

NORTH FRUITA DESERT TRAILS MASTER PLAN

MAY 2019



FRUITA
COLORADO



ACKNOWLEDGMENTS

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1. INTRODUCTION

A. BACKGROUND AND CONTEXT

In 2018, the City of Fruita, in partnership with the Bureau of Land Management (BLM) and the Colorado Plateau Mountain Bike Trail Association, Inc. (COPMOBA), collectively referred to as the Project Partners, acquired a grant from Colorado Parks and Wildlife (CPW) for the development of a Trails Master Plan for the North Fruita Desert Special Recreation Management Area (here on referred to as the Project Site). The Project Partners assembled a team of consultants (here on referred to as the Project Team) to manage the planning process. Since the first singletrack trail was built in 1994 in the North Fruita Desert, commonly known as 18 Road Trails, these trails have been loved by the community and visitors alike. Over the past 25 years, the North Fruita Desert has become a nationally and internationally known mountain biking destination. Today, the recreational destination now boasts nearly 80,000 trail users per year (*Bureau of Land Management Visitor Counts for the North Fruita Desert Trailheads (2017)*). In 2015, the BLM Grand Junction Field Office Resource Management Plan was completed. The plan formally designated the North Fruita Desert as a Special Recreation Management Area (SRMA) in response to the growth in recreational tourism. The plan identified the primary goal for the Project Site:



BLM's wayfinding signage at the entrance to the North Fruita Desert Trails

“To produce a diversity of quality mountain bicycling opportunities that add to visitors' quality of life while contributing to the local economy and fostering stewardship of natural and cultural resources.”

In working to fulfill this goal, BLM has partnered with the City of Fruita to support the City's objective to promote tourism by enhancing recreational opportunities in the area. For the Project Partners involved, proper planning for the future of the North Fruita Desert Trails became imperative to solidify a strategy that would secure the future of the trail system. This Master Plan provides a foundation for the Project Partners to promote the sustainable growth of the recreational destination and to enhance the local community's business economy, while making the area more attractive as a place to live, work and play.





The Project Site is a unique ecosystem within the North Fruita Desert

B. GOALS OF THE MASTER PLAN

The goals of the North Fruita Desert Trails Master Plan were established in order to set the framework for the planning effort. These goals were defined by the Project Team and the Project Partners and were vetted through the public at the community meetings. The goals of the Master Plan are:

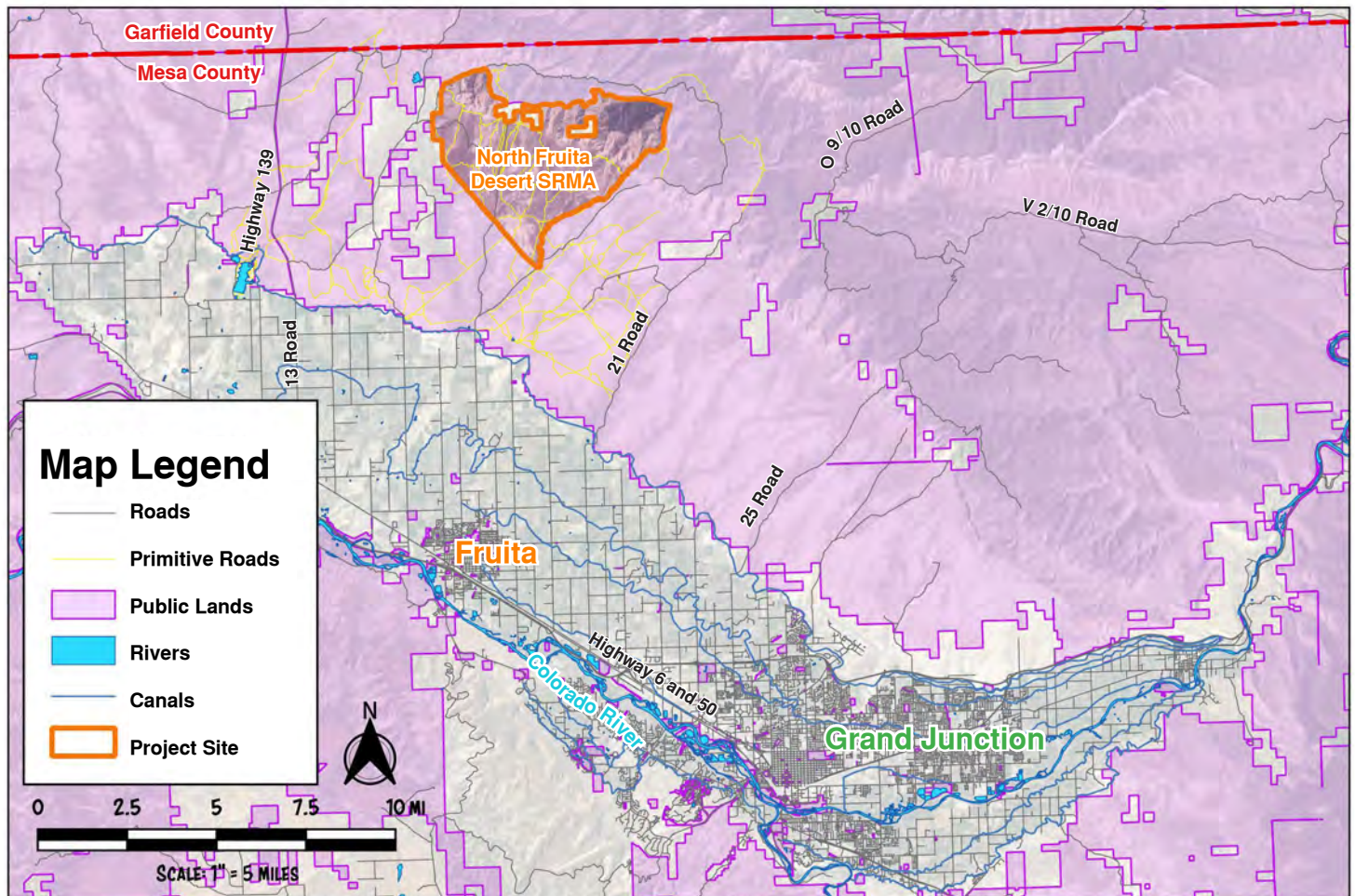
- Address existing trail issues through sustainable design practices, re-routes and trail decommissioning
- Plan for a full range of skill levels, events and competitions
- Create a trail system that alleviates crowding and minimizes impact
- Develop wayfinding and educational opportunities through signage and nature play
- Include maintenance and management opportunities for current and future trails



C. PLANNING AREA

The Project Site is approximately 7-8 miles north of Fruita, Colorado located along the base of the Bookcliffs within the North Fruita Desert. The Project Site is comprised of roughly 11,600 acres of BLM managed land and 250 miles of designated recreation routes. The main access to the North Fruita Desert Trails is via 18 Road, an unimproved dirt road that bisects the Project Site and can only be accessed through the City of Fruita, when exiting US Highway 50. It is located within a desert ecology system characterized by distinctive Intermountain shrublands throughout the site and low, bushy, evergreen woodlands at the higher elevations. This type of environment provides a stunning setting for an existing singletrack trail system with two existing trailheads and 58 campsites.

The SRMA designation allows for specific recreational opportunities on site and has been primarily designed to provide mountain biking and camping opportunities, while also allowing hiking and equestrian use of the trails. BLM also allows cattle grazing on the Project Site, between the dates of December 1 and May 31.



Context map of the Project Site



D. PLANNING PROCESS

The planning process began with the collection and analysis of existing trail maps, past research and planning documents for the Project Site. The following plans were reviewed by the Project Team to further understand past planning efforts for the site:

- 2015 Grand Junction Field Office Resource Management Plan
- COPMOBA mapping
- BLM Wilderness Characteristics Inventory
- IMBA Grand Valley Strategic Trails Plan 2018
- City of Fruita Parks, Open Space and Trails Master Plan, 2009

After reviewing the existing data, the Project Team engaged with the Project Partners as well as knowledgeable stakeholders to understand the wants and needs for the trail system planning efforts. The community and stakeholders participated in public meetings and were asked to contribute further to the planning process by responding to a public survey.

