



JOIN US IN CELEBRATING THE LIFE AND LEGACY OF

John Soderberg

JUNE 3 2023 | SATURDAY | 1PM
THE SEDONA CREATIVE LIFE CENTER
333 SCHNEBLY HILL RD.

Greater Sedona Recreation Collaborative

Presentation to Sedona City Council
May 23rd, 2023
Southwest Decision Resources



Agenda

- Introduction to Southwest Decision Resources
- Introduction to the Greater Sedona Recreation Collaborative
- Process overview
 - Getting started
 - Convening the Motorized Recreation Working Group
 - Next steps
- Reflections on the collaboration

*Questions *please hold till end of presentation*

Southwest Decision Resources (SDR)

- A team of facilitators/mediators based out of Tucson, Phoenix, and **Flagstaff**
- Focus on:
 - Natural resource collaborations
 - Long-term – partnerships and planning
 - Community engagement and municipal planning
 - Strategic planning/internal team building
- Well-versed in contentious, complicated natural resource and municipal issues

www.swdresources.com

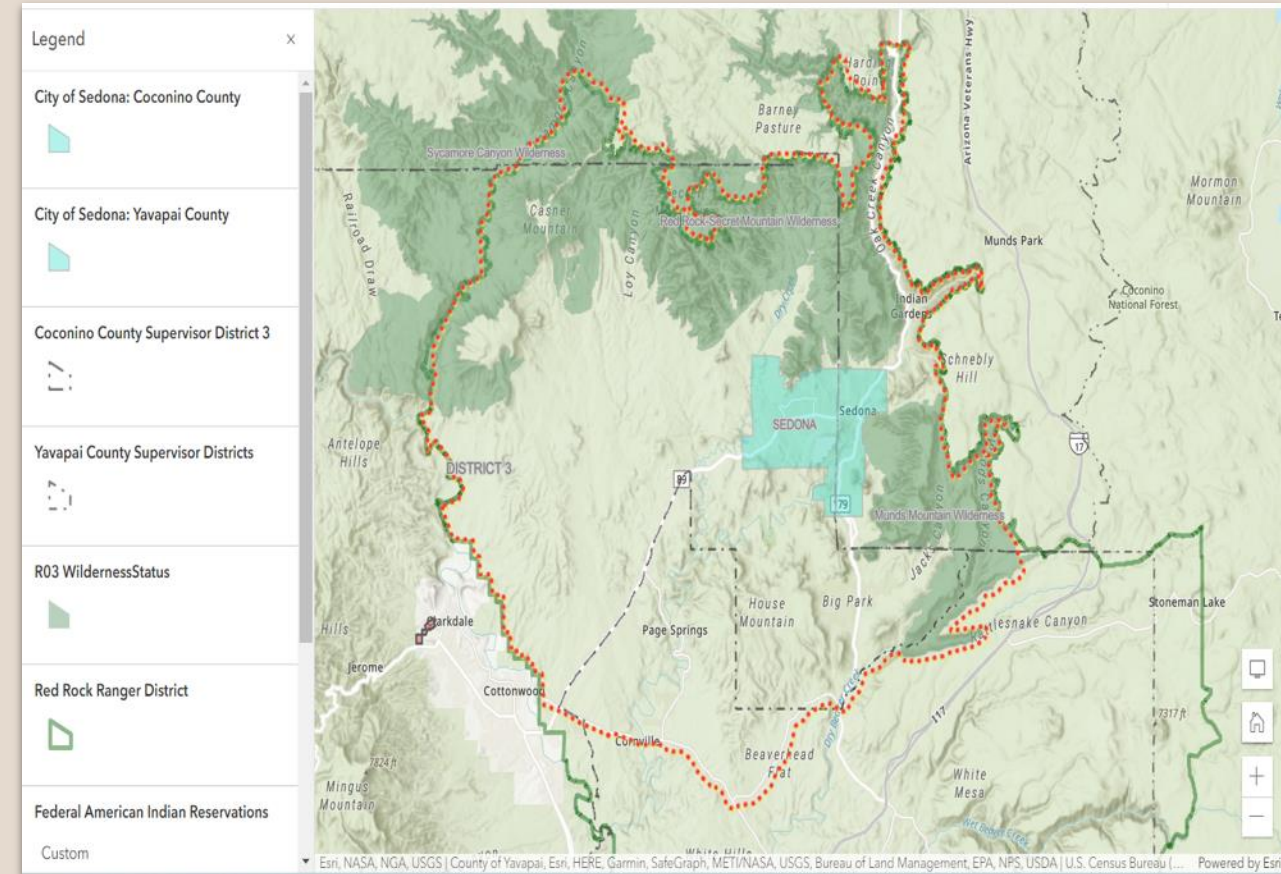
Supporting effective collaborations to building ensuring solutions



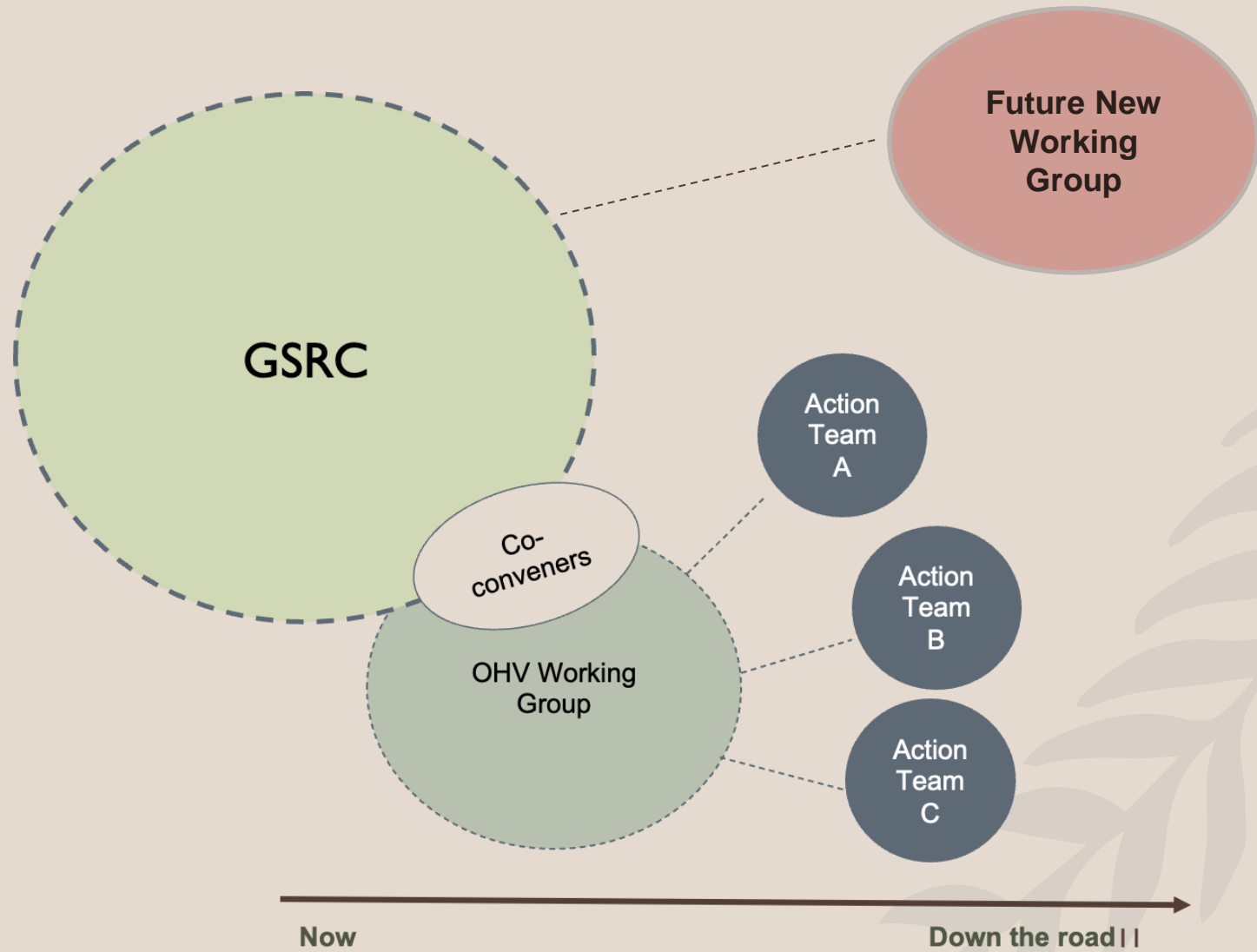
Greater Sedona Recreation Collaborative (GSRC)

