



Sedona Off-Highway Vehicle (OHV) Report



Acknowledgments

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Executive Summary

The scenic red rock landscape is what draws people to Sedona, and residents have always valued the fact that the city is surrounded by public land that is close by and easy to get to. The proximity of the National Forest to residential neighborhoods is now creating challenges as off-highway vehicle (OHV) use has become increasingly popular. The OHV traffic has brought with it concerns about noise, safety, and environmental impacts as well as the quality of life for some Sedona residents.

Residents living along roads that lead to the National Forest brought their concerns to the city in 2013 as the number of rental all-terrain and utility vehicles (ATV/UTV) was rapidly increasing. The city heard from both individual residents and homeowner associations (HOAs) along Soldiers Pass Road, Dry Creek Road, Morgan Road, and to a lesser degree Schnebly Hill Road. In response, the city formed a Work Group under the Citizen Engagement Program in 2014 to address community concerns. The group was made up of representatives from OHV businesses (vehicle rental and guided tour companies), affected residential neighborhoods, recreational OHV owners, and Forest Service and city staff. The Work Group's early efforts led to the successful award of state grant funding to the Forest Service to address some of the issues identified by the group.

In 2017 the city continued to hear from several homeowners associations about OHV noise in particular and responded to these concerns by forming a more focused Work Group with a balance of members representing each interest group that would take on the task of a more in-depth evaluation of potential strategies. There were several objectives of the Work Group, one of which was to bring together people on all sides of the issue to participate in a dialogue that would lead to a better understanding of all perspectives.

The second objective of this effort was to develop an informative report that could serve as a reference for residents, business owners, elected officials and agency staff. This report includes background information essential to understanding OHV use in and around Sedona along with relevant state and city regulations, and previous efforts and accomplishments. Explanations are offered to answer questions as to why some strategies are not being pursued, typically because they are not considered feasible or effective at accomplishing the goals.

The third objective was to provide recommendations for City Council and the Coconino National Forest. The recommendations offer direction on specific actions to focus on, as well as those that should be continued or expanded upon. The report also sheds light on the complexities of the issues and why there is no single, simple solution.

Key Points of this Report

The following are the key points of this report:

- Off-highway vehicles (ATV/UTVs) are street legal in Arizona
- There are three OHV user groups in Sedona:
 1. Rentals
 2. Guided tours
 3. Private owners
- Four of the five roads that give OHV users access to the National Forest are city streets through residential neighborhoods:
 1. Dry Creek Road
 2. Soldiers Pass Road
 3. Schnebly Hill Road
 4. Morgan Road/Broken Arrow
- City of Sedona sound regulations (§8.25.090F) exempt “sound from the locomotion of properly muffled motor vehicles on a public right-of-way or residential driveway.”
- State statute (§ 28-1179) sets the maximum sound limit for OHVs at 96 decibels (dBa).
- State statute (§41-194.01)/Senate Bill 1487 prohibits cities from enacting laws that are more restrictive than state laws. If found in violation, the city could lose approximately \$3.9 million in state revenues.

Summary of Recommendations

Seven potential strategies are evaluated in this report, addressing the cost/benefits, feasibility, and effectiveness of each strategy to accomplish the desired goals:

1. Reduce OHV noise in neighborhoods,
2. Improve safety for OHV users, and
3. Protect natural and cultural resources (resource protection).

It is recommended that following completion of the current State Parks grant, another grant application should be submitted to implement the recommended strategies.

Recommended Strategies

Education & Information:

- Signs
- Website
- Youth Education Programs
- Public Relations Campaign
- OHV License Information

Law enforcement:

- Checkpoints
- Speed Deterrents

Rental Vehicles:

- Newer, Quieter Vehicles
- Improved Equipment and Technology
- Electric Vehicles

Staging area:

- OHV Trailhead on Forest Road (FR) 525

Not Recommended

OHV Sound Regulations

Law Enforcement:

- Lower Speed Limits

Rental Vehicles:

- Modified Mufflers

Road Restrictions:

- Prohibit ATVs/UTVs on City Streets
- Restrict Use of Broken Arrow

Staging Area:

- Commercial Staging Area

Introduction

What is an OHV?

OHV stands for off-highway vehicle, and can include a variety of different types of vehicles, typically with four-wheel drive and designed for use on dirt and unimproved roads. For the purpose of the Work Group discussions and this report, the use of the term OHV is consistent with the State Parks OHV program’s description of an OHV:

“Simply put, any motorized vehicle used to travel over unpaved roads and trails is an off-highway vehicle.”

- Arizona Trails 2015, A Statewide Motorized and Non-motorized Trails Plan

The following is the State of Arizona’s legal definition in Title 28 of the Arizona Revised Statutes (A.R.S. §28-1171) of an OHV for purposes of operational regulations, title, and registration.

Off-highway Vehicle:
 (a) Means a motorized vehicle that is operated primarily off of highways and that is designed, modified or purpose-built primarily for recreational nonhighway all-terrain travel.
 (b) Includes a tracked or wheeled vehicle, utility vehicle, all-terrain vehicle, motorcycle, four-wheel drive vehicle, dune buggy, sand rail, amphibious vehicle, ground effects or air cushion vehicle, and any other means of land transportation deriving motive power from a source other than muscle or wind.
 A.R.S. §28-1171

Vehicle Types



ATV (All Terrain Vehicle) or Quad. Features handlebars and straddle-style seat.



UTV (Utility Task Vehicle), ROV (Recreational Off-highway vehicle), or “side-by-side”, such as Polaris RZR®. Features steering wheel and roll-bar.



4x4/4WD, SUVs (Sport Utility Vehicles), trucks, and Jeep®.

In this report, “UTV” will refer to both ATVs and UTVs

The terms ATV and UTV are typically referring to two distinctly different vehicles (as shown in the illustration above). The side-by-side UTV is more commonly seen in Sedona and makes up the majority of the ATV and UTV type of rental vehicles. For simplicity, this report will use the term UTV to represent both types of recreational vehicles.

User Groups

There are three user groups in Sedona that are the subject of this report. The number of each type of business operating in the city limits is indicated below.

- 1) Rental companies:
 - UTV rental vehicles (three businesses)
 - Jeep® rental vehicles (one business)
- 2) Tour companies:
 - Guided Jeep® or SUV tours (approximately five businesses)
 - Guided ATV tours (one business)
- 3) Private owners

Many of the proposed strategies address UTVs and UTV rental businesses, however they are not the sole focus of this report. There are many strategies that are applicable to all vehicle types and user groups. For example, everyone would benefit from improved maps and signs, and all could be affected by road restrictions.

“Street Legal” and the OHV Decal

Street legal refers to the fact that in Arizona, UTVs are considered legal for on-street use. With the appropriate equipment, UTVs can be registered with the Arizona Motor Vehicle Division and are treated like any other vehicle on the road, and required to obey the same rules of the road. This sometimes comes as a surprise to people not familiar with UTV use, especially when there are some states where driving UTVs on public streets is not permitted.



The state also requires UTVs to obtain an OHV Decal annually in order to operate in Arizona. Revenues from the decal are split 30 percent to the Highway User Revenue Fund, and 70 percent to OHV programs (Arizona State Parks, Game and Fish Department, and State Land Department). These programs then use the funds for education, law enforcement, and the State Parks OHV grant program. The grant program provides funding for OHV projects and programs such as road development and maintenance, law enforcement, and education.

The brochure to the right is an example of educational information produced by the state. For a copy of the 19 page brochure as well as information about the statewide programs and OHV rules and regulations, see the following websites:

- www.azstateparks.com/ohv
- www.azgfd.com/ohv



OHV Access

Sedona’s geography poses a unique challenge to managing motorized outdoor recreation. The city is surrounded by National Forest and access to most of the popular recreation areas is via city streets through residential neighborhoods. There are four access points that lead from the city to popular OHV routes (see Figure 1 below). The only other option to access OHV routes is west of the city using West State Route (SR) 89A to FR 525, which is not safe for UTVs due to the 55-65 mph speed limit on the highway. Private owners will trailer their UTVs to FR 525 rather than drive them on the highway.

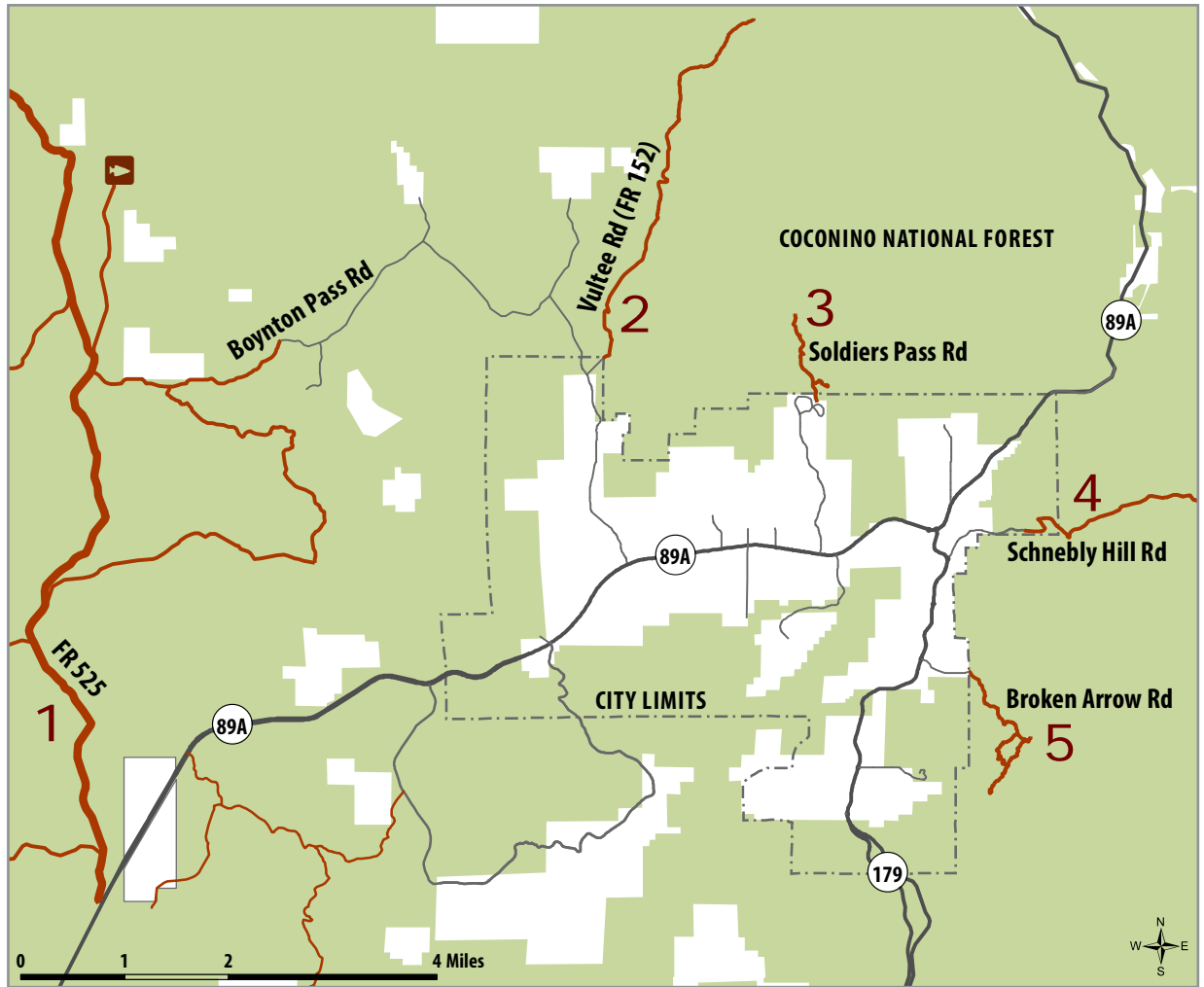


Figure 1. Region map of the City of Sedona and the National Forest showing National Forest roads/OHV routes accessible from the city.

- 1) Loy Butte Rd, FR 525, 11 miles. Accessed from W. SR 89A or from Boynton Pass Rd. Provides access to a network of additional OHV routes and the Palatki and Honanki Heritage Sites.
- 2) Vultee Rd, FR 152, 4 miles. Accessed from Dry Creek Rd.
- 3) Soldiers Pass Forest Rd, FR 9904, 1.25 miles. Accessed from Soldiers Pass Rd. through Shadow Estates HOA. Requires permit which restricts the number of vehicles per day.
- 4) Schnebly Hill, FR 153, 11 miles. Access from SR 179 or Interstate 17.
- 5) Broken Arrow, FR 179F, 2 miles. Accessed from Morgan Rd. Not suitable for standard 4x4 vehicles.

Background

The Growth of UTV Use in Sedona

The increase in UTV use in Sedona came to the forefront in 2013, when residents approached City Council with their concerns about the increasing number of UTVs on city streets. Unlike other tourist activities like Jeep® tours that have been around for years, UTV rentals were relatively new to Sedona. It appears that the first company to specialize in UTV rentals began in 2010. The growth of that business was apparent as the number of vehicles available for rent multiplied. Another rental business opened in 2015, offering ATV rentals and quickly grew, moving to a more prominent location and expanding the number and type of vehicles. These two companies have since merged under one ownership whose fleet comprises approximately 95% of UTV rentals in the city. While the growth of UTV rental businesses is more apparent, there also appears to be an increase in the number of privately owned UTVs on the road.

“OHV use in Arizona has exploded (347 percent increase since 1998), outpacing the existing funding to manage that growth, protect wildlife habitat, and help maintain recreational access.”
 - Arizona Game and Fish Department, 2009

History of the Work Group

Community concerns about OHVs came to the attention of City Council at an HOA outreach meeting in 2013. Representatives of the Shadow Estates HOA and Dry Creek Road neighborhoods expressed concerns about the increasing amount of traffic and noise from OHVs. To hear from other stakeholders, the city hosted a meeting with OHV businesses and Forest Service staff. Council discussed the concerns at a November 2013 work session and directed staff to form a work group with representation from all the stakeholders that would focus on addressing the primary concerns of safety, noise, speeding, and resource damage.

Work Group 1.0

The first Work Group meeting was in April 2014, managed by Community Development staff and coordinated through the Citizens Engagement Program. The group was open to interested businesses, neighborhood residents, and agency staff. The purpose of the group was to identify potential solutions to the issues identified by City Council. The diverse mix of participants had a variety of backgrounds and experience and shared their observations on the recent increase and impacts of OHVs. The group quickly came to realize the complexity of the issues and that there was no single or simple solution to the problem. The outcome of this phase of the Work Group was a report to Council in October 2014 that summarized 22 possible strategies, some of which were regulatory (see Appendix 1). Rather than taking a regulatory approach, Council directed staff to partner with the Forest Service, collect more data, and investigate a volunteer ambassador program through the Forest Service.

Since staff and funding was limited, the Forest Service with the support of the City, applied for and received a grant from Arizona State Parks to fund a staff position and projects to better address OHV issues. The Work Group’s efforts had paid off, as the grant application criteria values collaborative projects with community support. While the Work Group was not active in 2015 and 2016, the Forest Service and City continued to address the issues, and those accomplishments are described on the following pages.

Work Group 2.0

The Work Group reconvened in 2017 in response to receiving the grant and at the request of neighborhood residents. Several meetings were held to discuss what had been done since 2014 and what more could be done, especially to address the issue of noise in the neighborhoods. It was then decided to form a more focused and balanced group that would have a more specific mission of evaluating and recommending strategies to the Forest Service and City Council.

Work Group 3.0

Prior to the formation of the third work group, City staff began hearing more consistent complaints from the Broken Arrow HOA and HOAs along Dry Creek Road that constant OHV noise was negatively affecting resident quality of life -- to the point residents in the Broken Arrow neighborhood formed Peaceful Sedona, a grassroots effort to urge the City to prohibit ATVs on residential streets in Sedona. Peaceful Sedona's on-line petition collected 740 supporters on www.change.org.

This, in addition to City Council looking for more concrete solutions, led the City to put together the OHV Work Group 3.0. This group revisited the strategies from the previous groups, focusing on OHV noise and safety issues and evaluating which strategies would be worthwhile to investigate further and ultimately come up with recommendations for this report.

The revamped group had a balance of members representing different interests:

- Rental companies
- Tour guide companies
- Environmental advocates
- OHV users (private owners)
- HOA representatives



To ensure that balance, participation was limited to designated representatives. The idea was that if a group with competing interests could come to an agreement on which strategies to pursue, their recommendations would carry more weight for those making the decision about what to act upon. The new Work Group meetings were structured to focus on a proposed strategy and featured guest speakers on specific topics. The group met eight times between October 2017 and June 2018.

