lake City.

**Outcomes:**

As part of a process to review the two-year pilot project, Hinsdale County Board of Commissioners and Town of Lake City Trustees solicited public comment during the fall of 2020. More than 200 separate comments were submitted, both for and against. The comments addressed a range of issues related to the project, while some addressed issues outside of the use of OHVs on the state highway.

Specifically, of the 238 individual comments that were received during the public comment process, 179 respondents stated they were in favor of the pilot project and 59 were against. Many of the comments included recommendations to be considered if the project were to be continued.

In addition to the public comments, statistics from Hinsdale County Sheriff's Department, Colorado State Patrol and Colorado Parks and Wildlife on the 2019 and 2020 seasonal pilot project were collected as part of the review process.

**Economic Impacts:**

Based on the letters received through the public input process, 42 respondents identified themselves as business owners. Of those 42, 39 voted in favor of the pilot project. Of the 238 total letters received as part of the public input process, 43 mentioned either the project was good for the economics of Lake City and Hinsdale County, the project increased tourism in the region, or the project is a draw for new home sales.

Sales taxes in the town and county increased 39% during the period of the pilot project (June to October) from 2018 to 2020. Taxes on lodging sales increased 17% during the same time period.

### **Pilot Project Future:**

Based on statistics from local law enforcement relating to OHVs traveling on the state highway in 2019 and 2020 (which includes only one minor accident during both summers), and the outcome of the public comment process, the Town of Lake City Board of Trustees and the Hinsdale County Board of Commissioners began discussions on submitting an application for a future pilot project during two joint workshops that took place in November and December of 2020.

A list of considerations to be included in an application were discussed in the joint workshops. The considerations include:

1. Renewing the program for two or three years
2. Lowering the speed limit along the route to 25 mph
3. Extending the route along highway 149 to the north or south
4. Extending or reducing the time period the program would run during the year
5. Implementing data collection during the program

In addition to these specific considerations, other actions that were discussed if a new pilot project is approved by CDOT include increased public information regarding rules of OHV operations, increased signage, increased law enforcement, increased fines, noise abatement and parking. Specifically, the county has increased funding to the Sheriff's Department to hire an additional seasonal deputy in 2021. In addition, a local outreach group, Alpine Outdoor Association, set up check points in the summer of 2020 to provide information to OHV drivers. This volunteer-based effort will continue.

On December 16, 2020, the Town of Lake City Board of Trustees approved a resolution to participate in the CDOT OHV Pilot Project, for a three-year period including 2021, 2022 and 2023 from the Friday of Memorial Day weekend through September 30. The Hinsdale County Board of Commissioners will consider a resolution to participate in the CDOT OHV project at the board's January 6, 2021, meeting. If the county commissioners approve the resolution, both boards will move forward with working with CDOT to submit an application for a new pilot project.

### **Yearly Pilot Project Review:**

Following the seasonal end of the Pilot Program in 2019 and 2020, comments were collected during meetings with the County Administrator, Town Manager, County Sheriff, CSP Officers and Colorado Parks and Wildlife Officer. These calls were facilitated by CDOT Region 3 Traffic and Safety Program Manager Zane Znamenacek. Comments from these conversations follow.

### **2019 Pilot Project Comments**

Town of Lake City

- Mostly positive comments from public.

- Confusion observed on the north end of the program's limits. Either the limits should be extended to the north end of town, or enhanced signage needs installed.

#### Hinsdale County

- Most complaints received were for dust and noise, as well as for OHVs tearing up county owned gravel roads.
- Some residents to the south want the limits extended to their subdivision.
- Thinks extending the limits of the program north would be beneficial. If the limits aren't extended to the north, need to look at better signage.

#### Hinsdale County Sheriff

- Tickets issued in Lake City – 9; Warnings – 30.
- Tickets issued in County – 12; Warnings – 12.
- Of the warnings and tickets combined only 4 were considered “Hazardous Violations”.
- One accident occurred involving an OHV and an automobile. This accident involved an OHV crossing the highway and colliding with a car. While the OHV operator was at fault for not yielding the right of way, the #2 vehicle may also have been speeding. No injuries resulted from the collision.
- With the high volume of OHV traffic we had in our area this past season our enforcement contacts were not much higher. People seemed to understand that this was a trial project and the vast majority of people behaved in a way to not lose the opportunity.
- Extending the limits to the north end of town would be beneficial to simplify the approved routes and would be safer as to not require OHV's to cross the highway as much.

#### CPW

- Tickets issued in County – 2, for operating outside the pilot area; Warnings issued – 5.

#### CSP

- CSP had more presence in the area than in past years.
- 22 OHV contacts were made and 5 tickets were issued.
- Received mostly positive feedback from the public.
- Thinks it would be beneficial to extend the limits of the program to the north end of town.

#### CDOT (Zane)

- CDOT received about 40 comments at Headquarters in 2019. CDOT Region 3 also received about 40 comments during this same timeframe.

- Have had other communities ask for similar programs, but limiting this to Hinsdale County/Lake City at least until after next summer.

## **2020 Pilot Program Comments**

### Town of Lake City

- Signage should be improved at each end of the open highway area.
- Felt that the move to allow OHVs on Hwy 149 was good and led to less OHV traffic on Town side streets.

### Hinsdale County

- Increased public education could benefit new OHV operators.
- Improved signage could help educate OHV operators on the parameters of the program.
- Liked the route change this year that allowed OHV traffic on 149 through town.

### Hinsdale County Sheriff

- County 33 warnings, 60 citations
- Town 41 warnings, 29 citations
- No recorded accidents this summer on the highway involving OHVs.
- Overall, issued far more citations this year than last for all vehicles.
- Most citations were written for "no insurance", "operating vehicle where prohibited", and "minor without helmet". Only one citation written for speeding.
- Felt that OHV operators were generally as compliant as operators of other motor vehicles, felt like the majority of OHV operators were responsible.
- Expressed overall safety concerns with OHV operation in a highway environment.
- Due to this massive increase in the number of users we saw this year, and the steady increase in years prior, it is unrealistic to expect the SO is able to adequately enforce OHV regulations in addition to all the other requirements of our duties. The unforeseeable results of allowing OHV traffic on the highway has led to the SO fighting a losing battle, both in public perception and in being able to keep up with the influx of traffic.
- Our local ordinances for fines are inadequate. If the Pilot program is to continue, I would ask the elected officials of the town and county to look at increasing the fine amounts for OHV infractions.
- There is also the issue of vehicle safety that needs to be addressed. OHVs are woefully underequipped to handle any type of collision on the highway with another motor vehicle. Given OHVs are not equipped nor designed to be operated on pavement I think CDOT, the Town of Lake City and Hinsdale County need to take a look at the risk versus reward of allowing the continued use of highway 149.

