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MEMORANDUM

Date: March 14, 2012

To: OHV Discussion Group

Cc: Chaffee County Commissioners and Administration

From: Don Reimer, Development Director

Subject: **OHV County Roads Report and Comment Summary**

References: Chaffee County Staff Memo "OHV County Roads Review" dated 1/18/12
Chaffee County Ordinances 2005-01 and 2006-01, Allowing OHV Use on Certain County Roads
USFS "Motor Vehicle Use Map" dated 2010

Background: The following is a summary of the meetings held on February 1, 8, and 15 to gather public input on whether or not certain County Roads should be opened for Off Highway Vehicle (OHV) use. The County Commissioners directed staff to hold these input sessions to gather basic information on each of the routes and summarize specific reasons why each road could be opened, or why they should remain closed for OHV use. County staff also compiled a summary of all comments at the meetings and written comments submitted.

General Comments: Numerous general verbal and written comments were made regarding OHV use of County Roads. Since the goal of this input gathering was to identify specifics as to why a road may be suitable or is not suitable for OHV use, those comments are not summarized herein, but are tallied for each area. Note that some people submitted both written and verbal comments, for multiple roads and at multiple meetings, so the tally is not intended to be an accurate opinion poll, but rather a summary of the sentiments expressed.

The Town of Buena Vista passed 2012-22 opposing opening of County Roads to OHV use. Input was requested from the County Road & Bridge Superintendent and County Sheriff; comments have not been provided at this time.

Meeting 1 – February 1, 2012 - Fourmile and Buena Vista Area

FOURMILE AREA ROADS: 187, 188, 304, 305, 307, 309, 315, 371, 375

General Comments: At the February 1 meeting, six people provided general comment supporting opening OHV use of County Roads, and 20 people provided general comments against opening County Roads. Two people provided unique written general support comments, members of the Colorado Quad Runners group generated 26 written general support comments, and 32 written comments were submitted opposed to opening roads.

Fourmile Travel Management Area: The Fourmile Travel Management Plan was adopted in August 2002 by USFS and BLM, following input from citizen groups, including Friends of Fourmile and High Rocky Riders. Unfortunately, it does not appear that the travel management

	curves 6. conflicts with cattle 7. Noise impacts to bird watching (part of Colorado Birding Trail) 8. Elk calving area, Bighorn Sheep, other wildlife.
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CR 187 Comments at Meeting:

1. Support. Carl Bauer. Road was identified as part of Fourmile TMP, provides good connection to FS 188. This was a FS road until 1997 when it became a County Road easement. No residents along road except one ranch. A narrow, windy section has been opened for OHV since 2005 with no issues.
2. Support. Chuck Burton. Member of Chaffee Search and Rescue. Can only recall 1 or 2 incidents on this County road, 1-2 OHV incidents on FS roads each summer.
3. Opposed. Bill Schwarzkopf. Badger Creek (Park County) POA. 28 full-time families use CR 187 for year-round access to Buena Vista. Concerns with blind turns, accidents, at north end; there are blind spots at the Black Dumps; and issues with trespass on private property. Park County roads are not open to OHV.
4. Opposed. Andy Gray. Badger Creek resident, and Hartsel Fire Dept. Many uses on CR 187, including logging trucks; "golden hour" if trauma accident to save life. No OHV incidents on CR 187 last year.
5. Opposed. Tom Sobal. Road was never opened as part of Fourmile TMP, FS did not have jurisdiction of the road at that time since it was a County Road before TMP. Convent has treated injuries from OHV users that did not get reported. Albert Eggleston runs cattle along CR 187; has reported issues with OHV use. OHV use caused former CR 187 resident to move. Should re-examine the section opened in 2005.
6. Opposed. Alan Robinson. Friends of Fourmile. 187 would facilitate access to other areas, increasing OHV usage and changing balance. Suggest investigating an alternate route parallel to 187 to connect to FS 188 and 185.
7. Opposed. Mike Sugaski. 17 years with Forest Service, drafted Fourmile Plan. Purpose of TMP was to balance uses. Many accidents are unreported.
8. Opposed. Diana Smith. Real Estate perspective. People move here for quiet compared to Front Range. CR 187 is part of Colorado Birding Trail, noise impacts to birds; 2006 CCVB study bird watching was mentioned by 65% of visitors, 4th most popular interest.
9. Opposed. Nikol Noll. Friends of Brown's Canyon. CR 187 provides access to edge of Browns Wilderness Study Area; current illegal use in WSA, will facilitate more.

CR 187 Written Comments:

1. Karen Dils. Letter dated 1/26/12. Potential wildlife impacts, but may be ok.
2. Reed Dils. E-mail dated 1/25/12. May make sense if Park County is open; concern with wildlife impacts, dust, noise.
3. Opposed. Andrew Rice. E-mail dated 1/4/12. CR 185E resident. Concerns: dangerous curves, commuter traffic. Maybe possible to open between FS 300 and FS 188, leave remainder closed between FS 300 and Park Co. line.
4. Opposed. Andrew Rice, Phil Rodriguez, Max Champie, Greg Colbert. Letter dated 2/29/12. CR 185E residents. Concerns: Safety due to OHV licensing and insurance requirements, recreation use vs. transportation; existing illegal use, close calls with OHV on CR 187; OHV speed, travelling 3 across road; dangerous corners, limited sight distance, County liability.

5. Opposed. Mike Sugaski. Letter dated 2/1/12. Previously opened segment provides good connection; this segment would be unsafe, traffic sometimes 45 mph through here.
6. Opposed. Jay Gingrich. Letter submitted 2/1/12. Concerns: area for grazing, accesses Park 86; which is closed to OHV. Speed, elk calving area, bighorn sheep.
7. Opposed. Doug Brady. Letter e-mail 2/15/12. Concerns: limited parking, vehicle and ranch traffic, no access to other OHV routes, suggest closing previously opened section.
8. Opposed. Tom Sobal, Quiet Use Coalition. Letter dated 2/20/12. Concerns: narrow spots, hills, cattle guards, limited visibility; USFS arterial road, higher traffic; long straight segments tempt higher speed; cattle grazing; primary access for Elk Mtn Ranch and area residents; Colorado Birding Trail impacts; existing unauthorized use, opening will increase; trespass; Park Co roads not open; imperiled plants and watershed; Bighorn lambing area; increased illegal use in Brown's WSA.

CR 187 Review Criteria: Review of staff-suggested criteria includes:

1. Concurrence with travel management plans. CR 187 is entirely within the Fourmile TMP and shown as a system road open for OHV use; however shown on the USFS Motor Vehicle Use map as a County road, not open.
2. Connection to existing designated OHV routes.
 - The section opened in 2005 between CR 307 and FS 300 provided access to areas west of CR 187 via FS 300.
 - Extending the open segment approximately 2.5 miles south to FS 188 would provide OHV connection to areas east of CR 187 via FS 188.
 - Extending the open segment an additional 2 miles south to FS 185 would provide connection to areas south of CR 187 via FS 185.
 - Extending the open segment an additional 2 miles to the Park County line would provide connection to FS 186 and a loop with FS 188. At the Park County line, Chaffee CR 187 becomes Park CR 86, which is not open for OHV use.
3. Availability of parking and unloading areas along road. None specifically identified; however there are potentially dispersed locations available within the adjacent USFS property.
4. Other Road Users. Logging trucks, commuter vehicles, recreation, agriculture.
5. Traffic Counts. Summer 2005 144/weekday; summer 2007 106/weekday, 128/weekend day. Recommend obtaining additional summertime traffic counts near FS 300, FS 188, FS 185, Park County line.
6. Private Land Ownership. The portion of CR 187 proposed for opening crosses two private parcels, with the remainder crossing through USFS via a FRTA easement. The private parcels each are currently assessed as agricultural.
7. Road Geometry and Area Topography. The first approximately 0.6 miles from CR 307 (which was previously opened), includes some narrow road sections, limited shoulders, and poor sightlines due to small radius curves and vegetation. From 0.6 to 1.1 miles (intersection with FS 300, previously opened) the road is relatively straight, with good visibility). The next 2.6 mile segment, from FS 300 to FS 188, generally has good visibility and a 20-22 foot road surface, with the exception of two cattle guards. The section between FS 188 and FS 185 (2.1 miles) is hilly, includes a number of tight curves, includes narrow sections of road, and has trees close to the edge of the road. The remainder of the road from FS 185 to the Park County line, generally has good visibility due to wide radius curves and limited vegetation on the southerly side of the road.

8. Residential Areas. Provides access to subdivision in Park County and private parcels in Chaffee County; few residential properties immediately adjacent to the road.

CR 187 Staff Recommendation: Portions of CR 187 could be considered for further discussion and information. The section of road between FS 300 and FS 188 generally has decent visibility, and extending the open portion of road from would create a connection to FS 188, and FS roads in Park County; however, it would also likely lead to OHV use on Park 86, which has not been opened, and any unopened sections of Chaffee CR 187. CR 187 between FS 188 and FS 185 includes narrow, curvy, hilly sections with limited visibility and is not recommended for OHV use due to the passenger and other vehicle use of CR 187.

FS 188. Shown on USFS map as Forest road. No FRTA easement is present. CR 187 is **not** open for OHV use where it intersects FS 188. Since it is FS Road 188 and not CR 188, the road should be open for OHV use and any conflicting signage removed. USFS map shows portion in Park County to be FS road as well.

Written Comments:

1. Concur. Karen Dils. Letter dated 1/26/12. Remove conflicting signage. Possible conflicts with quiet hiking.

FS 188 Staff Recommendation: No action needed; road is open per USFS jurisdiction. Work with USFS to remove County signs and replace with USFS signs.

CR 304. County Road over BLM land.

- Request is to open from highway to fourmile kiosk at intersection with CR 376A.
- OHV usage is not permitted at the south end (US 24/285).
- Prior testimony in 2005 from the public and private property owners in the area was significantly opposed to allowing any usage of CR 304.



Summary of Comments:

Reasons Supporting Opening CR 304:

1. Segment would allow OHV riders to use restrooms at Overlook site.

Reasons Supporting Continued Closure:

1. OHV unloading and parking area designated at kiosk
2. This segment of 304 is narrow and windy, blind curves, with multiple users.
3. Overlook is State Parks fee site, horse unloading, picnic area.
4. This segment of 304 has heavy multiple users.
5. Hwy 24/285 not open for OHV; no other OHV

	route connections. 6. Concern with OHV continuing on 304 towards BV.
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CR 304 Comments at Meeting:

1. Support. Carl Bauer. Segment would allow OHV riders to access restrooms at Overlook picnic site. No desire to open up segment west of kiosk (Midland Trail).
2. Opposed. Lawrence Banning. CR 304 resident. This section is narrow and windy.
3. Opposed. Tom Sobal. Who put in trailhead at kiosk? Impact analysis done?
4. Opposed. Jay Gingrich. Reiterate Banning comments. Curvy road, the picnic area is a designated horse unloading area which would conflict with the OHV use. Where are people using restrooms currently?
5. Opposed. Alan Robinson. Using overlook would require staging area at that location, increase visibility, and use; there is already a staging area at the entrance to 4Mile.