Accomplishments 2015-2018

One of the strategies identified in 2014 by the first work group was to apply for a State Parks OHV grant. Neither the City nor the Forest Service had staff available to focus on OHV issues, however a grant could provide funding to hire staff. Relying on the efforts of the Work Group as an example of inter-agency coordination and community support, the Forest Service submitted the grant application with the City as a contributing partner. The grant was awarded to the Forest Service in the amount of \$300,000 for a 3-year program that started in 2016. The grant requires a 50 percent match that included in-kind match for Forest Service staff time, City of Sedona staff time, and the volunteers' time on the OHV Work Group.

Greater Sedona Area OHV Coordination Project 2016-2019

Grantor: Arizona State Parks OHV Grant Program
 Grantee: Coconino National Forest
 Grant Amount: \$300,000

The following are funded by the grant:

- Forest Service staff
 - OHV Coordinator
 - Two seasonal employees
- Increased field presence and law enforcement
- Comprehensive planning, inter-agency coordination, volunteer coordination
 - City of Sedona, OHV Work Group
 - OHV Ambassador Program volunteer training
- Educational programs, maps, and information
- Route maintenance, designation, and signage
 - 33 miles route maintenance in 2018
 - Installed 53 new signs in 2018
- Resource damage mitigation and restoration
 - Rehabilitated 4,500 feet of closed roads in 2018

The following are City initiated efforts to address neighborhood concerns:

- The City created a new map/brochure that focused on OHV use in neighborhoods. It was distributed to OHV rental companies and the Forest Service visitor center, and is available online. This brochure is expected to be replaced by a more comprehensive brochure being developed by the Forest Service as one of the grant projects with the assistance of the Tread Lightly!® program.
- Street signs were installed in the Shadow Estates neighborhood to improve directional information to and from Soldiers Pass trailhead. This was in response to vehicles getting lost and driving around neighborhood streets in search of the trailhead or exit.
- The Police Department set up several checkpoints during holiday weekends in 2015 for the purpose of providing educational information (such as the brochure), data collection on the volume and type of vehicles, and inspecting for safety equipment.
- Police Department volunteers monitored the number and speed of UTVs on several city streets in the Spring of 2018.



Soldiers Pass Forest Road NEPA Study

See Appendix 2 for details on the NEPA process

One of the significant developments that occurred in 2017 was the Forest Service decision to control public access to the Soldiers Pass Forest Road. The decision was made following a lengthy National Environmental Policy Act (NEPA) study that evaluated multiple alternatives addressing the increased use of the road. The City supported the completion of this study as a means of addressing the concerns of neighborhood residents. The study looked at the effects of OHV use on natural resources, the amount of OHV use, and effects of OHV use on other recreational users. The final decision was to continue the permit program for guided tours and institute a permit program that limited public use to 12 vehicles per day. This was considered a compromise between the extreme options of closing the road to vehicles altogether or continuing unlimited public access. While not the primary focus of the NEPA study, the decision alleviated resident concern about excessive OHV noise in the Shadow Estates neighborhood. The Forest Service is currently monitoring other OHV routes to determine if there has been an increase in use as a result of the restrictions to Soldiers Pass.



Gate at Soldiers Pass Forest Road

Data Collection

The 2014 report to Council recognized that more information was needed about OHV use in Sedona. The Forest Service started collecting data in 2015 using stationary cameras posted on National Forest roads. Data collection has proven to be more challenging than expected as it requires staff time, equipment, and diligence to collect accurate, complete, and consistent information. The information presented below can be considered snapshots in time based on available data. Unfortunately there are gaps in the data, most of which are due to equipment failure resulting in multiple days of no data, including several holiday weekends with no data. The most complete data which was used for the following charts was collected in 2017 and 2018.

Figure 2 is a comparison of OHV use on Broken Arrow Road and Vultee Road, specifically the average vehicles per day on a weekend (Saturdays and Sundays). These roads are on opposite sides of the city and offer different experiences. The nature of Broken Arrow's challenging terrain is not suitable for all vehicle types, and is more appropriate for experienced drivers. This is likely to influence OHV use, for example the comparison shows that Broken Arrow sees less UTVs and 4x4s than on Vultee Rd.

As the highest use days, Saturdays and Sundays were chosen for the comparison. The time frame of the comparison is limited due to the fact that Vultee Road data was collected for only four months in 2017. The "Tours" category represents guided tour vehicles permitted by the Forest Service, which limits the number per day. "UTVs" includes ATVs, RZR[®]s, and other two to four seat off-road vehicles; and "4x4" are all other vehicles such as Jeeps[®] and SUVs. This data collection method (camera) was unable to distinguish between private or rental vehicles, thus UTVs and 4x4s may be private or rental vehicles. See Appendix 3 for a spreadsheet of the complete data from Broken Arrow and Vultee Road.

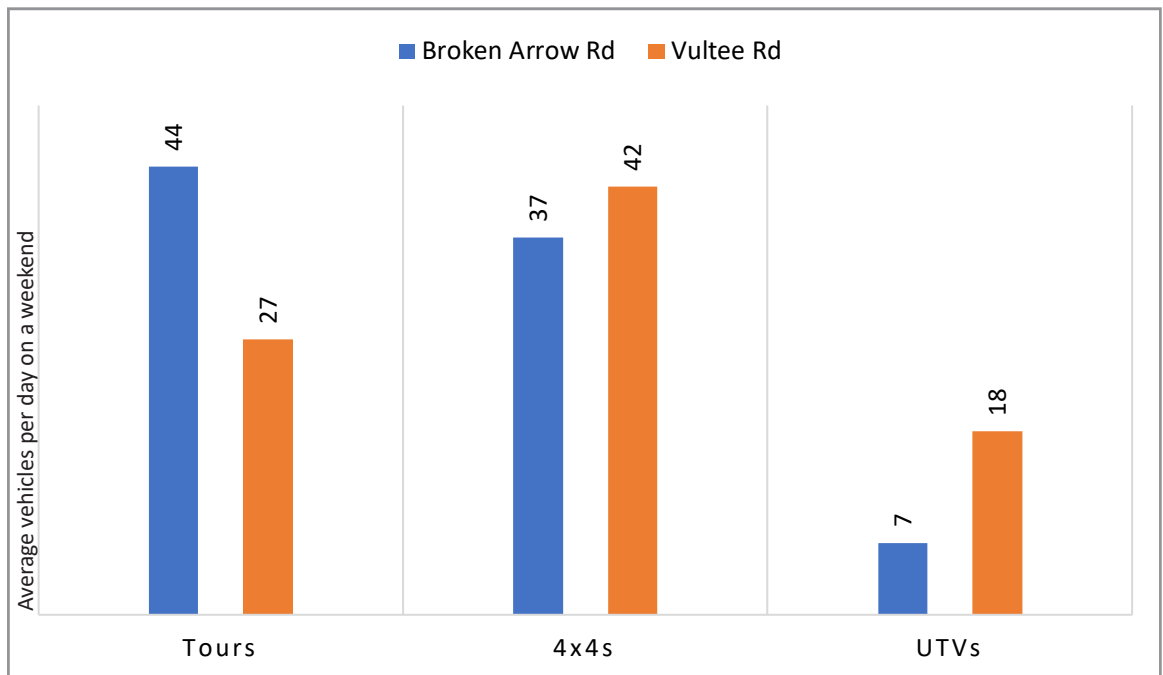


Figure 2. Comparison of OHV Use on Broken Arrow Road and Vultee Road: Average vehicles per day, between July and November 2017.

Broken Arrow Data Collection

Figure 3 shows the proportion of OHVs by type at Broken Arrow. The Tours category represents Pink Adventure Group, the exclusive permittee for Broken Arrow guided Jeep® tours.

Figure 4 addresses an observation that there was an increase in use from 2017 to 2018. In order to make a comparable analysis, this data set was limited to corresponding dates in 2017 and 2018 - between March and September for a total of 145 days. Based on this data there was a 16% increase in OHV use at Broken Arrow from 2017 to 2018.

The pattern of increased use has continued through May of 2019, however there was a significant increase in UTVs during July, August and September of 2018. In comparison, that spike was not seen with other 4x4 vehicles. Data from 2019 will be of interest to see if the spike in UTV use is repeated during those three months.*

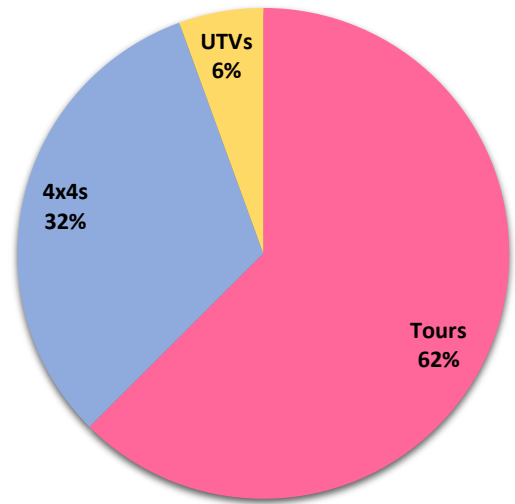
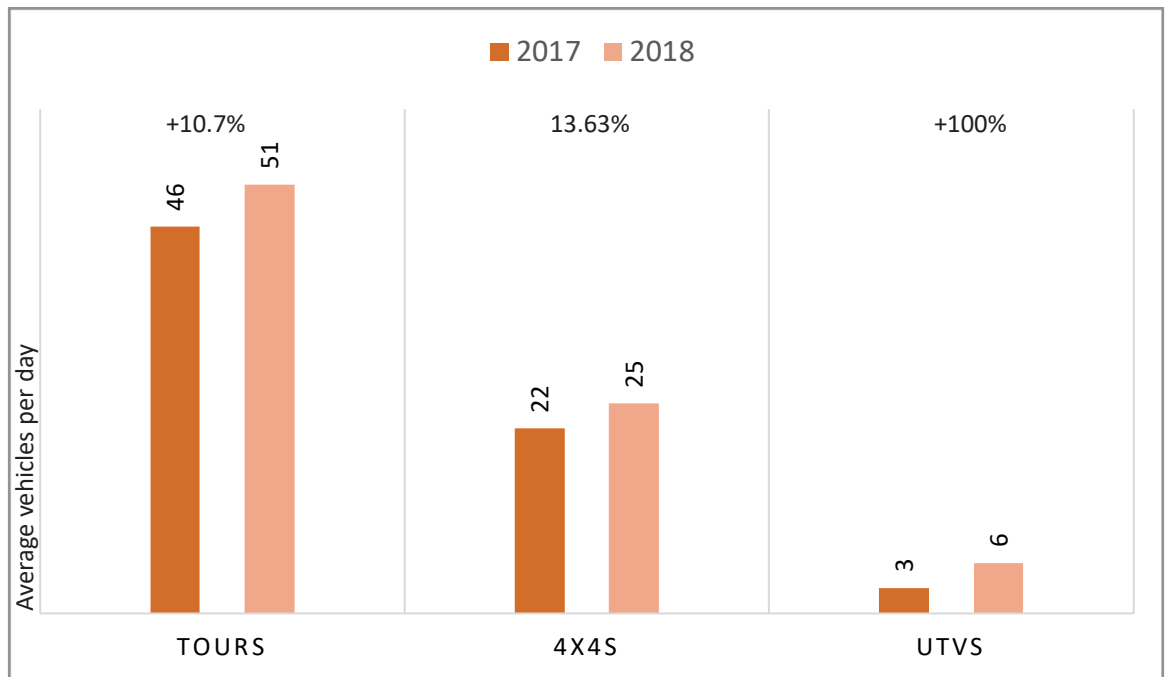


Figure 3. Broken Arrow Use by Type of Vehicle Based on 463 days between March 2017 and September 2018

*See Appendix 4 (page 58) for an updated Figure 4 with 2019 data



*Figure 4. Comparison of 2017 and 2018 Average Vehicles Per Day at Broken Arrow. Based on 145 days between March and September of 2017 and 2018.

Goals

The focus of the Work Group in 2017 and 2018 was to evaluate potential strategies that would address: noise, safety, and natural and cultural resource protection. This report includes an evaluation of how effective each strategy is at addressing these goals.

The primary goal is to find solutions that will reduce the impact of OHV noise on residential neighborhoods. The neighborhoods that are the most affected by the noise are Dry Creek Road, Morgan Road (Broken Arrow subdivision), Schnebly Hill Road, and Soldiers Pass Road.

The following are the specific concerns about noise, safety, and resource protection that have been mentioned over the last four years of Work Group discussions:

Noise

- The sound of engines as well as UTV tires on paved neighborhood streets.
- Multiple OHVs passing by at one time and groups of OHVs.
- People talking loudly, and loud music while driving through neighborhoods.
- OHV noise that can be heard by people on non-motorized trails.

Safety

- UTVs sharing the road with larger vehicles.
- ATVs which do not have seatbelts or roll bars.
- Inexperienced or reckless drivers.
- Speeding on city streets and dirt roads.

Resource Protection

- Natural resource impacts such as driving over vegetation and soil erosion.
- Impacts to cultural resources (archaeological sites or artifacts).
- The impacts of dust on prehistoric rock art.
- Uncontrolled widening of dirt roads.
- Driving off designated roads.
- Air quality impacts from vehicle exhaust and dust.
- The degradation of dirt roads, usually from driving in muddy conditions.
- Black tire marks on the red rocks.

Additional concerns:

- The increasing numbers of OHVs (rental and tour vehicles) contributing to traffic congestion, especially during holidays and the peak seasons.
- Private OHV owners parking trailers and unloading vehicles in inappropriate locations such as shopping center parking lots, trailheads, and neighborhood streets.
- User conflicts where dirt roads and hiking/biking trails intersect.

Proposed Strategies

The strategies that are the focus of this report are the result of a May 2017 Work Group meeting where the group discussed a list of previously suggested ideas to determine which were worth exploring further. The strategies that the group did not select for further discussion are listed in Appendix 1.

Proposed Strategies

The proposed strategies that are evaluated in this report:

1. Education and information
2. Sound regulations
3. Law enforcement
4. Rental vehicles
5. Road restrictions
6. Staging areas
7. Alternative access

Evaluation Criteria

This report evaluates each strategy by addressing the following questions:

- 1) Does the strategy accomplish the goals?
 - a. Reduce noise
 - b. Improve safety
 - c. Protect resources
- 2) Who will this affect?
- 3) What are the obstacles to implementing the strategy?
- 4) What resources would be needed to implement the strategy?

Examples: cost, time, staff, skills, equipment, etc.
- 5) What is the balance of costs versus benefits?
- 6) Based on the evaluation, what is the recommendation?



Broken Arrow FR 179F



Vultee FR 152

Strategy 1 - Education & Information

Education and information is essential to make the public aware of the issues and to bring about changes that can reduce noise, improve safety, and protect resources. To be effective, information should be presented in a variety of formats for a variety of different audiences.

- ✓ 1a. Signs: recommended
- ✓ 1b. Website: recommended
- ✓ 1c. Youth Education Programs: recommended
- ✓ 1d. Public Relations Campaign: recommended
- ✓ 1e. OHV License Information: recommended

It needs to be consistent and clear, especially to compete with other messages aimed towards Sedona visitors. Since the first Work Group began, there have been many suggestions for improved education and information, and some of those ideas are either underway or in the planning stages as part of the grant (see page 10). The Work Group felt this topic was important enough to focus on as there were additional ideas to discuss and others that could be improved or expanded on.

The Work Group meeting on November 15, 2017 was dedicated to education and information ideas. Kim Jackson, Boating and OHV Safety Education Program Manager for the Arizona Game and Fish Department (AZGF) was invited to share her experiences in boating safety with example messages and materials that could be applied to OHVs.

The Forest Service OHV Coordinator, Forrest Saville provided a summary of grant funded projects (as of 2017) that were in progress or planned, some of which will capitalize on the AZGF examples, such as:

- A safety checklist for rental customers modeled after a boating safety version.
- A mobile trailer used for educational programs similar to the AZGF trailer. This could be set up on high traffic roads such as FR 525 during busy weekends where volunteers and staff can talk to OHV users and hand out information.
- The Forest Service map of the FR 525 area will be redesigned with an easier to read map that would be available in print, on-line, or on trailhead kiosks.
- An educational brochure that will be made available to rental customers and the public.
- Signing routes and establishing standardized names for the routes.