## CPW

- Involved more this year in enforcement of OHV rules on the highway, not just off-road.
- Issued several citations, mostly for driving/riding on the highway outside the program limits:
  - Tickets issued – 7, all for operating outside the pilot area
  - Warnings issued – 3, all for operating outside the pilot area
- Concerned about the lack of identifiers on OHVs, such as a number or license plate, that can be called into dispatch before making a contact. This as an officer safety issue.
- Feels clarification needs made on the program limits vs the limits of any "events" that take place in the community.
- Is concerned about the difficulty of enforcing some items that are vague or not addressed clearly in statute such as noise levels, unsafe vehicle, etc., since OHVs are not classified as "vehicles".
- Expressed concerns about OHVs operating on the highway very far outside the program area.
- I know based upon observed violations while off/on duty or even looking out my kitchen window, the number of citations I wrote is a minimal reflection of actual infractions.
- Because law enforcement resources are stretched really thin in this country, many violations (both state, county and town) slipped through the cracks. With very limited resources, the Sheriff's Office worked really hard at trying to address violations that were occurring everywhere. But the SO was outnumbered "10,000 to one". Traffic on the Alpine Loop, which the state highway is part of at this point, was up over 50% based on initial BLM traffic counters deployed this 2020 season.
- The highway component throws many more social/legal variables into the mix. Safety concerns increase due to higher speeds 25-35 miles per hour. OHV stability performance at those speeds on asphalt. Noise emitted from both tires and engines in excess of 95 decibels in residential/historic districts. Child safety concerns both as operators and as passengers.
- I'm not really sure how the OHV/ATV laws got overlooked in 2019 when CPW/DNR went to the legislature and got statutory changes done in Title 33. I will certainly continue to bring the topic up with my (CPW's) leadership to hopefully start addressing some of the issues our officers are encountering on highways and in the wilderness. Fixing some of the "legal inadequacies" will also greatly benefit Colorado State Patrol Troopers when they encounter more OHV issues in years to come.

## CSP

- Issued one citation for driving outside the program.
- Did not receive any complaints over the summer on the program.



## CDOT

- At CDOT Headquarters, approximately 80 comments were received in 2020. The bulk are opposed citing noise, safety, trash, and lack of enforcement and resources as their main objections.
- Within CDOT Region 3, over 210 individuals commented on the program. Approximately 160 of those were for the program, while about 55 were opposed.



311 N. Henson St. Lake City, Colorado 81235 970-944-2225 [www.hinsdalecountycolorado.us](http://www.hinsdalecountycolorado.us)

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January 15, 2021

Colorado Department of Transportation  
Attention: Herman Stockinger  
2829 W. Howard Pl.  
Denver, CO 80204

RE: Application to participate in OHV Pilot Program

Mr. Stockinger,

Please accept this letter as a formal application for the Colorado Department of Transportation (CDOT) OHV Pilot Program for Hinsdale County and Town of Lake City. Included with this letter are resolutions from both entities declaring participation in the program.

In 2019, Hinsdale County and the Town of Lake City together were granted a two-year Special Use Permit to allow Off Highway Vehicles (OHVs) and All-Terrain Vehicles (ATVs) to travel a designated distance on State Highway 149. This provided a way for OHVs to complete the Alpine Loop Backcountry Byway, a portion of which crosses through Hinsdale County adjacent to Lake City. Without access to SH 149, OHVs could not travel the entire Alpine Loop.

Following the seasonal end of the Pilot Program in 2019 and 2020, a report was submitted to CDOT detailing the outcome of the program. This report included comments and statistics from Hinsdale County, Town of Lake City, Hinsdale County Sheriff's Office, Colorado State Patrol, Colorado Parks and Wildlife, and CDOT.

The safety of highway travel associated with the Pilot Program is the number one priority for all partners involved. Only one accident has occurred during the two-years of the program that involved an OHV. This incident occurred in 2019 and was the result of an OHV attempting to use the shoulder of the highway to navigate an area inaccessible to OHV's. The Pilot Program route was altered in 2020 in order to address this specific situation.

The process of reviewing the program at the end of each year brings to light any safety concerns associated with OHVs traveling on the highway. Statistics from Hinsdale Sheriff and Colorado State Patrol give insight into any specific problem areas. The Pilot Program has increased the number of OHVs on the highway during the summer, but this is the busy season for Lake City and there is always an increase in traffic during this time. OHVs on the highway do not significantly impact the general flow of traffic, according to Hinsdale County Sheriff Chris Kambish, and, overall, OHV operators are as compliant with traffic laws as operators of other motor vehicles. Summer traffic slowdowns can be attributed to large recreational vehicles, trucks pulling trailers or boats, or groups of Jeeps or OHVs, but these conditions are not due to overwhelming numbers of vehicles of any one type.



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According to Sheriff Kambish, the Sheriff's Office is very proactive when enforcing traffic laws. Exponentially more traffic citations are written in the summer because there is overall more traffic, not because of unsafe conditions associated with the Pilot Program. Most citations written to OHV drivers in 2019 and 2020 were for driving where prohibited, minors without a helmet and no insurance. Few were written for "hazardous violations", according to Sheriff Kambish.

Despite requests to expand the route of the Pilot Program on Highway 149 to the north and south, Hinsdale County is requesting the route remain the same in order to keep OHV traffic to a minimum, and to provide consistency and avoid confusion. OHVs are allowed on the section of highway only far enough to access the Alpine Loop as well as gas and other services. Signage along the route will be increased to better inform OHV drivers of designated areas of travel and alert other vehicles to the presence of OHVs. Hinsdale County is also requesting a speed limit of 25 mph along the entirety of the Highway 149 route.

Overall, there were few unsafe traffic conditions on Highway 149 associated with the Pilot Program in 2019 and 2020. Safety concerns were addressed, and efforts to increase safety will continue as part of a new Pilot Program in Hinsdale County and Lake City. In addition, allowing OHV riders to complete the Alpine Loop is considered an economic benefit to the Town of Lake City and Hinsdale County, due to the increase in the number of visitors to the area.