CR 304 Written Comments:

1. Opposed. Victor and Susan Selenow. E-mail dated 1/18/12. CR 304 residents. Concerns: single lane road, dead end, dog walker, runner and biker usage conflicts.
2. Opposed. Lawrence Banning. Letters dated 1/7/12 and 2/16/12. CR 304 resident. Concerns: safety, hiker, biker, runner, horses, multiuse; OHV are for off-road use.
3. Opposed. Karen Dils. Letter dated 1/26/12. Concerns: multi-use, conflicts with hikers, horses, bikers, dust, noise.
4. Opposed. Dick Scar. Letter dated 1/20/12. Concerns: use by walkers, dogs, bikes, noise.
5. Opposed. Reed Dils. E-mail dated 1/25/12. Concerns: multi-use, conflicts with hikers, pets, bikes, noise; no loop route available.
6. Opposed. Keith Baker. E-mail dated 2/2/12. Concerns: OHV will probably not use due to State Parks fee. Will displace equestrians. Will likely see illegal use on CR 304 towards Hop Gulch if this section opened. OHV will add to already overused portions of CR 304, increase environmental damage. Will displace bikers, hikers, runners.
7. Opposed. Chris Banning. Letter submitted 2/1/12. CR 304 resident. Concerns: speed, multiple users, OHV currently on road despite signage; no loop. Better solution is a restroom at the trailhead. Opening section will increase hazards and unauthorized trails.
8. Opposed. Susan Banning. Letter submitted 2/1/12. CR 304 property owner. Concerns: speed, multiple users, OHV currently on road despite signage. Road is only graded twice per year and can't take the abuse from OHV's.
9. Opposed. Jay Gingrich. Letter submitted 2/1/12. Noise and dust pollution, no access across highway, multiple users, narrow, blind curves, no sightlines.
10. Opposed. Jane Lewis. Letter dated 2/1/12. Need crossing of highway to use this section.
11. Opposed. Rand Sailor. Letter received 2/8/12. Big Sandy Way resident. Concerns: segment is narrow and windy, much traffic, faster since road improvements. Uses OHV on 304 for agricultural purposes and can attest to safety issues. Overlook corral is for horses, not OHV; creating OHV unloading at Overlook will ruin serenity there. Opening 304 will create user conflicts.
12. Opposed. Fred and Dina Steeve. E-mail 2/12/12. Concerns: impacts to Overlook site, safety, pollution.
13. Opposed. Heike Momiyama. E-mail 2/9/12. Big Sandy resident. Concerns: noise, safety.
14. Opposed. Grant Heilman. Letter dated 2/11/12. Concerns: safety due to multiple users.

15. Opposed. Gregg Grant. E-mail 2/14/12. Big Sandy property owner. Concerns: impacts to Overlook site, trash, dust, noise, safety, multiple users.
16. Opposed. Connie Woodhouse. E-mail 2/15/12. Concerns: Unloading at Overlook site horse corral, high traffic, multiple users; narrow winding road, dust, noise, added wear and tear maintenance issues; adequate existing access, parking, unloading at kiosk.
17. Opposed. Elizabeth Ferguson. E-mail dated 2/15/12. Big Sandy property owners. Concerns: traffic and multiple use, visibility of Overlook area; trash, erosion, dust, noise.
18. Opposed. Elisabeth Braun. E-mail dated 2/17/12. Big Sandy residents. Concerns: multiple uses, OHV damage to road, existing parking at kiosk is adequate.
19. Opposed. Doug Brady. E-mail letter dated 2/15/12. Concerns: already adequate access and parking at kiosk; bicycle use.
20. Opposed. Tom Sobal, Quiet Use Coalition. Letter dated 2/20/12. Concerns: residents opposed; hilly, curvy, winding road, limited visibility; multiple uses walkers, runners, horses, bikers, accessing Midland non-motorized trailhead; scenic overlook was designed for horses, adding OHV adds noise, pollution, safety; Colorado Birding Trail; existing commercial bike tour use; imperiled plants; existing unauthorized routes will increase; potential increase illegal highway crossings.
21. Opposed. Carol Fox. E-mail 2/23/12. Concerns: damage to unspoiled area.

CR 304 Review Criteria: Review of staff-suggested criteria includes:

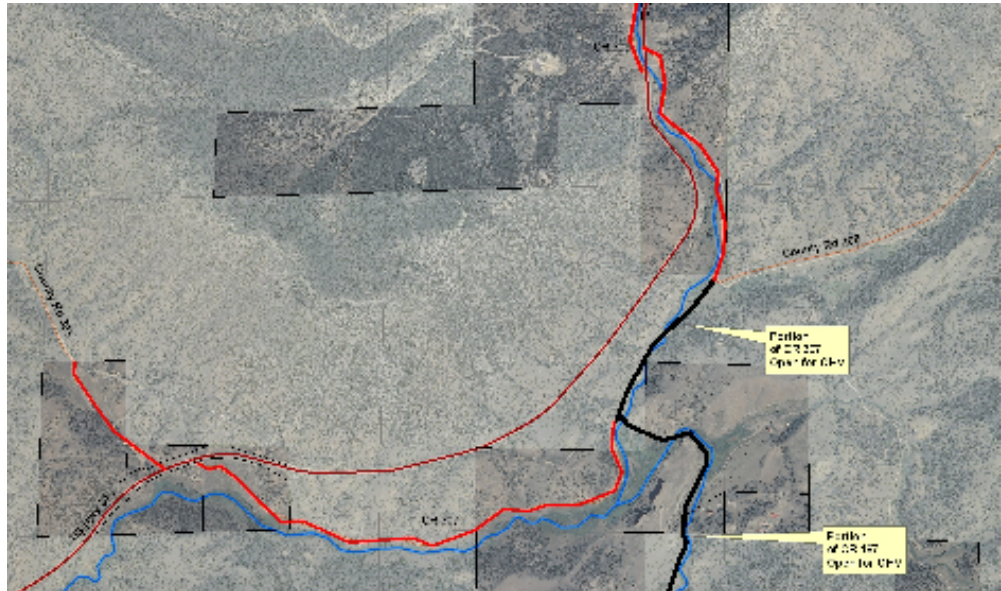
1. Concurrence with travel management plans. This portion of CR 304 is within the Fourmile TMP and shown as a system road open for OHV use; however shown on the USFS Motor Vehicle Use map as a County road, not open. BLM letter dated 2/24/12 indicated a lack of parking at this location, and safety concerns with OHV use directed to BLM personnel and indicated the CR 304 area is primarily designated for non-motorized use through the Fourmile TMP.
2. Connection to existing designated OHV routes. None. The northerly end of the segment is the start of BLM 376A, and the location of a kiosk, map and parking / unloading area for OHV. The southern end is US 24/285, which is not open for OHV use.
3. Availability of parking and unloading areas along road. There is an OHV unloading area at the northern end at the kiosk. There is potential for unloading at the State Park Overlook site; however that is a fee area, and has a designated horse unloading area.
4. Other Road Users. Vehicle use for property owners on CR 304 and Big Sandy Way. Vehicle use for tourists, picnic, restrooms. Multiple non-motorized uses connecting to Buena Vista trails.
5. Traffic counts. No recent traffic counts. Recommend obtaining summertime traffic counts near highway, BLM 376A, and north of 376 A to get a baseline on vehicular traffic.
6. Private Land Ownership. This segment of CR 304 is entirely on BLM.
7. Road Geometry and Area Topography. Horizontal and vertical curves, boulders and trees create some limited sightlines.
8. Residential Areas. Provides access Big Sandy Tracts and other properties; no residential properties immediately adjacent to this section of road.

CR 304 Staff Recommendation: No action, do not open section. Opening this section does not improve access, and would create user conflicts on the road and at the Overlook site. If

restrooms for OHV users are a concern, recommend creating one at the current parking area / kiosk site at the intersection of BLM 376A. If section is opened, recommend first working with State Parks / BLM to create OHV unloading / parking area, and regarding Overlook site use fee education.

CR 305, CR 307, and CR 309: These road segments were discussed at the same time, since they all are requested to facilitate a connection between the north and south sections of Fourmile. Unless another solution is proposed, either one of these connections would require an at-grade crossing and use of US 24/285, which is not permitted by State of Colorado regulations.

- CR 309 is approximately 360 feet offset from the northeasterly end of CR 307, and has not been opened for OHV use.
- CR 305 is approximately 500 feet offset from the westerly end of CR 307, and has not been opened for OHV use.



CR 305. County Road (prescriptive easement) over private lands between US 24/285 and FS 305, for approximately 0.4 miles. OHV usage is not permitted at the south end (US 24/285), but is allowed on FS 305 north of the County Road segment. CR 305 provides access to one residence, and is relatively straight, with good sightlines.

CR 307. Ordinance 2005-01 opened approximately 0.3 miles of CR 307 for OHV use between FS 308 and CR 187. In December 2011, designating the easterly portion of 307 as a Schedule A Road and returning jurisdiction to USFS. During the Schedule A meeting, there was some testimony regarding the use of this section of road; the County and Forest Service will continue to study this road to determine whether a FRTA easement or Schedule A is more appropriate. As a Schedule A Forest Road, the easterly Section of 307 is open for OHV use.

CR 309. County Road north of US 24/285; shown on USFS map as Forest Road subject to seasonal closures. The USFS map should be updated to correctly identify the County and USFS sections of Road 309.

Summary of Comments:

<u>Reasons Supporting Opening CR 305 / 307 / 309:</u>	<u>Reasons Supporting Continued Closure:</u>
1. Creates connection between north and south areas of Fourmile.	1. No legal crossing of highway due to road offsets 2. Crossing using culvert or bridge results in trespass 3. Safety of at-grade highway crossing 4. No parking or staging areas

CR 305 / 307 / 309 Comments at Meeting:

1. Support. Carl Bauer. Need a connection to connect north and south areas of Fourmile.
2. Support. Rick Sexton. Safety studies show speed differential is major safety issue, ATV's safer than bikes.
3. Opposed. Kathy McCoy. Good for business is false, majority bring their own supplies and do not spend money in County. Safety at intersections; understand desire to cross, but no legal crossing. Opening these sections to highway encourages illegal use of highway or trespass under bridge or culvert, creating an attractive nuisance.
4. Opposed. Alan Heald. Safety issues; human powered users provide bigger economic benefit than OHV users.
5. Opposed. Jay Gingrich. County will be liable for creating illegal highway crossings.
6. Opposed. Alan Robinson. Connection creates increased use of the area; whether that is good or bad, need to consider the impacts of change and balance of use.
7. Opposed. Tom Sobal. Spoke to three Colo. State Patrol majors; each said OHV use is not legal on the highway.

CR 305 / 307 / 309 Written Comments:

1. Opposed. Reed Dils. E-mail dated 1/25/12. Concerns: OHV illegal on highways, bike use.
2. Opposed. Jane Lewis. Letter dated 2/1/12. Concerns: Need crossing of highway to use this section, which is illegal.
3. Opposed. Mike Sugaski. Letter dated 2/1/12. Concerns: Only leads to private land, no legal crossing of highway.
4. Opposed. Kathy McCoy. Letter received 2/1/12. Concerns: no legal at-grade crossings due to road offsets, opening will lead to trespass to go through culvert or bridge, natural resource damage, attractive nuisance, safety related to at grade crossings.
5. Opposed. Doug Brady. E-mail letter 2/15/12. Concerns: illegal highway crossing, no parking.
6. Opposed. Tom Sobal, Quiet Use Coalition. Letter dated 2/20/12. Concerns: residents opposed; no staging or parking; Birding Trail; imperiled plants; imperiled watershed; rare species habitat; illegal routes; illegal highway crossings; safety; limited sight distances at spots.
7. Opposed. Greg Bull. E-mail 2/25/12. Concerns: opening would create illegal highway use and crossings.

CR 305 Written Comments:

1. Karen Dils. Letter dated 1/26/12. Concerns: soft soils, bike conflicts; why open if cannot cross highway? Possible as compromise.
2. Opposed. Frank and Linda Carpenter. Letter dated 2/1/12. CR 305 residents (only residents on this road). Concerns: CR 305 and CR 307 are offset, to go from one to the other you have to go on the highway. Only reason to open 305 is to make connection, currently no legal or safe connection. CO State Patrol will ticket OHV on the highway. No recreational value without connection. No designated parking or staging areas for OHV. Do not want people staging on their property or driveway.
3. Opposed. Jay Gingrich. Letter submitted 2/1/12. Concerns: No parking or legal access, dangerous and illegal highway crossing.

CR 307 Written Comments:

1. Karen Dils. Letter dated 1/26/12. No concerns, except illegal highway crossings.
2. Opposed. Jay Gingrich. Letter submitted 2/1/12. Concerns: No legal access past highway.

CR 309 Written Comments:

1. Opposed. Karen Dils. Letter dated 1/26/12. Concerns: wetland damage, connection to Park County Roads, existing bike trail, conservation easement, noise.
2. Opposed. Jay Gingrich. Letter submitted 2/1/12. Concerns: Dangerous and illegal highway crossing. Rare caddis species, high risk for watershed damage.
3. Opposed. Reed Dils. Letter e-mail 2/21/12; for Dan Clegg representing Collegiate Peaks Trout Unlimited. Concerns: potential degradation to Trout Creek watershed by wet crossing or ford under bridge.