SUGGESTED STRATEGIES

1a. Signs

Neighborhood residential areas could have “Quiet Zone” signs such as the example to the right which is on a Forest Road in Yavapai County. The signs should be standardized for uniformity and consistency, including messaging, symbols, and colors. Additional signs have been suggested for the Broken Arrow neighborhood, such as “No Unloading or Parking”.



1b. Website

Improving website information will be addressed as part of the grant, however there were several new suggestions that could be incorporated into that effort. The group felt that a lot of the information about where to go was on social media sites, and in order to compete and catch people’s attention the website needs to be attractive, informative, and accurate with professional quality maps and photos. Detailed, comprehensive maps can be an incentive that could attract people to the website. The new website should be prominent, and with links to as many other websites as possible, including social media. There will need to be research on who should host, design, and maintain the site. One suggestion was to look into partnering with the Chamber of

Strategy 1 - Education & Information continued

Commerce's "Visit Sedona" site.

1c. Youth Educational Programs.

Responsible OHV use could be taught to kids through a youth education program that teaches rules, etiquette, and safety related to OHV recreation. The Arizona Game and Fish Department has a similar program that is presented at schools, youth groups, and special events. Program materials may need to be developed unless materials from existing programs are available. Staff or volunteers could be trained to give the presentations.

1d. Public Relations Campaign

A comprehensive communication and marketing strategy should be developed to advertise a new website and to provide educational information about safe and responsible OHV use. While there are state and national programs, this strategy would be Sedona specific to address our unique issues. This communication strategy could include videos, radio spots, news articles, and print media. The campaign could target the busy seasons and weekends. There would need to be a consistent, professional, and quality message to be most effective. Ideally a professional public relations expert would develop the program. Grant funding could be sought to fund the cost of a consultant and implementation.

1e. OHV License Information

Educational information could be provided to everyone who registers an OHV or renews a license. As this requires changes to the Arizona Department of Transportation Motor Vehicle Division procedures, implementing this strategy could be a challenge. One approach that was suggested is to lobby the Governor, State Highway Safety Office, and other relevant individuals and offices. This would need to be a coordinated effort involving businesses, interest groups, and governmental agencies.

EVALUATION**Does the strategy accomplish the goals to reduce noise, improve safety, and protect resources?**

Each of these strategies will raise awareness and understanding of the issues, which can influence behavior and ultimately result in addressing each of the goals.

Who will this affect?

Improved information and educational efforts has the potential to reach all user groups, and some efforts can target specific users, for example rental companies providing information to customers.

What are the obstacles to implementing the strategy?

There are very few obstacles to implementing 1a-1d other than the availability of staff and funding to complete the projects.

1e. The obstacle to providing information to people registering or renewing an OHV license is the potential difficulty of adding this to the State Motor Vehicle Division's responsibilities and procedures.

What resources would be needed to implement the strategy?

1a. Signs: City staff time to order and install the signs and the cost to purchase the signs (which is a relatively low cost). The time and cost would depend on the number and size of signs.

1b. Website: Staff time and skills to create and/or maintain a website. The website will require a host site, which could be a partnership with an appropriate and willing organization.

Strategy 1 - Education & Information continued

1c. Youth Programs: Staff and/or volunteer availability and skills (training should be provided), and cost of materials.

1d. Public Relations Campaign: If a professional consultant is hired, funding will be needed to hire a consultant, and a grant may be able to cover the cost.

1e. License Information: Dedicated staff and volunteers will be needed to spearhead this effort, preferably those experienced working with state agencies. This could be a partnership effort with the Arizona Game and Fish Department and other agencies and organizations.

What is the balance of costs versus benefits?

With each of these suggestions, the costs are relatively low compared to the far-reaching benefits of providing improved messages through a variety of media.

Based on the evaluation, what is the recommendation?

It is recommended that these projects are pursued as they are low cost, can be completed in a short amount of time, and fit well with efforts already underway or in the planning stages. Additional grant funding could be pursued to cover the costs of these efforts.

Considering existing efforts planned or underway and the resources required, the following is the priority order for implementation:

- 1a. Signs
- 1b. Website
- 1d. Public relations campaign
- 1e. OHV license information
- 1c. Youth educational programs



Arizona Game and Fish Department Mobile Education Trailer

Strategy 2 - Sound Regulations

The most common question from citizens is whether or not UTVs are violating the City’s sound regulations. Upon learning that UTVs are exempt, the most common suggestion has been to change the City’s sound regulation.

❌ 2. City OHV Sound Regulations: not recommended

Glenn Sharshon, Senior Code Enforcement Officer, City of Sedona joined the January 17, 2018 Work Group meeting and provided information on City and state regulations regarding sound, how the regulations are enforced, and how sound is measured, which is summarized below.

City and State Regulations

The relevant City of Sedona ordinance §8.25 of the City Code, “Sound Regulations - Sound Control” and the “Exceptions” (§8.25.090F) exempts “sound from the locomotion of properly muffled motor vehicles on a public right-of-way or residential driveway.” Thus OHVs are exempt from the decibel limits set for other uses in the city, along with airplanes, garbage trucks, etc.

The state statute sets the maximum sound limits for OHVs at 96 decibels (dBa) in § 28-1179, “off-highway vehicle equipment requirements”: A.3. “except when operating on a closed course, either a muffler or other noise dissipative device that prevents sound above ninety-six decibels.”

Another state regulation which is not specific to OHVs, but is relevant to several of the proposed strategies is Senate Bill (S.B.) 1487/§41-194.01. It essentially says that city laws cannot be more restrictive than state laws, and if new city laws are passed that are more restrictive, the state can withhold all state funds. This could be an issue if the City was to set a sound limit for OHVs that is lower than the state limit of 96 decibels.

Measuring Sound

The City has received complaints from residents that OHVs driving through their neighborhoods were exceeding the sound regulations. There are many factors that can influence sound, such as wind speed, temperature, the surroundings, etc. The City’s Code Enforcement Officers are certified in the use of sound meters through a program at Rutgers University. Professional grade sound meters (Quest type I) are used, which are calibrated yearly for accuracy. The procedure for responding to noise complaints is to measure the sound from the complainant's property. The biggest challenge of addressing OHV noise complaints is that by the time an officer arrives the vehicle is usually long gone.

To address the concerns about excessive OHV noise, City staff conducted several sound readings to gather data on OHV noise. The first was conducted in March 2017, stationed at the edge of the following streets: Morgan Road, Canyon Shadows, and Dry Creek. None of the OHVs driving past ever exceeded 96 decibels. All were under 90 decibels, and the range was between 75-85 dBa.

Additional sound readings were conducted in January 2018 with the intent of obtaining data in a worst case scenario - from inside the vehicle. The largest type of rental vehicle offered in the city was chosen, a 2017 4-seat Polaris RZR® 1000. The Sedona Off-Road Center provided the vehicle which was driven by their employee. The City’s Senior Code Enforcement Officer sat in the backseat. While stationary and idling, from 10-feet away the sound reading was 73 dBa. The vehicle was driven down SR 179 to the Broken Arrow Trailhead with the officer sitting in the back seat holding the sound meter two feet from the engine. While driving at various speeds the vehicle sound (measured two feet from the engine) varied from 84-92 dBa. The sound did reach 96-97 dBa once, at maximum speed, full throttle going 40 mph uphill.

Strategy 2 - Sound Regulations continued**SUGGESTED STRATEGY**

The original suggestion was to revise the City Code to remove the exception for OHVs and set a decibel limit for OHVs lower than the state maximum level of 96 dBa. The suggestion did not specify what the new limit should be. Another approach would be to work at the state level to change the state regulation to a level lower than 96 dBa.

EVALUATION**Does the strategy accomplish the goals to reduce noise, improve safety, and protect resources?**

The desired effect of this strategy is to reduce noise levels. How much of an impact will depend on what the new level is set to, and the enforcement of the new regulation. It is possible that if most UTVs were still found to be below the new limit then the new regulation would have little to no change on the amount of noise from UTVs. This strategy would not affect safety or resource protection.

Who will this affect?

This proposed strategy has the potential to affect rental businesses and private owners of UTVs when the vehicles do not meet the revised decibel limit.

What are the obstacles to implementing the strategy?

If the new maximum decibel level is lower than the sound emitted by the average UTV, the obstacle becomes one of enforcement. This will also depend on the user group. Private vehicles driving down the road are a challenge for code enforcement. On the other hand, if rental vehicles were to exceed the new sound limit, they would need to be modified to come into compliance.

The second obstacle is triggering the state's S.B. 1487 by creating a regulation that is more restrictive than the state regulation. If a violation was found to exist, the City would risk losing approximately \$3.9 million in state shared revenue. Another obstacle could come from OHV advocacy groups (national, state, and regional groups), local businesses, and manufacturers that may be opposed to the change.

What resources would be needed to implement the strategy?

Further study by a professional consultant would be necessary to determine what would be an optimal limit other than 96 decibels, and how it could be enforced. There would be a cost to hiring the consultant. In addition, time would be needed to complete the study and develop procedures necessary to establish and implement a new ordinance.

What is the balance of costs versus benefits?

The obstacles pose significant challenges, especially the potential for the City to lose state shared revenue. The benefits are questionable as to how much or if a new regulation would reduce noise, thus the costs seem to outweigh the benefits.

Based on the evaluation, what is the recommendation?

This strategy is not recommended.

Strategy 3 - Law Enforcement

Increasing the presence of law enforcement has been suggested as one way to address the community's concerns with UTVs on city streets, specifically noise and speeding. The City of Sedona Chief of Police at the time, David McGill was invited to the February 21, 2018 Work Group meeting to discuss possible strategies related to law enforcement in the city.

- 3a. Checkpoints: recommended
- 3b. Speed Deterrents: recommended
- 3c. Lower Speed Limits: not recommended

SUGGESTED STRATEGIES

3a. Checkpoints

One suggestion is to increase law enforcement presence with checkpoints on busy weekends. Checkpoints are where an officer is stationed on the road and stops vehicles to check for safety (such as helmets on those under 18 in a UTV) and hand out educational information. The City Police Department did this in 2015, and also counted the number of OHVs. As a result of the relatively low number of contacts made, it was questionable as to whether this was a valuable use of an officers time. Rather than use police officers, an alternative could be to train civilian employees such as Community Service Aids and/or volunteers to staff the checkpoints during peak seasons.

3b. Speed Deterrents

To address OHVs speeding on residential streets, there were two suggestions: place an unmanned squad car in the residential neighborhoods, and speed trailers that display a vehicle's speed placed on streets where there is a concern about speeding, such as Dry Creek Road. These strategies could reduce speeding which could then reduce noise and improve safety. On several occasions since it was suggested, an unmanned squad car has been placed on Morgan Road and a speed trailer placed on Dry Creek Road. This effort was met with positive feedback from residents.

3c. Lower Speed Limits

One suggestion was to lower the speed limit for UTVs only, especially on the city's northern portion of Dry Creek Road where the speed limit is currently 35 mph. Again, the intent is to decrease noise and improve safety, however it is likely to be a safety problem if OHVs are driving at a slower speed than other cars. The safety concern is the potential conflict of UTVs using the same travel lane as passenger vehicles that would be driving at a higher speed.

One drawback of lowering the speed limit is that it may lengthen the duration of noise as the vehicles drive through the residential area at a lower speed, while having a negligible change in decibel volume.

Another suggestion was to lower the speed limit on Morgan Road which is currently 25 mph. Unlike Dry Creek Road, Morgan Road is a narrow residential street with large trees on each side which seems to already inhibit speeding. Lowering the speed limit is not likely to have much of an impact, especially when vehicles rarely drive above 25 mph on Morgan Road.

Strategy 3 - Law Enforcement continued**EVALUATION**

Strategies 3a Checkpoints and 3b Speed Deterrents have been used in the past, and it is recommended that these strategies continue as needed.

The following is an evaluation of the proposed strategy 3c. Lower Speed Limits.

Does the strategy accomplish the goals to reduce noise, improve safety, and protect resources?

Lowering speed limits could result in a slight reduction in noise from UTVs, although it would also extend the duration of noise as it takes longer for the vehicle to pass through the neighborhood.

In April of 2018 the City's Police Department monitored UTV traffic on Dry Creek Road and the results were consistent with past records - there are very few UTVs that exceed the speed limit. Figure 3.1 on the following page summarizes the data. While monitoring was also attempted on Morgan Road and Soldiers Pass Road, there were not enough vehicles to justify the effort.

Who will this affect?

These proposed strategies are focused primarily on UTVs and would affect both rental customers and private owners of UTVs. A lower speed limit would also affect the other drivers on the road that would need to drive at a lower speed when behind a UTV.

What are the obstacles to implementing the strategy?

Lowering speed limits could result in opposition from residents and others that regularly use the roads. The safety of the UTV driver is also a concern on a road where other larger vehicles are traveling faster, resulting in potential conflicts and safety concerns.

What resources would be needed to implement the strategy?

Relatively few resources would be needed to implement this strategy. Once implemented, additional time for officers to monitor and enforce this may be necessary.

What is the balance of costs versus benefits?

The safety cost of a different speed limit for UTVs outweighs the benefits gained by lowering the speed limit.

Based on the evaluation, what is the recommendation?

Lowering speed limits is not recommended because the benefit of reducing UTV noise is not significant enough to justify the change, and due to the safety concerns. It is recommended that strategies 3a. Checkpoints, and 3b. Speed Deterrents are continued as needed.



Figure 3.1: Infographic summarizing results of Police Department monitoring of UTVs on Dry Creek Rd. in April 2018

Strategy 4 - Rental Vehicles

Rental UTVs was the topic of discussion at the January 17, 2018 meeting, with information provided by Dave Swartwout, Arizona Safari Jeep Tours, and Jimmy Custer, Sedona ATV & Buggy Rentals. Background information was provided on electric UTVs, and some of the changes to rental business operations. Some of the changes may seem small, but cumulatively could make an impact on addressing the goals of reducing noise, improving safety, and protecting resources.

- 4a. Newer, Quieter Vehicles: recommended
- 4b. Improved Equipment: recommended
- 4c. Modified Mufflers: not recommended
- 4d. Electric Vehicles: recommended

SUGGESTED STRATEGIES

4a. Newer, Quieter Vehicles

As UTVs are becoming an increasingly popular type of vehicle, the competition among manufacturers appears to be resulting in improvements with each new model. This includes reducing vehicle noise which can improve the user experience and alleviate complaints about OHVs. As of 2018, the largest rental company in the city was transitioning to a lease program with the manufacturer. The advantage to this approach is that the vehicles are replaced more frequently with new, improved, and quieter vehicles which also reduces maintenance costs over the long-term.

4b. Improved Equipment

Rental businesses can improve vehicle equipment to better address the goals, such as replacing stock tires, which is a relatively simple change that can help reduce UTV noise on pavement. The primary UTV rental business in Sedona is replacing the tires as well as installing new GPS systems on the rental vehicles. The GPS can help monitor the location of rental vehicles for improved safety and enforcement, as well as provide maps and directional information to customers while on the road.

Some rental businesses have also added governors or speed limiting devices. Those are set to a maximum of 40 mph, which coincides with the maximum speed limit on city streets. Any lower could be considered a safety hazard if the OHV was slower than other vehicles on the road.

4c. Modified Mufflers

Rental businesses could modify or replace mufflers to create less noise, which was tried by a previous business owner. The practice was discontinued as it was considered unsustainable due to the cost of staff time and specialized skills required to install the equipment, and the cost of installation every time a vehicle is replaced. There was also a question as to whether the decrease in noise was sufficient enough to justify the cost.

4d. Electric Vehicles

Electric UTVs, like electric cars are very quiet, which could solve the issue of noise - at least for rental vehicles. Electric UTVs are available however there are several challenges for businesses to offer only electric vehicles. Safety is a concern because a vehicle battery could run out of power and leave people stranded, in some cases far from the city. Another concern is that some electric vehicles may not have enough power to drive up and over the hills and rocky terrain of Sedona's National Forest roads. An important concern to business owners is that electric vehicles are much more expensive than standard vehicles. All of these concerns may be addressed over time, as the technology improves. In the meantime, one of the businesses is considering testing an electric vehicle.

Strategy 4 - Rental Vehicles continued**EVALUATION**

Strategies 4a. Newer, Quieter Vehicles and 4b. Improved Equipment are either underway or in the planning stages. It is recommended that businesses continue these efforts. The following is an evaluation of 4c. Modified Mufflers, and 4d. Electric Vehicles. With both suggestions there are two options for implementation: 1) rental businesses voluntarily implement the strategies, or 2) they are required by City regulation. If the actions are required, a new City regulation would need to be enacted, along with the staff resources to implement and enforce the new requirement.