The continued Pilot Program would stipulate:

- OHVs would be allowed on SH 149 from the CR30 intersection (MP 71.44) south of Lake City to the Ocean Wave Drive intersection (MP73) in Lake City -- approximately three miles on the highway -- reflecting the change made for safety in the 2020 season.
- Hinsdale County requests the lowering of the speed limit to 25 mph along the entire section of SH 149 included in the Pilot Program, for all traffic, during the seasonal duration of the program.
- OHVs would be required to follow the designated speed limit along the section of SH 149.
- OHVs would be required to follow Colorado traffic laws, Hinsdale County Ordinance No. 1, Series 2018, regulating the use of OHVs on public roads, and Town of Lake City's 2017 Ordinance, which was affirmed by voters in 2019 and allows for OHVs on Town streets and alleys and includes similar safety provisions.
- Additional signage will be posted along the SH 149 route according to a sign plan approved by CDOT.
- The program would continue for three years, beginning in May 2021 and concluding September 30, 2023. The program would limit OHVs traveling on the state highway between the Friday of Memorial Day weekend through September 30 of each year.
- An annual report will be submitted to CDOT at the end of each year of the program, detailing information on the Pilot Program.

Additional actions by Hinsdale County and Town of Lake City to continually provide for the most safe and efficient operation of the Pilot Program will include:



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- Revised and increased signage will clearly state the beginning and end of the route, speed limit, and dates when the program is in effect.
- Additional seasonal law enforcement resources, made possible through increased funding to the Hinsdale County Sheriff's Office by both the County and the Town.
- Increased fines for OHV infractions.
- Increased public education where appropriate, as well as maps and information about the program will continue to be made available at locations in Lake City.

As part of a process to review the previous two-year Pilot Program, Hinsdale County and Town of Lake City solicited public comment during the fall of 2020. More than 200 separate written comments were submitted. Of the 238 individual comments, 179 respondents stated they were in favor of the Pilot Program, and 59 were against. Some of the comments additionally addressed issues outside of OHVs operating on the highway. If the Transportation Commission is interested in viewing the letters, they are available on the Hinsdale County website, [www.hinsdalecountycolorado.us](http://www.hinsdalecountycolorado.us), under the Off Highway Vehicles tab at the top of the home page.

Thank you for your consideration of this application,

Sandy Hines  
Administrator, Hinsdale County

**BOARD OF COUNTY COMMISSIONERS OF  
HINSDALE COUNTY, COLORADO**

**RESOLUTION NO. 1  
SERIES 2021**

**A RESOLUTION DECLARING PARTICIPATION IN  
COLORADO DEPARTMENT OF TRANSPORTATION'S  
OFF-HIGHWAY VEHICLE (OHV) PILOT PROGRAM**

**WHEREAS**, pursuant to C.R.S. § 33-14.5-110, the Board of County Commissioners of Hinsdale County, Colorado ("Board) has the authority to regulate the operation of off-highway vehicles ("OHVs") on public lands, waters and property under its jurisdiction and on streets and highways within its boundaries; and

**WHEREAS**, C.R.S. § 33-14.5-108(1)(a) stipulates that the State of Colorado may designate a State road or highway open to off-highway vehicles;

**WHEREAS**, the Colorado Transportation Commission has authorized a pilot project that allows the Colorado Department of Transportation ("CDOT"), the Colorado State Patrol, and local governments to promote off-highway vehicle use in southwest Colorado; and

**WHEREAS**, this CDOT program is known as the "OHV Pilot Program," and

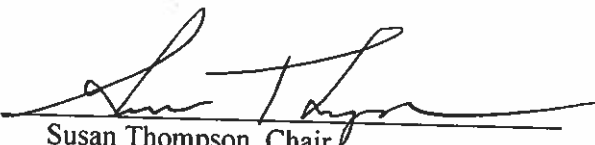
**WHEREAS**, CDOT and the Hinsdale County Board of County Commissioners agree that the portion of Colorado State Highway 149 (SH 149) that connects the OHV route commonly known as the "Alpine Loop" is an appropriate roadway for the OHV Pilot Program.

**NOW, THEREFORE, BE IT RESOLVED** by the Board of County Commissioners of Hinsdale County, Colorado as follows:

1. The OHV Pilot Program offers an opportunity to gather data, to direct future policy discussions, provide additional resources for the safety of the travelling public, and make available other opportunities for economic growth and local collaboration with the State; and;
2. Hinsdale County shall submit the required CDOT Utility/Special Use Permit Application to participate in the OHV Pilot Program, which will run for a period of three years, including 2021, 2022 and 2023, beginning on the Friday of Memorial Day weekend through September 30 of each year, and include the route on SH149 from the CR30 intersection (MP 71.44) south of Lake City to the Ocean Wave Drive intersection (MP 73) in Lake City.

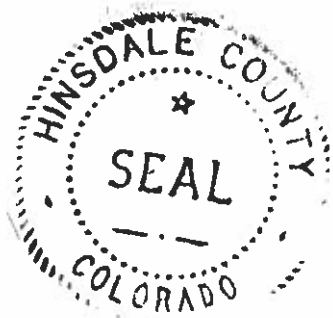
**INTRODUCED** by Commissioner Susan Thompson, seconded by Commissioner Kristie Borchers, and passed this 6<sup>th</sup> day of January, 2021.

**BOARD OF COUNTY COMMISSIONERS  
OF HINSDALE COUNTY, COLORADO**

By:   
Susan Thompson, Chair

**ATTEST:**

  
Joan Roberts, County Clerk & Recorder



**TOWN OF LAKE CITY, COLORADO  
RESOLUTION NO. 2020-1038\_**

A RESOLUTION OF THE BOARD OF TRUSTEES OF THE TOWN OF LAKE CITY, COLORADO, AUTHORIZING IN THE COLORADO DEPARTMENT OF TRANSPORTATION REGION 3 OFF-HIGHWAY VEHICLE PILOT PROJECT.

WHEREAS, pursuant to C.R.S. § 33-14.5-110, the Town of Lake City may regulate the operation of off-highway vehicles on public lands, waters, and property under its jurisdiction and on streets and highways within its boundaries by resolution or ordinance of the Board of Trustees.