- A comprehensive, interested party-driven process
- Explores the potential solutions for a range of issues related to outdoor recreation in the greater Sedona area
- Seeks to actively engage key partners in a space of shared learning and collaborative problem solving

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Collaborative Structure

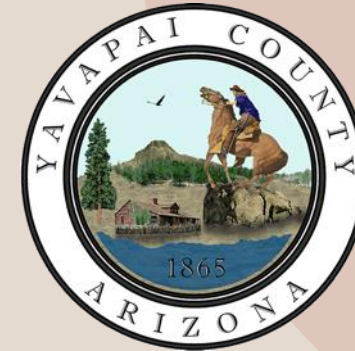


GSRC Key Objectives

- Identify and provide input on short-, mid-term, and long-term strategies
- Encourage broad participation, collaboration, and consensus
- Provide a platform for continued learning, analysis, and discussion
- Build upon, not replicate, previous efforts
- Utilize a holistic and balanced perspective



Co-Convening/Funding Entities



Co-conveners:

Governmental agencies / jurisdictions with decision making authority in the greater Sedona area

Current Funding Entities:

City of Sedona, Arizona State Parks and Trails, and Coconino National Forest

Partners Engaged

- **Residents**
 - Bear Mountain
 - Broken Arrow
 - Dry Creek
 - Schnebly Hill
 - Soldier Pass
- **Environmental NGOs**
 - Friends of the Forest
 - Keep Sedona Beautiful
 - National Forest Foundation
- **Red Rock OHV Conservation Crew (RROCC)**
 - OHV Rental Companies
 - OHV Tour Permittees
- **Ranching Permittees**
- **UNS Gas**
- **Recreation NGOs**
 - Red Rock Trail Fund
 - Verde Valley Trail Fund
 - Tread Lightly!
- **Recreation User Groups**
 - Backcountry Horsemen
 - Verde Valley Cyclist Coalition
 - Sedona Westerner's
 - Sedona Metaphysical and Spiritual Association
- **Government organizations/agencies**
 - Safety-related entities (YSCO, Sedona Fire)
 - Planners

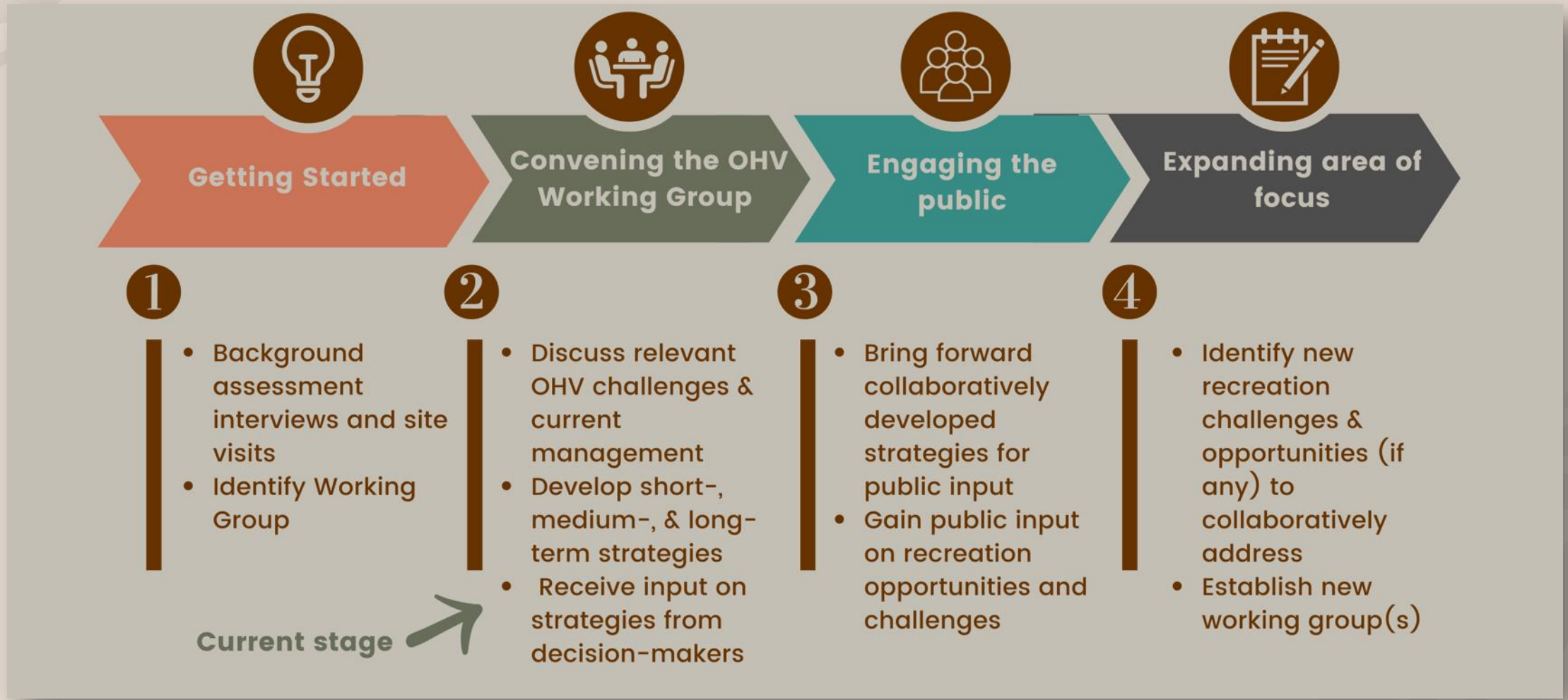


West Sedona



Broken Arrow

Collaborative Process Overview



Getting Started: Working with Co-Conveners

Summer '22

- Site visit to key OHV use areas with US Forest Service and City of Sedona
- Getting scope of work and contracts in place
- Interviews with Co-Convening entities
- Background research
- Establishing collaborative expectations with Co-Conveners (collaborative process protocols, communication expectations)

Fall '22

- Designing collaborative structure and process based on early engagement
- Inviting the Working Group

Getting Started: Conducting Assessment Interviews

July – November '22

Method

- 43 confidential, one-hour interviews with diverse partners
- Initial recommendations for interviewees from Co-Conveners, built upon by recommendations from interviewees

Purpose

- Understand **diversity and complexity** of perspective surrounding Sedona outdoor recreation **challenges, opportunities, and relationships**
- Inform appropriate **collaborative structure and process** development

Getting Started: Reporting Residential Concerns – Site Visits

July-October '22

Method

- Two site visits to Broken Arrow and west Sedona/Bear Mountain
- Synthesis reports based on conversations about Dry Creek and Soldier Pass
- Reports reviewed and supported by residents

Purpose

- Ground in place-based discussions
- Air frustrations and think through possible solutions
- Promote cross-site and cross-stakeholder learning and a holistic perspective
- Build relationships

Broken Arrow Trailhead



West Sedona



Getting Started: Developing Information Platforms

- **Resource Portal:** collection of relevant documents to inform the process and future engaged partners
- **Information Needs/Questions and Response:** questions and information requests from stakeholders and responses (when available) from relevant Co-Conveners
- **GSRC Website:** collaborative description and roles, meeting notes, resources