Does the strategy accomplish the goals to reduce noise, improve safety, and protect resources?

4c. Modified mufflers will reduce noise, however the amount will vary depending on various factors such as the engine and type of modification.

4d. Electric vehicles will eliminate the noise from rental vehicles.

Neither strategy will have any impact on improving safety or protecting resources.

Who will this affect?

These strategies would affect UTV rental businesses and their customers. Residents could benefit if the strategy reduces noise levels.

What are the obstacles to implementing the strategy?

4c. The primary obstacle to modified mufflers is the cost to install. Another consideration is that it may not be possible to modify the mufflers if businesses are leasing the vehicles.

4d. The obstacle for electric vehicles is that technology is not yet advanced enough to make it a reasonable option for businesses. Battery life, power, and cost are the concerns with the current choices in electric vehicles. At this point in time, there is a difference in price between conventional and electric vehicles, from an additional \$3,000 or an additional \$14,000 for vehicles with a lithium-ion battery. Further research would be needed to determine if it is possible to lease electric vehicles.

What resources would be needed to implement the strategy?

Businesses would have additional expenses to purchase or lease electric vehicles. Modified mufflers would be a lesser expense.

What is the balance of costs versus benefits?

4c. Modified mufflers: further research would be needed to determine the balance of costs and benefits. Left to the businesses as a voluntary option, the fact that it is no longer being done implies that the businesses feel that the costs outweigh the benefits.

4d. If and when the technology of electric vehicles is sufficient to meet the needs, the benefits outweigh the costs, especially when this is likely to have the most significant impact on vehicle noise. At this point, the costs and challenges of existing electric vehicles exceed the benefits.

Based on the evaluation, what is the recommendation?

It is recommended that businesses that rent UTVs voluntarily transition to electric vehicles when the technology and cost of electric vehicles makes it a reasonable option. The other suggestions are recommended as voluntary measures, including those now underway. If, after trying this approach, it is determined to be unsuccessful, a more regulatory approach should be explored.

Strategy 5 - Road Restrictions

Reducing the amount of OHV traffic through residential neighborhoods is the intent of the following suggestions, which either address restricting or limiting OHV use on city streets or National Forest roads. This was the focus of the March 2018 Work Group meeting, with background information provided by Robert Pickels, Attorney, City of Sedona; Judy Adams, Land Use Specialist, Forest Service; and Julie Rowe, Recreation Special Uses Program Manager, Forest Service. Since the focus of this meeting was road restrictions, the Forest Service clarified the fact that the Forest Service holds legal access rights on Morgan Road that ensures public access to the National Forest and predates the residential subdivision.

- ☒ 5a. Prohibit UTVs on City Streets: not recommended
- ☒ 5b. Restrict Use on Broken Arrow: not recommended

SUGGESTED STRATEGIES

5a. Prohibit UTVs on City Streets

The suggestion is to establish a new City regulation that would prohibit the use of UTVs on city streets. There are four city streets now used for OHVs to access the National Forest, and all go through residential neighborhoods:

- Dry Creek Road
- Schnebly Hill Road
- Morgan Road
- Soldiers Pass Road

The restriction could apply to these city streets only or all streets under the City’s jurisdiction. This would not affect SR 89A and SR 179 which are under state jurisdiction.

5b. Restrict Use of Broken Arrow Forest Road

The Broken Arrow neighborhood residents are concerned about the number of OHVs on Morgan Rd. and UTVs in particular due to the noise. Neighborhood representatives have suggested that the Forest Service enact restrictions for Broken Arrow similar to what was put in place at the Soldiers Pass Forest Road in 2017.

In the case of Soldiers Pass, the Forest Service undertook a study (see page 11) due to concerns that motorized use of the road had exceeded the desired level set by the “Land and Resource Management Plan for the Coconino National Forest” (Forest Plan). The outcome of the study was a new permit system that limited the number of

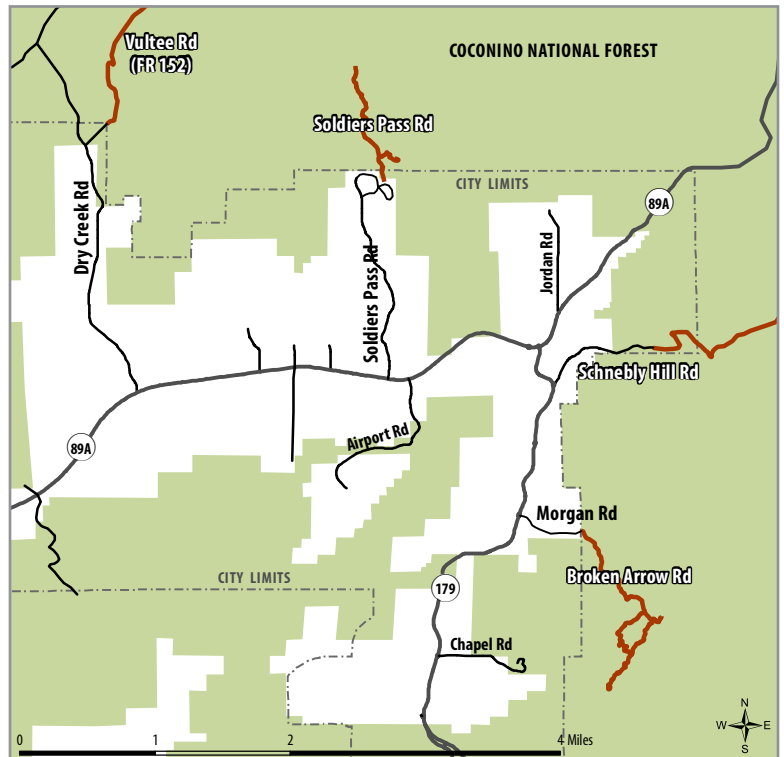


Figure 5.1: National Forest roads accessible from the City

Strategy 5 - Road Restrictions continued

vehicles per day, requiring the public to obtain a permit to drive the Forest Road. The Forest Plan has set a higher level for vehicle encounters with other recreational users at Broken Arrow, and those levels have yet to be exceeded. The Forest Service is monitoring the level of use at Broken Arrow to determine if and when capacity has been reached. If it is found to be out of compliance with the Forest Plan, a similar study may be undertaken to evaluate the use and impacts and determine alternative management approaches.

EVALUATION**Does the strategy accomplish the goals to reduce noise, improve safety, and protect resources?****5a. Prohibition on City Streets.**

- **Noise:** This would eliminate the noise of UTVs in neighborhoods, however use (and noise) would continue on the state highways, and there are some residential areas along the highways. If UTVs had to be trailered to the National Forest, there could also be noise and traffic from the vehicles towing the trailers.
- **Safety:** Safety is unlikely to improve since UTVs would continue to use the state highways which have a higher speed limit than neighborhood streets.
- **Resource Protection:** No effect.

5b. Broken Arrow Restrictions.

Reducing the number of vehicles on the Broken Arrow Forest Road is likely to reduce noise and may reduce the impacts. How much will depend on the level of restrictions (number of vehicles per day).

- **Noise:** Reducing noise will be dependent on the number of vehicles per day.
- **Safety:** Unlikely to affect safety.
- **Resource Protection:** Will depend on the number of vehicles per day.

Who will this affect?**5a. Prohibition on City Streets**

- **OHV Users:** UTVs only, both private owners and rental companies
- **Residents:** Neighborhoods along the following streets would benefit: Dry Creek Road, Schnebly Hill Road, Morgan Road, and Soldiers Pass Road.

5b. Broken Arrow Restrictions.

- **OHV Users:** All user groups and vehicle types that visit Broken Arrow.
- **Residents:** Morgan Road/Broken Arrow neighborhood residents would see a decrease in noise and traffic. The Schnebly Hill Road and Dry Creek Road neighborhoods may see an increase in traffic from the displaced vehicles.

What are the obstacles to implementing the strategy?**5a. Prohibition on City Streets**

The most significant obstacle is that a new city regulation prohibiting UTV use on city streets would be contrary to state regulations which could trigger a violation of S.B. 1487/A.R.S. 41-194.01 which states that a city cannot enact laws more restrictive than the state without risking a loss of state shared revenues.

The alternative to driving on city streets is to trailer vehicles to the National Forest, which raises two additional obstacles:

Strategy 5 - Road Restrictions continued

1) There is little to no parking or unloading space on many National Forest roads. New or expanded trailheads may need to be built to accommodate trailers (requiring NEPA).

2) The Forest Service requires businesses to have a permit to trailer vehicles to the National Forest, and would need to consider increasing the number of permits available as there are no additional permits of this type available. UTV rental businesses may no longer be viable if permits were not available to trailer vehicles and customers were unable to drive them to the National Forest.

5b. Broken Arrow Restrictions

The Forest Service does not plan to undertake a study on potential restrictions unless use has exceeded the Forest Plan's expectations. One of the obstacles to restricting use on Broken Arrow could be opposition expected from OHV advocacy and user groups at the state, regional, and national levels. This is a well-known and popular destination, which is perpetuated by the internet and social media.

What resources would be needed to implement the strategy?

5a. Prohibiting UTV use on city streets would require the following city resources: 1) staff time to establish the ordinance, staff time and funding to purchase and install signs, staff time to enforce the changes, and staff time to provide public information about the change.

5c. Broken Arrow Restrictions would require the necessary resources for the Forest Service to complete a study and implement the restrictions (see costs below).

What is the balance of costs versus benefits?

5a. Prohibition on City Streets. The benefits are eliminating UTV noise and traffic on certain city streets. The costs are the risk of the city losing state funding (approximately \$3.9 million annually). There would also be costs to local businesses. UTVs would continue to use W. SR 89A and SR 179, so it would not eliminate them from driving through the city. The costs exceed the benefits gained from this strategy.

5b. Broken Arrow Restrictions. The benefits are reduced noise and traffic on Morgan Road. The Forest Service would be required to complete a NEPA study, which can take one to five years and cost \$50,000 to \$100,000. There may also be costs to implement the restrictions, such as staff time, signs, gates, etc. Another consideration is the potential impacts to other neighborhoods that could see increased traffic from the displaced vehicles. There is also no guarantee that the NEPA study would result in the desired outcome of restricting vehicle use. At this time, the costs outweigh the benefits.

Based on the evaluation, what is the recommendation?

5a. Prohibition on City Streets. This is not recommended based on the obstacles listed above.

5b. Broken Arrow Restrictions. This is not recommended at this time, however if the Forest Service determines that use exceeds capacity, it is recommended that the Forest Service undertake a study to evaluate alternatives. The Work Group representatives from the Broken Arrow HOA did not agree with this recommendation and believe, despite the reasons listed above, that both of these strategies should be pursued because the benefits to the neighborhood outweigh any trade-offs.

*See Appendix 2
for details on the
NEPA process*

Strategy 6 - Staging Areas

There were two types of staging areas discussed at the April and May 2018 Work Group meetings. An OHV staging area could be a simple trailhead parking lot or a fully developed facility with commercial services. The value of a staging area would vary depending on the location and what is offered, but the primary intent is to divert OHV use away from neighborhoods.

- 6a. Trailhead: recommended
- 6b. Commercial Staging Area: not recommended

There are currently no OHV-specific trailheads. The largest parking area used by private OHV owners is west of the city on FR 525 where OHV trailers are parked in a cleared area just north of SR 89A. In Sedona, people have also been known to park and unload their trailers in shopping center parking lots or along neighborhood streets such as Morgan Road.

SUGGESTED STRATEGIES

6a. OHV Trailhead

An improved OHV trailhead has been proposed for FR 525 near the intersection with SR 89A with sufficient space to accommodate a large number of OHV trailers. A new trailhead could include kiosks with maps and educational information about OHV safety and etiquette, and possibly restrooms.

6b. Commercial Staging Area

The intent of this strategy is to provide an alternate location for UTV rental operations that would alleviate the need for customers to drive UTVs in the city. In addition to parking areas for business use, this could also provide trailer parking for private owners. There were two suggested locations: 1) FR 525/SR 89A, or 2) the City Wastewater Treatment property. A staging area on FR 525 would be on the National Forest and use the established road that leads to many popular OHV routes. The Wastewater Treatment land is City property, and would require building a new road connection to FR 525 as well as the construction of new facilities.

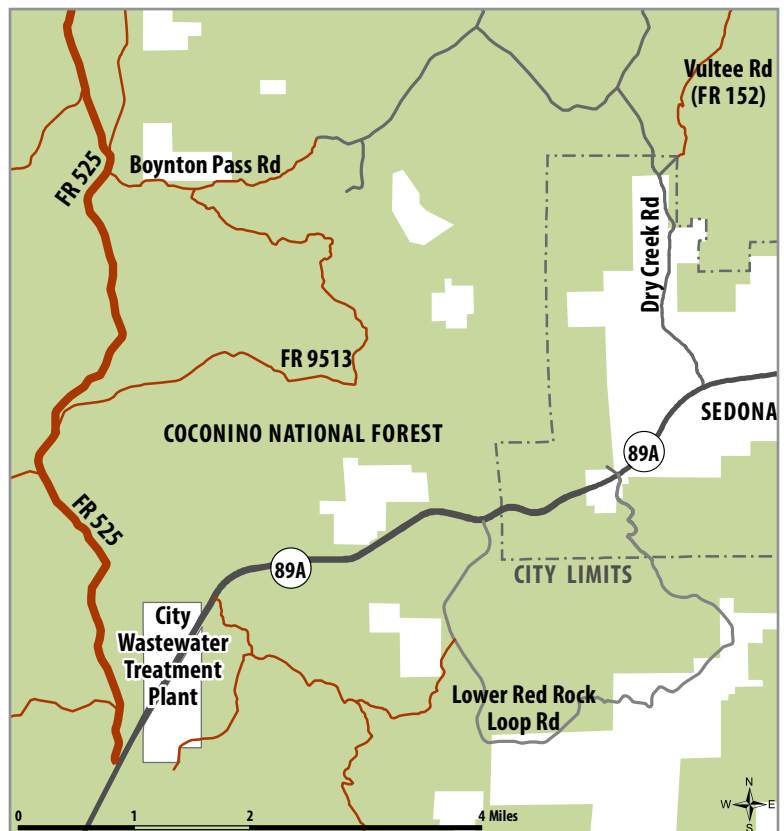


Figure 6.1. Forest Road 525, City Wastewater Treatment Plant property, and proximity to city limits.

Strategy 6 - Staging Areas continued

EVALUATION**Does the strategy accomplish the goals to reduce noise, improve safety, and protect resources?**

6a. Trailhead:

Noise - If the trailhead attracted private owners and reduced the number of OHVs driving through the city, there would be a reduction in noise. It is unknown how many vehicles this would divert. Additionally, it would not necessarily prevent the same owners from also visiting other locations such as Schnebly Hill Road and Broken Arrow.

Safety - With direct access to the FR 525 network, this would reduce the safety issues associated with driving UTVs on paved roads.

Resource Protection - A new established parking area would reduce resource impacts as opposed to the damage that occurs when vehicles park off of the road in natural areas due to a lack of parking areas.

6b. Commercial Staging Area:

This would accomplish the goals only if all rental operations were to relocate to this location and customers no longer drove UTVs in the city. If the existing rental companies were to use this as an additional, new location the results would vary depending on the ratio of use between this and the city locations.

One potential drawback would be if this was considered an opportunity for business expansion, or an invitation for new businesses. If that was the case, it would only increase the amount of OHV use and not accomplish the desired goals. The group speculated that if an existing business did relocate to a new staging area, it is possible that another company would seize the opportunity of filling the void left behind, only to increase OHV use.

Who will this affect?

6a. Trailhead:

OHV Users - Private owners, all vehicle types.

Residents - Depending on the level of use of a new trailhead on FR 525, all neighborhoods could see a decrease in the number of private UTVs.

6b. Commercial Staging Area:

OHV Users - This would impact rental companies if they choose to utilize it. Private owners would be affected if they chose to park at the new staging area.

Residents - Due to the location west of Sedona, it is more likely to affect Dry Creek Road neighborhoods. A decrease in traffic/noise would depend on how many vehicles use the new staging area instead of Dry Creek Road.

What are the obstacles to implementing the strategy?

6a. Trailhead:

The obstacles are the current lack of funding to plan and build a new, improved trailhead. The complexity (and cost) of the NEPA process would depend on the location and design.

*See Appendix 2
for details on the
NEPA process*

Strategy 6 - Staging Areas continued**6b. Commercial Staging Area:**

If the staging area is on the National Forest, the major obstacle is the cost of planning, design and construction, which would be dependent on the outcome of the NEPA process. The obstacles if located on the City's property are the competing uses for the land, which is either already in use or planned for use by the Wastewater Department.