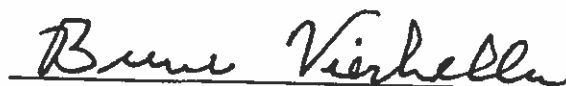
WHEREAS, pursuant to C.R.S. § 33-14.5-108, the State of Colorado or any agency thereof, may designate as open to use by off-highway vehicles, any street, road, or highway.

WHEREAS, the Colorado Transportation Commission has authorized a pilot project that will allow the Colorado Department of Transportation (CDOT), the Colorado State Patrol, and local governments to promote off-highway vehicle use in southwest Colorado.

NOW THEREFORE, BE IT RESOLVED by the Board of Trustees of the Town of Lake City, Colorado, that the Town may enter into agreements with the Colorado State Patrol, CDOT, and other local governments, and take such other action as may be necessary and property to participate in the CDOT off-highway vehicle pilot project. The pilot project would run for a three year period including 2021, 2022, and 2023 from the Friday of Memorial Day weekend through September 30<sup>th</sup>.

APPROVED AND ADOPTED by the Board of Trustees of the Town of Lake City, Colorado, this 16th day of December, 2020.

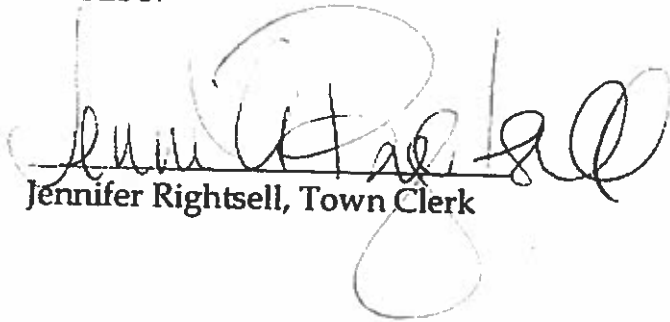
TOWN OF LAKE CITY, COLORADO

  
Bruce Viorhella

Bruce Vierheller, Mayor

I, Jennifer Rightsell, certify and attest that Resolution 2020-1038 was introduced and adopted by the Board of Trustees for the Town of Lake City at the regular meeting on the 16<sup>th</sup> day of December, 2020.

ATTEST:



Jennifer Rightsell, Town Clerk



**TOWN OF LAKE CITY, COLORADO**  
**RESOLUTION NO. 2020-1038\_**

A RESOLUTION OF THE BOARD OF TRUSTEES OF THE TOWN OF LAKE CITY, COLORADO, AUTHORIZING IN THE COLORADO DEPARTMENT OF TRANSPORTATION REGION 3 OFF-HIGHWAY VEHICLE PILOT PROJECT.

WHEREAS, pursuant to C.R.S. § 33-14.5-110, the Town of Lake City may regulate the operation of off-highway vehicles on public lands, waters, and property under its jurisdiction and on streets and highways within its boundaries by resolution or ordinance of the Board of Trustees.

WHEREAS, pursuant to C.R.S. § 33-14.5-108, the State of Colorado or any agency thereof, may designate as open to use by off-highway vehicles, any street, road, or highway.

WHEREAS, the Colorado Transportation Commission has authorized a pilot project that will allow the Colorado Department of Transportation (CDOT), the Colorado State Patrol, and local governments to promote off-highway vehicle use in southwest Colorado.

NOW THEREFORE, BE IT RESOLVED by the Board of Trustees of the Town of Lake City, Colorado, that the Town may enter into agreements with the Colorado State Patrol, CDOT, and other local governments, and take such other action as may be necessary and property to participate in the CDOT off-highway vehicle pilot project. The pilot project would run for a three year period including 2021, 2022, and 2023 from the Friday of Memorial Day weekend through September 30<sup>th</sup>.

APPROVED AND ADOPTED by the Board of Trustees of the Town of Lake City, Colorado, this 16th day of December, 2020.

TOWN OF LAKE CITY, COLORADO

  
Bruce Viorhella

Bruce Vierheller, Mayor

I, Jennifer Rightsell, certify and attest that Resolution 2020-1038 was introduced and adopted by the Board of Trustees for the Town of Lake City at the regular meeting on the 16<sup>th</sup> day of December, 2020.

ATTEST:



Jennifer Rightsell, Town Clerk



**MEMORANDUM**

TO: The Transportation Commission of Colorado  
FROM: Jennifer Uebelher, Transportation Commission Liaison  
DATE: February 17, 2021  
SUBJECT: Off-Highway Vehicle (OHV) Public Comment Summary

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**Purpose**

To provide the commission with a summary of the public comments pertaining to the request from Hinsdale County to extend the OHV pilot program.

**Methodology**

I reviewed over 2000 emails sent directly to me, the 11 commissioners, the Governor's office, Executive Director Lew, regional staff and those sent to Hinsdale County officials.

Approximately 1200 of those emails were duplicates sent to the commissioners and me so I removed them from the collection. I then reviewed the remaining 800 emails sent to all of the parties and removed any additional duplicates. (Any correspondence received after 9:00 am on February 11, 2021 are not included in this count but will be posted publicly on the website.)

I reviewed each of the comments and documented the sender's name and key topics discussed in each letter. Several people submitted numerous emails so I ensured that each of their concerns were documented as one "opinion" per person, rather than one "opinion" per comment received. In all, the concerns of 414 individuals were documented in this process.

**Key Findings and Topics**

Of the 414 individual "opinions" recorded, 79 people opposed the pilot program, 288 supported it, and 47 people identified as "middle ground" (seeking compromise).

Two hundred and thirteen people identified as full time residents of Lake City/Hinsdale County, 108 were non-residents (anyone not in Lake City or Hinsdale Co). 86 people stated they owned second homes in the area and 98 people identified themselves as local business owners.

The majority of the supporters cited increased revenues (200) and tourism (247) as key reasons to support the pilot program. They also noted that allowing OHVs on Hwy 149 would reduce or eliminate the need to trailer their vehicles to drive through town (143) and many requested an extension of the road to allow use between Elk Road and the Alfred Packer Massacre site (194).

Many of those requesting the extension noted that this would allow access to all of the businesses in the town and not cut off OHV access to a small number of businesses. They also noted that this extension would eliminate the need to drive through residential areas to access lodging, restaurants and the local car wash. There were a few comments requesting a time extension to allow year-round use for locals.