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Assessment Synthesis

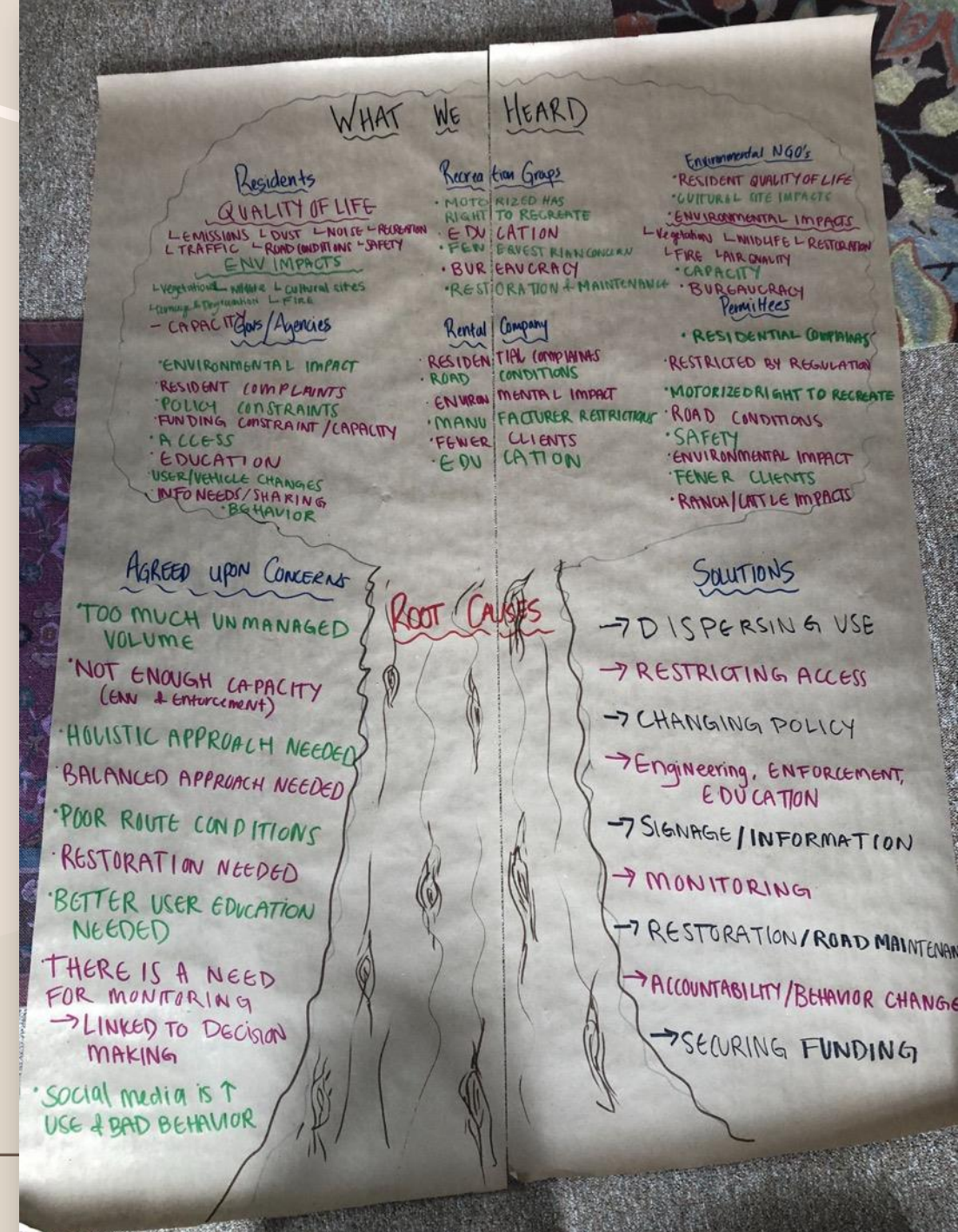
October-November '22

Methods

- Synthesis of key themes from interviews, site visits, and residential reports
 - Key challenges
 - Key opportunities/strategies
 - Desired outcomes
 - Information needs/gaps
 - Implications for the process and for management

Purpose

- Inform design of collaborative process and structure
- Comprehensive report to inform managers/decision-makers