What resources would be needed to implement the strategy?**6a. Trailhead:**

Building a new trailhead will take time to complete the NEPA process, and will require funding for construction. It may be possible to apply for a State OHV Grant to help fund construction.

6b. Commercial Staging Area:

Due to the increased complexity and additional facilities, the cost would be higher than a trailhead. The costs would vary depending on the design and operations. If located on City property the most important resource would be the City land, which is currently dedicated to wastewater operations. Construction of a road from the city property to FR 525 would also require NEPA, which would be an added cost.

What is the balance of costs versus benefits?**6a. Trailhead:**

The benefits of a new and improved trailhead are believed to outweigh the costs.

6b. Commercial Staging Area:

The costs are believed to outweigh the benefits. The main concern is whether or not it would be used by the rental companies, and if it would be used instead of or in addition to current operations. There would be no benefit if it was not used, and a risk that it could actually increase the number of rental vehicles.

Based on the evaluation, what is the recommendation?**6a. Trailhead:**

This is recommended, especially if State OHV Grant funding was available to defray costs.

6b. Commercial Staging Area:

This is not recommended because there are too many unknown variables. This could be a very costly endeavor with no guarantee as to whether or not it would be utilized by rental companies or to what extent. There is also a concern that it could become a popular destination that actually attracts even more OHV use to Sedona.

Strategy 7 - Alternative Access

The April 2018 Work Group meeting addressed two ideas for creating new routes into the National Forest. These were suggested as solutions that could either remove or reduce traffic on neighborhood streets.

- ☒ 7a. New Girdner Road: not recommended
- ☒ 7b. New Chicken Point Road: not recommended

SUGGESTED STRATEGIES

7a. New National Forest Road: Girdner

The suggestion is to build a new road in the National Forest from the Girdner Pit (north of the old Cultural Park) to existing National Forest roads north of Dry Creek. The Girdner Pit is a Forest Service materials storage area (gravel pit) and the road, which ends at the gravel pit is for administrative access only. While the road is not open to public motorized vehicles, it is used by hikers and mountain bikers.

The intent of this suggestion was to provide an alternative to Dry Creek Road in order to reduce UTV traffic and noise impacts on the Dry Creek Road neighborhoods. Currently, access to the FR 525 network and the Honanki and Palatki heritage sites is either from Dry Creek Road to Boynton Canyon Road, or W. SR 89A to FR 525. The highway is not a viable or safe option for UTVs because of the 65 mph speed limit.

Known as the Western Gateway, the area is slated for an expanded non-motorized trail system which is expected to be complete in 2019. The project also proposes a new, larger hub trailhead to replace the existing trailhead now located at the end of the old Cultural Park Road.

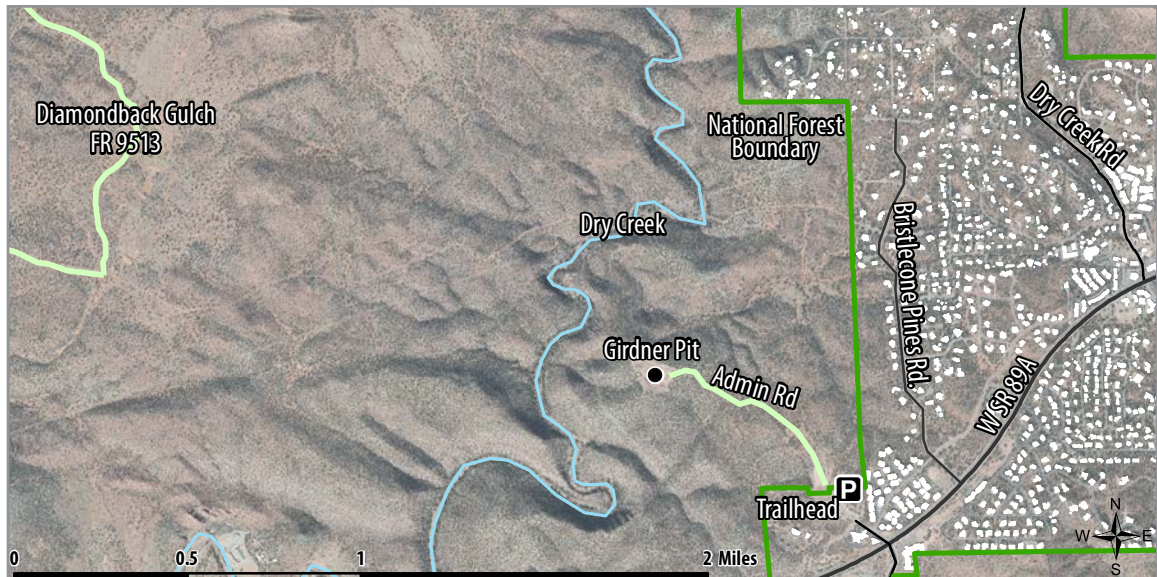
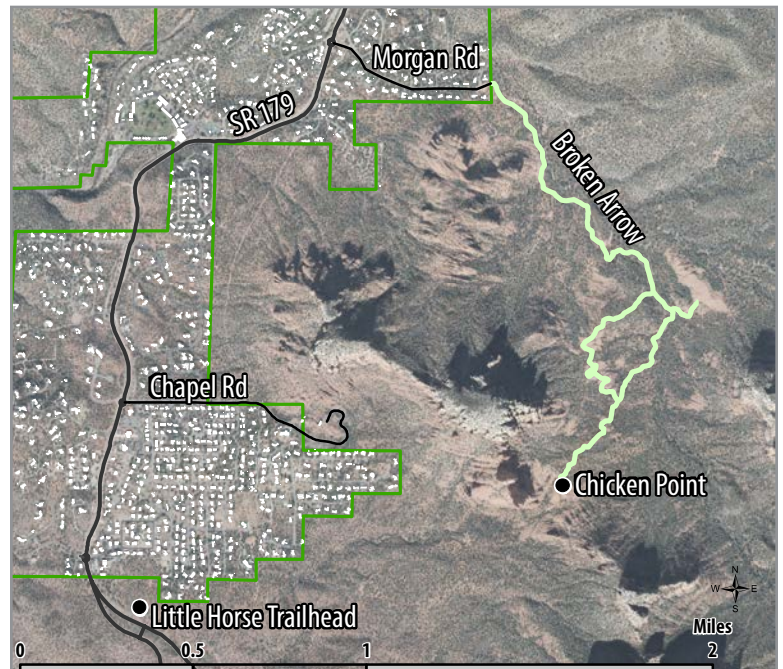


Figure 7.1: The Girdner Pit and Dry Creek.

Strategy 7 - Alternative Access continued

7b. New National Forest Road: Chicken Point

This suggestion proposes to build a new road on the National Forest from SR 179 near Little Horse Trailhead to Chicken Point/Broken Arrow. Originally, the idea was to replace the Morgan Road access to the National Forest with this new route in order to eliminate OHVs from the Broken Arrow neighborhood. As discussed in Strategy 6, closing National Forest access from Morgan Road is not feasible, thus the evaluation of this strategy will only address the addition of a new road to Chicken Point.



Currently, the only vehicular access to Broken Arrow is from Morgan Road. Figure 7.2: Broken Arrow, Chicken Point, and residential neighborhoods.

The Broken Arrow 4x4 road ends at Chicken Point, which is a cliff-top saddle between two mountains. Chicken Point is a popular destination for hikers, mountain bikers, and OHVs that culminates with dramatic views into two scenic valleys.

EVALUATION

Does the strategy accomplish the goals to reduce noise, improve safety, and protect resources?

7a. Girdner Road:

Noise - The new route could reduce noise on Dry Creek Road, but would not eliminate it. OHVs will continue to use Dry Creek Road to access the Vultee Road, and Boynton Canyon Road which is a more scenic option than a route from the Girdner Pit.

A new Girdner Road would introduce OHV noise to new neighborhoods along the highway as well as the nearby Bristlecone Pines neighborhood and Sedona Summit Resort. The location of a new road through a popular and growing recreation area would also impact trail users (hikers, mountain bikers, and equestrians). Thus, any reduction in noise on Dry Creek Road will be an increase in noise for other neighborhoods.

Safety - Depending on the design of the trail through steep terrain, there is the potential for safety hazards on what could be a technically challenging and more advanced route. Another safety concern is the potential use of a gas pipeline road.

Resource Protection - This would create significant new impacts on natural resources and potentially cultural resources. A new road from the vicinity of the Girdner Pit would require crossing Dry Creek where it transitions to a canyon with steep hillsides and cliffs on each side. Although it is an intermittent creek that is often dry, Dry Creek does see significant flows after storms and winter snow melt. The corridor along the creek is a riparian area that provides valuable wildlife habitat

Strategy 7 - Alternative Access continued

characterized by the diversity of vegetation and large trees.

Due to the terrain, it is not entirely clear where or how a new road would be designed and constructed, but regardless of the exact route there would be significant impacts from the construction by clearing a route, cutting into hillsides, removing vegetation and wildlife habitat, and introducing vehicles and potential pollutants to the Dry Creek riparian area.

7b. Chicken Point Road:

Noise - While noise may decrease in one neighborhood, it would increase in others. Getting from town to a new Chicken Point road would require driving an additional 2 miles on the highway past residential neighborhoods. The new road would be located south of the Chapel neighborhood, where the valley and surrounding mountains could further amplify the sound. The sound would then be heard by approximately 350 houses in the Chapel neighborhood as opposed to about 50 homes in the Broken Arrow neighborhood. Sound from OHVs on the new road is also likely to be heard at the Chapel of the Holy Cross, a city and national historic landmark located less than a mile from Chicken Point.

Safety - If an OHV route through Chicken Point is feasible, the challenging terrain could pose safety hazards to OHV drivers and passengers, as well as hikers and mountain bikers that would be sharing the same route.

Resource Protection - Construction of a new road through a natural area will have significant impacts to natural resources and potentially cultural resources. The new road could have significant impacts on the viewshed from SR 179, a National Scenic Byway. It may also result in additional noise, dust, and erosion.

Who will this affect?**7a. Girdner Road:**

OHV Use - The new road is likely to be open to all user groups (private, rental, and guided tours) and all vehicle types.

Residents - Dry Creek *may* see a reduction in OHV traffic, however Bristlecone Pines, Sedona Summit, and neighborhoods on the highway would see an increase in OHV noise and traffic.

Trail Users - Hikers, mountain bikers, and equestrians use the existing trails, as well as the planned expansion of the Western Gateway trail system which is expected to increase the number of trail users in the area. A motorized road through the center of this trail system would alter the non-motorized experience and introduce potential conflicts with motorized vehicles where there would be intersecting routes and possibly shared routes.

7b. Chicken Point Road:

OHV Use - The new road is likely to be open to all user groups (private, rental, and guided tours) and all vehicle types.

Residents - The Broken Arrow neighborhoods *may* see a reduction in OHV traffic. The new road would introduce OHV noise and traffic to the SR 179 and Chapel neighborhoods.

Trail Users - Hikers, mountain bikers, and equestrians in both areas would be impacted by additional

Strategy 7 - Alternative Access continued

noise and traffic on or near the non-motorized trail system.

What are the obstacles to implementing the strategy?

There are three significant obstacles that apply to both of the suggested strategies:

- 1) The challenging topography and need to build a new road through steep terrain.
- 2) The natural resource impacts of building a new road through natural areas, especially Dry Creek and its associated riparian habitat.
- 3) The potential opposition from those unaccustomed to OHV use in these areas - adjacent residential neighborhoods as well as the non-motorized trail users.

What resources would be needed to implement the strategy?

The cost and staff time to 1) complete the NEPA planning process, 2) design, 3) construction, and 4) maintenance of new roads. Due to the challenges and complexities of both planning and construction, the costs are expected to be significantly higher than other proposed strategies.

What is the balance of costs versus benefits?

The costs exceed the benefits for both suggestions. There are considerable challenges to the planning and construction of new roads on the National Forest, and the benefits gained by one neighborhood simply result in new impacts to another.

Based on the evaluation, what is the recommendation?

Neither of the proposed new roads are recommended.

Summary & Next Steps

The Work Group knew going into the process that a single solution was unlikely. After talking about all of the strategies, hearing from experts, and conceding on perhaps their personal “in a perfect world” opinions, members of the Work Group see the recommended actions as a holistic approach to managing OHV issues in Sedona.

The group immediately saw the need for more education, which is an area that the grant has targeted and will continue to target until its completion. There are still many opportunities to improve education on OHV use, either in conjunction with the current grant, in addition to the grant, or as part of a future grant application. This includes signs in the neighborhoods informing drivers of the expectations, a better map for businesses to hand out, and better dissemination of information - from the rental counter to websites for people planning their visit to Sedona.

Second, the group agreed that a more strategic law enforcement approach would help set the tone in the community. This includes moving the speed trailer to different neighborhoods throughout the year, placing an unmanned police vehicle on neighborhood streets when needed, and conducting OHV checkpoints during busy weekends.

Third, the group sees value in the creation of an OHV trailhead/staging area near the intersection of FR 525 and the W. SR 89A, with adequate trailer parking and informative maps and kiosks that could incentivize people to start outside of town, potentially minimizing OHV trips in town, especially on Dry Creek Road.

And lastly, while out of our hands, the group believes that if and when the transition to electric vehicles occurs, this will solve the majority of the issue by nullifying the sound complaints. In the meantime, the businesses are fully aware of the concerns and improvements continue to be made with the rental vehicles and operations.

Not one of these strategies solves the problem on its own, but combined, they will make a significant impact on OHV noise, safety, and resource protection, helping to regain the balance between resident quality of life and OHV recreation.

NEXT STEPS

This report will be provided to City Council and the Coconino National Forest District Ranger. It will also be made available on the City of Sedona website (www.sedonaz.gov). Some of the proposed strategies are underway and will continue (education and information), some will occur periodically (speed deterrents, checkpoints), and some will require future planning, design, and funding (such as a new FR 525 trailhead). It is recommended that following completion of the State Parks grant, another grant application should be submitted to implement many of the strategies recommended in this report.

The Work Group has completed its task yet will continue to be available in an advisory and support role during completion of the grant projects. The group will also be kept up-to-date on projects and any new developments, and can be reconvened as needed.

SUMMARY OF STRATEGIES

<u>Suggested Strategies</u>	<u>Recommendation</u>	
	<u>Yes</u>	<u>No</u>
1. Education & Information		
1a. Signs	✓	
1b. Website	✓	
1c. Youth Educational Programs	✓	
1d. Public Relations Campaign	✓	
1e. OHV License Information	✓	
2. Sound Regulations		✓
3. Law Enforcement		
3a. Checkpoints	✓	
3b. Speed Deterrents	✓	
3c. Lower Speed Limits		✓
4. Rental Vehicles		
4a. Newer, Quieter Vehicles	✓	
4b. Improved Equipment	✓	
4c. Modified Mufflers		✓
4d. Electric Vehicles	✓	
5. Road Restrictions		
5a. Prohibit UTVs on City Streets		✓
5b. Restrict Use of Broken Arrow		✓
5c. Privatize Morgan Road		✓
6. Staging Areas		
6a. OHV Trailhead on FR 525	✓	
6b. Commercial Staging Area		✓
7. Alternative Access		
7a. New National Forest Road: Girdner		✓
7b. New National Forest Road: Chicken Point		✓

Glossary & Acronyms

4x4	Four wheel drive vehicles capable of traversing a variety of unimproved terrain
ADOT	Arizona Department of Motor Vehicles
A.R.S.	Arizona Revised Statutes
ATV	All-terrain Vehicle. Designed to travel on four low-pressure tires, with a straddle-style seat and handlebars.
AZGF	Arizona Game and Fish Department
dBa	A-weighted decibels, a measurement of sound
F.R.	Forest Road
GPS	Global Positioning System
HOA	Home Owners Association
MVD	Motor Vehicle Department, State of Arizona
NEPA	National Environmental Policy Act
OHV	Off-highway Vehicle Term that often refers to all type of vehicles that can be used on unimproved dirt roads
ROV	Recreational Off-highway Vehicle, another term for UTVs and side-by-side vehicles
Side-by-Side	Refers to UTV and ROVs, because of the two side-by-side seats
S.B.	Senate Bill
SR	State Route
SUV	Sport Utility Vehicle
USFS	United State Forest Service
UTV	Utility Task/type/terrain Vehicle. Includes side-by-side, vehicles characterized by steering wheel, seats for 2 or 4 passengers, and roll bars.