CR 305 / 307 / 309 Review Criteria: Comments Review of staff-suggested criteria includes:

1. Concurrence with travel management plans. These roads are within the Fourmile TMP and are shown as a system road open for OHV use. 305 and 307 are shown on the USFS Motor Vehicle Use map as County roads, not open; however 309 is incorrectly shown as a FS road.
2. Connection to existing designated OHV routes. CR 305 connects to FS 305, which is open for use. A portion of CR 307 was opened by Chaffee County in 2005, that section has since been re-designated as a FS road; the open section connects to opened CR 187 and FS 308. CR 309 connects to FS 309. FS roads 305, 307 and 309 each connect to open roads in the Fourmile area.
3. Availability of parking and unloading areas along road. None. Each road is a prescriptive right-of-way over private land, with a FRTA easement over USFS land for a portion of CR 307.
4. Other Road Users. Primarily residential and recreational passenger vehicles; some bicycle use. Some logging activity on CR 307; 307 also is start of access to Elk Mountain Ranch and the residential subdivisions accessed by CR 187.
5. Traffic Counts. No recent traffic counts for CR 309. CR 307: summer 2005 – 145/weekday, 215/weekend day. Recommend obtaining additional summertime traffic counts on CR 307.
6. Private Land Ownership. CR 305 is entirely on private property, the property owner submitted an e-mail opposed to opening citing trespass and other concerns. CR 309 crosses private property; no comments were received from those property owners. CR 307 crosses both private property and USFS property; neither USFS nor property owners submitted comments.
7. Road Geometry and Area Topography. Each road has adequate sightlines as they are relatively straight with large radius curves. The area of the offset intersection of CR 307 and CR 309 with US 24/285 has limited visibility.
8. Residential Areas. Three residential properties, an agricultural property, a vacant tract, the Newett Quarry, and Trout City are accessed directly from these three roads.

CR 305 / 307 / 309 Staff Recommendation: No action, do not open road segments until legal, safe solution for highway crossing is identified. Encourage OHV user groups to work with USFS and CDOT to find a legal, safe connection between the north and south areas of Fourmile, which may or may not include grade separation or a new trail.

FS 315. Shown on USFS map as Forest road. No FRTA easement is present. Since it is FS Road 315 and not CR 315, the road should be open for OHV use and any conflicting signage removed. US 24/285 is not open for OHV use where it intersects CR 315.

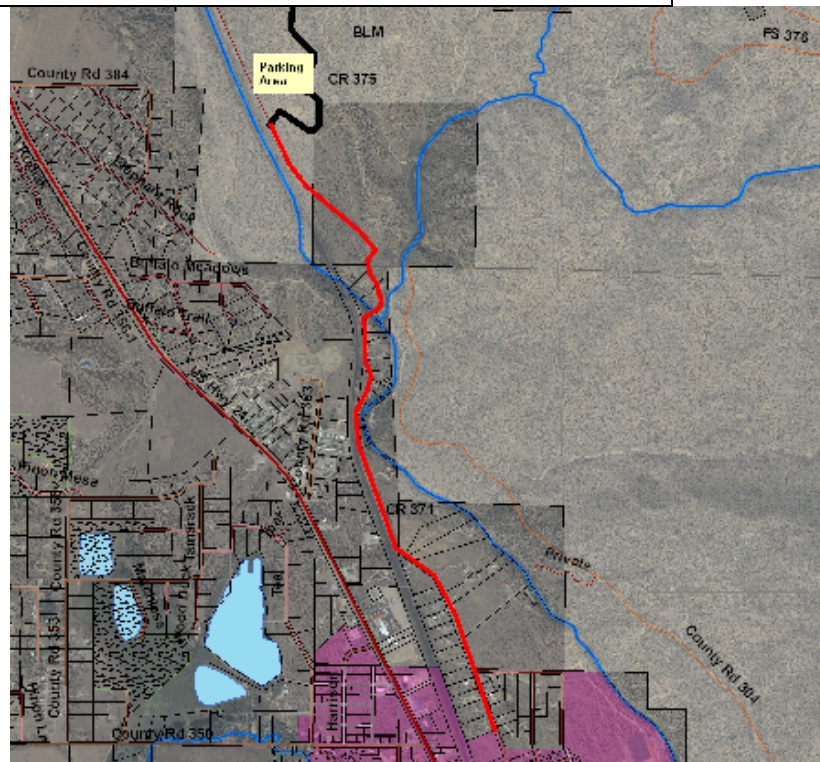
FS 315 Written Comments:

1. Concur. Karen Dils. Letter dated 1/26/12. Remove conflicting signage. Concerns with bike conflicts and soft sands.

FS 315 Staff Recommendation: No action needed; road is open per USFS jurisdiction. Work with USFS to remove County signs and replace with USFS signs.

CR 371. County Road over BLM and private lands, except under FRTA 66' easement from 1997, for approximately 1/2 mile where road crosses USFS lands near Elephant Rock.

- Request is to open from CR 375 to Buena Vista town limits (approximately 2 miles).
- All except the northerly 0.4 miles is hard surfaced; OHV usage on paved roads is generally discouraged in OHV operator manuals.
- Prior testimony from the public was significantly opposed to allowing any OHV usage of CR 371.
- Buena Vista has not opened any Town roads to OHV use.



Summary of Comments:

Reasons Supporting Opening CR 371:

1. Provide access between Fourmile and two lodging businesses
2. Allow CR 371 residents OHV access to Fourmile without trailering
3. May encourage Buena Vista to open limited access to Town streets
4. OHV can travel at vehicle speed; will not add to congestion

Reasons Supporting Continued Closure:

1. Residential Area: noise, property rights and values, trespass, enforcement
2. High traffic use
3. Multiple users: vehicles, runners, bikers, horses, commercial traffic
4. Safety: Paved surface, narrow bridge, limited shoulders, S-curves, dip, poor sightlines
5. No parking or staging available
6. Parking area created specific for Fourmile on CR 375
7. No town streets are open for OHV use, so no connection to open routes, dead end

CR 371 Comments at Meeting:

1. Support. Carl Bauer. Does not see the problems described during the meeting at 4 Mile; no crowds during the week. Safety is a strategy of opponents, not an issue. How is it safe for

all other users, but not safe for OHV? Hopes town will allow limited access if CR 371 is opened. Businesses are struggling, maybe this will help. A dozen CR 371 residents support this.

2. Opposed. Carroll Fleener. Safety, this is a residential area; paved roads; nowhere to go since not allowed in town; not sensible with mix of traffic, pedestrian, and residential traffic.
3. Opposed. Jim McKean. CR 373 resident. Speed, dip, S-turn, traffic; paved section, gravel tracking onto paved section; OHV travel 2-3 abreast on CR 375. If this is opened now, it is a matter of time before request for rest of CR 371.
4. Opposed. Mike McCoy. Generally ok with OHV, but this section is bad. Will lower property values, noise, not allowed in Buena Vista, will create problems, add expense to taxpayers, plenty of improvements made in 4Mile for OHV, there is enough.
5. Opposed. Jeanne Younghaus. CR 371 resident. Safety. Side road of scenic byway, nowhere for OHV to go, school cross country, biker use; no shoulder, dip, poor visibility, narrow bridge.
6. Opposed. Jo Boatright. Agree with prior concerns; illegal to drive OHV in Colorado on paved roads, also in manufacturers manuals.
7. Opposed. Barb Wright. Concur with prior statements.
8. Opposed. Jay Gingrich. Safety. If Carl Bauer wants to use the road illegally as he stated he can take his chances, but why add more OHV use? Benefit for one person at expense of many.
9. Opposed. Tom Sobal. Other uses may be hazards, but those uses are all legal uses of roads in Colorado. The issue is not about banning other uses; issue is whether to allow something that is not currently legal.
10. Opposed. Alan Robinson. Not an advantage for out of towners to have CR 371 open; they have to trailer their ATV's all the way through Buena Vista to a staging area, there is no staging area along CR 371; all private lands. Also provided written comment on behalf of Friends of Fourmile in e-mail dated 2/24/12.

CR 371 Written Comments Support:

1. Jeff Lewis. E-mails dated 1/28/12 and 2/7/12. CR 371 resident. Conditions: access only, no recreation, licensed and insured drivers only, loading and parking prohibited, with proper mufflers only.
2. Mike and Sharolyn Hoskinson. E-mail dated 1/27/12. CR 371 residents. Conditions: no unloading or parking on road, licensed and insured only, with proper mufflers only.
3. Kathy Frantz. E-mail dated 2/2/12. CR 371 resident and lodging owner. ATV riders stay at her lodge, can unload in her driveway, could increase business and travel between Town and Fourmile.
4. Ron and Carole Southard. E-mail dated 2/2/12. CR 371 resident. No adverse impact to residents. Far less objectionable than whitewater usages, and equally beneficial. Noise is barely discernable, no more objectionable than rafter traffic or other tourist noise. Condition: parking, loading and unloading not allowed in the right-of-way.
5. Walt Blackburn. E-mail dated 1/30/12. Delta, CO. Thunder Mountain Wheelers Liaison officer. Conditions: access only, licensed and insured drivers only, muffler requirement. Provide access to 4 mile and town.
6. Tom Thomas. E-mail dated 1/30/12. Telluride, CO. Public Access Preservation Assoc president. Provide access to 4 mile and town.
7. Donna Bauer. Email dated 1/31/12. Colo. Quad Runners Club info officer. Approximately 26 comments supporting use of CR 371 appear to have been generated from a request for support by CQR.

CR 371 Written Comments Opposed:

1. Patty Simpson. E-mail dated 1/19/12. CR 371A resident. Concerns: heavy traffic use by cars and raft companies, speeding by OHV, younger drivers, road damage, financial burden to repair roads.
2. Edward Melton. E-mail dated 1/26/12. CR 371 resident. Concerns: safety, OHV not for use on paved roads; road segment is narrow, steep banks, no shoulder, poor visibility due to dips and curves, several homes in area; heavy use in summer with rafting, fishing, bicycles, runners, pedestrians, financial impact of potential accidents.
3. Jo Boatright. E-mail dated 1/26/2012. CR 371 resident. Concerns: OHV not designed for paved roads.
4. Lenda Breece. E-mails dated 1/26/12 and 1/31/12. CR 373A resident. Concerns: paved road, narrow, steep dip, blind corner into bridge, school bus route, heavy rafting, hiking, dog walker, cyclist, runner use; OHV excessive speed.
5. John Andrick. E-mail dated 1/25/12. CR 371 resident. Concerns: paved road, current illegal use, blind corners, school buses, narrow sections, dips. Parking area specifically created on CR 375 for OHV for Fourmile.
6. Douglas Hinkle. Letter dated 1/25/12. CR 371 resident. Concerns: dangerous road section, increasing use, blind corners and dips, uninsured and unlicensed OHV users; CR 375 parking area is designed for purpose and is working.
7. Kenneth Cook. E-mail dated 1/24/12. CR 371 resident. Concerns: noise; opening helps one person to detriment of many.
8. Jeanette Melton. E-mail dated 1/28/12. CR 371 resident. Concerns: noise, pollution, safety, dust, paved road, blind corners, multi-use.
9. Jane Lewis. E-mail dated 1/22/12 and letter dated 2/1/12. CR 373A resident. Concerns: 500 cars a day, heavy use by rafting buses, school buses, walkers, hikers, runners. No parking, or trail access, starts at town limits and ends at parking area on CR 375. Paved, narrow dip, blind corner. Would lead to illegal use further north or into Town. Would benefit one person only at detriment of 100 others. Many general concerns presented in e-mail.
10. Karen Dils. Letter dated 1/26/12. Concerns: traffic, buses, residences, narrow, blind curves, help 1-2 businesses at expense of residents.
11. Dick Scar. Letter dated 1/20/12. Concerns: traffic, corners and dips, visibility, result in OHV traffic in Buena Vista.
12. Reed Dils. E-mail dated 1/25/12. Concerns: paved, narrow, windy, heavy traffic, multi-use with runners, bikers; access already provided from CR 375 parking lot.
13. Conrad Nelson. Letter dated 1/26/12. Concerns: proximity to Buena Vista, safety, noise.
14. Keith Baker. E-mail dated 2/2/12. Town Trustee. Concerns: Will cause pressure to open Town streets. Costs will far outweigh benefits to Town. Colorado law prohibits use on paved roads unless opened; owners manuals say don't operate on pavement. BV law enforcement opposed to opening Town streets.
15. Don Breece. Letter submitted 2/1/12. CR 373A resident. Concerns: Not in best interests for health, safety, and welfare of citizens. Busy with RV's, campers, hikers, runners, walkers, dirt bikers, horses, raft buses. Narrow bridge, poor sightlines, already high risk section, adding OHV creates more danger on road.
16. Mike Sugaski. Letter 2/1/12. Concerns: This section is way too dangerous with mixed use.
17. Jay Gingrich. Letter submitted 2/1/12. Concerns: Over 70 residents and businesses use daily. Multiple users include runners, school buses, walkers, cyclists, rafting buses. Not open in Buena Vista town limits. No unloading area; there is a new unloading area on CR 375; dips blind curves. Observed past illegal use of CR 371, including by children.