After holding various public and stakeholder meetings, the Project Team visited the area to collect data via **drone imagery, site walks and the use of an inclinometer**. This information helped the Project Team understand the current uses of the trails and helped build the existing conditions report. Proposed trails and re-routes were developed based on the understanding and analysis of the existing conditions on site, while also balancing the needs of the community and the environment. The proposed trails were mapped and reviewed by the Project Partners. An additional reconnaissance trip was made to the Project Site with representatives of the Project Partners to refine the trail plan. Finally, the information collected from the community, site analysis and research was integrated to formulate the Master Plan recommendations.



The format of this document reflects the efforts taken by the Project Team to comprehensively analyze the Project Site

2. COMMUNITY INPUT

A. PUBLIC & STAKEHOLDER INPUT

On October 11, 2018, the Project Team held a public meeting at the Fruita Recreation Center. The open house had approximately 40 attendees. The goal of the first public meeting was to make the community aware of the Master Plan project and receive community input on how they currently use the area, as well as how they would like to see it used in the future. Concurrent with the public meeting was the T.H.E. Trail Summit Conference. The Conference focused on trail-based tourism and trail-based economic development. Attendees from all over the world came out to participate in the Conference. The Project Team utilized the Conference as an opportunity to engage mountain bike enthusiasts outside of the local community. Many of the attendees were familiar with the project area and were able to give input on the Master Plan, **broadening the spectrum of user input for the project.**

At the public meeting, two maps of the project site's current trail system were displayed. The Project Team encouraged the public to draw on the maps to illustrate where they believed changes should be made and where they currently use the Project Site. The Project Team also encouraged the public to share any additional information for things such as new trails, directional trails, trails to be decommissioned, kids loops, trail connections and any other non-mountain bike issues or additions to the site.

A public input survey was also provided with questions regarding demographics, current use, future use, opportunities and constraints and opened ended questions to capture community member input pertinent to the Master Plan.

The open house was held from 12pm until 5pm. Following the open house, the City of Fruita held a ribbon cutting ceremony for the grand opening of the Kokopelli section of the Riverfront Trail.

A celebration was held afterwards at the Civic Center Park and Pavilion where community members and avid mountain bikers congregated over music and food. The Project Team again utilized this opportunity to engage more public input. Approximately 30 people visited the booth. A new set of maps were displayed for people to draw on and more surveys



Community members engage in a mapping exercise at the Open House





Community members give feedback at the Kokopelli Trail opening event in Downtown Fruita



Project Site booth in Downtown Fruita

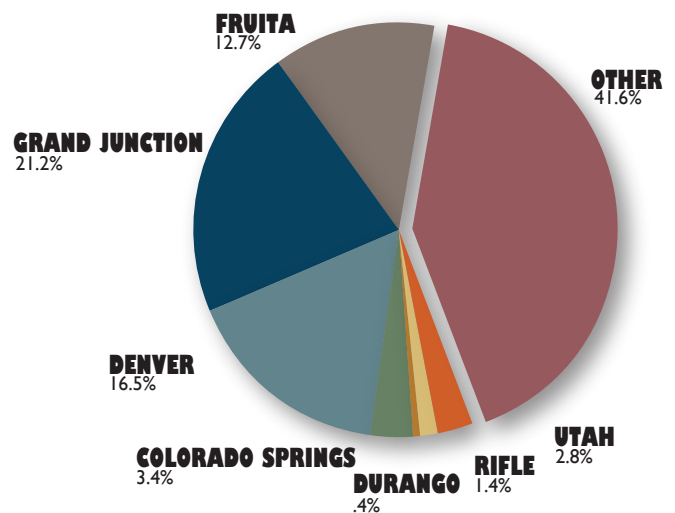
were distributed. The Project Team also went to the Project Site on October 12, and collected more information and surveys from riders using the trails. The Project Team took notes from conversations with people who attended to add to the detailed community input.

B. SURVEY

The project survey was provided to attendees of the open house in both hard copy and digital format. The survey was also published online and ran from October 12 to October 26, 2018. The survey received **993 responses over the course of two weeks**. People from around the world, from New Zealand to New Mexico, responded to the online survey. The complete survey results can be found in Appendix A of this document.

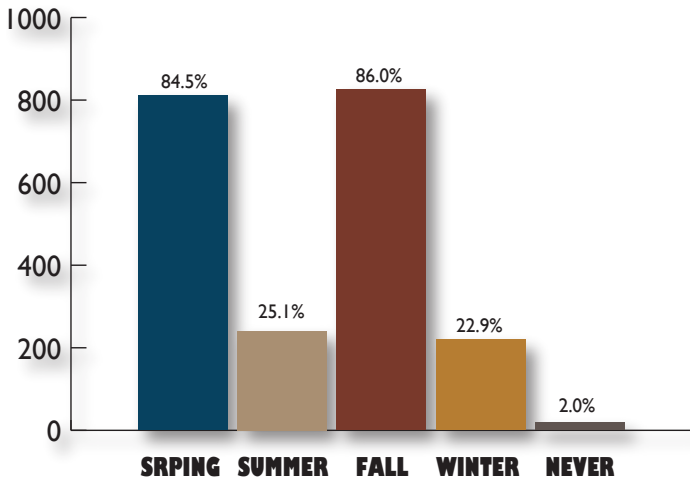
The majority of the people who responded to the survey were between the ages of 31-50 and resided outside of Fruita. 78.7% of survey responders said they visit the North Fruita Desert several times per year, with the majority of responses specifying they visited in the spring and the fall. When asked how respondents use the North Fruita Desert, 96.6% said they use it for mountain biking, 30% said they use the area for camping and 19.7% use it for RV camping. When accessing the North Fruita Desert, 90.4% of people said they drive and park in the designated parking spaces and said that they felt there was the "right amount" of access.

WHERE DO YOU CURRENTLY RESIDE?



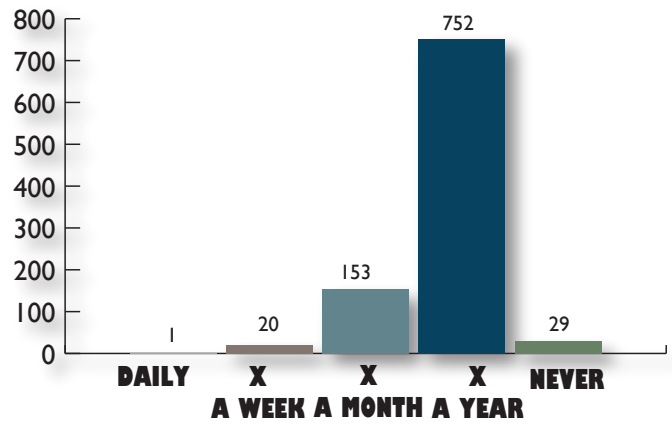
Responses to Question 2 of the public input survey

WHAT TIME OF YEAR DO YOU VISIT NORTH FRUITA DESERT?



Responses to question 6 of the public input survey

HOW OFTEN DO YOU VISIT NORTH FRUITA DESERT?