References

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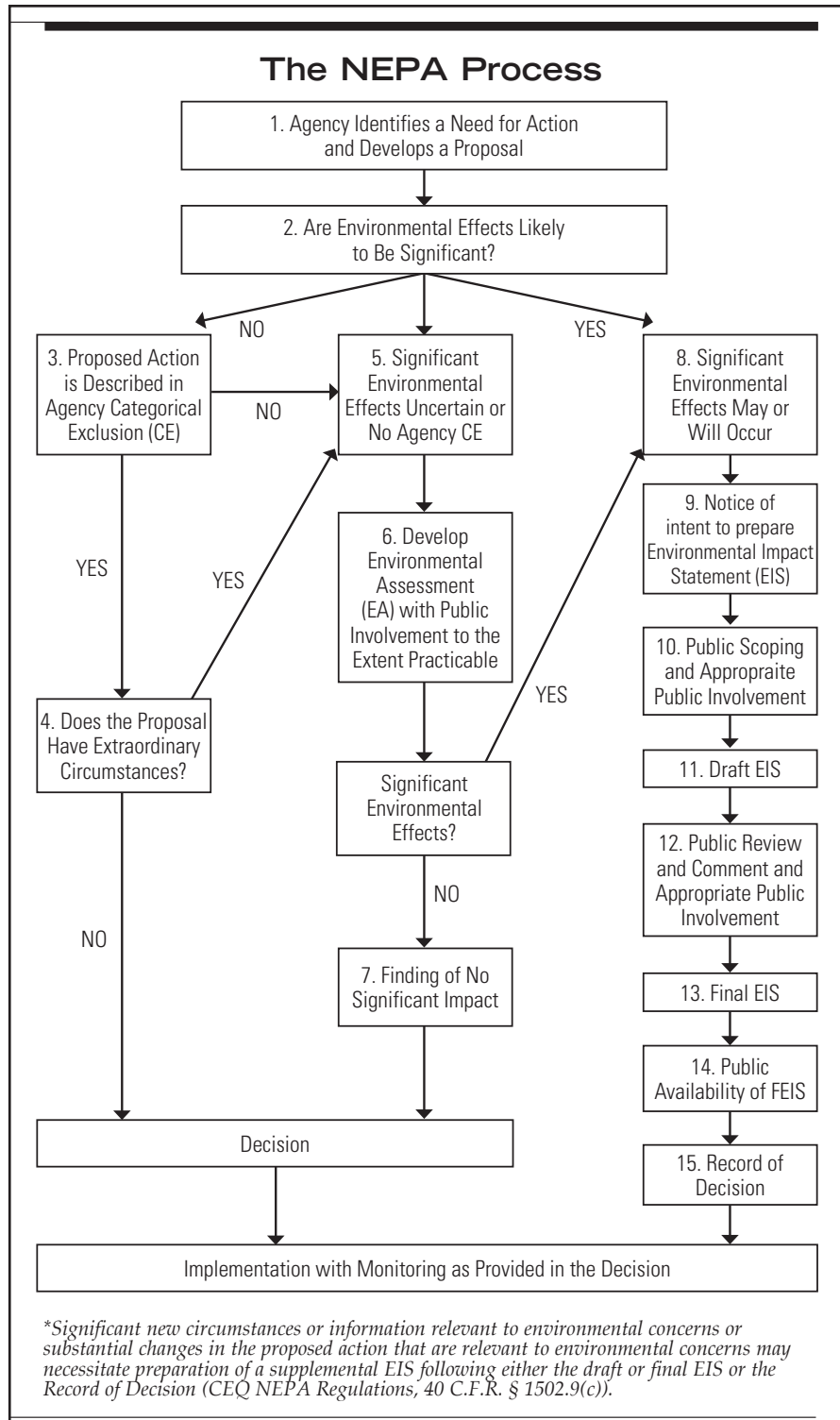
Appendix 1. Additional Suggestions

The following are additional ideas that have been suggested and are not considered feasible or likely to address the goals.

<u>Suggestion</u>	<u>Challenges and Obstacles</u>
Prohibit the rental of UTVs in the city limits.	<ul style="list-style-type: none"> -Businesses could relocate outside city limits with same impacts (noise, traffic). -Opposition from businesses. -Does not address private OHVs.
Limit number of rental vehicles a) per business, or b) in the city, or c) rented at any one time	<ul style="list-style-type: none"> -Businesses could relocate outside city limits. -Businesses could split into multiple businesses. -Enforcement challenges. -Requires a new city regulation. -Opposition from businesses. -Does not address private OHVs.
City Inspection Program and/or require business standards such as: - mandatory training - vehicle identification standards	<ul style="list-style-type: none"> -Does not directly address goals. -Cost and staff time to implement/enforce. -Does not address private OHVs. -Enforcement challenges.
Establish a city tax on vehicles to fund OHV programs/improvements.	<ul style="list-style-type: none"> -Does not directly address goals. -Need new city regulation. -Potential opposition from businesses. -Staff time to implement/enforce.
Establish quotas on the number of vehicles allowed on a route at any one time.	<ul style="list-style-type: none"> -Enforcement challenges. -Cost and staff time.
Limit group size of UTVs on National Forest.	<ul style="list-style-type: none"> -Does not directly address goals. -Enforcement challenges. -Potential loopholes.
USFS Permits: a) for guided UTV tours, or b) for businesses to trailer vehicles to National Forest.	<ul style="list-style-type: none"> -Does not directly address goals. -Potential for increased number of businesses and/or number of vehicles.
Privatize Morgan Road	<ul style="list-style-type: none"> -Forest Service has legal access rights for public access to the National Forest. -Currently a city street, the city would need to abandon the road and the HOA would take on responsibility, including maintenance.
Designate a day of the week when UTVs are not permitted to operate in the city or on the National Forest.	<ul style="list-style-type: none"> -Cost and staff time to implement/enforce. -Enforcement challenges. -Need new city regulation. -Potential opposition from businesses and private users.

Appendix 2. The NEPA Process

The following chart provides an explanation of the National Environmental Policy Act (NEPA) process, from “A Citizen’s Guide to the National Environmental Policy Act.”



Appendix 3. Data Collection

The following spreadsheet is the data collected at Broken Arrow and Vultee Road in 2017 and 2018.

**Broken Arrow
and Vultee Road
Data 2017-2018**

Broken Arrow				
Date	Tours	4x4s	UTVs	Total
Saturday, July 8, 2017	55	29	4	88
Sunday, July 9, 2017	47	33	4	84
Saturday, July 15, 2017	51	59	7	117
Sunday, July 16, 2017	55	27	5	87
Saturday, July 22, 2017	57	40	4	101
Sunday, July 23, 2017	55	32	7	94
Saturday, July 29, 2017	43	35	6	84
Sunday, July 30, 2017	43	34	3	80
Saturday, August 5, 2017	44	55	7	106
Sunday, August 6, 2017	47	43	6	96
Saturday, August 19, 2017	48	39	10	97
Sunday, August 20, 2017	39	27	3	69
Saturday, August 26, 2017	37	36	0	73
Sunday, August 27, 2017	48	31	5	84
Saturday, September 2, 2017	69	37	9	115
Sunday, September 3, 2017	54	62	21	137
Saturday, September 9, 2017	40	34	17	91
Sunday, September 10, 2017	26	24	1	51
Saturday, September 16, 2017	43	35	3	81
Sunday, September 17, 2017	38	25	6	69
Saturday, September 23, 2017	49	36	26	111
Sunday, September 24, 2017	42	37	1	80
Saturday, September 30, 2017	48	50	12	110
Sunday, October 1, 2017	39	31	2	72
Saturday, October 7, 2017	49	26	7	82
Saturday, October 21, 2017	40	57	18	115
Sunday, October 22, 2017	43	34	7	84
Saturday, October 28, 2017	44	36	7	87
Sunday, October 29, 2017	34	25	2	61
Saturday, November 4, 2017	29	25	5	59
Sunday, November 5, 2017	32	25	0	57
Saturday, November 11, 2017	42	45	5	92
Sunday, November 12, 2017	34	31	4	69
Saturday, November 18, 2017	35	25	3	63
Sunday, November 19, 2017	43	36	1	80
Saturday, November 25, 2017	45	70	10	125
Sunday, November 26, 2017	44	28	7	79

Vultee Road				
Date	Tours	4x4s	UTVs	Total
Saturday, July 8, 2017	29	30	16	75
Sunday, July 9, 2017	19	37	15	71
Saturday, July 15, 2017	58	37	21	116
Sunday, July 16, 2017	37	44	11	92
Saturday, July 22, 2017	49	53	24	126
Sunday, July 23, 2017	47	31	27	105
Saturday, July 29, 2017	42	37	10	89
Sunday, July 30, 2017	17	32	23	72
Saturday, August 5, 2017	30	35	16	81
Sunday, August 6, 2017	39	39	20	98
Saturday, August 19, 2017	31	60	26	117
Sunday, August 20, 2017	22	25	25	72
Saturday, August 26, 2017	29	36	26	91
Sunday, August 27, 2017	19	33	19	71
Saturday, September 2, 2017	42	42	22	106
Sunday, September 3, 2017	25	57	32	114
Saturday, September 9, 2017	20	20	19	59
Sunday, September 10, 2017	23	36	9	68
Saturday, September 16, 2017	28	50	17	95
Sunday, September 17, 2017	26	25	4	55
Saturday, September 23, 2017	27	59	18	104
Sunday, September 24, 2017	19	38	13	70
Saturday, September 30, 2017	21	44	22	87
Sunday, October 1, 2017	25	48	13	86
Saturday, October 7, 2017	18	49	12	79
Saturday, October 21, 2017	26	59	17	102
Sunday, October 22, 2017	29	30	8	67
Saturday, October 28, 2017	19	39	17	75
Sunday, October 29, 2017	18	43	14	75
Saturday, November 4, 2017	17	42	20	79
Sunday, November 5, 2017	14	37	17	68
Saturday, November 11, 2017	17	73	32	122
Sunday, November 12, 2017	23	27	17	67
Saturday, November 18, 2017	13	55	12	80
Sunday, November 19, 2017	23	53	12	88
Saturday, November 25, 2017	24	53	24	101
Sunday, November 26, 2017	16	34	16	66

**Broken Arrow
Data 2017-2018**

The following is data collected at Broken Arrow in 2017 and 2018.

Date	Tours	4x4s	UTVs	TOTAL
Friday, March 17, 2017	33	19	5	57
Saturday, March 18, 2017	55	24	3	82
Sunday, March 19, 2017	53	17	2	72
Monday, March 20, 2017	55	17	3	75
Tuesday, March 21, 2017	55	10	1	66
Wednesday, March 22, 2017	56	27	16	99
Thursday, March 23, 2017	55	58	4	117
Friday, March 24, 2017	20	10	0	30
Monday, March 27, 2017	41	16	2	59
Tuesday, March 28, 2017	55	21	0	76
Wednesday, March 29, 2017	55	22	0	77
Thursday, March 30, 2017	55	15	0	70
Friday, March 31, 2017	59	11	0	70
Saturday, April 1, 2017	55	45	2	102
Sunday, April 2, 2017	40	26	3	69
Sunday, April 9, 2017	28	20	1	49
Monday, April 10, 2017	60	23	1	84
Tuesday, April 11, 2017	58	28	0	86
Wednesday, April 12, 2017	60	27	1	88
Thursday, April 13, 2017	59	33	1	93
Friday, April 14, 2017	58	44	2	104
Saturday, April 15, 2017	60	49	12	121
Sunday, April 16, 2017	24	11	6	41
Monday, April 17, 2017	40	8	0	48
Tuesday, April 18, 2017	60	17	0	77
Wednesday, April 19, 2017	31	4	0	35
Thursday, April 20, 2017	57	17	0	74
Friday, April 21, 2017	60	25	3	88
Saturday, April 22, 2017	50	55	5	110
Sunday, April 23, 2017	46	50	0	96
Monday, April 24, 2017	47	10	0	57
Tuesday, April 25, 2017	46	9	1	56
Saturday, April 29, 2017	45	8	0	53
Sunday, May 7, 2017	35	26	0	61
Monday, May 8, 2017	42	17	4	63
Tuesday, May 9, 2017	27	17	0	44
Wednesday, May 10, 2017	34	20	3	57
Thursday, May 11, 2017	43	17	1	61
Friday, May 12, 2017	44	47	6	97
Saturday, May 13, 2017	56	65	4	125
Sunday, May 14, 2017	45	65	0	110
Monday, May 15, 2017	13	7	1	21
Tuesday, May 16, 2017	41	19	0	60
Wednesday, May 17, 2017	42	11	2	55
Thursday, May 18, 2017	42	10	0	52
Friday, May 19, 2017	45	18	0	63
Saturday, May 20, 2017	50	43	8	101

Date	Tours	4x4s	UTVs	TOTAL
Sunday, May 21, 2017	48	42	5	95
Friday, June 2, 2017	37	16	3	56
Saturday, June 3, 2017	50	45	3	98
Sunday, June 4, 2017	37	19	0	56
Monday, June 5, 2017	50	23	2	75
Tuesday, June 6, 2017	43	8	0	51
Wednesday, June 7, 2017	41	10	2	53
Thursday, June 8, 2017	50	17	1	68
Friday, June 9, 2017	40	21	1	62
Saturday, June 10, 2017	51	42	1	94
Sunday, June 11, 2017	46	35	2	83
Monday, June 12, 2017	52	11	2	65
Tuesday, June 13, 2017	53	12	0	65
Wednesday, June 14, 2017	55	18	1	74
Thursday, June 15, 2017	45	17	0	62
Friday, June 16, 2017	47	19	0	66
Saturday, June 17, 2017	57	31	3	91
Sunday, June 18, 2017	48	32	3	83
Monday, June 19, 2017	47	15	3	65
Tuesday, June 20, 2017	50	16	0	66
Wednesday, June 21, 2017	37	12	2	51
Thursday, June 22, 2017	45	15	4	64
Friday, June 23, 2017	55	23	3	81
Saturday, June 24, 2017	66	52	4	122
Sunday, June 25, 2017	51	34	2	87
Monday, June 26, 2017	50	17	0	67
Tuesday, June 27, 2017	59	15	1	75
Wednesday, June 28, 2017	54	4	2	60
Thursday, June 29, 2017	46	13	4	63
Friday, June 30, 2017	45	15	2	62
Saturday, July 1, 2017	54	36	6	96
Sunday, July 2, 2017	65	55	8	128
Monday, July 3, 2017	58	25	13	96
Tuesday, July 4, 2017	59	38	3	100
Wednesday, July 5, 2017	45	10	0	55
Thursday, July 6, 2017	46	12	0	58
Friday, July 7, 2017	52	17	2	71
Saturday, July 8, 2017	55	29	4	88
Sunday, July 9, 2017	47	33	4	84
Monday, July 10, 2017	45	10	4	59
Tuesday, July 11, 2017	40	11	4	55
Wednesday, July 12, 2017	45	12	7	64
Thursday, July 13, 2017	48	7	0	55
Friday, July 14, 2017	52	19	0	71
Saturday, July 15, 2017	51	59	7	117
Sunday, July 16, 2017	55	27	5	87
Monday, July 17, 2017	52	8	4	64

Date	Tours	4x4s	UTVs	TOTAL
Tuesday, July 18, 2017	44	17	3	64
Wednesday, July 19, 2017	50	6	0	56
Thursday, July 20, 2017	46	12	3	61
Friday, July 21, 2017	52	16	2	70
Saturday, July 22, 2017	57	40	4	101
Sunday, July 23, 2017	55	32	7	94
Monday, July 24, 2017	36	12	0	48
Tuesday, July 25, 2017	50	14	1	65
Wednesday, July 26, 2017	52	12	5	69
Thursday, July 27, 2017	43	8	4	55
Friday, July 28, 2017	49	11	5	65
Saturday, July 29, 2017	43	35	6	84
Sunday, July 30, 2017	43	34	3	80
Monday, July 31, 2017	41	12	3	56
Tuesday, August 1, 2017	47	15	2	64
Wednesday, August 2, 2017	52	4	2	58
Thursday, August 3, 2017	47	11	1	59
Friday, August 4, 2017	43	23	2	68
Saturday, August 5, 2017	44	55	7	106
Sunday, August 6, 2017	47	43	6	96
Monday, August 7, 2017	45	10	5	60
Tuesday, August 8, 2017	47	7	0	54
Wednesday, August 9, 2017	39	10	1	50
Thursday, August 10, 2017	41	11	1	53
Friday, August 11, 2017	50	10	1	61
Saturday, August 12, 2017	48	37	10	95
Sunday, August 13, 2017	47	28	2	77
Monday, August 14, 2017	44	10	0	54
Tuesday, August 15, 2017	38	10	1	49
Wednesday, August 16, 2017	34	7	1	42
Thursday, August 17, 2017	41	9	0	50
Friday, August 18, 2017	41	12	0	53
Saturday, August 19, 2017	48	39	10	97
Sunday, August 20, 2017	39	27	3	69
Monday, August 21, 2017	25	9	2	36
Tuesday, August 22, 2017	31	7	0	38
Wednesday, August 23, 2017	36	11	2	49
Thursday, August 24, 2017	34	10	0	44
Friday, August 25, 2017	31	17	0	48
Saturday, August 26, 2017	37	36	0	73
Sunday, August 27, 2017	48	31	5	84
Monday, August 28, 2017	36	6	3	45
Tuesday, August 29, 2017	24	11	4	39
Wednesday, August 30, 2017	18	10	3	31
Thursday, August 31, 2017	26	5	3	34
Friday, September 1, 2017	38	8	3	49
Saturday, September 2, 2017	69	37	9	115