Numerous commenters stated that they would support implementing permits (\$10-20/day) for use of the road and hoped the revenue would help pay for increased enforcement, trash removal and other needs associated with the increased tourism such as developing more parking areas. It was also suggested that local business owners, especially those providing lodging and rentals could be recruited to help with the sales of these permits.

Many business owners indicated that they are already preparing for the upcoming peak season, which includes ordering supplies/wares and hiring seasonal staff. They fear that if this pilot program is not renewed, they would lose significant revenues and some businesses might not survive another season.

One unexpected topic that emerged among the supporters was that OHVs allowed senior citizens to access the trails and provide ways enjoy the outdoors that they would not be able to if they were limited to walking. They also noted that it is difficult for older populations to trailer their vehicles so being able to leave directly from their residences without having to trailer the vehicles was very beneficial.

There were many concerns shared from those in the middle and who oppose the program. These included noise (102), safety concerns (107), damage to the environment (120), legality of OHVs on paved roads (66), trash (77), speeding (72), and concerns with enforcement (45). Fifty-five people also felt that more education about safety, rules, and ways to be good stewards of the Alpine Trail would be beneficial.

Some of the opposition noted that they have seen an increase in trash (including human waste) along the roadside and on the trails, and that the increase in traffic is causing irreparable harm to the tundra. Many stated that the noise in the area as well as dust created by OHV use is so bad that they are no longer able to walk or sit outside to enjoy themselves and the surrounding nature. Several people stated they witnessed unsafe driving, speeding, children without seat belts or helmets, and other safety concerns that arose from a lack of knowledge and available law enforcement.

A large number of comments in opposition to the pilot program questioned the legality of OHV use on paved roads. Several commenters submitted guidance from OHV manufactures indicating that these types of vehicles are not built for use on paved surfaces and riding on paved surfaces may result in accidents, injury and possible fatalities. One person noted that there is a difference between All-Terrain Vehicles (ATVs) and Off-Highway Vehicles (OHVs) and that it may be difficult for the average person to tell the difference just by looking at them as they pass by which could make enforcement more challenging.

Another concern noted was that many of the people who feel they are affected by the implementation of the pilot program live outside of the town limits and were not able to voice their opinions in either of the two elections pertaining to this issue. Many are calling for a public hearing so their voices can be heard and compromises could be made. Many felt disenfranchised in this process and they would like the local officials to find ways to include them (non-town residents) in these types of decisions going forward.

### **Suggested Remedies**

In order to reduce noise complaints, as well as environmental concerns, many people suggested extending the road usage throughout the town completely so that people would not need to go into the neighborhoods to access lodging and other businesses. One specific business owner has a lodge and restaurants about 500 yards from the current cutoff and she stated that she had to create a back entrance from a residential area for OHV users to access her property because they are prohibited from driving to the lodge directly on the road. She recognizes that this is contributing to the increased noise/dust complaints and would like to remedy this via an extension to Elk Road. Regional staff contemplated asking for such an extension but since the city/county did not request it, it was not included in the proposed resolution.

Some suggested limiting use of the residential roads to local residents only and perhaps implementing a time limit for use such as 7 am to 9 pm. Many people on both sides of the issue suggested enacting heavy fines for misuse and stated that violators should receive tickets and not just given warnings. A few commenters suggested that revenue from fines should be used to pay for increased enforcement during the peak season.

Many people on both sides of the issue felt that increased law enforcement in the area would help mitigate damage to the environment, reduce trash, and improve safety. It was noted that the "local" Sherriff's office is about an hour away and has a very small staff to serve the entire county. Some hoped that CDOT would be able to help pay for more enforcement officers or that the town could prioritize funds for peak season enforcement.

Some of the commenters suggested that CDOT help with an awareness campaign to educate tourists and users of the loop, especially those on Hwy 149, so that they could be aware of the rules for use and be encouraged to take care of the entire trail better. Another suggestion would be to enlist the help of the local business owners, OHV/ATV rental locations and organized OHV/ATV riding groups to help maintain the areas around Lake City/Hinsdale County. Perhaps these groups could develop a program similar to the “Adopt-A-Highway” program and engage in trash removal and education efforts.

### **Conclusion**

Based on the comments received, it is evident that the majority of people are in support of continuing the pilot program to allow OHV use on Hwy 149. The majority of the supporters’ comments encourage increasing the length of the program to allow use of Hwy 149 throughout the entire town and not just within the current limits. It is also evident that there are real safety concerns associated with the use of OHVs on paved surfaces and potentially significant damages are being incurred that should not be ignored. Unfortunately, many of the concerns noted seem to be caused by “over tourism” and increased use of the entire Alpine Loop in general and are not be entirely related to the use of this specific stretch of roadway. These are not issues that CDOT would be able to remedy, but the town officials, local residents and business owners should be encouraged to come to an agreement on how to address these concerns in the future, especially if the pilot program continues.

### **Attachments**

Excel Spreadsheet with raw data from comments

[Link to Hinsdale County Comments](#)

[Link to comments received PRIOR to packet deadline](#)

[Link to comments received AFTER packet deadline](#)

