

OHV Advisory Council Meeting
April 15, 2009

Present: Fred Hayes, Bruce Hamilton, John Borge, Josh Jurgensen, Doug Page, Bill Thompson, Dale Bartholomew, Ray Butts, Dan Thomas, Todd Adams, Kevin Kesler, Todd Anderson and Ann Evans.

Excused: Dale Grange.

Fred Hayes brought the meeting to order since the Advisory Council does not have a chairperson. Fred Christensen was the Chair but his term with the Council is up.

Fred H. passed out a magazine from the USALL Board meeting that was held the previous night.

Council updates:

John has been talking with Logan Ranger district about putting in grant application. It sounds like they aren't interested in any grants this year. He has also been talking with them about their travel plan. Hopefully they will get something started this year.

John has been to three trials events this year and one of the riders contacted Jordan River OHV Park about the possibility of putting trials sessions out there. John would like to pursue this in the future. A trials bike only weighs about 150 to 160 pounds, they have very tractable power, and it's like a rock crawler of the motorcycle world. There isn't a seat so you have to stand the whole time you ride. The courses are very difficult where you can't make corners, you have to hop around, right yourself and start again. Speeds are low and there is only one person on a section at a time. Riders start out with zero points, you get a point for every dab (footing) and a failure is five points. There is a max of five points per section. There are eight to twelve sections riders do in a loop. The object is to receive the least amount of points.

These events do not require a lot of land, impacts are low but they need terrain that is unsuitable for anything else. So at Jordan River they would need to haul in boulders and things like that, any kind of obstacles. Fred has talked with David Wagner at Jordan River and Fred would like to see the trials events at Jordan River as well. Fred and John will get with David Wagner to discuss this.

Jordan River is a motocross track with about 200 acres. Fred would also like to see a Jeep 101 out there as well. Fred would like to see Jordan River as an OHV Park instead of just motocross.

John asked Fred about the check box funds. Fred said that the check box funds fell through the cracks of the appropriation process yet again. Fred asked Dodie, Utah State Parks budget manager, if they had been appropriated. Dodie checked on this and those funds were not appropriated. The funds are there and the plan is if we can see how much

is there and potentially get a supplemental appropriation at the next legislation session. That money will initially come out of Fred's annual budget so the grants can get in the hands of the people who are doing the work this summer. This will be a little different process than the regular grant process. John asked if Fred was accepting applications for this and Fred said he would like to but he doesn't know if he will get the money. Fred should know more in June about the funds.

John heard from some Colorado motorcycle users who ride in White Wash Moab area, that Colorado does not require turn signals on dual sport machines. When these riders ride in Moab, Utah law enforcement have been giving these Colorado residents a hard time about not having turn signals. Fred said that Utah law requires any machines being operated in Utah must comply with Utah laws, including required equipment. John said that in the Utah Code it doesn't require turn signals. Fred said that is correct just as long as the machine was manufactured before a certain date. John added or if the machine did not come with them. John said that it's in the Administrative rules for safety inspection starting last year requiring turn signals. John said there are many people out there with dual sport machines that have registered and safety inspected their machine year after year with no problem and now they have to have turn signals. Fred asked John what he recommended and John said they would discuss it more later in the meeting when they got to the legislation portion of the meeting.

Josh Forest Service regional update: Region 4 has a five year emphasis for travel management, a lot of money is coming to Utah for travel management, each region will handle this differently. The northern region has close to \$1.5 million for travel management, which includes interpretation and education, law enforcement, maintenance and operations, infrastructure improvements, planning and needs assessment. This is what they are looking towards for the five-year plan. The first year of the five-year plan.

Locally: They have quite a bit of money going to education, enforcement and structural improvements, signing, better maintenance of ATV routes.

They are finishing their two-year grant for the ATV and snowmobile marking. They marked 60 miles of new ungroomed snowmobile trails and over 180 miles of road junctions that are opened up for ATVs through that grant. They have 9 3x4 fiberglass embossed signs. They received trail guides, which they will start distributing, with this grant as well. All of this money from the grant is appropriated to the Forest Service so there will not be any funds from this grant for matching grants.

Doug commented about the Strawberry Valley signs at the trailhead for snowmobile parking, Doug has three signs left, and asked if Josh or Fred would like those signs. Fred asked Doug to give them to him and he will put them in the shed at Strawberry.

Todd Anderson is trying to find a location for an urban trail. As the valley grows and the population expands, nobody wants a park by their house so he is struggling to find a location that isn't far away from the metropolitan area. In his struggles he has concluded that the Five Mile Pass will probably be the place for this.