Date	Tours	4x4s	UTVs	TOTAL
Sunday, September 3, 2017	54	62	21	137
Thursday, September 7, 2017	20	7	2	29
Friday, September 8, 2017	29	7	2	38
Saturday, September 9, 2017	40	34	17	91
Sunday, September 10, 2017	26	24	1	51
Monday, September 11, 2017	35	6	2	43
Tuesday, September 12, 2017	28	13	1	42
Wednesday, September 13, 2017	41	9	1	51
Thursday, September 14, 2017	31	11	1	43
Friday, September 15, 2017	34	12	5	51
Saturday, September 16, 2017	43	35	3	81
Sunday, September 17, 2017	38	25	6	69
Monday, September 18, 2017	39	18	3	60
Tuesday, September 19, 2017	31	9	2	42
Wednesday, September 20, 2017	40	4	0	44
Thursday, September 21, 2017	43	5	2	50
Friday, September 22, 2017	44	15	4	63
Saturday, September 23, 2017	49	36	26	111
Sunday, September 24, 2017	42	37	1	80
Monday, September 25, 2017	36	15	0	51
Tuesday, September 26, 2017	33	9	1	43
Wednesday, September 27, 2017	35	11	3	49
Thursday, September 28, 2017	36	17	5	58
Friday, September 29, 2017	46	12	4	62
Saturday, September 30, 2017	48	50	12	110
Sunday, October 1, 2017	39	31	2	72
Monday, October 2, 2017	41	7	1	49
Tuesday, October 3, 2017	36	13	2	51
Wednesday, October 4, 2017	44	23	1	68
Thursday, October 5, 2017	47	17	2	66
Friday, October 6, 2017	49	14	7	70
Saturday, October 7, 2017	49	26	7	82
Monday, October 16, 2017	31	7	4	42
Tuesday, October 17, 2017	45	13	2	60
Wednesday, October 18, 2017	40	22	2	64
Thursday, October 19, 2017	45	23	3	71
Friday, October 20, 2017	45	26	0	71
Saturday, October 21, 2017	40	57	18	115
Sunday, October 22, 2017	43	34	7	84
Monday, October 23, 2017	46	15	4	65
Tuesday, October 24, 2017	36	8	2	46
Wednesday, October 25, 2017	36	18	3	57
Thursday, October 26, 2017	42	19	2	63
Friday, October 27, 2017	42	9	2	53
Saturday, October 28, 2017	44	36	7	87
Sunday, October 29, 2017	34	25	2	61
Monday, October 30, 2017	36	7	3	46

Date	Tours	4x4s	UTVs	TOTAL
Tuesday, October 31, 2017	30	5	4	39
Wednesday, November 1, 2017	28	6	1	35
Thursday, November 2, 2017	28	9	2	39
Friday, November 3, 2017	26	13	0	39
Saturday, November 4, 2017	29	25	5	59
Sunday, November 5, 2017	32	25	0	57
Monday, November 6, 2017	33	8	2	43
Tuesday, November 7, 2017	38	7	2	47
Wednesday, November 8, 2017	40	17	2	59
Thursday, November 9, 2017	41	16	3	60
Friday, November 10, 2017	41	20	6	67
Saturday, November 11, 2017	42	45	5	92
Sunday, November 12, 2017	34	31	4	69
Monday, November 13, 2017	31	8	3	42
Tuesday, November 14, 2017	27	16	3	46
Wednesday, November 15, 2017	26	8	1	35
Thursday, November 16, 2017	26	7	1	34
Friday, November 17, 2017	28	8	0	36
Saturday, November 18, 2017	35	25	3	63
Sunday, November 19, 2017	43	36	1	80
Monday, November 20, 2017	48	18	3	69
Tuesday, November 21, 2017	45	26	6	77
Wednesday, November 22, 2017	46	27	2	75
Thursday, November 23, 2017	30	28	3	61
Friday, November 24, 2017	47	55	5	107
Saturday, November 25, 2017	45	70	10	125
Sunday, November 26, 2017	44	28	7	79
Monday, November 27, 2017	28	14	1	43
Tuesday, November 28, 2017	15	5	0	20
Wednesday, November 29, 2017	18	4	1	23
Thursday, November 30, 2017	19	8	2	29
Friday, December 1, 2017	24	10	0	34
Saturday, December 2, 2017	32	24	2	58
Tuesday, January 2, 2018	32	14	9	55
Wednesday, January 3, 2018	45	20	9	74
Thursday, January 4, 2018	44	16	3	62
Friday, January 5, 2018	39	19	5	62
Saturday, January 6, 2018	36	44	5	84
Sunday, January 7, 2018	16	28	1	45
Monday, January 8, 2018	11	3	1	15
Tuesday, January 9, 2018	13	4	0	17
Wednesday, January 10, 2018	21	8	1	30
Thursday, January 11, 2018	25	6	3	34
Friday, January 12, 2018	33	12	2	47
Saturday, January 13, 2018	33	41	7	81
Sunday, January 14, 2018	37	50	6	93
Monday, January 15, 2018	34	15	3	52

Date	Tours	4x4s	UTVs	TOTAL
Tuesday, January 16, 2018	25	13	0	38
Wednesday, January 17, 2018	21	2	3	26
Thursday, January 18, 2018	17	9	0	26
Tuesday, January 23, 2018	17	17	0	34
Wednesday, January 24, 2018	25	5	1	31
Thursday, January 25, 2018	30	9	2	41
Friday, January 26, 2018	23	18	2	43
Saturday, January 27, 2018	34	53	10	97
Sunday, January 28, 2018	28	28	6	62
Friday, February 2, 2018	30	20	5	55
Saturday, February 3, 2018	34	44	5	83
Sunday, February 4, 2018	25	14	3	42
Monday, February 5, 2018	31	17	4	52
Tuesday, February 6, 2018	38	7	0	45
Wednesday, February 7, 2018	23	4	0	27
Thursday, February 8, 2018	31	18	2	51
Friday, February 9, 2018	34	17	7	58
Saturday, February 10, 2018	45	32	11	88
Sunday, February 11, 2018	48	35	2	85
Monday, February 12, 2018	21	7	0	28
Tuesday, February 13, 2018	28	18	2	48
Wednesday, February 14, 2018	34	7	1	42
Thursday, February 15, 2018	43	6	2	51
Friday, February 16, 2018	49	30	6	85
Saturday, February 17, 2018	52	59	3	114
Sunday, February 18, 2018	54	47	9	110
Monday, February 19, 2018	41	20	3	64
Tuesday, February 20, 2018	52	13	2	67
Wednesday, February 21, 2018	57	21	1	79
Thursday, February 22, 2018	50	15	0	65
Friday, February 23, 2018	31	14	0	45
Saturday, February 24, 2018	44	47	2	93
Sunday, February 25, 2018	41	35	2	78
Monday, February 26, 2018	41	13	1	55
Tuesday, February 27, 2018	28	5	0	33
Wednesday, February 28, 2018	20	8	2	30
Thursday, March 1, 2018	38	18	2	58
Friday, March 2, 2018	50	10	3	63
Saturday, March 3, 2018	51	60	6	117
Sunday, March 4, 2018	42	33	3	78
Monday, March 5, 2018	19	9	3	31
Tuesday, March 6, 2018	43	23	5	71
Wednesday, March 7, 2018	48	19	0	67
Thursday, March 8, 2018	46	13	3	62
Friday, March 9, 2018	53	17	1	71
Saturday, March 10, 2018	51	57	9	117
Sunday, March 11, 2018	58	42	8	108

Date	Tours	4x4s	UTVs	TOTAL
Monday, March 12, 2018	56	21	6	83
Tuesday, March 13, 2018	56	33	2	91
Wednesday, March 14, 2018	56	21	5	82
Thursday, March 15, 2018	56	18	0	74
Friday, March 16, 2018	58	37	7	102
Saturday, March 17, 2018	51	37	4	92
Sunday, March 18, 2018	50	40	0	90
Monday, March 19, 2018	51	16	2	69
Tuesday, March 20, 2018	57	23	4	84
Wednesday, March 21, 2018	55	21	0	76
Thursday, March 22, 2018	55	14	3	72
Friday, March 23, 2018	55	18	2	75
Saturday, March 24, 2018	55	48	4	107
Sunday, March 25, 2018	55	56	6	117
Monday, March 26, 2018	61	33	5	99
Tuesday, March 27, 2018	56	35	7	98
Wednesday, March 28, 2018	56	43	4	103
Thursday, March 29, 2018	56	41	4	101
Friday, March 30, 2018	55	37	9	101
Saturday, March 31, 2018	56	51	8	115
Sunday, April 1, 2018	54	51	1	106
Monday, April 2, 2018	52	21	6	79
Tuesday, April 3, 2018	54	34	3	91
Wednesday, April 4, 2018	61	30	4	95
Thursday, April 5, 2018	60	31	6	97
Friday, April 6, 2018	60	35	1	96
Saturday, April 7, 2018	59	61	9	129
Sunday, April 8, 2018	62	57	1	120
Monday, April 9, 2018	55	9	2	66
Tuesday, April 10, 2018	59	13	5	77
Wednesday, April 11, 2018	58	11	1	70
Thursday, April 12, 2018	56	12	0	68
Friday, April 13, 2018	55	17	5	77
Saturday, April 14, 2018	55	52	9	116
Sunday, April 15, 2018	41	26	6	73
Monday, April 16, 2018	58	15	4	77
Tuesday, April 17, 2018	59	17	3	79
Wednesday, April 18, 2018	59	19	3	81
Thursday, April 19, 2018	60	21	3	84
Friday, April 20, 2018	55	28	2	85
Saturday, April 21, 2018	61	50	9	120
Sunday, April 22, 2018	58	31	4	93
Monday, April 23, 2018	53	21	3	77
Tuesday, April 24, 2018	51	18	2	71
Wednesday, April 25, 2018	54	14	1	69
Thursday, April 26, 2018	60	19	2	81
Friday, April 27, 2018	55	28	6	89

Date	Tours	4x4s	UTVs	TOTAL
Saturday, April 28, 2018	56	55	16	127
Sunday, April 29, 2018	51	42	4	97
Monday, April 30, 2018	50	15	2	67
Tuesday, May 1, 2018	44	15	2	61
Wednesday, May 2, 2018	21	6	0	27
Thursday, May 3, 2018	56	16	0	72
Friday, May 4, 2018	57	17	7	81
Saturday, May 5, 2018	55	60	21	136
Sunday, May 6, 2018	52	28	20	100
Monday, May 7, 2018	40	21	4	65
Tuesday, May 8, 2018	45	13	0	58
Wednesday, May 9, 2018	40	25	4	69
Thursday, May 10, 2018	43	20	1	64
Friday, May 11, 2018	51	14	5	70
Saturday, May 12, 2018	51	44	2	97
Sunday, May 13, 2018	49	37	4	90
Monday, May 14, 2018	54	9	3	66
Tuesday, May 15, 2018	48	26	4	78
Wednesday, May 16, 2018	41	27	2	70
Thursday, May 17, 2018	46	26	0	72
Friday, May 18, 2018	49	34	5	88
Saturday, May 19, 2018	55	102	4	161
Sunday, May 20, 2018	56	64	1	121
Monday, May 21, 2018	43	15	0	58
Tuesday, May 22, 2018	44	8	1	53
Wednesday, May 23, 2018	51	12	0	63
Thursday, May 24, 2018	47	12	5	64
Friday, May 25, 2018	59	28	4	91
Saturday, May 26, 2018	60	41	4	105
Sunday, May 27, 2018	61	76	9	146
Monday, May 28, 2018	60	36	1	97
Tuesday, May 29, 2018	62	15	1	78
Wednesday, May 30, 2018	53	15	2	70
Thursday, May 31, 2018	52	13	2	67
Friday, June 1, 2018	48	17	1	66
Saturday, June 2, 2018	48	31	6	85
Sunday, June 3, 2018	53	25	3	81
Monday, June 4, 2018	58	10	0	68
Tuesday, June 5, 2018	53	14	1	68
Wednesday, June 6, 2018	54	17	3	74
Thursday, June 7, 2018	61	15	2	78
Friday, June 8, 2018	60	15	0	75
Saturday, June 9, 2018	55	32	8	95
Sunday, June 10, 2018	56	20	4	80
Monday, June 11, 2018	56	16	2	74
Tuesday, June 12, 2018	54	11	0	65
Wednesday, June 13, 2018	62	13	1	76

Date	Tours	4x4s	UTVs	TOTAL
Thursday, June 14, 2018	54	11	3	68
Friday, June 15, 2018	60	22	3	85
Saturday, June 16, 2018	48	44	4	96
Sunday, June 17, 2018	59	26	8	93
Monday, June 18, 2018	59	24	4	87
Tuesday, June 19, 2018	60	20	3	83
Wednesday, June 20, 2018	62	13	0	75
Thursday, June 21, 2018	50	19	3	72
Friday, June 22, 2018	62	19	3	84
Saturday, June 23, 2018	58	35	13	106
Sunday, June 24, 2018	60	43	6	109
Monday, June 25, 2018	56	6	5	67
Tuesday, June 26, 2018	61	15	3	79
Wednesday, June 27, 2018	60	15	2	77
Thursday, June 28, 2018	57	13	0	70
Friday, June 29, 2018	58	21	1	80
Saturday, June 30, 2018	63	45	7	115
Sunday, July 1, 2018	59	30	12	101
Monday, July 2, 2018	57	16	3	76
Tuesday, July 3, 2018	60	14	3	77
Wednesday, July 4, 2018	57	31	4	92
Thursday, July 5, 2018	52	19	3	74
Friday, July 6, 2018	57	24	5	86
Saturday, July 7, 2018	59	29	10	98
Sunday, July 8, 2018	59	34	6	99
Monday, July 9, 2018	51	12	1	64
Tuesday, July 10, 2018	51	19	5	75
Wednesday, July 11, 2018	49	15	3	67
Thursday, July 12, 2018	60	13	2	75
Friday, July 13, 2018	54	15	2	71
Saturday, July 14, 2018	50	45	12	107
Sunday, July 15, 2018	50	31	4	85
Monday, July 16, 2018	48	20	9	77
Tuesday, July 17, 2018	47	8	6	61
Wednesday, July 18, 2018	49	24	11	84
Thursday, July 19, 2018	39	22	9	70
Friday, July 20, 2018	38	23	11	72
Saturday, July 21, 2018	61	48	25	134
Sunday, July 22, 2018	54	48	21	123
Monday, July 23, 2018	57	10	13	80
Tuesday, July 24, 2018	52	20	7	79
Wednesday, July 25, 2018	55	12	6	73
Thursday, July 26, 2018	58	12	7	77
Friday, July 27, 2018	48	24	3	75
Saturday, July 28, 2018	52	48	12	112
Sunday, July 29, 2018	54	37	9	100
Monday, July 30, 2018	56	12	8	76