OHV Public Comments

	Pro/Con	Resident	Non-Res	2nd	Business	Revenue	Tourism	Trailer	Extend N/S	Noise	Safety	Enviro.	Legality	Trash	Speed	Enforcement	Education	comments
1	c	1								1	1	1	1	1	1			
2	c		1							1	1	1						
3	c	1			1					1	1	1	1	1	1	1		denied right to vote on issue
4	c		1								1	1						Sierra club chair
5	c											1						
6	c	1								1	1	1	1			1		parking issues
7	c	1						1		1	1	1				1	1	restrict residential use
8	c	1								1	1				1	1		Complaint - difference between atv/ohv
9	c		1								1	1						
10	c	1			1						1	1				1		
11	c	1			1					1	1	1		1	1	1		need ways to mitigate damage to land and roads and address issues
12	c	1								1	1	1	1	1	1	1		Overtourism
13	c	1								1	1	1	1	1	1	1		Overtourism
14	c		1									1						over use and need for public meeting
15	c	1				1				1	1	1				1		
16	c		1							1	1	1						
17	c	1									1	1	1					
18	c	1								1	1	1						request public forum for discussion
19	c			1	1					1	1	1		1		1	1	permits/enforcement/trailer issues
20	c			1	1					1	1	1		1	1			only certain businesses are seeing profits
21	c			1	1					1	1	1		1	1			only certain businesses are seeing profits
22	c		1									1		1				
23	c		1							1	1	1		1		1		enforcement and program alterations
24	c	1								1	1	1		1	1			unfair voting - not all people impacted allowed a vote
25	c	1			1						1	1	1			1		
26	c	1								1	1	1		1		1		permits
27	c	1			1					1	1	1		1	1			
28	c		1									1						
29	c		1															
30	c	1																overtourism
31	c	1			1						1	1	1					people that don't live there causing most damage
32	c		1							1	1	1						
33	c			1						1	1	1	1	1		1		
34	c	1								1	1	1	1	1	1	1		
35	c										1					1		
36	c	1			1					1	1	1	1	1	1	1		
37	c		1									1		1		1		permits/enforcement
38	c		1			1				1	1	1	1	1				would like public meeting to discuss
39	c		1								1	1						
40	C	1					1					1						bad tourism, environmental and economic policy
41	c			1						1	1	1		1	1			PT owners in town
42	c			1						1	1	1		1	1			PT owners in town
43	c	1								1		1		1			1	Allocate monies to education and regulation for existing roads
44	c	1			1						1	1		1		x.		
45	c	1			1							1		1				
46	c		1							1	1	1						
47	c	1								1	1	1	1	1	1	x.	1	
48	c	1								1		1		1		1		enforcement and permits
49	c	1																need for hearings - former town manager
50	c	1		1	1					1	1	1						
51	c	1								1		1						dimished quality of life
52	c	1								1		1						dimished quality of life
53	c	1			1		1			1	1	1		1				overtourism causing long time residents to leave - denied right to vote

OHV Public Comments

	Pro/Con	Resident	Non-Res	2nd	Business	Revenue	Tourism	Trailer	Extend N/S	Noise	Safety	Enviro.	Legality	Trash	Speed	Enforcement	Education	comments
54	c	1			1					1	1	1		1				overtourism causing long time residents to leave - denied right to vote
55	c										1		1					
56	c	1									1	1	1					community not fully heard and not well represented, request public hearing
57	c		1									1	1					Overtourism
58	c			1						1	1	1		1	1	1		enforcement issues
59	c		1							1	1	1	1			1		
60	c			1						1	1	1		1	1	1		enforcement issues
61	c									1	1	1	1	1	1			
62	c	1		1				1	1									eliminates need for trailers
63	c	1			1	1	1			1	1	1	1	1		1		
64	c	1			1	1	1			1	1	1						suggests compromise and fees
65	c	1								1	1	1	1			1		need for public hearing so everyone can be heard
66	c		1				1						1			1	1	education and enforcement needed
67	c	1										1		1	1	1		
68	c	1								1	1	1	1		1			
69	c	1			1						1	1	1					people that don't live there causing most damage
70	c	1								1	1	1						
71	c	1								1	1	1						
72	c	1								1	1	1			1	1		enforcement
73	c		1							1	1	1	1					Bicycle Colorado - issues with bike/ohv safety
74	c	1								1	1	1	1	1	1			
75	c	1																
76	c			1						1	1	1			1			
77	c			1						1	1	1			1			
78	c		c									1						suggests cooling off period and increased data collection for neighboring areas
79	c									1	1	1						overtourism
80	m	1								1	1	1	1	1	1		1	many suggestions for improvement
81	m	1								1	1	1	1	1	1		1	many suggestions for improvement
82	m	1								1	1	1	1	1	1		1	
83	m	1								1	1	1	1	1	1		1	
84	m	1								1	1	1	1	1	1		1	
85	m	1								1	1	1	1	1	1		1	
86	m	1								1	1	1	1	1	1		1	
87	m	1								1	1	1	1	1	1		1	
88	m	1								1	1	1	1	1	1		1	
89	m	1								1	1	1	1	1	1		1	
90	m	1								1	1	1	1	1	1		1	
91	m	1								1	1	1	1	1	1		1	
92	m	1								1	1	1	1	1	1		1	
93	m		1			1	1			1	1	1	1			1		request for public hearing
94	m	1								1	1	1	1	1	1		1	
95	m	1								1	1	1	1	1	1		1	
96	m	1								1	1	1	1	1	1		1	
97	m	1				1	1	1	1	1	1	1	1	1	1		1	find compromise
98	m	1								1	1	1	1	1	1		1	
99	m	1								1	1	1	1	1	1		1	
100	m	1								1	1	1	1	1	1		1	
101	m	1								1	1	1	1	1	1		1	
102	m	1								1	1	1	1	1	1		1	
103	m	1								1	1	1	1	1	1		1	
104	m	1								1	1	1	1	1	1		1	
105	m	1								1	1	1	1	1	1		1	
106	m	1								1	1	1	1	1	1		1	



OHV Public Comments

	Pro/Con	Resident	Non-Res	2nd	Business	Revenue	Tourism	Trailer	Extend N/S	Noise	Safety	Enviro.	Legality	Trash	Speed	Enforcement	Education	comments
107	m	1								1	1	1	1	1	1		1	
108	m	1								1	1	1	1	1	1		1	
109	m	1								1	1	1	1	1	1		1	
110	m	1								1	1	1	1	1	1		1	
111	m	1								1	1	1	1	1	1		1	
112	m	1				1	1		1	1	1	1		1	1			Suggests permitting system, curfew, time limit
113	m	1								1	1	1	1	1	1		1	
114	m	1			1					1	1	1		1	1			
115	m	1								1	1	1	1	1	1		1	
116	m	1								1	1	1	1	1	1		1	
117	m	1								1	1	1	1	1	1		1	
118	m	1								1	1	1	1	1	1		1	
119	m	1								1	1	1	1	1	1		1	
120	m	1								1	1	1	1	1	1		1	
121	m	1								1	1	1	1	1	1		1	
122	m	1								1	1	1	1	1	1		1	
123	m	1								1	1	1	1	1	1		1	
124	m	1			1			1		1	1				1			parking issues
125	m			1						1		1				1		
126	m			1						1		1				1		
127	p		1				1		1									
128	p		1				1											
129	p		1															
130	p			1				1	1									eliminates need for trailers, increase connection
131	p			1				1	1									eliminates need for trailers, increase connection
132	p		1			1	1											
133	p		1				1											connection and convenience
134	p	1			1	1	1		1									
135	p	1			1	1	1		1									
136	p		1				1	1	1									
137	p			1				1	1									
138	p		1				1	1	1									eliminates need for trailers
139	p		1				1	1	1									eliminates need for trailers
140	p		1				1											
141	p			1		1	1											
142	p		1			1	1	1	1									
143	p			1			1		1									
144	p	1				1	1											
145	p	1				1	1											
146	p		1				1											
147	p			1	1	1	1	1	1									
148	p			1	1	1	1	1	1									
149	p		1			1	1		1									
150	p			1		1	1				1	1						
151	p			1		1	1				1	1						
152	p		1				1	1	1									
153	p		1				1	1	1									
154	p			1		1	1	1	1									
155	p			1		1	1	1	1									
156	p			1		1	1	1	1									
157	p			1		1	1	1	1									
158	p			1		1	1	1	1									
159	p			1		1	1	1	1									