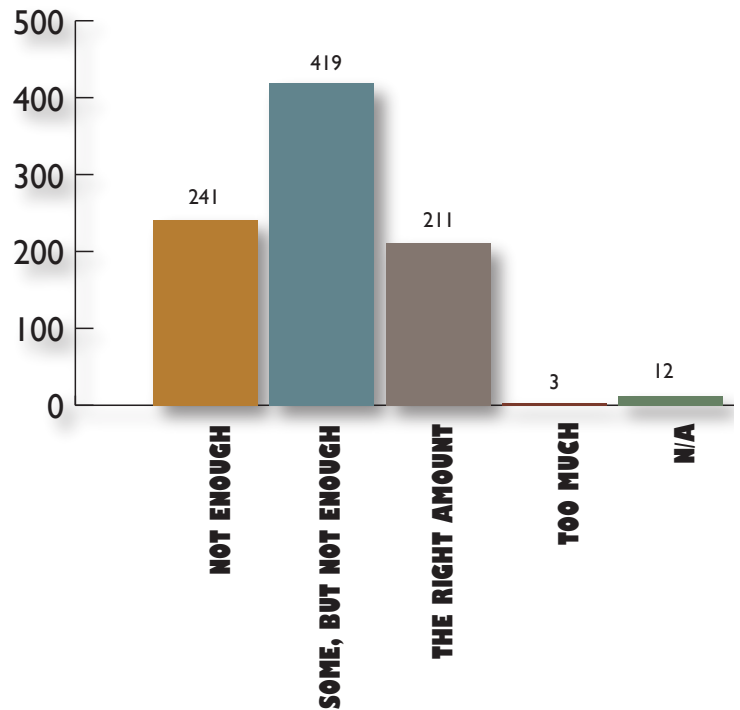


Responses to question 5 of the public input survey

When asked how users felt about the number of trails at North Fruita Desert, 74.5% responded that there were either "some, but not enough" or "not enough". 50.2% of people surveyed responded that the trail connectivity within the Project Site was the "right amount", while 45.9% responded there was either "some, but not enough" or "not enough". In regards to trail connectivity to other recreation area, amenities, destinations, trails, 64.9% responded there was either "some, but not enough" or "not enough".

The survey also asked how people perceived the variety in trail difficulty within the NFD. 44.7% of people responded with the "right amount". 53.5% said there was either "some, but not enough" or "not enough" variety of trail difficulty. When asked about the presence of undesirable elements such as litter, noxious weeds, pet excrement, etc., 61.1% of users said it was low and that the overall ecosystem was healthy. Next, the survey asked how users perceived the level of crowding on the trails and in the campgrounds. 53.6% of people said crowding on the trails was "moderate", while 71.2% said the level of crowding in the campgrounds was either "high" or "moderate". 87.2% of people who responded to the survey said they would like to see more mountain bike only trails in the future. When asked about the top three attributes they would like to see more of, 75.3% responded "more trails", 51.9% said "more variety in difficulty of trails", 34.8% responded "trail connections" and 33.8% said "more designated campgrounds".

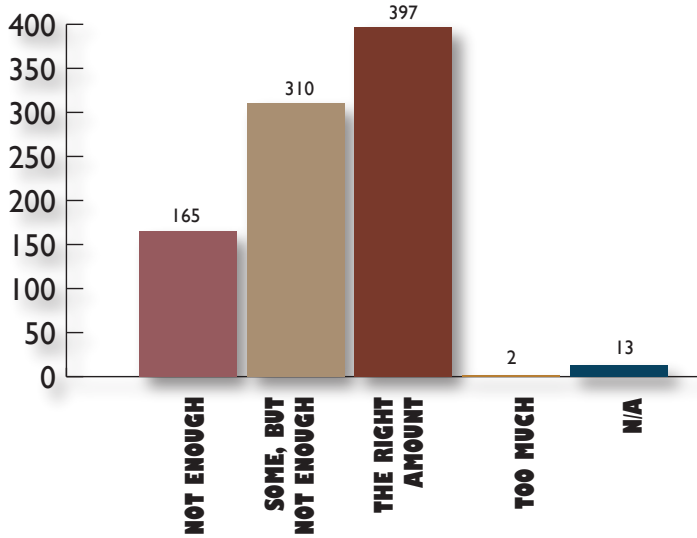
AMOUNT OF TRAILS



Responses to question 14 of the public input survey

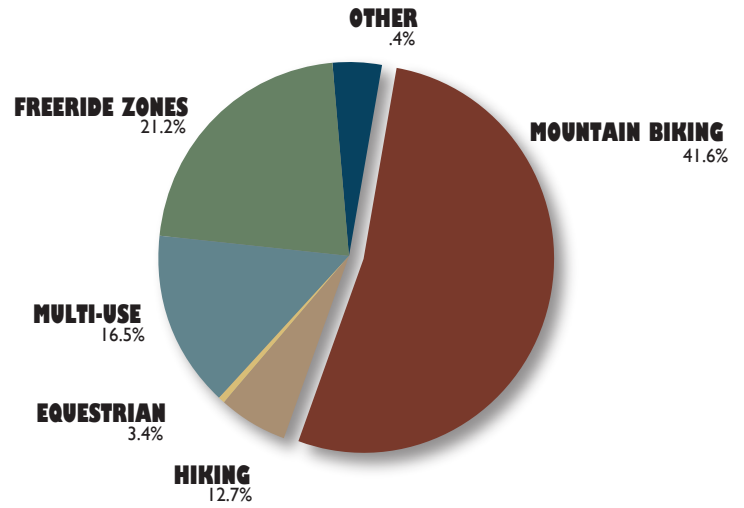


VARIETY OF TRAIL DIFFICULTY (GREEN, BLUE, BLACK)



Responses to Question 17 of the public input survey

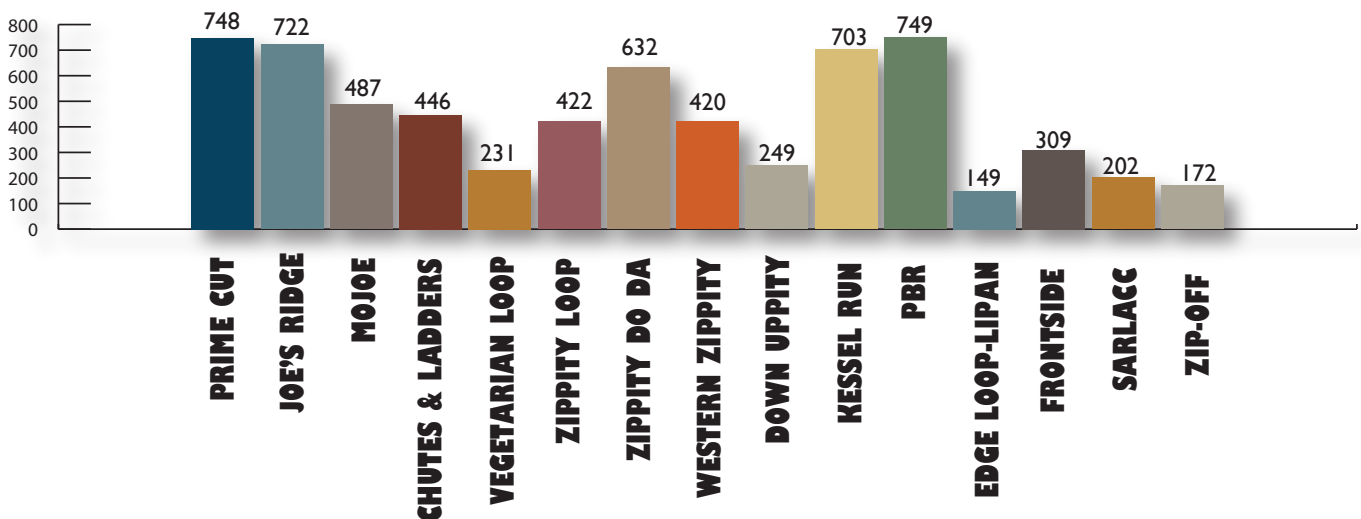
WHAT TYPES OF TRAILS WOULD YOU LIKE TO SEE MORE OF?



Responses to Question 22 of the public input survey

The Project Team was able to determine the highest priorities of the community utilizing results from the survey. It was identified that there is a desire for **more mountain bike trails** in the project site and a **greater variety in trail difficulty**. The survey also helped determine that there is **crowding on the trails and in the campground** that needs mitigation. This crowding is most notable in the Spring and Fall. The Project Team used this information to guide the Master Plan recommendations and proposed trail system.

WHAT TRAILS DO YOU RIDE IN NORTH FRUITA DESERT?