Assessment Results: Top Issues

OHV Volume

Too much traffic, too few places to go for OHV users

Quality of Life Impacts

Negative impacts on resident quality of life

Resource Damage

**Restoration & protection needed for natural and cultural resources
Poor route conditions require maintenance**

Lack of Monitoring

Concerted monitoring efforts needed to support effective decision making

Lack of User Education

User education and social media campaigns are needed to change bad user behavior

Low Enforcement Capacity

Lack of capacity for all law enforcement agencies

Assessment Results: Potential Solutions

Holistic & Balanced

Balanced approach across greater Sedona needed

Restoration & Protection

Improve & increase restoration, protection, and road maintenance

Reducing Volume

Reduce OHV volume through regulation and changes in policy

3 E's

Manage OHVs with engineering, enforcement, and education changes

Information

Better maps, signage, and outreach, and improved access to information

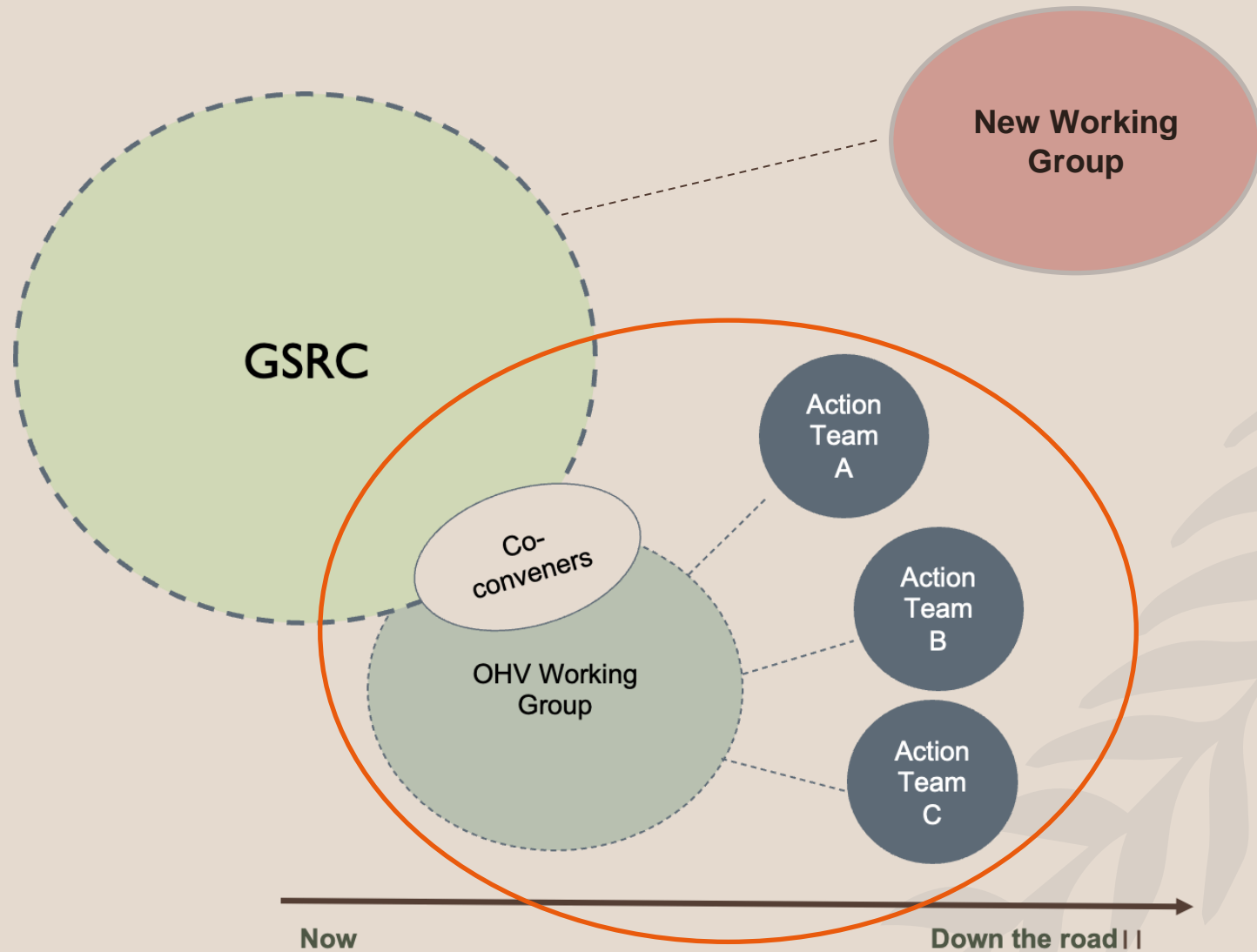
Monitoring

Implement a trusted and comprehensive monitoring program

Accountability

Improve user behavior and consequences for bad behavior

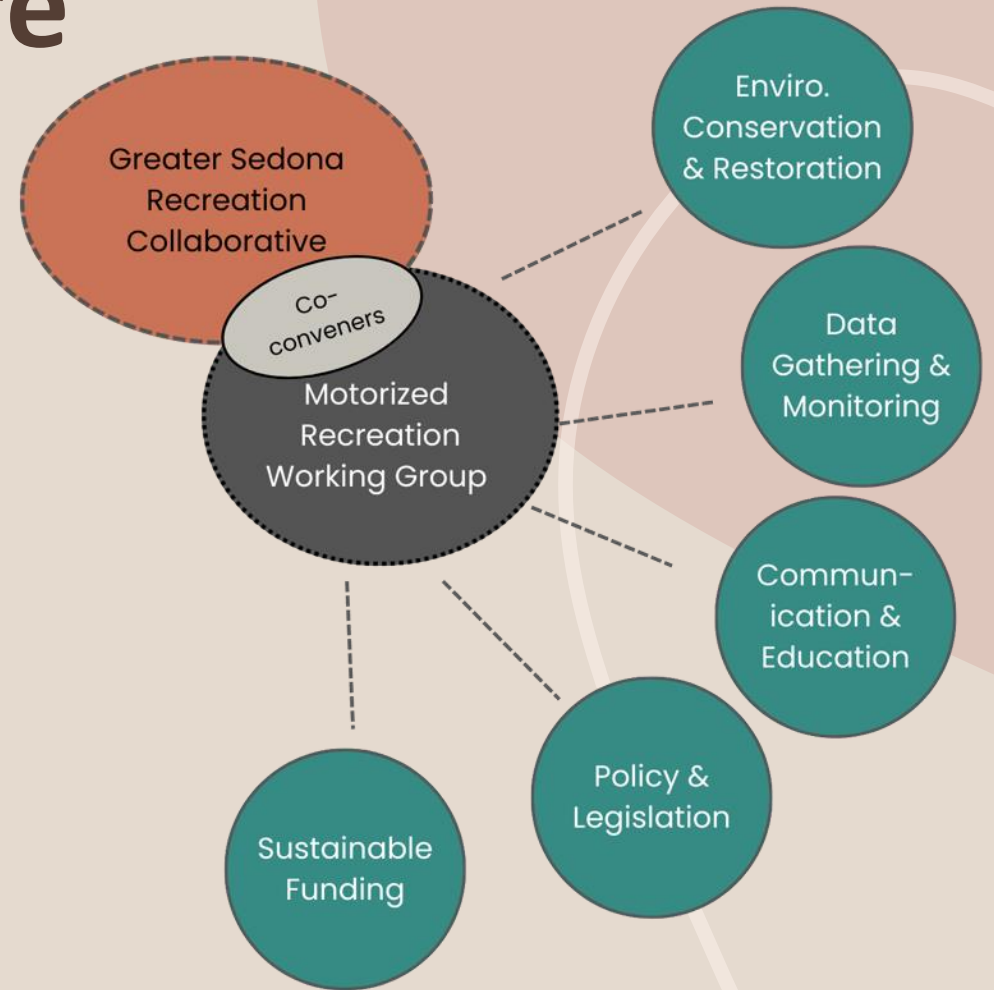
Getting Started: Establishing Collaborative Structure



Convening the Motorized Recreation Working Group – Structure

January '23 to present

- Balanced representation
 - 5 residential areas
 - RROCC: OHV guide/permittee & OHV rental companies
 - Environmental NGOs
 - Recreation NGOs and user groups (*motorized, bike, hike, equestrian, metaphysical*)
 - Ranchers
 - Government and enforcement entities
 - Chamber of Commerce
- Primary and alternates
- 5 Action Teams currently



Motorized Recreation Working Group: Meeting Summaries

January '23

- Introduction to the GSRC
- Review assessment results and implications
- Identify next steps

February '23

- Establish Collaborative Process Protocols and Communications expectations
- Identify Action Teams and learning opportunities
- Highlight root causes and potential strategies to address them



Motorized Recreation Working Group: Meeting Summaries

March '23

- Multiscale policy considerations for OHVs - presentations from Co-Conveners
- Understand previous City OHV efforts
- Finalize Action Teams and signs ups

April '23

- Learn about efforts of RROCC
- Site visit to OHV Rental Companies (Red Rock ATV, Barlow Adventures, and Outback ATV) to learn about rental and education processes
- Muffler system demonstration – in development

Rental Company Site Visit



Motorized Recreation Working Group: Meeting Summaries

May '23 - Site visit to west Sedona:

- Learn about existing Forest Service and RROCC efforts for signage, closure, and rehabilitation
- Understand impacts to resources (range, wildlife, cultural, etc.) from motorized recreation use
- Identify strategies to address impacts
- Inform next steps for Action Teams

June '23:

- Update on Action Team efforts
- Consider Interagency Visitor Use Management Framework to guide the Working Group
- Determine next steps/timeline towards defining desired conditions, crafting recommendations, and implementing strategies

West Sedona – log-worm rehabilitation site



Action Team Efforts

- Policy & Legislation (*Stephanie Giesbrecht, Backcountry Horsemen*)
- Communications & Education (*Cliff Hamilton, Dry Creek Resident*)
- Data Gathering & Monitoring (*Carl Jackson, Broken Arrow Resident*)
- Environmental Conservation & Restoration (*Annie Glickstein, Friends of the Forest*)
- Sustainable Funding (*Matt Eberhart, AZ State Parks*)

GSRC Actions/Related Efforts

Data Collection

- KSB & Pink Jeep: speeding monitoring signs on I52C
- RROCC & COF: vehicle counters in place since November '22
- COS: Environmental Impact Assessment

Mitigating Impacts

- RROCC: pursuing muffler system in conjunction with Polaris - in progress
- RROCC, COF, & FoF: resource protection and rehabilitation projects
- COF: Broken Arrow Trailhead modification –in progress
- COF: “Eyebrow Road”, alternative access for Estrella Noche – in review
- COF: Investigating native seed sources to support revegetation

GSRC Actions/Related Efforts

Signage

- COF & RROCC: More visible signage and kiosks for frequently used OHV routes in west Sedona
- COF: Large digital signs on I52C
- COS: Large digital signs at Broken Arrow

Increasing OHV Enforcement and Education

- COF: 2 new G5s funded by RROCC (\$40k)
- COF: \$93k for material/equipment and \$243k for OHV staff/program funded by ASPT
- YCSO: \$100k for OHV enforcement equipment – in review by ASPT
- RROCC: Ambassador Program and Volunteer contact days
- AGFD: OHV Educational Video
- RROCC: enhanced educational process and increased route considerations (e.g., quiet in neighborhoods, routes to pass by residential areas less, wet conditions)

Proposed Next Steps..