Additional enforcement will cost taxpayer money.

18. Rick and Barbara Jones. E-mail dated 2/4/12. CR 373A residents. Concerns: For benefit of one; no parking along CR 371; no shoulder room; vehicle and operator licensing requirements; blind hills, narrow, curvy, narrow bridge.
19. Michael McCoy. Letter received 2/3/12. Concerns: noise, pollution nuisance for residents; lower property values resulting in a takings; use of town streets and impacts to town residents; additional law enforcement needs and costs; group travel concentrating impacts; plenty of room in Fourmile already designated.
20. Kathy McCoy. Letter received 2/3/12. Concerns: would require Buena Vista to open town streets, OHV cargo capacity will not allow for purchases, so not much business advantage.
21. Doug Brady. E-mail letter dated 2/15/12. Concerns: paved surface, safety.
22. Barbara Wright. E-mail dated 2/15/12. Concerns: narrow road, twists and turns, safety, dust, noise.
23. Doug Mackay. E-mail dated 2/19/12. Concerns: safety.
24. Sheryl Archuleta. E-mail dated 2/16/12. Concerns: previously considered and rejected; licensed vehicle traffic; safety, narrow, windy road, traffic continues to increase.
25. Bill Sgarlata. E-mail dated 2/16/12. Concerns: access to unopened town streets.
26. Tom Sobal, Quiet Use Coalition. Letter dated 2/20/12. Concerns: school bus route; paved; safety; no connections; no parking; narrow, curvy road, limited visibility; high traffic; use by runners, walkers, ; decrease property values, residents opposed; high commercial traffic; town streets are closed; increasing traffic.
27. Greg Bull. E-mail 2/25/12. Concerns: Paved road; narrow, curvy, significant traffic; benefits one person to detriment of neighbors; existing unloading area at 375 works.
28. Pat Bell, Director, Noah's Ark. E-mail 2/24/12. Heavy commercial use, increasing traffic, sharp turns, blind spots; property owner concerns; many OHV areas already open with lesser impact.

CR 371 Review Criteria: Review of staff-suggested criteria includes:

1. Concurrence with travel management plans. Not part of Fourmile TMP; parking area on CR 375 was created for OHV use at the edge of Fourmile.
2. Connection to existing designated OHV routes. CR 375 was opened for OHV use in 2005. Buena Vista streets have not been opened; there are no other OHV routes connected to CR 371.
3. Availability of parking and unloading areas along road. None. Primarily private property along road, with small section of BLM near CR 375.
4. Other Road Users. Primarily residential and recreational passenger vehicles; also bicycle, runners, walkers and other residential non-motorized uses. Significant commercial rafting and other recreational traffic in summer.
5. Traffic Counts. 2005 summertime: 485/weekday, 574/weekend day. Recommend obtaining additional traffic counts on CR 371.
6. Private Land Ownership. Primarily residential, with a few lodging or other commercial establishments. Some BLM near the intersection with CR 375. Some property owners along this section of road commented supporting opening; others commented supporting keeping it closed.
7. Road Geometry and Area Topography. Variable. The first mile, from town limits north is relatively straight, flat and open. As the area between the river and the railroad narrows, the

road becomes constricted and includes more hills and curves, reducing sightlines; this continues for approximately 0.7 miles and includes the bridge over the Arkansas River. The last half mile up to CR 375 is relatively straight and open.

8. **Residential Areas.** Approximately 50 private properties along CR 371, primarily residential. CR 371 is the only / primary access for several residential properties north of CR375.

CR 371 Staff Recommendation: No action, do not open this road segment. CR 371 is one of the higher traffic roads in Chaffee County, and leads to the Buena Vista town street system, which are not open for OHV use. This road sees significant commercial rafting transportation activity, and is a residential area subject to multiple modes of residential use, including pedestrians and bicycles, leading to potential user conflicts. The portion of CR 371 close to the river and bridge has limited sightlines and shoulders due to the topography, which combined with the traffic and multiple modes of use, potentially creates a traffic safety hazard with the addition of OHV use.

CR 375. Opened in entirety between CR 371 and USFS boundary (Ordinance 2005-01).

- CR 371 is not open for OHV use at the southwesterly end of CR 375. FS 375 and FS 376 are open for OHV use at the northeastern end of CR 376.
- CR 375 is almost entirely on BLM lands; use is consistent with the BLM Fourmile travel management plan.
- A parking lot has been established on BLM land approximately 350 feet east of CR 371. IF CR 371 is not opened, it may be worthwhile to discuss closing the segment between the parking area and CR 371 to reduce concerns related to OHV use on CR 371.



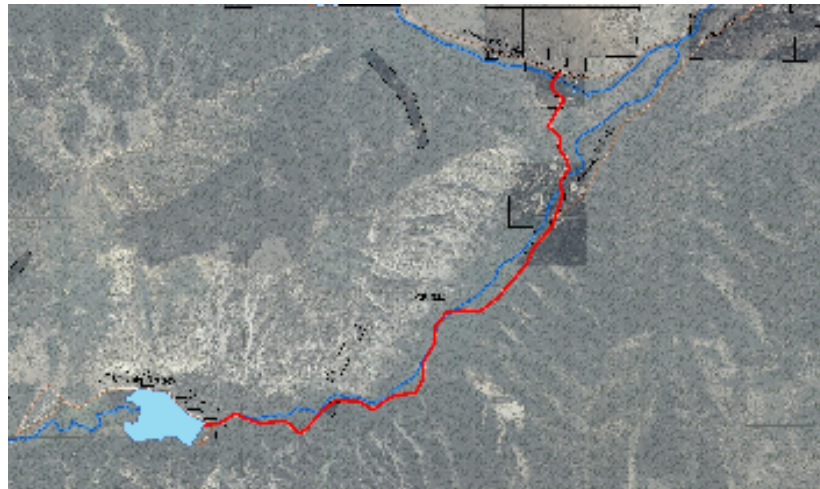
CR 375 Written Comments:

1. Karen Dils. Letter dated 1/26/12. Close between CR 371 and parking lot, remainder open.
2. Reed Dils. E-mail 1/25/12. Close between CR 371 and parking lot to reduce CR 371 use.
3. Mike Sugaski. Letter dated 2/1/12. Allow use from parking area to USFS lands.
4. Jane Lewis. Letter dated 2/1/12. Close between parking area and CR 371.
5. BLM. Letter dated 2/24/12. Indicated the CR 375 trailhead is heavily used consistent with the Fourmile TMP, and there are no designated routes below the trailhead.
6. Pat Bell, Noah's Ark. E-mail 2/24/12. Heavily used commercial recreation area.

CR 375 Staff Recommendation: If CR 371 is not opened, close CR 375 between parking area and CR 371 to reduce confusion about whether CR 371 is open. Otherwise, no action needed.

Other Roads near Buena Vista: 344, 390

CR 344. County Road under FRTA 66' easement between CR 306 and Cottonwood Lake Dam. FS 344 west of the Cottonwood Lake Dam is open for OHV use. CR 306 and CR 343 are not open for OHV use.



Summary of Comments:

<u>Reasons Supporting Opening CR 344:</u>	<u>Reasons Supporting Continued Closure:</u>
<ol style="list-style-type: none"> 1. Desire to provide access from one Bed and Breakfast to Mineral Basin 	<ol style="list-style-type: none"> 1. Does not connect to any existing OHV routes – CR 343 and CR 306 are only nearby roads, both closed to OHV. 2. No parking or unloading areas along road; adequate existing parking and unloading at Cottonwood Lake. 3. Canyon topography does not allow sound to dissipate 4. Potential conflicts with existing business (Spring Canyon); existing road users, non-motorized Colorado Trail

CR 344 Comments at Meeting:

1. Support. Carl Bauer. Want to provide access to Mineral Basin to B&B owner on CR 344.
2. Oppose. Dean Rizzo. Spring Canyon Center Manager. Concerns with noise, interruptions of activities. Noise echos and reverberates through canyon and does not dissipate as in more open areas, OHV are louder than vehicles, no place to park or unload. Plenty of space at Cottonwood Lake, so no reason to open CR 344.
3. Opposed. Jane Lewis. No place to unload; what is purpose? Colorado Trail crosses CR 344.
4. Opposed. Keith Baker. The Trailhead business maintains this section of Colorado Trail, no OHV parking or unloading area. Looking at criteria, there is no benefit to opening this section of road; CR 344 does not access anything between lake and CR 306.
5. Opposed. Sig Jaastad. CR 343 resident. High traffic in summer. Vice Chair of Planning Commission; decisions look at net benefit, what is net gain? Concerned with impact to private property values along ATV roads.
6. Opposed. Mike Sugaski. Safety, lack of parking; however does not understand why this is a County road rather than USFS road.
7. Opposed. Charley Sturgis. Spring Canyon. Plowing, parking, unloading issues. ATVs are ok in proper areas.

CR 344 Written Comments:

1. Reed Dils. E-mail dated 1/25/12. May be ok if Cottonwood Lake is open.

2. Opposed. Dick Scar. Letter dated 1/20/12. Concerns: safety, traffic conflicts.
3. Opposed. Dean Rizzo. E-mail dated 1/30/12 and letter dated 2/23/12. CR 344 business owner and resident. Concerns: noise, safety, multi-use, foot traffic. Existing ATV access at Cottonwood Lake for area to west. Private property impacts.
4. Opposed. Keith Baker. E-mail dated 2/2/12. Parking is inadequate, Colorado Trail is there; OHV use open above Cottonwood Lake; No sales tax reason to open CR 344; safety.
5. Opposed. Mike Sugaski. Letter dated 2/1/12. Too dangerous for mixed use.
6. Opposed. Jay Gingrich. Letter submitted 2/1/12. Road access CD Trail and Colorado Trail. Hilly and curvy, limited sightlines. No unloading areas or connecting routes. Endangered boreal toads in the drainage.
7. Opposed. Jane Lewis. Letter dated 2/1/12. Dead ends at paved CR 306; CR 343 is closed to OHV. Heavy use for access to Cottonwood Lake. Provides no OHV access.
8. Opposed. Roxanna Simmons. Letter dated 2/12/12. CR 344 resident. Concerns: noise, excessive OHV speed, multiple users at Spring Canyon.
9. Opposed. Doug Brady. E-mail letter dated 2/15/12. Concerns: lack of parking, no connection to existing routes, safety.
10. Opposed. Tom Sobal, Quiet Use Coalition. Letter dated 2/20/12. Concerns: narrow winding road, limited sight distances, hills; safety; no open connections; Colorado Birding Trail; residents opposed, noise and safety; non motorized usage, hiker Colorado and Continental Divide Trail access; no parking or staging; boreal toad habitat; watershed impacts; illegal routes increase.
11. Opposed. Greg Bull. E-mail 2/25/12. Concerns: heavy summer traffic, residents opposed.