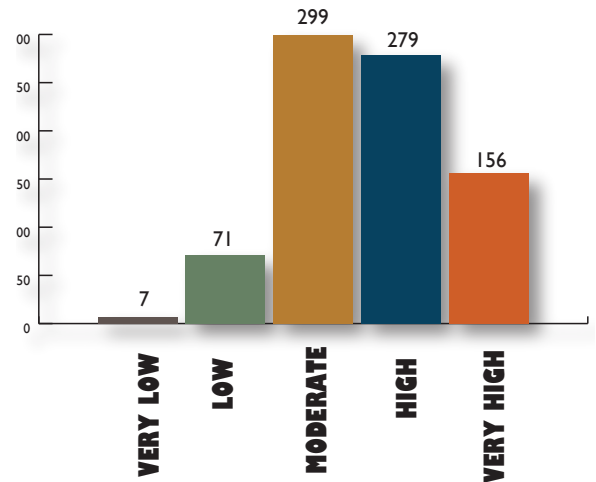
Responses to Question 10 of the public input survey

C. STAKEHOLDER MEETINGS

On October 12, 2018, the Project Team held stakeholder meetings with CPW, BLM, COPMOBA and a consultant representing the Grand Valley Trail Alliance. The Project Team reached out to other stakeholder groups, although no other groups were able to attend. Many of the stakeholders were able to attend the public meeting the day prior and while there was no formal stakeholder meeting, their input was captured. The following is a list of topics discussed at these meetings:

- Need for more beginner trails
- Addition of a skill development area
- Improve the integrity of the ecosystem
- Emphasize educational stewardship
- Maintenance issues concerning overuse and trails being "loved to death"
- Need for a common branding of trails throughout the Grand Valley
- Need for trail connections to locations outside of the Project Site
- Adding additional access points to the Project Site
- Assessment of trails that need to be decommissioned
- Need for new routes, including directional routes to alleviate traffic and trail widening
- Need for practice loops and easier loops near the existing campground
- An event space that could host large mountain bike racing events to generate revenue
- Seasonal closures in areas that have potential environmental constraints
- Address the conflict between cattle grazing and recreational use
- Potential relocation of the earthen stock pond to somewhere outside the Project Site
- Need for higher density of trails in the lower elevation areas to mitigate impacts on wildlife habitat

LEVEL OF CROWDING IN CAMPGROUNDS



Responses to Question 21 of the public input survey



Amenities most desired in the Project Site as determined from the survey



D. STAKEHOLDER COLLECTIVE MEETING

Approximately one month after the public meeting, the Master Plan Team met with the City of Fruita, COPMOBA, BLM and CPW to discuss the major trends identified through the public input process. These trends, along with relevant information and background, were discussed in this group setting in order to establish the basis for goals and recommendations for the Master Plan. Items of discussion included:

- Potential new trails
- Areas of concern along existing trails
- Seasonal closures and environmentally sensitive areas and species
- Educational programming for environmental health and rangeland history
- Desired event types
- Current use of the Project Site
- Desired use of the Project Site
- Related projects in the area
- Livestock allotment

The Project Team was unable to hold a meeting with the cattle rancher on the Project Site; however on December 17, 2018 there was a telephone conversation with the cattle rancher, BLM and Project Team. The potential relocation of the stock pond located next to the potential future event space was discussed. The cattle rancher has been working with the BLM range specialist to mitigate the conflict by relocating the pond and adding additional fencing. Since the fence would benefit both the cattle rancher and the mountain bike community, it was suggested that there be a joint effort in funding the maintenance and construction of fencing.

Overall, the stakeholder meetings highlighted issues that the Project Team analyzed when creating the Master Plan. The need for more trails has been echoed by all interested parties, along with the underlying cattle/biker conflict. Moving forward with the Master Plan, the Project Team will need to understand the environmental constraints in the Project Site and address them through sustainable trail design, seasonal closures, education and environmental stewardship.



The most imperative information collected for a Master Plan comes from the community

3. EXISTING CONDITIONS

A. VEGETATION COMMUNITIES

The Project Site is within the Intermountain Semi-Desert and Desert ecological province that is considered to be a cold desert with hot summers, cold winters and limited precipitation. Vegetation in the Project Site is dominated by saltbush shrublands, with small patches of pinyon juniper woodlands, sagebrush shrublands and greasewood. These communities are summarized below (BLM 2015):

- Saltbush shrublands, the dominant community, are characterized by various saltbush species and other shrubs including greasewood, winterfat, sagebrush and rabbitbrush. Understory vegetation is sparse and includes globemallow, wild parsley, prickly pear cactus and native grasses including needle-and-thread grass and Indian ricegrass. As a result of past disturbances including fire, grazing and intensive recreational use, this community is degraded and invasive annuals such as downy brome (aka, cheatgrass) are also prevalent.
- Pinyon-Juniper woodlands consisting of pinyon pine and Utah juniper are found on the upper slopes of the Project Site. The understory is sparse consisting of occasional shrubs, forbs and grasses with a high concentration of the invasive cheatgrass.
- Sagebrush shrublands occur in several patches, dominated by a mix of Wyoming big sagebrush, mountain big sagebrush and black sagebrush. Understory grasses are sparse and are typically dominated by invasive cheatgrass.
- Greasewood communities are found in saline soils along the larger draws and washes. Understory plants are sparse and generally consist of seep weed, cheatgrass and halotou.

Draws and washes are occasionally wet with precipitation runoff and several man-made stock ponds are located in the Project Site. Some of the stock ponds support sparse riparian or wetland vegetation.

B. INVASIVE SPECIES

Several invasive and/or noxious weed species have been identified within the Project Site. The most common weed species is downy brome (cheatgrass), which has become prevalent throughout the region as the dominant understory grass. In addition, Russian knapweed has also been identified within the Project Site and is a noxious weed. There are management plans for Russian knapweed that include using biocontrol to help stop its spread.



Project Site pinyon-juniper plant community



C. SIGNIFICANT PLANT COMMUNITIES

Significant plant communities are those that are locally or globally rare or have not been substantially altered by human activity. Based on known occurrences described in the BLM RMP, no significant plant communities are known to occur within the Project Site (BLM 2015).

With that said, the pinyon-juniper and sagebrush shrubland do play an important role for the migrating mule deer and elk, discussed in the wildlife section.



Pinyon-juniper plant community at higher elevation

D. WILDLIFE

The Project Site supports a range of wildlife species that are typical of the semi-desert habitats in the region. These include several species of reptiles and snakes, numerous migratory birds, raptors, small mammals including mice and voles, carnivores including coyote, fox and mountain lion and large ungulates including mule deer and elk.

CPW-Tracked Species

Colorado Parks and Wildlife (CPW) tracks and manages wildlife species that are regionally important for hunting and overall conservation, including sensitive or seasonal activity areas. Based on existing CPW mapping and consultations with wildlife managers, winter ranges for mule deer and elk are a management concern within the Project Site.

Lower-elevation habitats within the Project Site, at the base of the Bookcliffs, provide important winter range for mule deer and elk. The south-facing aspect, lower snow depths and favorable winter temperatures make this a favored area for wintering game. Elk are generally found at higher elevations than mule deer due to their ability to forage in deeper snow conditions. During severe winters, both deer and elk are forced to winter at lower elevations. During light winters, elk often remain at higher elevations (CDOW 2006 a; b). Specific mapped winter areas within the Project Site are summarized as follows.



View of the Project Site looking North East



Mule Deer

Winter Range- Most of the Project Site is considered winter range and is defined as the area where most individuals are located during the average five winters out of ten.

Severe Winter Range- Most of the Project Site is within severe winter range and is defined as the area where most animals congregate when the annual snow pack is at its maximum and/or temperatures are at a minimum, in the two worst winters out of ten.

Winter Concentration Area- The eastern most portion of the Project Site (Edge Loop Trail) is located within a winter concentration area and is defined as the part of the winter range where animal densities are at least 200% greater than the surrounding winter range, in average five winters out of ten.



Mule deer migrate through the Project Site. Source: wideopenspaces.com

Elk

Winter Range- The northern edge of the Project Site (including Frontside, Chutes and Ladders, and Edge Loop Trails) is considered winter range for elk and is defined as the area where most individuals are located during the average five winters out of ten.

Severe Winter Range- The northwest edge of the Project Site (including Frontside and Chutes and Ladders Trails) is considered to be within severe winter range for elk and is defined as the area where most animals congregate when the annual snow pack is at its maximum and/or temperatures are at a minimum, in the two worst winters out of ten.