Date	Tours	4x4s	UTVs	TOTAL
Tuesday, July 31, 2018	56	13	3	72
Wednesday, August 1, 2018	39	10	6	55
Thursday, August 2, 2018	55	7	4	66
Friday, August 3, 2018	50	15	5	70
Saturday, August 4, 2018	45	22	19	86
Sunday, August 5, 2018	52	30	8	90
Monday, August 6, 2018	57	13	5	75
Tuesday, August 7, 2018	49	14	11	74
Wednesday, August 8, 2018	57	12	3	72
Thursday, August 9, 2018	57	9	6	72
Friday, August 10, 2018	50	19	4	73
Saturday, August 11, 2018	54	22	25	101
Sunday, August 12, 2018	52	65	28	145
Monday, August 13, 2018	52	7	8	67
Tuesday, August 14, 2018	46	14	8	68
Wednesday, August 15, 2018	48	20	5	73
Thursday, August 16, 2018	31	15	11	57
Friday, August 17, 2018	33	18	9	60
Saturday, August 18, 2018	39	49	23	111
Sunday, August 19, 2018	52	57	16	125
Monday, August 20, 2018	47	8	4	59
Tuesday, August 21, 2018	39	9	4	52
Wednesday, August 22, 2018	35	10	17	62
Thursday, August 23, 2018	38	11	4	53
Friday, August 24, 2018	20	12	9	41
Saturday, August 25, 2018	45	59	35	139
Sunday, August 26, 2018	34	34	20	88
Monday, August 27, 2018	33	14	9	56
Tuesday, August 28, 2018	33	8	7	48
Wednesday, August 29, 2018	25	4	4	33
Thursday, August 30, 2018	33	13	6	52
Friday, August 31, 2018	39	15	10	64
Saturday, September 1, 2018	59	61	29	149
Sunday, September 2, 2018	54	67	22	143
Monday, September 3, 2018	47	42	10	99
Tuesday, September 4, 2018	36	13	6	55
Wednesday, September 5, 2018	28	6	1	35
Thursday, September 6, 2018	47	8	4	59
Friday, September 7, 2018	39	14	4	57
Saturday, September 8, 2018	50	33	12	95
Sunday, September 9, 2018	33	17	8	58
Monday, September 10, 2018	40	14	12	66
Tuesday, September 11, 2018	41	10	4	55
Wednesday, September 12, 2018	30	11	3	44
Thursday, September 13, 2018	29	8	0	37
Friday, September 14, 2018	40	16	10	66
Saturday, September 15, 2018	47	66	18	131

Date	Tours	4x4s	UTVs	TOTAL
Sunday, September 16, 2018	42	27	11	80
Monday, September 17, 2018	46	20	0	66
Tuesday, September 18, 2018	49	10	4	63
Wednesday, September 19, 2018	30	10	2	42
Thursday, September 20, 2018	49	26	9	84
Friday, September 21, 2018	59	13	9	81
Saturday, September 22, 2018	55	54	25	134
Sunday, September 23, 2018	47	34	10	91
Monday, September 24, 2018	43	13	2	58
Tuesday, September 25, 2018	45	18	10	73
Wednesday, September 26, 2018	52	12	3	67
Thursday, September 27, 2018	53	16	2	71
Friday, September 28, 2018	55	17	4	76
Saturday, September 29, 2018	49	38	22	109
Sunday, September 30, 2018	52	41	6	99
Monday, October 1, 2018	33	13	2	48
Tuesday, October 2, 2018	15	6	3	24
Wednesday, October 3, 2018	35	9	5	49
Thursday, October 4, 2018	51	10	8	69
Friday, October 5, 2018	58	21	15	94
Saturday, October 6, 2018	55	23	4	82
Sunday, October 7, 2018	45	26	8	79
Monday, October 8, 2018	52	18	4	74
Tuesday, October 9, 2018	53	16	10	79
Wednesday, October 10, 2018	50	26	4	80
Thursday, October 11, 2018	60	30	4	94
Friday, October 12, 2018	43	10	1	54
Saturday, October 13, 2018	52	41	4	97
Sunday, October 14, 2018	54	51	9	114
Monday, October 15, 2018	54	20	5	79
Tuesday, October 16, 2018	40	7	0	47
Wednesday, October 17, 2018	47	20	5	72
Thursday, October 18, 2018	43	24	0	67
Friday, October 19, 2018	49	19	9	77
Saturday, October 20, 2018	53	54	5	112
Sunday, October 21, 2018	51	28	20	99
Monday, October 22, 2018	49	15	2	66
Tuesday, October 23, 2018	38	7	2	47
Wednesday, October 24, 2018	48	5	4	57
Thursday, October 25, 2018	46	24	3	73
Friday, October 26, 2018	46	29	5	80
Saturday, October 27, 2018	50	45	2	97
Sunday, October 28, 2018	49	40	7	96
Monday, October 29, 2018	41	11	1	53
Tuesday, October 30, 2018	42	6	2	50
Wednesday, October 31, 2018	30	9	1	40
Thursday, November 1, 2018	23	6	4	33

Date	Tours	4x4s	UTVs	TOTAL
Friday, November 2, 2018	41	15	1	57
Saturday, November 3, 2018	45	63	9	117
Sunday, November 4, 2018	39	33	3	75
Monday, November 5, 2018	38	12	2	52
Tuesday, November 6, 2018	32	10	2	44
Wednesday, November 7, 2018	43	12	0	55
Thursday, November 8, 2018	41	8	3	52
Friday, November 9, 2018	41	8	4	53
Saturday, November 10, 2018	43	31	9	83
Sunday, November 11, 2018	46	38	6	90
Monday, November 12, 2018	40	21	1	62
Tuesday, November 13, 2018	38	22	0	60
Wednesday, November 14, 2018	30	11	1	42
Thursday, November 15, 2018	35	6	1	42
Friday, November 16, 2018	41	22	3	66
Saturday, November 17, 2018	43	45	8	96
Sunday, November 18, 2018	44	37	4	85
Monday, November 19, 2018	43	25	9	77
Tuesday, November 20, 2018	47	24	6	77
Wednesday, November 21, 2018	46	22	5	73
Thursday, November 22, 2018	30	27	4	61
Friday, November 23, 2018	48	77	8	133
Saturday, November 24, 2018	45	51	13	109
Sunday, November 25, 2018	37	33	3	73
Monday, November 26, 2018	31	16	1	48
Tuesday, November 27, 2018	24	10	3	37
Wednesday, November 28, 2018	23	7	1	31
Thursday, November 29, 2018	23	3	1	27
Friday, November 30, 2018	22	11	1	34
Saturday, December 1, 2018	30	19	8	57
Sunday, December 2, 2018	29	24	5	58
Monday, December 3, 2018	18	9	0	27
Tuesday, December 4, 2018	21	13	0	34
Wednesday, December 5, 2018	24	12	1	37
Thursday, December 6, 2018	13	5	0	18
Friday, December 7, 2018	21	12	4	37
Saturday, December 8, 2018	38	30	3	71
Sunday, December 9, 2018	10	8	0	18
Sunday, December 16, 2018	27	21	1	49
Monday, December 17, 2018	29	12	1	42
Tuesday, December 18, 2018	21	6	1	28
Wednesday, December 19, 2018	26	6	1	33
Thursday, December 20, 2018	27	13	6	46
Friday, December 21, 2018	26	13	1	40
Saturday, December 22, 2018	43	30	7	80
Sunday, December 23, 2018	46	36	2	84
Monday, December 24, 2018	35	36	7	78

Date	Tours	4x4s	UTVs	TOTAL
Tuesday, December 25, 2018	0	34	1	35
Wednesday, December 26, 2018	44	41	6	91
Thursday, December 27, 2018	46	32	3	81
Friday, December 28, 2018	26	14	2	42
Saturday, December 29, 2018	44	52	5	101
Sunday, December 30, 2018	44	73	3	120
Monday, December 31, 2018	15	7	0	22
Tuesday, January 1, 2019	1	15	0	16
Wednesday, January 2, 2019	3	3	0	6
Thursday, January 3, 2019	3	10	1	14
Friday, January 4, 2019	39	23	1	63
Saturday, January 5, 2019	43	43	4	90
Sunday, January 6, 2019	14	18	1	33
Monday, January 7, 2019	28	3	1	32
Tuesday, January 8, 2019	25	12	2	39
Wednesday, January 9, 2019	24	7	1	32
Thursday, January 10, 2019	24	12	1	37
Friday, January 11, 2019	27	16	2	45
Saturday, January 12, 2019	37	32	8	77
Sunday, January 13, 2019	30	20	1	51
Monday, January 14, 2019	28	14	2	44
Tuesday, January 15, 2019	11	6	0	17
Wednesday, January 16, 2019	19	5	1	25
Thursday, January 17, 2019	24	9	0	33
Friday, January 18, 2019	34	15	2	51
Saturday, January 19, 2019	41	36	12	89
Sunday, January 20, 2019	42	47	7	96
Monday, January 21, 2019	37	19	0	56
Tuesday, January 22, 2019	31	10	1	42
Wednesday, January 23, 2019	31	9	1	41
Thursday, January 24, 2019	27	12	1	40
Friday, January 25, 2019	35	11	3	49
Saturday, January 26, 2019	41	38	2	81
Sunday, January 27, 2019	35	42	8	85
Sunday, February 3, 2019	16	13	1	30
Monday, February 4, 2019	32	4	1	37
Tuesday, February 5, 2019	22	7	2	31
Wednesday, February 6, 2019	27	6	0	33
Thursday, February 7, 2019	26	11	0	37
Friday, February 8, 2019	43	17	1	61
Saturday, February 9, 2019	47	35	3	85
Sunday, February 10, 2019	43	54	8	105
Monday, February 11, 2019	36	11	1	48
Tuesday, February 12, 2019	44	9	2	55
Wednesday, February 13, 2019	42	9	2	53
Thursday, February 14, 2019	27	3	0	30
Friday, February 15, 2019	45	14	7	66

Date	Tours	4x4s	UTVs	TOTAL
Saturday, February 16, 2019	53	51	10	114
Sunday, February 17, 2019	53	24	0	77
Monday, February 18, 2019	2	14	0	16
Tuesday, February 19, 2019	33	15	1	49
Wednesday, February 20, 2019	31	10	4	45
Thursday, February 21, 2019	1	1	0	2
Friday, February 22, 2019	1	2	0	3
Saturday, February 23, 2019	1	0	0	1
Sunday, February 24, 2019	3	3	0	6
Monday, February 25, 2019	27	12	0	39
Tuesday, February 26, 2019	40	4	0	44
Wednesday, February 27, 2019	39	16	2	57
Thursday, February 28, 2019	43	9	11	63
Friday, March 1, 2019	53	8	5	66
Saturday, March 2, 2019	40	32	3	75
Sunday, March 3, 2019	51	35	6	92
Monday, March 4, 2019	51	10	2	63
Tuesday, March 5, 2019	38	11	4	53
Wednesday, March 6, 2019	52	16	4	72
Thursday, March 7, 2019	55	14	1	70
Friday, March 8, 2019	48	18	4	70
Saturday, March 9, 2019	57	42	3	102
Sunday, March 10, 2019	21	19	2	42
Monday, March 11, 2019	53	31	4	88
Tuesday, March 12, 2019	40	9	11	60
Wednesday, March 13, 2019	53	14	20	87
Thursday, March 14, 2019	44	22	6	72
Friday, March 15, 2019	57	22	4	83
Saturday, March 16, 2019	55	54	5	114
Sunday, March 17, 2019	52	40	8	100
Monday, March 18, 2019	55	27	11	93
Tuesday, March 19, 2019	55	49	7	111
Wednesday, March 20, 2019	50	25	6	81
Thursday, March 21, 2019	55	29	3	87
Friday, March 22, 2019	55	21	4	80
Saturday, March 23, 2019	57	48	7	112
Sunday, March 24, 2019	45	22	5	72
Monday, March 25, 2019	58	23	5	86
Tuesday, March 26, 2019	58	24	5	87
Wednesday, March 27, 2019	55	18	1	74
Thursday, March 28, 2019	51	20	4	75
Friday, March 29, 2019	55	32	2	89
Saturday, March 30, 2019	54	68	13	135
Sunday, March 31, 2019	56	59	3	118
Monday, April 1, 2019	57	22	3	82
Tuesday, April 2, 2019	55	37	10	102
Wednesday, April 3, 2019	56	39	3	98

Date	Tours	4x4s	UTVs	TOTAL
Thursday, April 4, 2019	58	34	4	96
Friday, April 5, 2019	56	34	9	99
Saturday, April 6, 2019	55	54	8	117
Sunday, April 7, 2019	29	15	4	48
Sunday, April 21, 2019	52	41	18	111
Monday, April 22, 2019	63	28	8	99
Tuesday, April 23, 2019	61	16	2	79
Wednesday, April 24, 2019	56	12	1	69
Thursday, April 25, 2019	58	37	1	96
Friday, April 26, 2019	60	51	13	124
Saturday, April 27, 2019	59	70	16	145
Sunday, April 28, 2019	59	44	10	113
Monday, April 29, 2019	42	13	1	56
Tuesday, April 30, 2019	40	14	3	57
Wednesday, May 1, 2019	50	17	5	72
Thursday, May 2, 2019	39	19	8	66
Friday, May 3, 2019	53	24	7	84
Saturday, May 4, 2019	53	68	8	129
Sunday, May 5, 2019	52	43	5	100
Monday, May 6, 2019	53	8	3	64
Tuesday, May 7, 2019	39	9	0	48
Wednesday, May 8, 2019	38	16	1	55
Thursday, May 9, 2019	41	16	0	57
Friday, May 10, 2019	54	24	9	87
Saturday, May 11, 2019	54	58	8	120
Sunday, May 12, 2019	51	32	6	89
Monday, May 13, 2019	52	4	5	61
Tuesday, May 14, 2019	50	27	4	81
Wednesday, May 15, 2019	43	15	4	62
Thursday, May 16, 2019	47	30	3	80
Friday, May 17, 2019	57	51	6	114
Saturday, May 18, 2019	59	134	6	199
Sunday, May 19, 2019	51	90	0	141
Monday, May 20, 2019	38	29	0	67
Tuesday, May 21, 2019	44	18	3	65
Wednesday, May 22, 2019	44	12	1	57
Thursday, May 23, 2019	42	13	3	58
Friday, May 24, 2019	59	18	6	83
Saturday, May 25, 2019	57	72	17	146
Sunday, May 26, 2019	7	1	0	8

Appendix 4. Updated Figure 4 Broken Arrow Data

Comparison of Daily Averages

The following is the updated Figure 4 with the addition of 2019 data.

**Broken Arrow
Data 2017-2019**

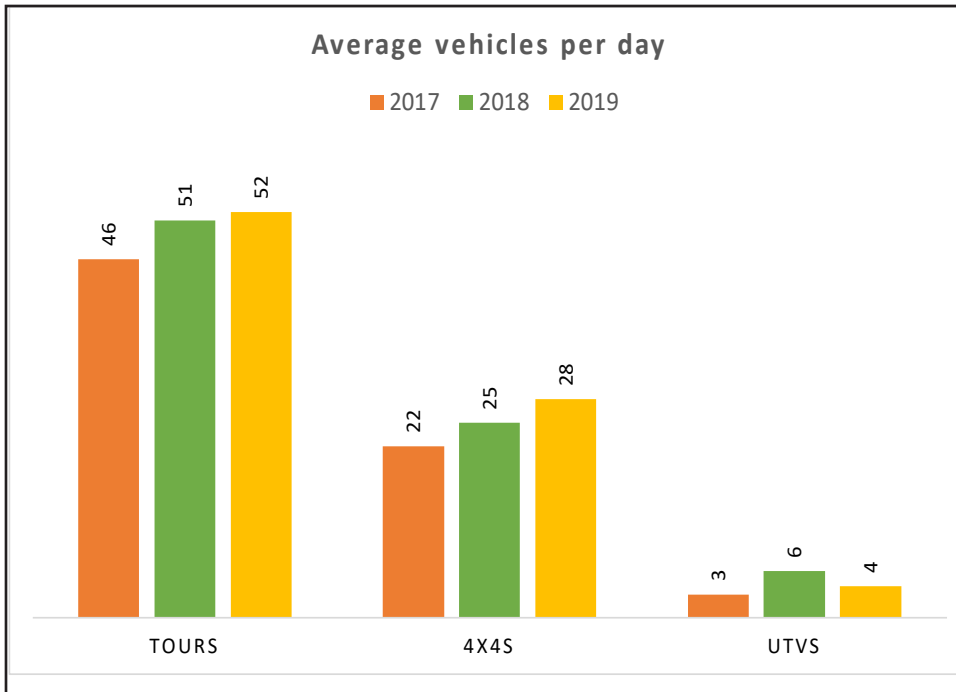


Figure 4 (updated)
Comparison of Average Vehicles Per Day at Broken Arrow.
Based on 131 days between March and September of 2017, 2018, and 2019.

OCTOBER 19, 2019

Disclaimer: There were gaps in the data collection when the camera was not working. In order to make a consistent comparison from year to year, only the dates with data available every year were used. As an example, if there was no data from May 1-5 in 2017, then no data from May 1-5 in 2018 or 2019 was used.