CR 344 Review Criteria: Review of staff-suggested criteria includes:

1. Concurrence with travel management plans. No known TMP for area.
2. Connection to existing designated OHV routes. None. FS 344 is open above Cottonwood Lake; the only roads that intersect CR 344 are CR 343 and CR 306, which are both closed to OHV.
3. Availability of parking and unloading areas along road. None. Primarily USFS, with some private ownership.
4. Other Road Users. Primarily recreational passenger vehicles; also bicycles and hikers.
5. Traffic Counts. No recent counts.
6. Private Land Ownership. Spring Canyon Camp is located along CR 344 near intersection with CR 343. Five residential properties near intersection with CR 306, one between CR 343 and Cottonwood Lake. Spring Canyon submitted comments opposed to opening CR 344 for OHV; no other property owners submitted comments.
7. Road Geometry and Area Topography. Relatively consistent grade, curves generally have large enough radius to maintain sightlines. Road surface typically 20-22 feet wide, adequate for the road usage.
8. Residential Areas. Primarily USFS land, most residences are located near CR 306.

CR 344 Staff Recommendation: No action / do not open. The road segment does not connect to any existing OHV routes, except FS 344, and the only unloading and parking areas available are located at Cottonwood Lake, which is the start of FS 344 and is already open.

CR 390. The first approximately 5 miles is a County Road, through Clear Creek Ranch. The road crosses short stretches of USFS lands; a Schedule A Agreement is in place for those segments, with the County retaining jurisdiction.

- US 24 at the east end is not open for OHV use. There are no existing OHV routes connected to this road.



Summary of Comments:

<u>Reasons Supporting Opening CR 390:</u>	<u>Reasons Supporting Continued Closure:</u>
<ol style="list-style-type: none"> 1. Encourage use of campground at reservoir rather than dispersed camping. 2. Could reduce parking issues at Vicksburg and Winfield. 3. Could reduce OHV use issues at PBWW owned DOW managed Campground 4. Provide angler access to reservoir 5. Road is fairly wide, level and straight 	<ol style="list-style-type: none"> 1. Does not provide access to existing OHV open trails. 2. 390 provides hiker access to 14ers, Colorado Trail. 3. Potential impacts to wildlife, fishery from dust and noise 4. Commercial recreational uses of area

CR 390 Comments at Meeting:

1. Support. Carl Bauer. Trying to encourage use of campground at end of reservoir rather than dispersed camping. Road above is rough, this will allow fishing access to reservoir, reduce current illegal use. Does not need to be open all the way to highway, but to east end of reservoir.
2. Support. Lee Kerrison. Opening road here could reduce parking issues at Vicksburg and Winfield.
3. Comment. Rick Sexton. Pueblo Board of Water Works. PBWW does not allow OHV use in the campground; may allow only as access to road.
4. Opposed. Jo Boatright. Colo. Mountain Club. Road provides hiker access to 14ers La Plata, Missouri, Belford, Huron.
5. Opposed. Tom Sobal. Wildlife, dust, and noise issues from existing OHV use at campground.
6. Opposed. Jay Gingrich. Hiker, Colorado Trail access.

CR 390 Written Comments:

1. Karen Dils. Letter dated 1/26/12. Positives: Road is wide, access to Winfield. Concerns: traffic, dust and noise, angler impact, hiking conflicts.
2. Opposed. Reed Dils. E-mail dated 1/25/12. Concerns: dust, noise, traffic, erosion, damage to creek, fishing impacts, safety, potential impacts to reservoir expansion.
3. Opposed. Keith Baker. E-mail dated 2/2/12. Concerns: Provides access to 14ers, Continental Divide Trail, Colorado Trail, which brings low impact users to County and generates business.

4. Opposed. Jay Gingrich. Letter submitted 2/1/12. Concerns: Does not provide access to OHV open trails. Heavy use for 14ers. Forest service has not analyzed road for mixed use. Busy road, noise, dust, trespass, user conflicts. DOW opposed to use of campground at reservoir for OHV, no unloading area along road.
5. Opposed. Jane Lewis. Letter dated 2/1/12. Concerns: Heavy use by fisherman; 14er access, ends at Hwy, provides no access to OHV trails.
6. Opposed. Doug Brady. E-mail letter dated 2/15/12. Concerns: safety at campground and on road, weekend vehicle traffic, no OHV connections.
7. Opposed. Tom Sobal, Quiet Use Coalition. Letter dated 2/20/12. Concerns: imperiled plants, boreal toad habitat; high traffic volumes, 14er access; existing illegal routes will increase; no parking or staging; conflict between fishers and OHV; noise, dust, campground is closed to OHV use; Clear Creek Ranch is opposed; Colorado Birding Trail; illegal use of Hwy 24; permitted trail runs; Colorado Trail and Continental Divide Trail access.
8. Opposed. Pat Bell, Noah's Ark. Concerns: use FS 390 area including Missouri Gulch, Lake Fork, North and South Fork for commercial recreation, already overrun by OHV, negative impacts to business operations.

CR 390 Review Criteria: Review of staff-suggested criteria includes:

1. Concurrence with travel management plans. No known TMP for area.
2. Connection to existing designated OHV routes. None. FS 390 is open above Clear Creek Ranch and in Vicksburg and Winfield at west end, US 24 is not open at east end; no other roads intersect CR 390.
3. Availability of parking and unloading areas along road. None. Primarily private ownership - Pueblo Board of Water Works near reservoir, Clear Creek Ranch west of reservoir - with some USFS. Potential of using DOW campground at west end of reservoir for loading and unloading.
4. Other Road Users. Primarily recreational passenger vehicles; also bicycles and hikers.
5. Traffic Counts. No recent counts. Recommend obtaining summertime traffic counts.
6. Private Land Ownership. Pueblo Board of Water Works owns adjacent to first 2.5 miles, next 2.5 miles runs through Clear Creek Ranch. No comments submitted by PBWW or ranch.
7. Road Geometry and Area Topography. Relatively consistent grade, curves generally have large enough radius to maintain sightlines. Road surface typically 20-22 feet wide, adequate for the road usage.
8. Residential Areas. Minimal. PBWW has some staff housing near the dam; some residential structures within Clear Creek Ranch.

CR 390 Staff Recommendation: Recommend further information / research. The road geometry and limited number of residences may make the road suitable, subject to vehicular traffic use data. The road segment does not connect to any existing OHV routes, except FS 390; however the DOW campground at the east end of the reservoir has been used for OHV. Suggest soliciting specific comment regarding potential OHV use of CR 390 and its impacts on both the reservoir and campground from DOW and Pueblo Board of Water Works, as well as USFS and the operators of the Clear Creek Ranch. If opened, it should not extend to US 24 as the highway is not open, and there are no trails on the east side of the highway that could be accessed.

Meeting 2 – February 8, 2012 - Salida / Turret Area

General Comments: At the February 8 meeting, ten people provided general comment supporting opening OHV use of County Roads, and 28 people provided general comments against opening County Roads. Five people provided written general support comments, and 45 written comments opposed to opening the roads were submitted.

CR 173. An approximately two-mile section between CR 176 (Spiral Drive) and the USFS boundary.

- This road is not currently included on the County Road maintenance list, and has not been maintained by the County in the recent past.
- This portion of Road 173 is entirely on BLM and City of Salida lands; BLM and Salida should be consulted to ensure use is consistent with their travel management plans.
- This portion of Road 173 is also used as part of the Salida Mountain Trails Arkansas Hills trail system; SMT should be consulted to determine whether OHV use is consistent with the trail system.
- 173 does not connect to any existing OHV routes.

Comments at Meeting:

1. Opposed. Dara MacDonald, City of Salida. City Council voted unanimously to oppose opening 173, 175, 176 to protect the non-motorized use trails adjacent to City and on City property.
2. Opposed. Mike Sugaski. 173 is link to non-motorized trails, 4WD vehicles rarely seen on road, but go slow; OHV can go faster.
3. Opposed. Jay Gingrich. Concerns: create conflict at trailhead / kiosk parking area. Inadequate parking; Salida Mtn Trail system, erosion, winter range on FS 173.
4. Opposed. Tom Sobal. BLM has 173 on Salida property mis-signed, needs to be removed to BLM boundary. City Council should take this to BLM.

Written Comments:

1. BLM. Letter dated 2/24/12. 173 on BLM land is open to OHV, and serves as a connection to non-motorized routes.
2. Opposed. Mary Ann Davidson. E-mail dated 2/3/12. Concerns: Not included in BLM TMP; not maintained by county, will cause unrepaired damage, connection between Salida Mountain Trails with bike, pedestrians and horse use is safety concern.
3. Opposed. Dan Golin. E-mail dated 2/7/12. Concerns: Noise, separation of uses.
4. Opposed. Janet Crehan. E-mail dated 2/8/12. Concerns: cuts thru Salida trail system, non-motorized trails.
5. Opposed. Nate Porter. E-mail / letter dated 2/7/12. Concerns: no connection to OHV trails, not consistent with other uses.
6. Opposed. Tom Sobal, Quiet Use Coalition. Letter 2/20/12. Concerns: multiple users bikers, walkers, runners, horses, accessing non-motorized Salida trails system; no parking or staging; illegal use will increase; rare and imperiled plants; 10 existing permitted events; noise, dust and exhaust; narrow road, limited sight distances, sharp curves, no shoulder.

CR 173 Staff Recommendation: No action needed; 173 is not a County Road. The section of this road on Salida property connecting to CR 176 is not open; the section on BLM is open per BLM jurisdiction. Suggest Salida and BLM coordinate signage.

CR 175. Opened by Ordinance 2005-01 from FS 181 to the Fremont County line. Unclear whether or not road is open for OHV usage on the Fremont County side. Additional signage may be required; OHV use has been observed south of FS 181 towards the City of Salida.

CR 175 Comments at Meeting:

1. Carl Bauer. Do not want road opened further down towards Salida.
2. Tom Sobal. Not open on Fremont County side. Should look at previously opened section between FS 181 and CR 175, as traffic, residences, and other land uses have increased. Concerns with possible archaeological issues at parking area at FS 182 / CR 175 intersection.

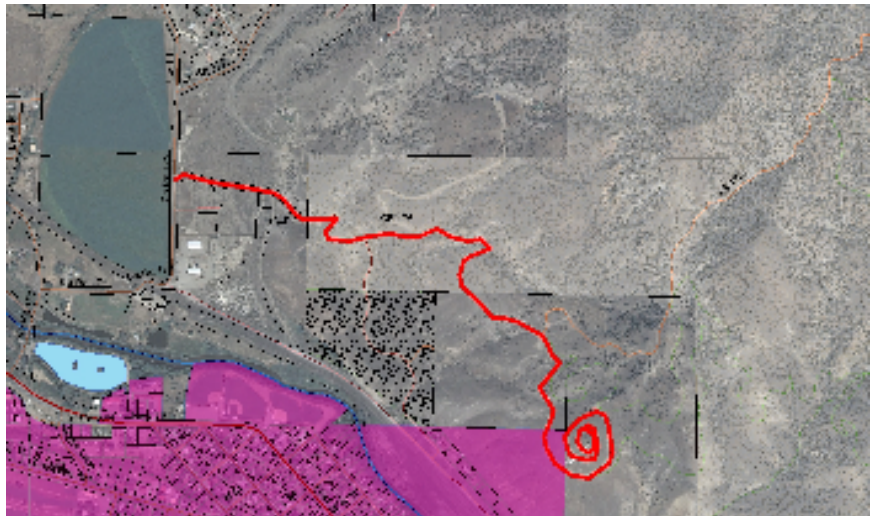
CR 175 Written Comments:

1. Opposed. Lori Isenberger. E-mail dated 1/31/12. Ute Heights resident. Concerns: traffic, road width, multiple users bikers, hikers, runners, dog walkers.
2. Opposed. Mary Ann Davidson. E-mail dated 2/3/12. Concerns: is partially on BLM and was not part of TMP, heavy use by vehicles and bicycles, blind curves, high speeds.

CR 175 Staff Recommendation: No action. Proponents do not want to extend open section. Suggestion to close between CR 185 and FS 181 would likely create illegal use of this section of CR 175, as a loop exists with FS 181 and FS 182, and provides a connection to FS 183. Suggest County work with USFS and OHV groups on signage to educate public on County Road OHV use requirements, parking area, and similar to reduce conflicts.