Elk migrate through the Project Site. Source: National Parks Service

The severe winter range habitats need to be thoroughly looked at when identifying future trail alignments. These areas are where managing the balance between recreation and environment are of most importance. In order to accommodate the animal migration within the project area, as well as educate visitors on the importance of closures, signs and seasonal closures must be considered in these areas of conflict.

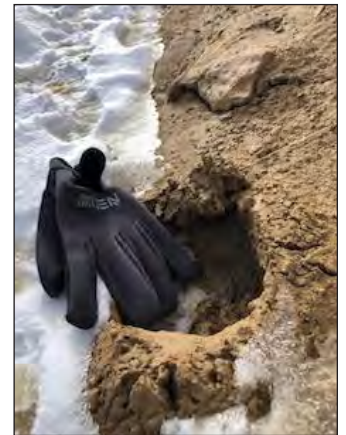


E. SOILS

Most of the Project Site is dominated by silty clay loams that are characteristic of the Bookcliffs region. Soils in the steeper ridges on the north side of the Project Site transition to sandy and cobble loams, while the dry wash drainage ways are dominated by silt loams. Based on Natural Resources Conservation Services (NRCS) soil survey characteristics, these soils are generally considered to have moderate to high erodibility and clay content and are considered to be somewhat limited for trails (NRCS 2019). High erodibility can be an issue for trails with excessive slopes or poor drainage, while high clay content can make for trails that are more vulnerable to moisture and damage in wet conditions.

The location of these varying soil types are defined by their proximity to specific trails. The following items are among the soil properties that affect recreational uses:

- A hazard of flooding can severely limit the use of soils for camps and recreation buildings, but such soils are suitable for hiking, nature study and other less intensive uses.
- High water tables impose severe limitations on the use of soils for campsites, roads, trails, playgrounds and picnic areas.
- Drought conditions make it difficult to grow the grass needed to prevent erosion and drought ridden soils may require irrigation to maintain vegetation.
- Some clay soils swell when wet and shrink when dry. This shrinking and swelling may damage floors and foundations of recreation buildings. Such soils may fail to support roads and other structures unless special design is used.
- Steep slopes limit the use of soils for playgrounds, campsites, buildings, roads and trails but are appropriate for hiking areas.
- If bedrock is at a shallow depth, it is difficult to level soils for playgrounds and campsites, to construct roads and trails and to establish vegetation. Shallow soils are poorly suited for uses that require extensive grading.
- A clay or sandy surface layer makes some soils undesirable for playgrounds, campsites or other uses that require heavy foot traffic.
- Soils that have a high in content of clay are sticky when wet and remain wet for long periods after rains. Loose, sandy soils are unstable and dusty when dry. Soils that have a texture of sandy loam or loam are the most suitable for recreational uses that require heavy foot traffic.
- Stones, gravel and rocks impose moderate to severe limitations on the use of soils for campsites, playgrounds, trails and other uses that require heavy foot traffic.
- The absorptive capacity of soils determines whether a septic tank absorption field will work. The soil should be deep and permeable, there should be no seasonal high water table, the slope should not be steep and there should be no danger of flooding.
- Suitability for impounding water determines whether a soil can be used for constructing fishponds. Soils suited to construct ponds generally are deep, have slow permeability when compacted, are not steep and have a low susceptibility to piping.



Cow imprint on trail after a winter storm

The soil attributes, locations and slopes must all be considered when identifying new or re-routed trail alignments. The sustainability of the trail is a reflection of the sustainability of the soil.

The following is a chart of the various soil types found on the Project Site and their attributes.

LOCATION IN PROJECT SITE	MAP UNIT NAME	TYPICAL SURFACE PROFILE	ERODIBILITY (K FACTOR) 0.02 -0.69	% CLAY 8.5-38.8	PATHS & TRAILS
EDGE LOOP	BADLAND	WEATHERED ROCK	NR	NR	NR
EDGE LOOP	MESA-AVALON COMPLEX, 3 TO 12% SLOPE	VERY FINE SANDY LOAM	0.43 (MODERATE)	29.6 (HIGH)	SOMEWHAT LIMITED (DUSTY)
UPPER CHUTES & LADDERS/ EDGE LOOP	BADLAND-DEAVER-CHIPETA COMPLEX, 25-65% SLOPES, EXTREMELY STONEY	VERY COBBLY SILTY CLAY LOAM	NR	NT	VERY LIMITED (LARGE STONES: SLOPE: DUSTY)
LOWER CHUTES & LADDERS	MACK-AVALON COMPLEX, 3-12% SLOPES	FINE SANDY LOAM	0.32 (MODERATE)	23.9 (MODERATE)	SOMEWHAT LIMITED (DUSTY)
DRAINAGES	SAGRLITE-TURLEY-FRUITALAND COMPLEX, 0-3% SLOPE	SILT LOAM	0.43 (MODERATE)	24.6 (MODERATE)	SOMEWHAT LIMITED (DUSTY)
UPPER CHUTES & LADDERS/ EDGE CUTOFF	UFFENS FINE SANDY LOAM, 1-6% SLOPES	FINE SANDY LOAM	0.37 (MODERATE)	27.0 (MODERATE)	SOMEWHAT LIMITED (DUSTY)
MOST COMMON ZIPPITY/ JOE'S/VEG/ DOWN UPPITY	PERSAVO-BLACKSTON COMPLEX, 6-45% SLOPES	SILTY CLAY LOAM	0.49 (MODERATE)	31.0 (HIGH)	VERY LIMITED (SLOPE, WATER, EROSION, DUSTY)
SOUTH AREA	KILPACK-PERSAYO COMPLEX 3-25% SLOPE	PARACHANNERY SILTY CLAY LOAM	0.32 (MODERATE)	33.4 (HIGH)	SOMEWHAT LIMITED (DUSTY)
KESSEL/PC/ PBR	LEEBENCH, WARM-AVALON-BLACKSTON COMPLEX, 1-12% SLOPE, STONY	FINE SANDY LOAM	0.24 (MODERATE)	24.5 (MODERATE)	SOMEWHAT LIMITED (DUSTY)
NORTH RIDGE	TORRIORTHENTS, WARM-ROCK OUTCROP COMPLEX, 35-90% SLOPE	CHANNERY LOAM	0.32 (MODERATE)	20.4 (MODERATE)	VERY LIMITED (SLOPE: DUSTY)

Natural Resources Conservation Service (NRCS), 2019. National Cooperative Soil Survey. Soil Report-Douglas-Plateau Area, Colorado.



F. GRAZING

The Project Site is leased for cattle grazing within two BLM grazing allotments, the Little Salt and Big Salt allotments. The Little Salt allotment covers most of the Project Site, while the Big Salt covers the southwestern corner.

The current permittee has been managing the Little Salt allotment since the early 1990s. Since that time, conflicts between grazing and recreation activity has increased. These conflicts are mostly related to livestock impacting trails during wet or muddy spring conditions and recreationists displacing grazing activities. An existing earthen stock pond is located in this area, providing a water source for livestock. Much of the reported impacts to trails are believed to be from livestock accessing the pond from the surrounding range and congregating near the pond located near many trails. The permittee maintains this pond along with the nearby access roads.

Livestock grazing can occur between December 1 and May 31 each year, while the peak spring recreation period is in April and May. These spring months are when most of the conflicts can occur, primarily in the westernmost portion of the allotment that is adjacent to the 18 Road trailhead.

Range Condition

Based on a variety of factors, the range condition throughout most of the Project Site are classified as "poor". This is based on BLM assessments and anecdotal observations of vegetation communities in the area. More specific ratings from the BLM include (BLM 2015):

- The Management Category for the Little Salt grazing allotment is rated as "improve", which means that it is in unsatisfactory condition or contains significant sensitive resources that may require investments of time and money.
- About 52 percent of the area is considered to have "health concerns".
- Based on the Land Health Assessment map in the RMP, most of the Project Site is rated as "Not Meeting Land Health Standards" or "Meeting Land Health Standards with Problems".