OHV Public Comments

	Pro/Con	Resident	Non-Res	2nd	Business	Revenue	Tourism	Trailer	Extend N/S	Noise	Safety	Enviro.	Legality	Trash	Speed	Enforcement	Education	comments
160	p			1		1	1		1									
161	p	1						1	1									
162	p	1						1	1									
163	p	1			1	1	1	1	1									
164	p	1			1	1	1	1	1									
165	p	1			1	1	1	1	1									
166	p	1				1	1											
167	p	1				1	1											
168	p		1				1	1	1									
169	p		1				1	1	1									
170	p	1			1	1	1	1	1									
171	p	1			1		1	1										senior Citizen access
172	p	1			1		1	1										senior Citizen access
173	p	1				1	1		1							1		permits/enforcement
174	p	1				1	1									1		
175	p																	
176	p	1			1	1	1	1	1									
177	p	1			1	1	1											
178	p	1			1	1	1											
179	p	1				1	1											
180	p			1			1	1	1									
181	p		1			1	1											
182	p		1			1	1											
183	p	1			1	1	1	1	1									
184	p	1																
185	p	1		1	1	1	1									1	1	permits
186	p	1			1	1	1	1	1									
187	p	1			1	1	1	1	1									
188	p	1				1	1	1	1									senior citizen access
189	p	1				1	1	1	1									senior citizen access
190	p	1				1	1	1	1									
191	p	1				1	1	1	1									
192	p		1			1	1	1	1									
193	p	1			1	1	1	1	1									
194	p	1			1	1	1	1	1									
195	p			1		1	1	1	1									
196	p			1		1	1	1	1									
197	p			1		1	1	1	1									
198	p	1			1	1	1											compromise and curfew
199	p	1			1	1	1	1	1									
200	p	1						1	1									
201	p		1			1	1	1	1									
202	p		1			1	1	1	1									
203	p								1									
204	p	1			1	1	1	1	1						1	1		
205	p	1			1	1	1	1	1						1	1		
206	p			1			1		1									improves ADA usage no trailers
207	p			1			1		1									improves ADA usage no trailers
208	p	1			1	1	1	1	1									
209	p	1			1	1	1											
210	p	1			1	1	1											
211	p		1					1	1									trailer parking issues
212	p		1					1	1									trailer parking issues

	Pro/Con	Resident	Non-Res	2nd	Business	Revenue	Tourism	Trailer	Extend N/S	Noise	Safety	Enviro.	Legality	Trash	Speed	Enforcement	Education	comments
213	p		1			1	1	1	1									trailer parking issues
214	p			1		1	1		1									improve regulation
215	p		1			1	1		1									
216	p	1				1	1		1							1	1	need permits/greater enforcement
217	p			1		1	1		1									
218	p			1				1	1									eliminates need for trailers, increase connection
219	p			1												1		enforcement and trailer issues
220	p	1				1	1	1	1							1	1	trailer issues and enforcement
221	p	1				1	1	1	1							1	1	trailer issues and enforcement
222	p		1													1		trailer issues and enforcement
223	p	1			1	1	1	1	1									
224	p		1				1											senior citizen accessible
225	p		1				1											senior citizen accessible
226	p	1			1		1		1									would like yearround access
227	p	1			1		1		1									would like yearround access
228	p	1			1	1	1											
229	p	1			1	1	1		1									
230	p	1			1	1	1	1	1									
231	p	1				1	1	1	1									
232	p	1				1	1	1	1									
233	p	1				1	1	1	1									
234	p	1				1	1	1	1									
235	p	1				1	1	1	1									
236	p	1				1	1	1	1									
237	p	1			1	1	1	1	1									
238	p	1			1	1	1	1	1									
239	p	1																
240	p	1				1	1	1	1									
241	p	1				1	1	1	1									senior citizen access
242	p	1																
243	p	1			1	1	1	1	1									
244	p	1			1	1	1											
245	p	1			1	1	1	1	1									
246	p			1		1	1											restrict neighborhood access
247	p						1											
248	p	1				1	1	1	1						1			
249	p	1				1	1											
250	p			1					1									year round use and town connections
251	p	1							1									
252	p	1							1									
253	p		1			1	1											
254	p	1				1	1											
255	p	1				1	1											
256	p	1			1	1	1											
257	p	1			1	1	1											
258	p					1	1											
259	p	1			1	1	1	1	1									
260	p	1			1	1	1	1	1									
261	p	1		1		1	1	1	1									
262	p	1		1		1	1	1	1									
263	p			1		1	1		1									
264	p			1		1	1		1									
265	p			1		1	1	1	1									