Short-term (next 3 months & continuing)

- Coordinate Action Teams - *E.g., via Interagency Visitor Use Management Framework*
- Pursue learning opportunities

Mid-term (6 months – 1 year & continuing)

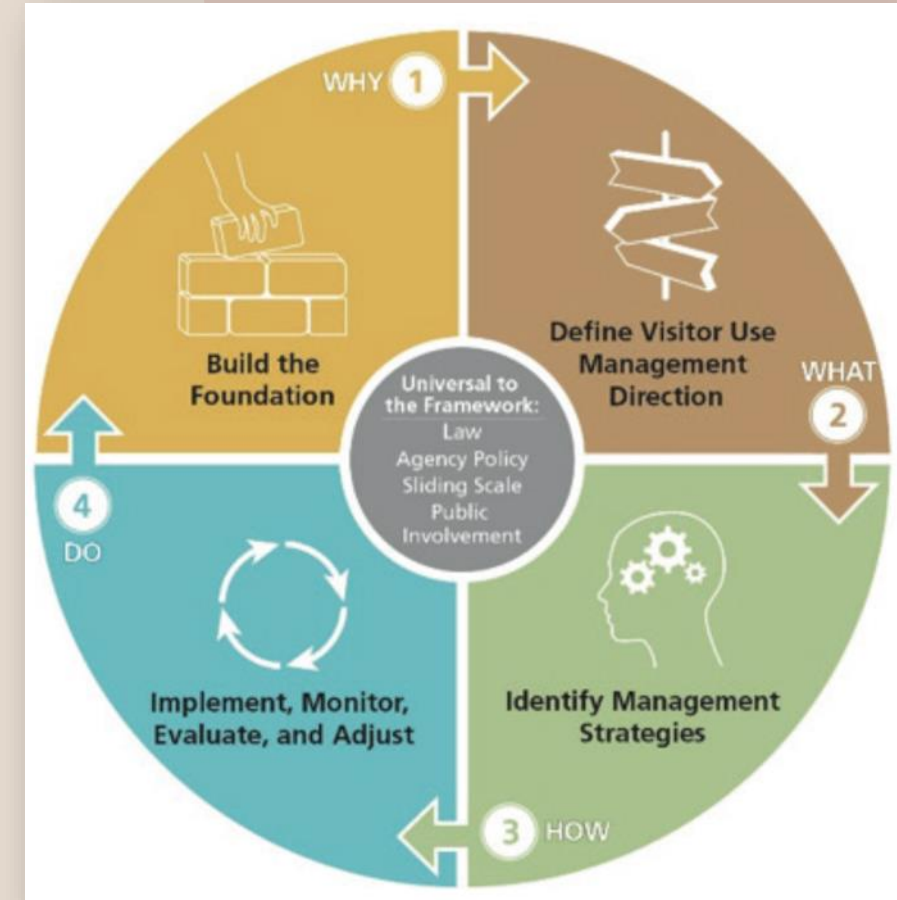
- Initial development and sharing of input on strategies
- Public outreach

Long-term (1+year & continuing)

- Pursuing and supporting implementation of strategies

Ongoing

- Communication – public, leadership, etc.
- Adaptive Monitoring – evaluating data, actions, and collaborative process/goals



*Interagency Visitor Use Management Framework
Process Overview*

Reflections on the Collaborative

“**The GSRC Motorized Working Group is our best opportunity for arriving at a consensus-driven set of solutions** to address what Keep Sedona Beautiful believes is an environmental crisis in the making. If we fail to act promptly, irresponsible recreators will scar the land for generations to come” – *Craig Swanson, Keep Sedona Beautiful*

“The primary goals of Friends of the Forest are "help Forest Service maintain its trails and cultural resources, reduce environmental damage caused by increasing human impact, assist in education and improve communication with the community, and enhance the forest experience for visitors and residents alike." **We feel that participating in this workgroup allows us to better fulfill our mission and serve our community**” – *Annie Glickstein & Melissa Pontikes, Friends of the Forest*

“There is no other collection of people that is more capable of coming up with collaborative and inclusive solutions to the issues that face Sedona area recreation. These individual who have come together **represent not only the widest variety of interests that have ever assembled on this topic, but also these individuals have the background, proven commitment and perseverance** to delve into all aspects of these issues and carry through to some resolutions that will stick. Truly effective collaboration takes time, and an understanding that there is no ‘one and done’. **This group is in it for the long term and far-reaching solutions.**” - *Nena Barlow, Barlow Adventures*

Thank you

Questions?

What does success look like to you?

What does Council need from us?

Jessica Archibald jarchibald@swdresources.com

Mark Loeth mark@swdresources.com

Andi Rogers andi@swdresources.com

Southwest
Decision
Resources



Greater Sedona Recreation Collaborative (GSRC)

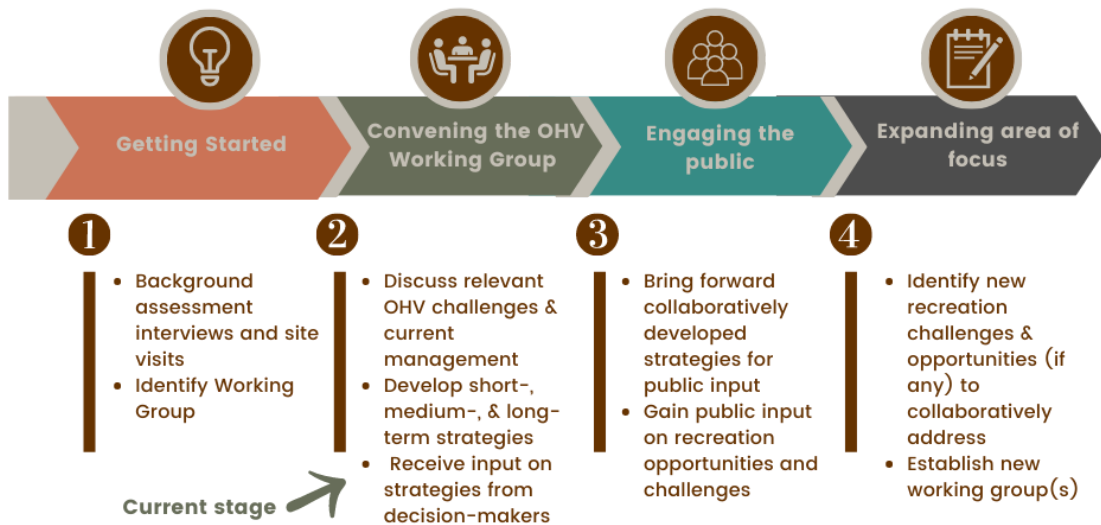
Informational Handout

Learn more at www.greatersedonarecreation.com

GSRC Process

GREATER SEDONA RECREATION COLLABORATIVE (GSRC)

GSRC is a comprehensive, partner-driven process that seeks to actively engage interested parties in a space of shared learning and collaborative problem-solving to provide input on potential solutions for a range of issues related to outdoor recreation in the greater Sedona area. Over time, collaborative efforts will broaden to include other forms of recreation, but a first step for the GSRC will be to convene a Motorized Recreation Working Group.



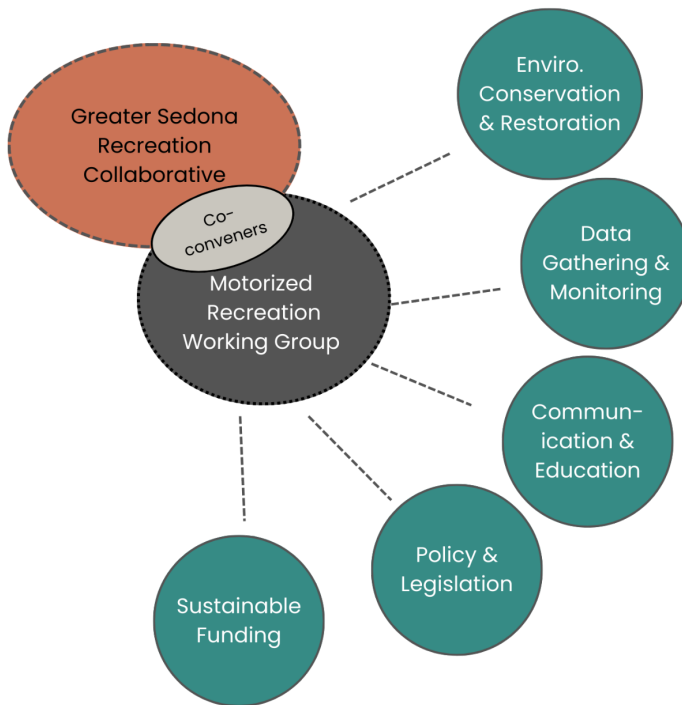
GSRC Key Objectives

- Develop and provide input on short-term, mid-term, and long-term strategies for addressing a variety of outdoor recreation challenges in the greater Sedona area, including strategies that better mitigate, manage, and maintain sustainable outdoor recreation.
 - As a first step, the GSRC will be focused on motorized recreation challenges and strategies.
- Provide a platform for learning, analysis, and discussion that strives for solution-oriented contributions to recreation management and planning.
- Encourage broad participation, collaboration, and consensus in development of

strategies and solutions.