CR 176. An approximately one-mile section between CR 175 and the top of S Mountain.

- CR 175 is **not** open for OHV at this location.
- CR 176 is primarily on BLM and City of Salida lands and partially within the Salida city limits; BLM and Salida should be consulted to ensure use is consistent with their travel management plans.
- CR 176 does not connect to any existing OHV routes.



CR 176 Comments at Meeting:

1. Comment. Carl Bauer. CR 176 was put on list because 173 was thought to be open; no reason to open CR 176 if 173 is not open as there is no connection.
2. Opposed. Dara MacDonald, City of Salida. City Council voted unanimously to oppose opening 173, 175, and 176 to protect the non-motorized use trails adjacent to City and on City property.
3. Opposed. Mike Sugaski. This has to be a joke, wide use by pedestrians, tourists; OHV use would create conflict. This road must have been proposed to have something to give up. Part of road is already gated year round.
4. Opposed. Dan Schmidt. Concur with prior comments, Spiral Drive is a draw for Salida, lots of costs with no benefit.

5. Opposed. Kristy Falcon. Concur with prior comments. There are some responsible users, but multi-use trails are not appropriate everywhere.
6. Opposed. Shawn Gillis. CR 176 is key component of SMT system; does not connect to other OHV routes, no staging, not appropriate for OHV.
7. Opposed. Tom Sobal. BLM TMP CR 176 is not included since it is a County Road. Salida lands around road are identified as open space, is OHV use consistent with open space? ¼ mile from residences, noise can be heard in Salida. Creates and enforcement burden; seven unauthorized routs from CR 176, opening will increase. 10 BLM / City / County special use events use CR 176.
8. Opposed. Jack Chiivis. Only reason to open CR 176 is trespass on railroad, go up CR 177 to 176, which is all illegal use.

CR 176 Written Comments:

1. Opposed. Noreen Haines. E-mail dated 2/3/12. Use spiral drive to walk dogs.
2. Opposed. Ashley Delarue. E-mail dated 2/5/12. Concerns: Noise and other negative impacts to hikers, bikers, fishing, boating, etc will be detrimental to community.
3. Opposed. Mary Ann Davidson. E-mail dated 2/3/12. Concerns: too close to Salida and mountain trails system; safety, noise, pollution, road degradation; not part of BLM TMP.
4. Opposed. John Fritz. E-mail dated 2/7/12. Concerns: noise can be heard in downtown Salida; impacts are greater than other recreational uses.
5. Opposed. Elizabeth Ritchie. E-mail dated 2/6/12. Concerns: use to walk dogs; OHV traffic not consistent with trail system.
6. Opposed. Laura Donovan. E-mail dated 2/7/12. Concerns: used for bike, jogging, dog walk, baby strollers, noise.
7. Opposed. Janet Crehan. E-mail dated 2/8/12. Concerns: current non-motorized use, noise, S Mtn is a local icon.
8. Opposed. Delores Coghill. E-mail dated 2/16/12. CR 176 resident. Concerns: foot traffic, permitted foot and bicycle races, safety.
9. Opposed. Tom Sobal, Quiet Use Coalition. Letter dated 2/20/12. Concerns: multiple uses walkers, runners, horses, bikers, accessing non-motorized Salida trails system; no parking or staging; illegal use will increase; 10 existing permitted events; noise, dust and exhaust in Salida; narrow road, limited sight distances, sharp curves, no shoulder.

CR 176 Staff Recommendation: No action / do not open. Proponent stated road is not needed if 173 is not open since there are no connections. Public and written comments were weighted heavily in support of not opening CR 176 to OHV usage.

FS 181. Shown on USFS map as Forest road. No FRTA easement is present. Since it is FS Road 181 and not CR 181, the road should be open for OHV use and any conflicting signage removed. CR 175 is open for OHV at this location (Ord. 2005-01).

FS 182. In December 2011, County approved terminating FRTA easement and returning jurisdiction to USFS, with a Schedule A maintenance agreement. The result of terminating the FRTA easement is the road will be FS Road 182 and not CR 182, so the road will be open for OHV use and any conflicting signage should be removed. CR 175 is open for OHV at this location (Ord. 2005-01).

FS 181 and FS 182 Written Comments:

1. Opposed. Mary Ann Davidson. E-mail 2/3/12. Concerns: loop connection adding more use to CR 175 and Salida mountain trails; safety concern for bikes, pedestrians and equestrians.

FS 181 and FS 182 Staff Recommendation: No action needed; both roads are open per USFS jurisdiction. Suggest work with USFS to remove County signs and replace with USFS signs and update FS 182 on USFS Motor Vehicle Use Map.

CR 184. County Road under FRTA 66-foot easement between CR 185 and Turret Townsite.

- Request is to open entire length, approximately 1.75 miles, and would include roads in the Turret townsite.
- This road is not currently connected to any OHV routes; connection is only possible if CR 185 is also opened.



Summary of Comments:

Reasons Supporting Opening CR 184:

1. Provides access to Forest roads above Turret, Wilderness Study Area.

Reasons Supporting Continued Closure:

1. Turret area is private property within the townsite, with privately maintained roads, impact to property values
2. Current trespass issues in Turret will be exacerbated
3. Elk winter range, dust and noise impacts
4. Illegal routes created off of FS 184 and into WSA, will increase off of CR 184.
5. CR 184 is only way in or out of Turret, narrow, windy road, limited visibility
6. Can only be used if CR 185 also opened
7. No enforcement on opened portion of CR 175

CR 184 Comments at Meeting:

1. Support. Carl Bauer. Forest road, was always open, got closed off in 2005. Connects to FS 184 above Turret. Want this road because it accesses Brown's WSA and will help stop Wilderness; will not give up fight on Wilderness Area.
2. Support. Bill Markham. Vehicles do not bother wildlife; look at the deer in Salida
3. Opposed. Michael Kunkel. Concerns: FS 184 has 7 illegal routes – 23 miles- off of it; which will increase if access increased. Dust, noise, habitat damage increase. Displace other users. Road is a dead end out and back; no enforcement.
4. Opposed. Todd O'Brien. Turret resident. HOA president. Enjoys all uses including OHV. 184 ends in Turret, streets in Turret are private and privately maintained. Many impacts to Turret residents: unloading, parking on private property, no enforcement. Lots of trespassing currently, will be worse with more traffic.
5. Opposed. Jay Gingrich. Concerns: Only access to Turret. Safety, sightlines. Gateway to Brown's WSA, already trespass problems off FS 184, wilderness generally needs buffer.

Respect private property rights in Turret.

6. Opposed. Alan Robinson. Concerns: increased use on FS 184, impact to Brown's WSA; expand current illegal use in WSA and off FS 184. No legal routes off FS 184. Would make the Wilderness debate even more contentious.
7. Opposed. Tom Sobal. Concerns: County Road signs show end in Turret, then private road before USFS road. CR 184 was rejected for opening in 2005; the reasons for not opening have only increased since then. Can only be used if 185 also opened. CR 184 is only way in or out of Turret, primary access for residents. Has worked to close 8 illegal routes off 184.
8. Opposed. Mike Sugaski. Concerns: 19 years with USFS, could not patrol area. Other prior uses in area including logging, OHV not necessarily on system roads.
9. Opposed. Bill Sustrich. FS 184 is a dagger in the heart of Brown's Canyon; CR 184 and CR 185 area are primary Elk wintering grounds.

CR 184 Written Comments:

1. Opposed. Rodney and Judith Taylor. E-mail dated 1/30/12. Turret property owners. Concerns: CR 184 dead-ends in Turret, provides no other access to OHV routes, private roads in Turret; CR 184 grade, narrowness, sightlines, accidents, safety, maintenance, parking and unloading, noise.
2. Opposed. Mary Ann Davidson. E-mail dated 2/3/12. Concerns: impacts to visitors and citizens in Turret, negative impact to property values from noise, dust, pollution.
3. Opposed. Howard and Karen Freeman. E-mail dated 2/6/12. Turret homeowner. Concerns: private roads within Turret; potential grading, signage, enforcement needed on CR 184; impacts to Turret lifestyle; if approved set schedule for review.
4. Opposed. Thane and Betsy Lincicome. E-mail dated 2/6/12. Turret homeowner. Concur with Taylor letter. Turret roads are private, opening CR 184 likely result in trespass. FS 184 north of Turret dead-ends and provides no further access.
5. Opposed. Brad and Peggy Sherman. E-mail letter received 2/7/12. Turret homeowners. Concerns: noise, dust, private property, safety, wildlife. No enforcement on section of CR 175 previously opened.
6. Opposed. Blair Leisure. Letter dated 2/6/12. Turret property owner. Concerns: quiet community, wildlife, ghost town; narrow, windy, steep road; safety; historic character.
7. Opposed. Michael Kunkel. E-mail letter 2/21/12. Friends of Browns Canyon. Concerns: current illegal use off of FS 184 will be increased by opening CR 184; increase OHV will decrease other users including hunting, hunting, watchable wildlife.
8. Opposed. Tom Sobal, Quiet Use Coalition. Letter dated 2/20/12. Concerns: narrow, steep road, limited sight distance, blind curves, no shoulders; residents opposed due to dust, noise; no staging or parking; commercial use of road; only route to and from Turret; use of road by runners, bikers; 8 unauthorized routes off of CR 184; 7 unauthorized routes off of FS 184 above Turret and into Browns WSA; burden on landowners regarding trespass, etc; impacts to other uses including wildlife watching, hunting, hiking.

CR 184 Review Criteria: Review of staff-suggested criteria includes:

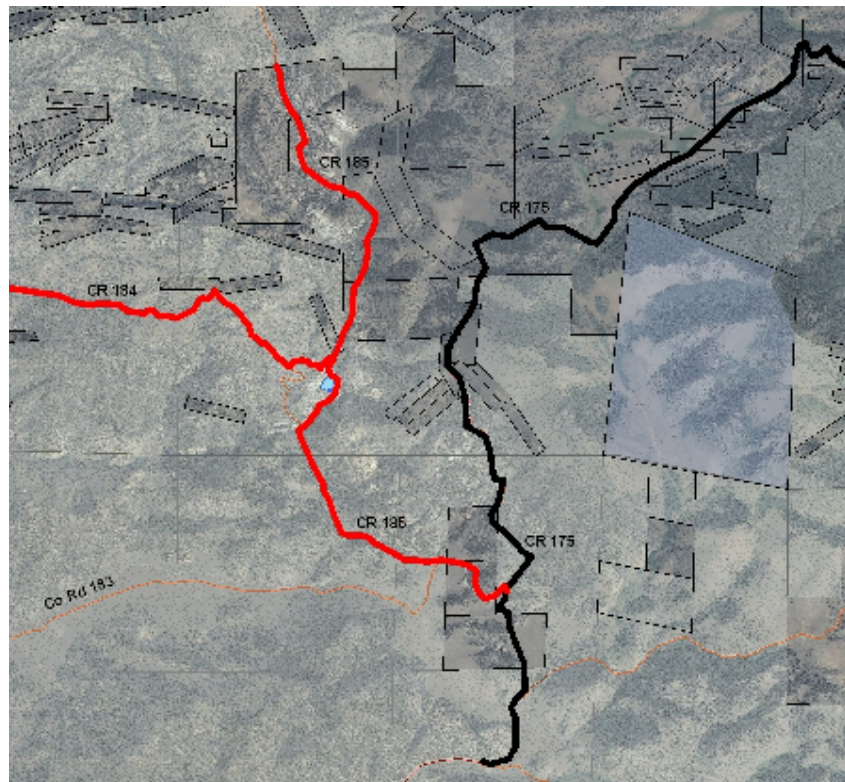
1. Concurrence with travel management plans. No known TMP for area. Testimony received from BLM (letter dated 2/24/12) and at meetings indicates OHV use of FS 184 has resulted in illegal routes within the roadless Brown's Canyon Wilderness Study Area.
2. Connection to existing designated OHV routes. FS 184 is open above Turret at north end. CR 185 is not currently open, but is proposed for opening. Roads in Turret are privately maintained except for those portions of CR 184 and FS 184.