Geologic landforms in the Project Site

More recently, the grazing lessee has been working with the BLM to move more of the grazing activity to areas outside of the Project Site, to the east. This is being done with a new pasture fence and stock pond. While these actions are primarily intended to reduce conflict between livestock grazing and recreational uses, these changes may also facilitate range restoration by reducing the duration of spring grazing. However, restoration and recovery will take many decades to achieve under any circumstances (BLM. 2015).

G. SITE USES

The Project Site is primarily used for mountain biking, tent camping and RV camping. Currently, there is one designated campground with 59 campsites, four vault toilets, picnic tables, metal fire rings, a gravel access road and a host site with storage shed. There is an undesignated campground on the south end of the site with no amenities. Off-highway vehicles (OHV) use some of the trails within the Project Site, however, most of the OHV trails are in the surrounding desert. People also use the site for more leisurely activities such as hiking, photography and animal watching, but at a much lower rate. There are two trailheads, one on the south side of the site and one towards the northern end of the site. A gravel parking lot with approximately 80 parking spaces is at the south end of the site along with a vault toilet and a shade structure with a two-panel kiosk. Besides recreation, the Project Site is also used for a rangeland grazing allotment as discussed in the preceding "Grazing" section.

H. CAMPING

Since 2012, the north end of the site has had a fee station for the designated camping at \$10/site/night. All campsites are first come first serve with a self-service fee station. No running water or trash services are available. With only 59 sites and thousands of people visiting throughout the year, the dispersed camping at the south end of the Project Site is being overused.



Existing designated camping

The undesignated campground does not receive the management and maintenance that the designated campground receives, which can lead to misuse and overuse. The undesignated camping sits in a large wash with clay and sandy soils and is susceptible to erosion. The increased use in visitors adds to the erosion; therefore, decreasing the quality of the environment. There are no amenities and a "pack in/pack out" policy is in place. As this location increases in desirability, mitigation efforts are needed to accommodate both the people and the health of the environment.

I. SURROUNDING USES

The Project Site consists of the North Fruita Desert SRMA, and is surrounded by the larger North Desert recreational areas and as such, is mostly surrounded by BLM property. There are two parcels that are "islands" within the Project Site that are both privately owned. There are also some areas of privately owned land to the west of the Project Site. In general, the surrounding land is rural and used mainly for agriculture (cattle grazing), outdoor recreation and wildlife habitat.

The surrounding BLM managed public land is used for off-highway vehicles (OHV) and shooting practice, especially in the areas south of the Project Site. These uses are signed and generally well-confined to remain outside of the Project Site. Some of the OHV roads/trails run near or through the Project Site and are also used by mountain bikers. The Sarlacc Trail, which lies north of the Project Site, is a good example of a motorized trail that is also well used by mountain bikers.



To the west of the Project Site, along 16 Road, there is a privately owned parcel that the local Land Trust was negotiating about at the time of the Master Plan. Discussions focused on placing the area under a conservancy, possibly with mountain biking. Given its proximity to the Project Site, connections between this property and the Project Site should be considered if the discussions move forward with mountain biking in mind.

J. ACCESS & CIRCULATION

The main access to the Project Site is along 18 Road. Most users access the Project Site by driving, while some users bike an approximate 7-8 mile trip from downtown Fruita. 18 Road provides access to the main parking lot/trailhead within the Project Site and it dead ends at a small turn-around at the north end of the developed campground. The designated campground has a road running through it that can be accessed either by the turn-around at the north end of 18 Road or from V7/10 Road. V7/10 Road intersects 18 Road just north of the main trailhead and runs northwest. V7/10 Road also intersects several mountain bike trails and continues west outside of the Project Site. V7/10 Road can be used to access 18 Road, although it is far less commonly used because it does not connect directly to Fruita.

South of the main trailhead, a dirt road forks off to the east of 18 Road. This road provides access to the undesignated campground that is popular with visitors. The road ends in a loop/turn-around at the main earthen stock pond. There is also an access up to 18 Road at this location but it is very steep with rocks and obstacles.

Within the Project Site, the mountain bike trails closest to 18 Road and the trailhead are the most widely used. These include Kessel Run, Joe's Ridge, MoJoe, Prime Cut and PBR. This can be easily seen on the Strava Heatmap.

As the trails move further out from 18 Road and the trailhead, they become less well-worn by mountain bikers. Trails such as Frontside, Zippity Doo Da, Western Zippity, Chutes & Ladders and the Edge Loop still see plenty of use, but are not nearly as crowded as the trails along 18 Road discussed above.

In general, most of the trails are designated as bi-directional, although this is changing as the area has become more popular. Kessel Run and PBR have become downhill only. Prime Cut is generally ridden as a climbing route. One major issue identified by the Project Partners, public input, stakeholders and the Project Team is the lack of enough climbing trails near 18 Road. As a result, an undesignated trail just to the east of 18 Road has formed on an old cow trail, so riders do not have to share road with vehicles. The Project Team recommends the trail be closed and relocated to the west side of 18 Road forming the east side of Trail C.1 Loop. The west side has topography that is more suitable for sustainable trail development than on the east side where the terrain is flatter and more problematic with drainage. Since the cattle commonly use this path to access the stock pond near the parking lot, the trail on the east side will likely stay evident until the cattle grazing patterns change.