- Build upon, not replicate, previous efforts related to recreational planning in the greater Sedona area
- Identify key gaps to achieve objectives and identify pathways to fill these gaps

Current GSRC Structure



Motorized Recreation Working Group

- Balanced collaborative group with representatives from neighborhoods, local businesses, environmental non-governmental agencies, and recreation non-governmental agencies (representing multiple user types)
- Co-convened by City of Sedona, Yavapai County, Arizona State Parks and Trails, Arizona Game and Fish Department, and Coconino National Forest
- Facilitated by Southwest Decision Resources

GSRC Timeline to Date

May 2022

- Third-party facilitator contracted through funding from Arizona State Parks and Trails, City of Sedona, and Coconino National Forest
- Site visit to high-use areas for OHVs in the greater Sedona area with Coconino National Forest and City of Sedona

June - July 2022

- Background research conducted
- Co-convener group identified, interviewed, and convened
 - Co-Conveners are agencies and government entities with jurisdiction in the greater Sedona area
 - Current Co-Conveners include City of Sedona, Yavapai County, Arizona Game and Fish Department, Arizona State Parks and Trails, and Coconino National Forest
- Potential interested and affected parties identified

July-November 2022

- Forty-three assessment interviews with a diversity of interested/affected parties to understand key concerns, potential solutions, and data needs
- Two residential site visits and several additional virtual residential meetings to understand and report impacts and opportunities, promote cross-stakeholder and cross-site learning, and build relationships
 - Detailed reports drafted and approved by residential groups in west Sedona, Broken Arrow, Soldier Pass, and Dry Creek

October - November 2022

- Analysis and reporting of assessment results and residential meetings
- Collaborative structure design and development
- Identification and invitation of GSRC Motorized Recreation Working Group

January 2023 - Current

- Convening of Motorized Recreation Working Group (meeting monthly; started January 2023)
 - **January:** Reviewed the assessment, implications, and other efforts and resources relevant to the Working Group
 - **February:** Established Working Group Working Agreements and Collaborative Process Protocols
 - **February:** Utilizing assessment results and group experience, identified key root causes of motorized recreation challenges/impacts and potential solutions to address them
 - **March:** Established Action Teams to pursue key potential solutions (as identified by the group and the assessment), including:
 - Policy & Legislation
 - Communication & Education
 - Data Gathering & Monitoring
 - Environmental Conservation & Restoration
 - Sustainable Funding
 - Note: a need for addressing Volume strategies and Noise strategies was recognized and will be addressed through future Action Teams. The Working

- Group identified the need to do more data gathering before addressing these strategies.
 - Pursued key group learning needs, including
 - **March:** Policy and legislation considerations for motorized recreation in the greater Sedona area
 - **March:** Learning about past and current OHV management efforts in the area (e.g., previous City efforts)
 - **April:** Site visit to OHV rental companies to learn about the rental and education processes
 - **May:** Site visit to west Sedona to understand current Forest Service & RROCC closure, signage, and rehabilitation efforts as well as resource impacts on the ground and strategies to address those impacts
- Action Team Efforts to date
 - **Policy & Legislation**
 - Identifying and evaluating existing and in-process legislation and policy (local, state, national)
 - Identifying needed legislation and policy (local, state, national)
 - **Communications & Education**
 - Designing press releases and communication materials for GSRC
 - Evaluating existing communication and education practices for motorized recreation
 - Identifying public engagement and communication opportunities for Working Group
 - **Data Gathering & Monitoring**
 - Conducting interviews and literature review to understand best management practices and best monitoring options
 - Developing and implementing monitoring efforts and indicators– use, environmental and social impact - to inform management decisions
 - Developing opportunities for user-friendly data collection – impacts, etc.
 - Recommendation to guide the process and all Action Teams: Interagency Visitor Use Management Framework
 - Environmental Conservation & Restoration
 - Developing “Rapid Response” team, protocol, and app
 - Investigating best practices for conservation and restoration specific to addressing motorized impact relevant to Sedona environmental conditions
 - Evaluating existing closure and restoration practices and ways to improve
 - Sustainable Funding
 - Crafting an accessible database of funding opportunities to support Working Group efforts
 - Guiding Action Teams/Working Group through funding proposal processes
- Related efforts being pursued
 - Data Collection

- Keep Sedona Beautiful & Pink Jeep: speeding monitoring signs on 152C
 - Red Rock OHV Conservation Crew (RROCC) & Coconino National Forest (COF): vehicle counters in place since November '22
 - City of Sedona (COS): Environmental Impact Assessment
- Mitigating Impacts
 - RROCC: pursuing muffler system in conjunction with Polaris - in progress
 - RROCC, COF, & Friend of the Forest: resource protection and rehabilitation projects
 - COF: Broken Arrow Trailhead modification –in progress
 - COF: “Eyebrow Road”, alternative access for Estrella Noche – in review
 - COF: Investigating native seed sources to support revegetation
- Signage
 - COF & RROCC: More visible signage and kiosks for frequently used OHV routes in west Sedona
 - COF: Large digital signs on 152C
 - COS: Large digital signs at Broken Arrow
- Increasing OHV Enforcement and Education
 - COF: 2 new G5s funded by RROCC (\$40k)
 - COF: \$93k for material/equipment and \$243k for OHV staff/program funded by AZ State Parks and Trails (ASPT)
 - Yavapai County Sheriff’s Office: \$100k for OHV enforcement equipment – in review by ASPT
 - RROCC: Ambassador Program and Volunteer contact days
 - AZ Game and Fish Department: OHV Educational Video
 - RROCC: enhanced educational process and increased route considerations (e.g., quiet in neighborhoods, routes to pass by residential areas less, wet conditions)

Next Steps

- Next steps will be determined by the Co-Conveners and the Motorized Recreation Working Group and may include:
 - Continue to pursue full-group learning opportunities
 - Research and identify agreed-upon solutions to address motorized recreation challenges via full group and Action Team efforts
 - Coordinate efforts for the full Working Group and all Action Teams through the Interagency Visitor Use Management
 - Present solutions to the public to gather feedback
 - Revise solutions with public input
 - Provide input regarding agreed-upon solutions to Co-Conveners for inclusion in their management actions
 - Support Co-Conveners in the implementation of viable solutions (e.g., project implementation, project funding)

Hello

MY NAME IS

**Sedona Historical
Society**

Who Are We?