3. Availability of parking and unloading areas along road. None.
4. Other Road Users. Primarily passenger vehicles; also bicycles and hikers.
5. Traffic Counts. No recent counts. Recommend obtaining summertime traffic counts.
6. Private Land Ownership. Isolated mining claims, and Turret townsite, in which residents privately maintain roads within Turret.
7. Road Geometry and Area Topography. Hilly, some tight curves, narrow in sections, some limited sightlines due to trees adjacent to the traveled surface.
8. Residential Areas. The Turret townsite is located at the northern end of this road, at the connection to FS 184. Turret residents testified heavily in opposition to opening the road due to private property impacts.

CR 184 Staff Recommendation: No action / do not open. The only existing OHV road that connects to CR 184 is FS 184, above Turret. BLM and others submitted comment that there is existing illegal use into the Brown's Canyon Wilderness Study Area, and that opening CR 184 will likely increase that illegal use. There is no parking or unloading area along CR 184, so one would have to be created, likely on USFS property. Residents and property owners in Turret have provided comment that OHV users currently trespass on their private property, damaging the privately maintained streets in Turret, and that opening CR 184 would increase the likelihood of trespass and damage.

CR 185. County Road under FRTA easement between CR 175 to near the Pioneer Mine.

- Request is to open entire length, approximately 3 miles.
- CR 185 terminates on the south at CR 175 (opened near this location for OHV use with Ord. 2005-01).
- At the north end, FS 185 extends further north and terminates at CR 187, which at that location is **not** open for OHV use.



Summary of Comments:

Reasons Supporting Opening CR 185:

1. Provides connection between Fourmile and CR 175.

Reasons Supporting Continued Closure:

1. Would create connection between Fourmile and south County.
2. Vehicle traffic on CR 185 is increasing with time.

	<ol style="list-style-type: none">3. Elk winter range, dust and noise impacts4. Link to Fourmile till create more illegal use on USFS and in Browns WSA..5. No enforcement on opened portion of CR 175
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CR 185 Comments at Meeting:

1. Support. Carl Bauer. Responding to vandalized signs, both sides vandalize signs. 185 is a FS road for most of the way; why not unload at 175 rather than trailering. DOW does good job with wildlife, need to educate people regarding seasonal closures.
2. Opposed. Kathy McCoy. Concerns: opening CR 185 is the final nail in the coffin of 4Mile as a multi-use area; it is already known as an OHV playground. Would create long OHV trail. Non-motorized use has 10 times the economic impact of motorized.
3. Opposed. Tom Sobal. CR 185 was proposed in 2005 and rejected; reasons have only gotten worse since then. Residents on these roads should have chance to comment. No staging areas. Turret residents opposed; only way in or out. Elk winter concentration area, plowed by County. Noise disturbs wildlife, Salida deer are not wild, conditioned to noise. OHV use increases fire risk. Some believe that if there is no sign, it is legal to do something, but it is not true. CR 185 creates a long connection, will eventually reach Salida limits.
4. Opposed. Jay Gingrich. Concerns: USFS planning mountain bike trailhead on CR 175 at FS 181; OHV will increase conflicts. Noise, dust, pollution, safety, displace other users.

CR 185 Written Comments:

1. Opposed. Mary Ann Davidson. E-mail dated 2/3/12. Concerns: heavy use by vehicles and bikes during changing of aspens, negative impact from noise, dust, and safety on narrow road with blind curves.
2. Opposed. Brad and Peggy Sherman. E-mail letter received 2/7/12. Turret homeowners. Concerns: noise, dust, private property, safety, wildlife. No enforcement on section of CR 175 previously opened.
3. Opposed. Michael Kunkel. E-mail letter 2/21/12. Friends of Browns Canyon. Concerns: will link to 4Mile, increase OHV use, dust, noise, damage to wildlife habitat, increase trespass.
4. Opposed. Tom Sobal, Quiet Use Coalition. Letter dated 2/20/12. Concerns: see CR 184 above, and link to Fourmile will increase OHV use in new areas.

CR 185 Review Criteria: Review of staff-suggested criteria includes:

1. Concurrence with travel management plans. No known TMP for area.
2. Connection to existing designated OHV routes. CR 185 connects to the section of CR 175 that was opened for use in 2005 at the south end, and FS 185 north of the Pioneer mining operation. No other OHV routes intersect CR 185. Opening CR 185 would create a legal connection between CR 175 and the Fourmile area.
3. Availability of parking and unloading areas along road. None; however there is a parking area located near the intersection of CR 175 with FS 182 approximately ½ mile away.
4. Other Road Users. Primarily recreational passenger vehicles; also bicycles and hikers. The Pioneer Sand and Gravel Company operates a mine on private land near the northern end of CR 185 and is limited by the permit to operating in November through April only due to other road users on CR 175 and CR 185.
5. Traffic Counts. No recent counts. Recommend obtaining summertime traffic counts.

6. Private Land Ownership. Approximately 50% of the road abuts private property, the rest is USFS land. A large agricultural tract is located near the intersection with CR 175, and several hundred acres of mining claims are located near the connection to FS 185.
7. Road Geometry and Area Topography. As a condition of their permit, Pioneer Sand and Gravel made significant improvements to CR 185 between the mine and CR 175. While there are some curves and hills, the road width, surface and sightlines have all been improved, to maintain decent sightlines. Road surface typically 20-22 feet wide.
8. Residential Areas. The agricultural tract near CR 175 has been split into four 40 acre parcels, which are being developed with residences.

CR 185 Staff Recommendation: CR 185 could be considered for further discussion and information. The section of road between CR 175 and FS 185 generally has decent visibility due to improvements made by Pioneer Sand as part of their mining permit, and permit specifies that trucks can only operate between November and April, reducing the potential for user conflicts. Opening this segment would create a connection between the Fourmile area and CR 175; this connection was identified as both a reason to open it by proponents; however the increased impacts resulting from increased usage was cited by those opposed as a reason to not open the road. The parking area near CR 175 and FS 182 could be used for OHV unloading and staging. Need to obtain current traffic counts.

CR 200. Opened south / west of the Shirley camp site by Ordinance 2005-01. The portion of the road west of the Shirley site was approved by the County in 2011 to terminate the FRTA easement and replace with a Schedule A agreement. This will not affect the usage as it will become a USFS road and continue to be open for OHV use.

No written comment was received; nor was CR 200 discussed at meeting.

CR 200 Staff Recommendation. No action needed. The previously opened section of CR 200 is now a FS road and under USFS jurisdiction, and is open per USFS. Work with USFS to remove County signs and replace with USFS signs, and update USFS Motor Vehicle Use Map.

OTHER ROADS SUGGESTED BY PUBLIC:

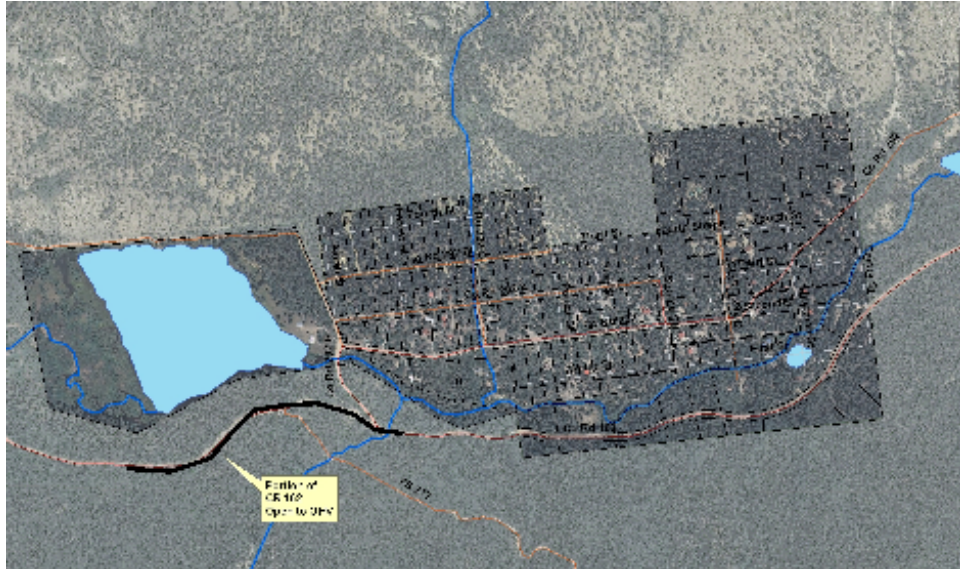
CR 240. Terry Brown E-mail dated 1/25/12. Provide access from river suites at Maysville up to North Fork Reservoir. Not discussed at 2/8 meeting, as proponent did not attend.

Meeting 3 – February 15, 2012 - St Elmo / Alpine Area

General Comments: At the February 15 meeting, seven people provided general comment supporting opening OHV use of County Roads, and 20 people provided general comments against opening County Roads in the Chalk Creek Canyon area.

Alpine Area: Approximately ¼ mile of CR 162 was opened near Alpine at FS 277 by Ordinance 2006-01. The USFS Motor Vehicle Use Map identifies CR 292 through Alpine as open for OHV use; County staff felt these meetings would be a good opportunity to discuss OHV use with the Alpine residents, and gather input on how the previously opened section of CR 162 is being used.

- The area near Alpine was opened to facilitate OHV use on FS 277, as there is no parking area near FS 277.
- There have been reports of inadequate parking at this location, and also of some OHV continuing all the way down CR 162 to Mt Princeton Resort.



Alpine / CR 292 Comments at Meeting:

1. Support. Chuck Burton. 292 is open from St Elmo to the lake; High Rocky Riders does not want 292 open through Alpine, but to CR 162 to get from St Elmo to Mt Antero because of inadequate parking at FS 277.
2. Support. Lee Kerrison. 292 is mostly FS, open from lake to St Elmo. Parking at Alpine not heavily used, opening section could alleviate parking in St Elmo. HRR should put up signage in Alpine to control speed.
3. Comment: Melanie Roth. Alpine resident. The 1350 feet opened in 2006 for parking has been further developed despite verbal agreement.
4. Opposed. Katie Ogurek. Alpine resident; submitted petition from Alpine residents. Concerns: safety, residents use streets to walk and bike since no sidewalks; increase fire risks; dust, noise and trash; wildlife; increasing traffic on CR 162.
5. Opposed. Bob Swift. Alpine resident. Concerns: safety; bighorn sheep; wildfire.
6. Opposed. Ed Kothe. Alpine resident. Concerns: dust, noise, trespass, fire.
7. Opposed. Dennis Claveau. Concerns: increasing traffic on CR 162; if 292 through Alpine was open it would become like St Elmo.
8. Opposed. Tom Sobal, Quiet Use Coalition. Concerns: Signage is important, especially in heavy use areas; lower FS 292 is open, need to clarify connection between CR 162 and FS 292; FS map shows part as FS 292A.

Alpine / CR 292 Written Comments:

1. Support. Jerry and Zelma Turner. E-mails dated 1/26/12 and 2/27/12. Alpine property owners, HRR members. Support opening all unpaved County Roads for OHV use.
2. Support. Lee Kerrison. E-mail dated 2/21/12. FS may have easement through Alpine;

Alpine residents use 292 to St Elmo and Mt Antero.