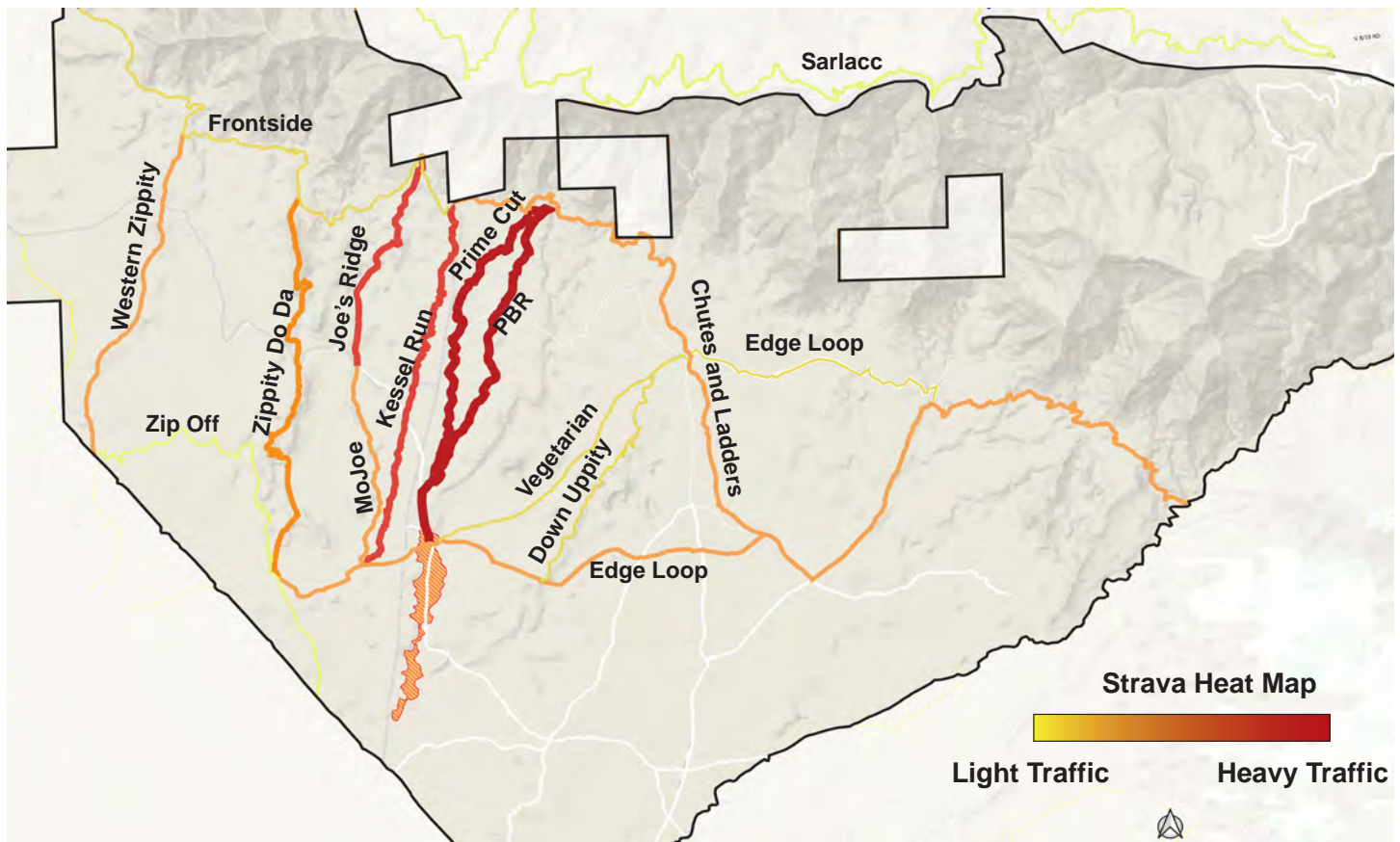
K. TRAIL SYSTEM

Currently the Project Site consists of approximately 32.5 miles of mountain bike trails. Due in large part to the topography, the trails range in difficulty with a majority of the trails being easy to intermediate. The trail system has a concentrated core surrounding 18 Road. As users move away from the core, the number of trails become more sparse. These trails see less use than the trails in the core area.

Currently, Prime Cut is the main climbing trail that commences from the south trailhead. Due to overcrowding on this trail, many riders typically shuttle to the north trailhead to begin their ride, ultimately descending back down to the south trailhead and parking lot. Due to the overcrowding, riders park at the south parking lot and ride along 18 Road or the social trail created just east of 18 Road until users reach the north trailhead.

Within the Project Site, there are several social trails, designated trails and motorized trails that intertwine with one another, causing confusion and conflict. The limited number of designated trails is contributing to the overuse of the existing trails. With few options to get to destinations, riders create social trails, use the road or overuse the existing trails.

This situation is a conflict that could be addressed with more directional trails in the core area of the Project Site. Expanding the trail system, offering a wider spectrum of trail difficulties and improving trail connectivity will help decrease the desire of riders to create new trails. Dispersing riders across more designated directional trails can help eliminate use of social trails; therefore, creating a more enjoyable and sustainable trail system.



Strava heatmap data shows user-provided data of the most utilized trails in the North Fruita Desert



4. MASTER PLAN RECOMMENDATIONS

A. DESCRIPTION

The Master Plan aims to address the current use of trails within the Project Site and to propose a concept trail plan for future trail development of the Project Site. Many existing trails were analyzed for their resilience within the context of the public amenity, while new trails that enforce sustainable trails were proposed. The Project Team based the Master Plan recommendations on existing data of the Project Site, research and analysis of existing conditions, field reconnaissance and GIS mapping, public input and survey collection and meetings with stakeholders and clients.

This chapter is broken up into the following subsections, to designate the main themes and considerations found during the planning process for the Project Site:

- Concept Trail Plan
- Trail Descriptions
- Event Space/Trailheads/Campgrounds
- Off Season Uses
- Beginner/Progressive mountain bike skills area/Nature play
- Branding and Events
- Wayfinding/Educational recommendations
- Environmental Constraints

The North Fruita Desert Trails Master Plan proposes an approach that considers the current trails and how to best keep the opportunity they provide. Key recommendations found within this chapter are:

- 24.75 miles of new trail
- 2.4 miles of re-routed trails
- 22.8 miles of event loops
- 19 acres of gravel base for parking, staging and widening 18 Road
- 150 new camp sites

While this plan provides overarching recommendations for the Project Site, further refinement, considerations and environmental assessment are anticipated during final design and construction.

B. CONCEPT TRAIL PLAN

Social Trails

Due to over-crowding and erosion issues, several social trails have been created by riders. These trails add to the misuse of the land and subsequent detriment to the health of the environment. Existing designated trails have become braided and unsustainable from over use. The Project Team looked to decommission some of these social trails and re-route the primary trail to a more sustainable and appropriate route.

Trail Difficulty

The Project Site lends to easier level trail rides. Many visitors are avid mountain bikers that are now raising families and are looking for ways to encourage their children to experience their love for mountain biking. The new trail system aims to address this desire by providing multiple kid friendly opportunities. It was important to identify a kids' loop close to the existing campground, as well as areas for a kids' nature playground and a kids' progressive skill loop.

Trail Traffic/Directional Trails

Another issue the Project Team looked to address with the conceptual trail map is the lack of directional trails. Adding climbing routes as well as additional downhill routes will aid in dispersing and alleviating the traffic and erosion within the core of the trail system. More trails in farther reaches of the Project Site will also help with the dispersal of traffic and incorporate some of the more technical terrain to allow for greater trail diversity.

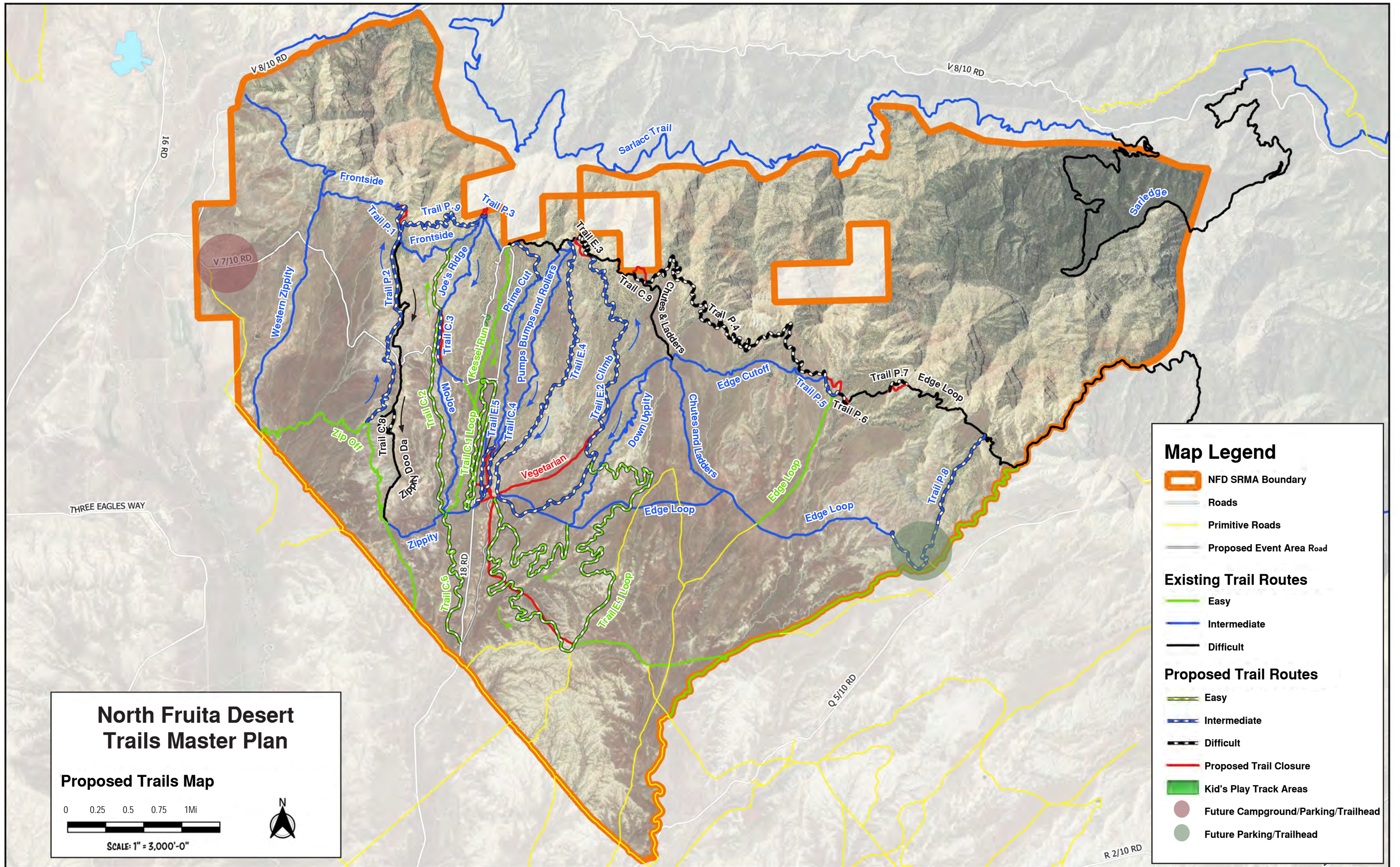
Event Loops

In order to facilitate race events that would use the proposed event space at the south end of the Project Site, the Project Team proposes multiple event loops. These event loops will provide trails for a variety of skill levels and allow for the hosting of multiple events/races at the same time.