Sedona Historical Society is the ONLY organization dedicated to preserving the history of Sedona and Red Rock Country



We operate the Sedona Heritage Museum





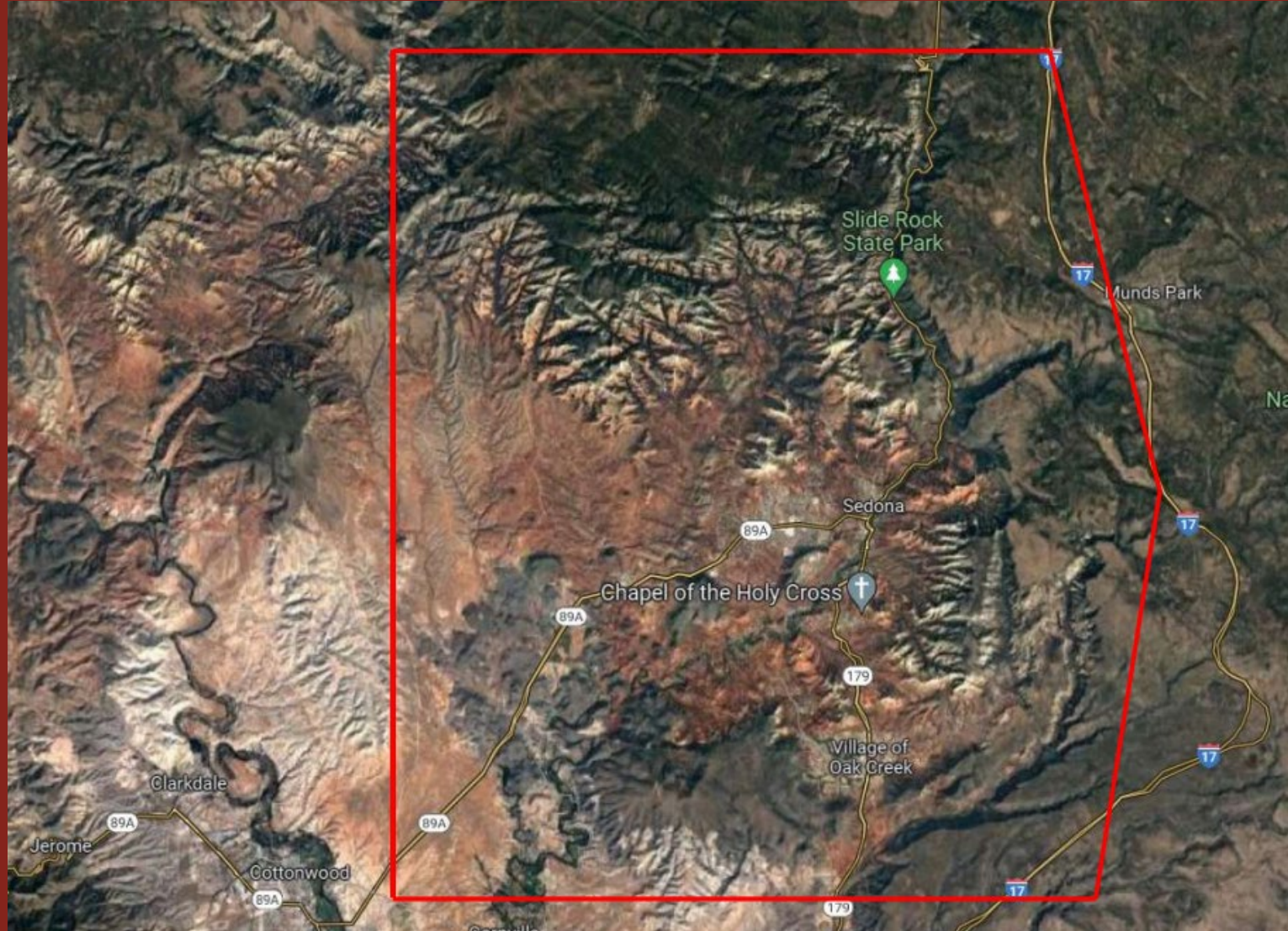
Our Mission

The Sedona Historical Society's mission is to research, preserve, and teach the history of the greater Sedona area

Our geographic area of interpretation

Red Rock Country

- **Northern boundary:** Top of the switchbacks on SR 89A
- **Eastern boundary:** Foxboro Ranch/I-17
- **Southern boundary:** SR179 bridge over Dry Beaver Creek
- **Western boundary:** Intersection of Bill Gray Road and SR 89A



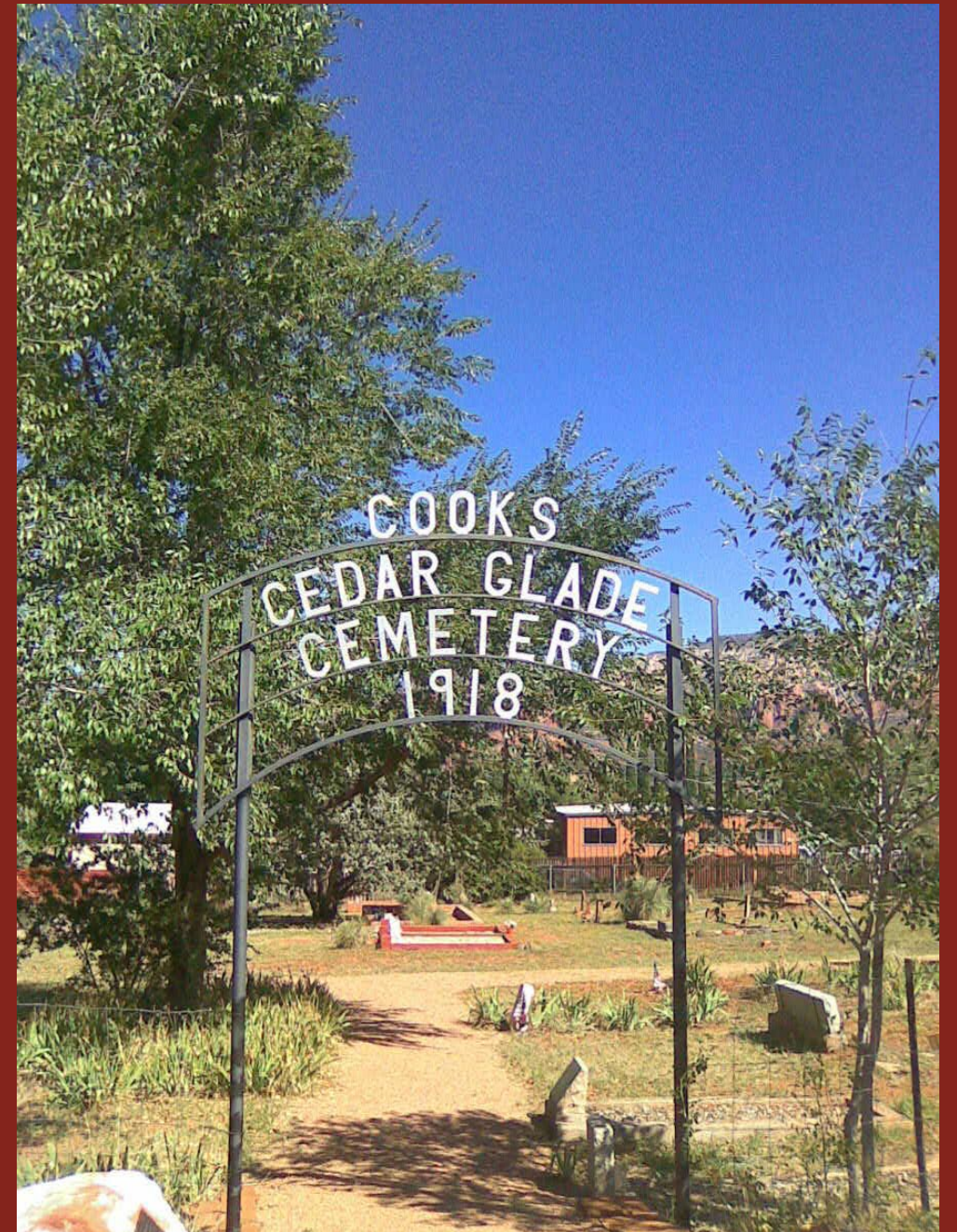
Where can people find us?

- Sedona Heritage Museum in Jordan Historical Park



Where can people find us?

- Cook's Cedar Glade Cemetery



Where can people find us?

- Schuerman Red Rock Cemetery



Where can people find us?

- Schuerman Homestead House



What do we do?

- Exhibits

Exhibits



What do we do?

- Exhibits
- Educational Programs

Educational Programs



What do we do?

- Exhibits
- Educational Programs
- Preservation

Preservation



What are our challenges?

- **Transition from volunteer operation to professional Executive Director**
- **Recruiting and retaining volunteers**
- **Developing new audiences**

Where are we going?

- **GROW!**
- **Be THE source for Sedona's history**
- **Develop partnerships and collaborations**
- **Become a vital community asset**

QUESTIONS?