3. Comment. Mike Lockett. E-mail dated 2/16/12. Alpine resident. Current parking area seems to work well, except on weekends some OHV use on 162, illegal use of 162 from Cascade CG. If more parking needed, better to have on CR 162 west of Alpine rather than on CR 292 to separate from homes. More signage needed along CR 162 starting at Cascade CG.
4. Comment. Alan Robinson. E-mail letter dated 2/19/12. if 292 around lake is objection, consider bypass OHV trail around west side of lake to connect FS 292 to CR 162 west of Alpine. Need coordinated planning with USFS for entire canyon area.
5. Opposed. Petition submitted at 2/15 meeting signed by 106 Alpine residents and property owners. Concerns: Safety for kids in streets, speeding, residential uses; litter, trash and discarded cigarettes; wildfire; dust, noise; property values; quality of life; wildlife; no stores or visitor amenities.
6. Opposed. Steve Linthwaite. E-mails dated 1/27/12 and 1/19/12. Alpine POA president. Concerns: safety, dust, narrow roads, residential area, bicycles, pets, pedestrians, trespassing, jeep traffic, litter, erosion. Suggest developing parking / unloading area on CR 162 at FS 277, reducing speed limits in area, master plan recreation for region with FS.
7. Opposed. Richard Muzzy. Letter received 1/22/12. Alpine resident. Concerns: noise, dust, multiple use with bikes, pedestrian; residential area, fire danger, wildlife.
8. Opposed. Carol Lester. Letter received 1/31/12. Alpine resident. Concerns: noise, dust, multiple use with bikes, pedestrian; residential area, fire danger, wildlife.
9. Opposed. Ed and Astrid Tucker. E-mail dated 2/10/12. CR 162 residents. Concerns: has observed illegal use on unopened sections of CR 162, no enforcement; increasing vehicle traffic counts.
10. Opposed. Denny and Mary Lou Wilwerding. E-mail dated 2/13/12. CR 162 residents. Concerns: increasing traffic, high speed of OHV, noise, no enforcement, OHV are for recreation, CR 162 is for transportation.
11. Opposed. Bob Muehlebach. E-mail 2/16/12. Concerns: safety, narrow streets.
12. Opposed. Ed and Nancy Konvalinka. E-mail dated 2/14/12. Concerns: environmental and noise pollution; wildlife; safety; CR 162 heavy traffic use.
13. Opposed. Tom Sobal, Quiet Use Coalition. Concerns: residents opposed; opening would reward bad behavior; enforcement costs; likelihood of parking and unloading on Alpine streets, trespass; noise, dust, fumes impact on residents; wildfire risk; will increase use on Mt Antero and displace hikers; property values; watershed and wildlife impacts; residential driveways.
14. Opposed. Jay Gingrich. Concerns: goes through private land; trespass and illegal unloading.

Alpine / CR 292 Review Criteria: Review of staff-suggested criteria includes:

1. Concurrence with travel management plans. No known TMP for area. Several comments were received regarding the need for a regional recreation plan for the Chalk Creek canyon due to the high use and limited accessibility.
2. Connection to existing designated OHV routes. FS 292 is open for OHV use both west and east of the Townsite, and in 2006 Chaffee County opened approximately ¼-mile of CR 162 west of CR 292 for parking and unloading only. The USFS Motor Vehicle Use Map shows CR 292 as open through Alpine, and identifies part of CR 292 B as FS 292A, open around the lake. The open portion of CR 162 connects to FS 277, which is open for OHV access to Mt. Antero.

3. Availability of parking and unloading areas along road. None along CR 292; however there is a parking area located on CR 162 west of CR 292. Comments submitted suggest that opening a portion of CR 292 may alleviate parking challenges in St Elmo.
4. Other Road Users. Primarily recreational and passenger vehicles; also bicycles and hikers.
5. Traffic Counts. On CR 162, 2005 summertime: 1,222/weekday; 1,415/ weekend day; 1,727/ holiday weekend day. Recommend obtaining updated summertime traffic counts.
6. Private Land Ownership. CR 292 is entirely surrounded by private property within the Alpine townsite; outside of the townsite 292 is a forest road. A conversation with some Alpine residents following the February 15 meeting indicated a willingness to consider opening CR 292 between CR 162 and FS 292 west of the townsite, as long as all other Alpine roads were closed, and signage was installed showing the other Alpine roads as closed.
7. Road Geometry and Area Topography. Road surface is typically 20-22 feet wide between CR 162 and the lake, and relatively flat and straight with good sightlines, except the segment between CR 162 and the bridge, which is a hill on a curve.
8. Residential Areas. CR 292 is adjacent in its entirety to the residential areas of the Alpine townsite. A series of petitions signed by approximately 106 Alpine residents and property owners was submitted, which opposes opening any of CR 292 for OHV use.

Alpine / CR 292 Staff Recommendation: Alpine residents were nearly unanimous in opposing opening any portion of CR 292 through Alpine, especially through town and connecting to the segment of FS 292 east of the townsite. Some Alpine residents suggested that opening a portion of CR 292 (CR 292 B) between CR 162 and FS 292 west of Alpine to OHV use could be a reasonable compromise, if adequate signage prohibiting OHV use on the other Alpine streets was installed. This may allow OHV users parked at St Elmo to ride to Mt Antero without illegally using CR 162, or trailering to the parking area on CR 162. At the same time, this connection would likely increase OHV usage of FS 277 up Mt Antero, displacing other, non-motorized users. Because this area is highly used by multiple types of recreational users, and CR 162 is the only way to access the public and private lands along Chalk Creek, I concur with comments submitted that a recreation management plan coordinated by USFS and Chaffee County for the Chalk Creek canyon area is needed, and do not recommend opening any portion of CR 292 at this time, since a planning process may result in a different routing or plan for OHV use.

St Elmo Area: Approximately $\frac{3}{4}$ mile of CR 162 through St. Elmo was opened by Ordinance 2006-01.

Portions of 162, 292, 294, 295, 296, 267 are also within the St Elmo Townsite. These roads all are the beginning points for forest service roads open for OHV use, are commonly used by OHV, and opening some or all of these roads would reduce confusion for users in the St Elmo area.



Comments at Meeting:

CR 162: Ordinance 2006-01 opened from Grizzly parking to Tincup trailhead; staff requested input on how it is working.

1. Support. Melanie Roth. In 2006, CR 162 was identified as logical to get OHV from Grizzly parking area to Tincup, but parking in town has to be addressed. People are parking on roads, private property, etc; all visitors see now is trailers.
2. Support. Lee Kerrison. Concur with Melanie, need parking in St Elmo, but believes it can be resolved.
3. Support. Chuck Burton. Grizzly / Antero named a Top 10 trail by Blue Ribbon Coalition; need more parking.
4. Opposed. Tom Sobal. Concerned regarding precision of maps, CR 162 described in Ordinance is not consistent with road signs on ground. Buena Vista Chamber indicated top inquiry is how to get to St Elmo; visitors may not like what they see when they get here.

CR 267: Staff believes Ordinance 2006-01 clearly intended to open all County Roads between the Grizzly parking and Tin Cup trailhead to OHV use; however the Ordinance refers only to CR 162 and CR 267 is located between CR 162 and the trailhead.

1. Support. Lee Kerrison. Concur with staff; CR 267 was supposed to be opened in 2006. Need more parking at the Tin Cup and Poplar Gulch trailheads.
2. Support. Melanie Roth. Suggest all St Elmo roads be opened, with no public parking be allowed on any roads except CR 162. St Elmo property owners need to be involved to solve the parking problem.
3. Opposed. Tom Sobal. Can't read between the lines, ordinances need to be more specific. Consider resident input, signage.

CR 292: It appears that 292 near St Elmo is a USFS easement over private property. Signage at the intersection with CR 162 identifies it as FS 292.

1. Comment. Chris Welker, USFS. Appears to be USFS easement over the Ohio Lode, but will do more research.
2. Comment. Lee Kerrison. If County road, should be open.

CR 295:

1. Support. Lee Kerrison. County purchased right-of-way in 1929 from railroad; need more signs and speed limits; business interests – OHV use is big revenue, how many homes would need to be built to offset that revenue?
2. Opposed. Alan Heald. CR 295 property owner. Concerns: noise; mixed use danger; safety; trespass, vandalism of private property; consider expectations with management between St Elmo and Hancock – want to build home, but may not due to OHV use; private property value impacts. This rewards negative behavior by opening. Wildlife diversity has decreased over past 20years, only deer in past 10. Road is straight and fast. Closing may enhance heritage tourism. What should St Elmo be?
3. Opposed. Jay Gingrich. Roads have been improved, so OHV go faster; enforcement is not viable solution.
4. Opposed. Tom Sobal. 295 was USFS road until Pomeroy Gulch washout, why is part County now? 295 has much, multiple use; need parking.
5. Opposed. Denny Claveau. Closing CR 295 would significantly reduce OHV parking issues in St Elmo.

CR 296.

1. Support. Lee Kerrison. He deeded a part to County for public use; road also provides access to private property.
2. Oppose. Dennis Claveau. If deed says for any use, why are we here? CNHP potential conservation area in Grizzly Gulch; 5 illegal OHV routes through riparian areas; lynx habitat.
3. Oppose. Tom Sobal. Need clarification of whose road is whose. Grizzly Lake is getting ripped up.

Written Comments:

1. Support. Lee Kerrison. E-mails dated 2/17/12 and 1/23/12. St Elmo resident. Business, access for hunting, fishing, etc; roads being considered have always been used; 8 week period of use; parking problems are 98% hikers; need to limit parking on Main Street; working to improve restroom facilities for St Elmo visitors.
2. Support. James Connell. E-mail dated 2/13/12. St. Elmo business owner. Access for ATV rentals, tourism.
3. Support. Greg Rumsey. E-mail dated 2/14/12. St Elmo property owner. ATV in town allows for access to open ATV trails around town.
4. Support. Matt and Jo Buchanan. E-mail dated 2/19/12. Operate Pitkin General store over Hancock Pass from St Elmo; historic use, retain access for business viability.
5. Support. David Scholz. Letter dated 2/16/12. St Elmo property owner. OHV in St Elmo not much different than jeeps, trucks, SUVs, or dirt bikes; facilitate access; alleviate parking and congestion at designated unloading spots.
6. Comment: Alan Robinson. Need regional strategic planning for Canyon to address carrying capacity and conflict between differing types of users.
7. Opposed (CR 294). Marilyn Allen. E-mail dated 1/28/12. CR 294 resident. Opposed to ATV tours, but wants to ensure snowmobile access in winter.
8. Opposed (CR 162). Dennis and Kathleen Claveau. E-mail dated 2/13/12. CR 162 residents. Concerns: increasing traffic on CR 162; ST Elmo overrun with OHV, need to develop plan with USFS for management.
9. Opposed (CR 295 and CR 296). Scott Braden, Colorado Mountain Club.
 - CR 295 concerns: FS listed high risk road, illegal routes created, private property and trespass issues, decreased quiet recreation opportunities.
 - CR 296 concerns: illegal user created routes damaging wetlands.
10. Opposed (CR 295 and CR 296). Jay Gingrich.
 - CR 295 concerns: private property trespass; narrow sections with limited sight distances; high speed due to consistent old railroad grade; safety.
 - CR 296 concerns: private property and cabins; wetland and riparian areas impacted by OHV use.
11. Opposed (CR 267, CR 295, CR 296). Tom Sobal, Quiet Use Coalition.
 - CR 267 concerns: dust, noise, parking on private property, less attractive to visitors and residents. Are OHV consistent with a historic ghost town tourist attraction?
 - CR 295 concerns: CNHP potential conservation areas at Romley and Chalk Creek Headwaters with rare plant species; narrow route with limited sight distances, some curves consistent grade allows higher speeds; mixed use; high traffic in summer; 7 existing illegal routes; trespass and vandalism on private property; displaces quiet recreation including wildlife watching, hiking, hunting; lynx habitat; 2 permitted mountain bike races use road; tourism impacts of OHV on visitors – noise, dust, fumes, visual.

- CR 296 concerns: road fords Grizzly Creek, adding oil, gas and sediment; Grizzly Gulch potential conservation area, unique plants; 5 illegal routes existing; signage vandalized by OHV riders; lynx habitat; boreal toad habitat.

St Elmo Area Staff Recommendation: Each of the roads discussed, CR 267, 292, 295, and 296, have all been historically and recently used by OHV. CR 267 clearly was intended to be opened through Ordinance 2006-01. 292 in St Elmo is signed as and appears to be a USFS easement, and therefore is open for OHV use. CR 295 and CR 296 each appear to have a portion that is County and a portion that is USFS. In each case, because of the primarily recreational use of the area serviced by the roads and the limited amount of passenger vehicle use, it makes sense to consider opening those roads.

Along with the recommendation of opening CR 267, 295 and 296, staff acknowledges the increasing use of the area, and the impacts to other types of users, residents, and visitors related to capacity of the Chalk Creek canyon area, and recommends that Chaffee County enter into a planning process with the Forest Service for this area. Parking and sanitation in St Elmo, as well as environmental impacts of all types of users on the surrounding area, has been identified as concerns that will only increase in the future.