	Pro/Con	Resident	Non-Res	2nd	Business	Revenue	Tourism	Trailer	Extend N/S	Noise	Safety	Enviro.	Legality	Trash	Speed	Enforcement	Education	comments
266	p		1				1											
267	p			1		1	1											
268	p			1				1	1									year round use and trailer issues
269	p		1			1	1	1	1									
270	p		1			1	1	1	1									
271	p		1				1											support permits
272	p		1				1											support permits
273	p			1				1	1									eliminate need for trailers
274	p			1				1	1									eliminate need for trailers
275	p	1			1	1	1		1									
276	p	1			1	1	1		1									
277	p	1			1	1	1		1									economic benefits needed for town vitality
278	p	1			1	1	1		1									economic benefits needed for town vitality
279	p			1		1	1	1	1									
280	p			1		1	1	1	1									
281	p	1			1	1	1	1	1									
282	p	1			1	1	1	1	1									
283	p			1		1	1											senior citizen accessible
284	p			1		1	1											senior citizen accessible
285	p		1			1	1		1									connecting towns
286	p			1				1	1									trailer issues
287	p		1			1			1									
288	p			1				1	1									trailer issues
289	p			1														
290	p		1				1											
291	p		1			1		1	1									trailer issues
292	p	1				1	1	1	1									
293	p		1			1	1										1	permits
294	p		1				1											
295	p		1					1	1									eliminate need for trailers
296	p		1					1	1									eliminate need for trailers
297	p		1					1	1									eliminate need for trailers
298	p		1					1	1									eliminate need for trailers
299	p		1				1											
300	p		1				1											
301	p		1				1	1	1									
302	p		1				1	1	1									
303	p		1				1	1	1									
304	p	1			1	1	1	1	1									
305	p	1			1	1	1	1	1									
306	p			1				1	1									year round use and trailer issues
307	p		1			1	1	1										
308	p		1				1											permits
309	p		1				1											
310	p	1			1	1	1											
311	p	1				1	1		1									
312	p	1			1	1	1	1	1									
313	P	1				1	1		1									
314	p	1							1								1	extend road in town for access to all businesses in town. Better education/maps for use
315	p			1				1	1									
316	p		1			1	1											
317	p		1			1	1											
318	p		1			1	1											

OHV Public Comments

	Pro/Con	Resident	Non-Res	2nd	Business	Revenue	Tourism	Trailer	Extend N/S	Noise	Safety	Enviro.	Legality	Trash	Speed	Enforcement	Education	comments
319	p	1			1	1	1		1									
320	p	1								1	1	1				1	1	worries about overtourism in the future
321	p	1						1										trailer parking issues
322	p	1			1	1	1											
323	p		1	1	1	1	1		1									
324	p		1	1	1	1	1		1									
325	p		1				1	1										
326	p		1				1	1										
327	p			1	1	1	1	1	1									trailer parking issues
328	p	1					1	1	1									
329	p		1				1		1									
330	p	1						1	1									
331	p	1							1									use would decrease OHV in residential areas
332	p	1							1									use would decrease OHV in residential areas
333	p		1			1	1		1									
334	p		1			1	1		1									
335	p	1			1	1	1											
336	p	1			1	1	1											
337	p	1			1	1	1		1									
338	p	1			1	1	1											Senior Citizen Accessible
339	p		1															
340	p	1			1	1	1		1									
341	p	1			1	1	1		1									
342	p			1	1	1	1		1									connection, home sales increased
343	p			1	1	1	1		1									connection, home sales increased
344	p	1				1	1		1									
345	p		1			1	1											
346	p			1				1	1									
347	p		1			1	1	1	1									eliminates need for trailers
348	p			1				1	1									eliminates need for trailers
349	p		1				1	1	1									
350	p						1	1	1									
351	p		1			1	1											
352	p		1			1	1											
353	p			1		1	1			1								
354	p						1											
355	p			1				1	1									eliminates need for trailers, increase connection
356	p		1			1	1									1	1	
357	p		1				1	1	1									
358	p		1			1	1	1	1									
359	p		1				1	1	1									
360	p	1			1	1	1	1	1									
361	p					1	1				1	1		1	1	1	1	
362	p			1		1	1		1									
363	p			1		1	1		1									
364	p		1			1	1	1										Senior citizen access
365	p		1			1	1	1										Senior citizen access
366	p		1			1	1		1						1	1		
367	p		1			1	1											
368	p		1			1	1											
369	p			1		1	1	1	1									Senior Citizen Access
370	p			1		1	1	1	1									Senior Citizen Access
371	p	1				1			1	1						1		

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	Pro/Con	Resident	Non-Res	2nd	Business	Revenue	Tourism	Trailer	Extend N/S	Noise	Safety	Enviro.	Legality	Trash	Speed	Enforcement	Education	comments
372	p			1		1	1		1									
373	p			1		1	1		1									
374	p			1		1	1	1	1									eliminates need for trailers
375	p	1			1	1	1	1	1									
376	p		1			1	1	1	1									
377	p	1			1	1	1		1									
378	p			1			1	1	1									
379	p	1				1	1		1									
380	p		1				1	1	1									eliminates need for trailers
381	p		1				1	1	1									eliminates need for trailers
382	p		1				1	1	1									eliminates need for trailers
383	p	1			1	1	1		1									economic vitality needs program
384	p	1			1	1	1		1									
385	p	1			1	1	1		1									
386	p	1			1	1	1	1	1									
387	p	1			1	1	1		1									
388	p			1		1	1		1									flexibility
389	p			1		1	1		1									allow through town to limit residential use
390	p		1			1	1		1									
391	p	1				1	1			1								
392	p	1			1	1	1											
393	p																1	permits
394	p			1				1										
395	p			1				1										
396	p		1				1	1										senior citizen accessible
397	p		1				1	1	1									
398	p	1			1	1	1											
399	p	1			1	1	1											
400	p	1				1	1		1									
401	p		1			1	1	1										
402	p		1			1	1	1										
403	p			1		1	1		1									
404	p		1			1	1	1										
405	p	1			1	1	1	1	1									
406	p	1			1	1	1	1	1									
407	p			1		1	1		1									
408	p			1		1	1		1									
409	p	1				1	1											
410	p	1				1	1											
411	p			1		1	1											
412	p	1			1	1	1											
413	p		1			1	1	1	1									
414	p		1			1	1	1	1									
		<b>213</b>	<b>108</b>	<b>86</b>	<b>98</b>	<b>200</b>	<b>247</b>	<b>143</b>	<b>194</b>	<b>102</b>	<b>107</b>	<b>120</b>	<b>66</b>	<b>77</b>	<b>72</b>	<b>45</b>	<b>55</b>	
		<b>Resident</b>	<b>Non-Res</b>	<b>2nd</b>	<b>Business</b>	<b>Revenue</b>	<b>Tourism</b>	<b>Trailer</b>	<b>Extend N/S</b>	<b>Noise</b>	<b>Safety</b>	<b>Environment</b>	<b>Legality</b>	<b>Trash</b>	<b>Speed</b>	<b>Enforcement</b>	<b>Education</b>	