Nate Meyers

Executive Director

Sedona Historical Society and Sedona Heritage Museum

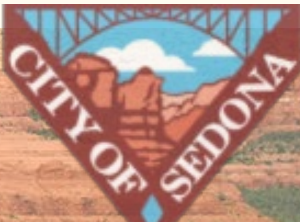
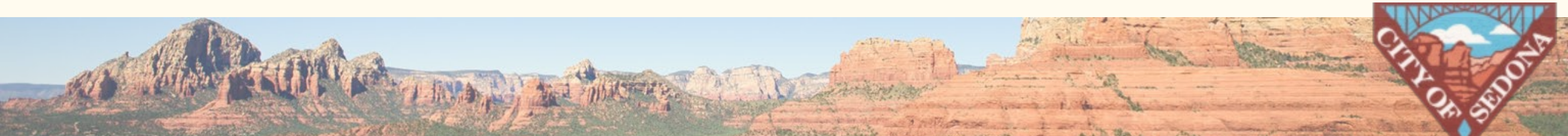
735 Jordan Road in Uptown

www.sedonamuseum.org



IMPROPER VEHICLE EQUIPMENT ORDINANCE

Sedona City Council Meeting
May 23, 2023



Timeline

1. April 11, 2023 City Council Meeting
2. April 20, 2023 Draft Improper Vehicle Equipment Ordinance
3. May 23, 2023 First Council review
4. ?? Second Council Review/Adoption



Background

- Motor vehicles operating without DOT approved tires
- Unsafe motor vehicles were operating within the City contrary to federal safety requirements and manufacturers intentions.
- ROHVA and SVIA urge that on-highway use of OHVs and ATVs be prohibited and that law enforcement efforts be strengthened to eliminate this dangerous practice.
- Consumer Product Safety Commission, US DOT, and NHTSA share safety concerns:
 - CPSC recommends to never ride OHVs, ATVs, etc. on public or paved roads
 - US DOT letter to Mayor Jablow on May 4, 2023: “We share your concern about the operation of off-road vehicles on public roads. NHTSA has developed various FMVSS over the years through research and testing to establish minimum safety standards for vehicles and equipment intended for use on public roads. The use of off-road vehicles and tires on public roads, which do not meet those minimum safety standards, places the occupants and other road users at a greater risk of crashes and injury or death in a crash.”
 - NHTSA letter to Mayor Jablow on May 23, 2023: “The use on public roads of off-road vehicles and tires that do not meet the FMVSS places occupants and other road users at a greater risk of harm.”



Manufacturer Positions

1. 2022 Honda Manual:
 - A. “Off-Highway Use Only.” “[I]t should not be driven on any public road, paved or unpaved, because it is not equipped to legally or safely drive on such roads.”
 - B. “Stay Off Public Roads.” “Your vehicle has been designed for use on private property and designated off-highway areas.”
2. 2022 Can-Am Manual:
 - A. “Riding on Paved Surfaces.” “This vehicle is not designed to operate on paved surfaces and is more likely to roll over.”
 - B. “This vehicle is an off road vehicle not intended for use on public roads.”
 - C. “Do not allow operation on public roads...”



Manufacturer Positions

3. 2022 Polaris Manual:

A. “Avoid Operating on Public Roads (Paved or Otherwise).” “This vehicle does not have highway safety features that on-road vehicles may have (air bags, anti-lock brakes, stability control, etc.). If another vehicle collides with you, the likelihood of a serious injury or death may be greater. Also, you may not be able to avoid a crash or rollover if you make sudden or abrupt maneuvers such as swerving or emergency braking... your vehicle was not designed or certified as an on-road motor vehicle. Polaris does not support public road use except as may be necessary to cross roads designated for connecting off highway vehicle trail segments.”

4. 2022 Yamaha Manual:

- A. “Pavement.” “This vehicle is designed for off-road use only. Avoid paved surfaces.” “Do not operate this vehicle on any public street, road, or highway, even if dirt or gravel.”
- B. “This vehicle is designed and manufactured for off-road use only. Use on public streets, roads, or highways is not only illegal in most areas, it also increases the risk of an accident involving other vehicles. This vehicle does not meet federal motor vehicle safety standards for on-road use.”



Manufacturer Positions

5. 2022 Kawasaki Manual:

A. “Off-Highway Use Only.” “Use of this vehicle on public and paved roads is hazardous. This vehicle is designed and equipped for off-highway use only. Do not operate this vehicle on public roads or paved surfaces.”

6. 2022 Artic Cat Manual:

A. “Never operate this vehicle on any public street, road, or highway..., even a dirt or gravel one, because you may not be able to avoid colliding with other vehicles.”

B. “Whenever possible, avoid operating the vehicle on any paved surfaces including sidewalks, driveways, parking lots, and streets.”



Statutory Authority

1. A.R.S. § 28-626(B)(3): Local authorities “shall adopt ordinances or regulations relating to the control and movement of traffic...”
2. A.R.S. § 28-1174(A): “A person shall not drive an off-highway vehicle: ... 3. On roads, trails, routes or areas closed as indicated in rules or regulations of a federal agency, this state, a county or a municipality or by proper posting if the land is private land.”
3. A.R.S. § 28-1174(B): “A person shall drive an off-highway vehicle only on roads, trails, routes or areas that are opened as indicated in rules or regulations of a federal agency, this state, a county or a municipality.”



A.R.S. Title 28, Chapter 3, Article 20, Off-Highway Vehicles

1. 2008 SB 1167 started as an amendment to A.R.S. 28-766 “Funeral procession right-of-way; funeral escort vehicles; certification”
2. After passing the Senate 24-3 on 3/03/2008, a striker amendment was introduced on 3/21/2008, completely changing SB1167 to allow OHV registration.
3. The striker passed the House on 4/03/2008, and then the Senate on 6/23/2008.
4. The summaries of the striker amendment do not discuss the safety of OHVS on paved or public roads.
 - A. “Directs a person to drive an OHV only on roads, trails, routes or areas that are opened as indicated in rules or regulations of a federal agency, this state, a county or a municipality.” SB 1167 House Summary



Proposed Ordinance

10.30.020 – Operating Motor Vehicle with Improper Motor Vehicle Equipment Prohibited.

1. A person shall not drive or move on a highway a motor vehicle that:
 - A. Is in an unsafe condition that endangers a person.
 - B. Does not contain those parts or is not at all times equipped with lamps and other equipment in proper condition and adjustment as required in this chapter.
 - C. Is equipped in any manner in violation of State or Federal motor vehicle standards.
 - D. Is not approved by the manufacturer to be operated on a highway.

2. An owner shall not drive or allow a person to drive or move on a highway the owner's motor vehicle that:
 - A. Is in an unsafe condition that endangers a person.
 - B. Does not contain those parts or is not at all times equipped with lamps and other equipment in proper condition and adjustment as required in this chapter.
 - C. Is equipped in any manner in violation of State or Federal motor vehicle standards.
 - D. Is not approved by the manufacturer to be operated on a highway.



Proposed Ordinance

6.15.080 - Penalties.

- A. Upon a first violation of this chapter, an officer shall issue a written warning and repair order. A certificate of correction or adjustment of illegal or faulty equipment shall be obtained the person and shown to the police department within five days.
- B. If there is a violation of this chapter and the person fails to provide the City with a certificate of correction or adjustment within five days or the person has previously been issued a warning within one hundred eighty (180) days from the date a warning was issued, the violation is a civil offense punishable by a fine not to exceed five hundred dollars (\$500.00), plus any other penalties, assessments or surcharges authorized by law.
- C. If there is a violation of this chapter and the person has previously been convicted two (2) or more times of violating this chapter under subsection B, the new violation is a class 1 misdemeanor, plus any other penalties, assessments or surcharges authorized by law.



Proposed Ordinance Changes

1. “Highway” definition name to be expanded to “Highway and Streets.”
2. Clarify electric bicycles are not included.
3. Exempt cars manufactured prior to 1948.
4. Leave enforcement only to Peace Officers.
5. First violation shall be a warning OR repair order. Not both.
6. Fix various typos and numbering issues.



Questions?