Trail Names

The trails have been broken up into three categories to help with identification. In the future, when each trail is built, the trail will be replaced with a permanent name. All E Trails refer to trails that have the potential to be part of an event loop. The C Trails refer to the core area of the Project Site. The P Trails are for all of the periphery trails that move further away from the core of the trails on the Project Site. There is no hierarchy to the trails. The numbering system is for identification purposes. As funding comes in for the Project Site, the Project Partners will decide the order in which trails will begin the design-build process.





Map Legend

- NFD SRMA Boundary
- Roads
- Primitive Roads
- Proposed Event Area Road

Existing Trail Routes

- Easy
- Intermediate
- Difficult

Proposed Trail Routes

- Easy
- Intermediate
- Difficult
- Proposed Trail Closure
- Kid's Play Track Areas
- Future Campground/Parking/Trailhead
- Future Parking/Trailhead

North Fruita Desert Trails Master Plan

Proposed Trails Map

0 0.25 0.5 0.75 1MI

SCALE: 1" = 3,000'-0"

N



C. TRAIL DESCRIPTIONS

Trail P.2 and Trail P.1 (West Side) and Trail P.3

Trail P.2 is a 1.64 mile intermediate new climbing route that begins on Zip Off and runs north, parallel to Zippity Doo Da on the steep west facing slope. Trail P.2 has a very sustainable, rolling contour design, running along the slope, as opposed to running up and down the ridge tops. North of where Zippity Doo Da joins Frontside (bi-directional), Trail P.2 ends by also joining with Frontside. Riders coming up Trail P.2 can then go south on Frontside or Zippity Doo Da, or continue uphill/north on the Frontside Re-route. Those choosing to go south on Frontside can continue along this trail to Joe's Ridge, or back to the north road turnaround.

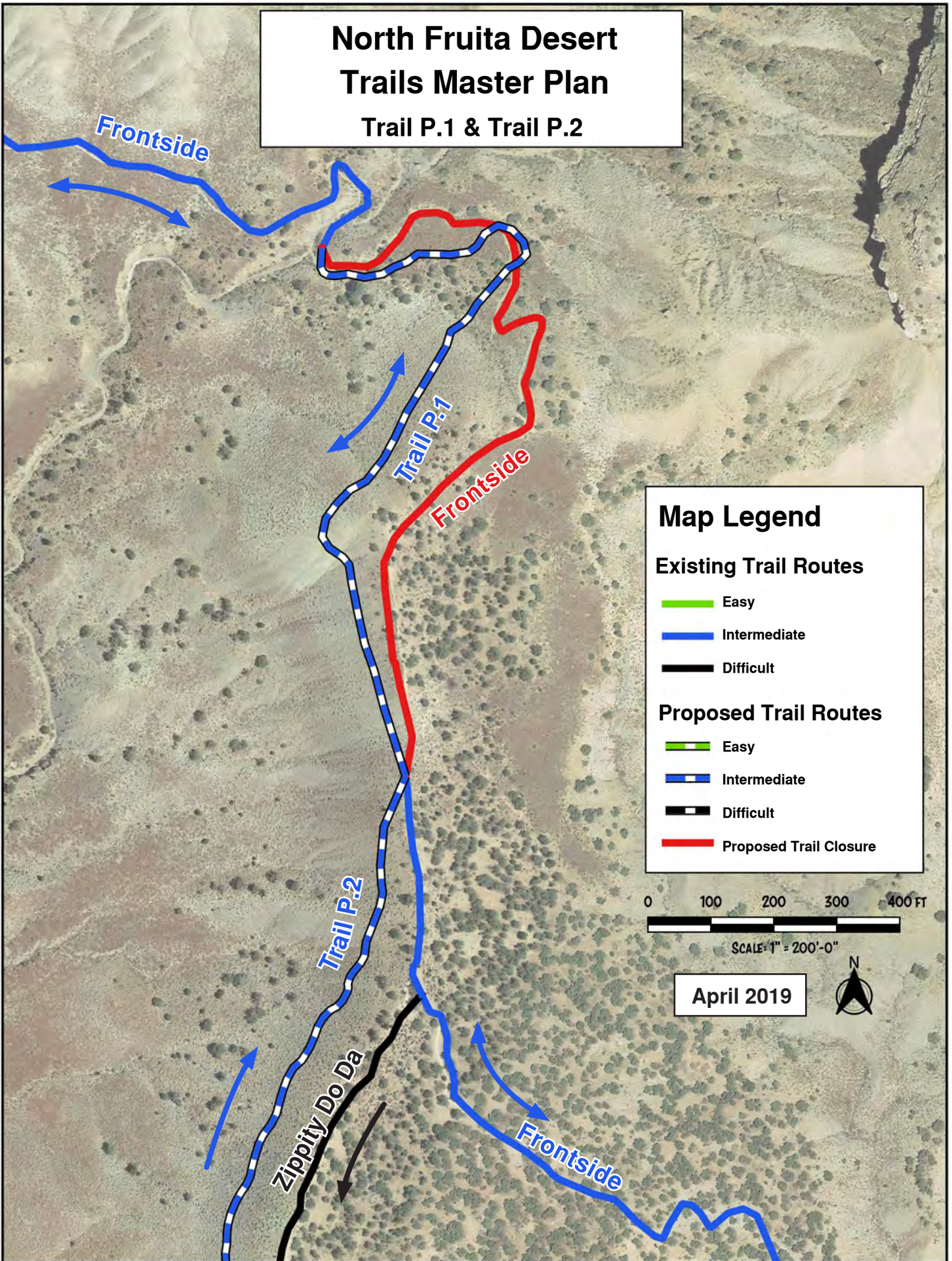
The existing section of Frontside North of the Trail P.2/Frontside junction runs along the top of the ridge line and then dives sharply down with several switchbacks and tread grades exceeding 25%. This section rates more difficult than an intermediate, and due to the sharp switchbacks and excessive grades (>15%) it is not sustainable. The Project Partners requested that the Project Team look at a better route for this descent. It is recommended that this section be closed and re-routed along the west face of the slope. The Trail P.1 intersects both with the existing Frontside trail and the top of Trail P.2. Rather than staying on top of the slope, the trail runs parallel with the slope and then descends more gradually (8-12% grades) with a single switchback, ideally built as a larger radius bermed corner. The re-route then joins with the existing Frontside trail. Trail P.1 is a much more sustainable alternative to the existing trail.

On the eastern end of Trail P.9 is another recommended re-route, Trail P.3, 200-250 LF of Frontside to replace the approximately 450 LF section of trail climbing out of the first drainage. The current trail runs through a private property parcel (north/NW of 18 Rd turn-around). Trail P.3 would be easy and easy re-route and would get the existing trail onto public lands.



Trails P.1 and P.2 on steep slopes

North Fruita Desert Trails Master Plan Trail P.1 & Trail P.2



Map Legend

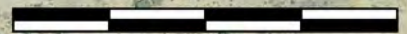
Existing Trail Routes

- Easy
- Intermediate
- Difficult

Proposed Trail Routes

- Easy
- Intermediate
- Difficult
- Proposed Trail Closure

0 100 200 300 400 FT



SCALE: 1" = 200'-0"

April 2019



North Fruita Desert Trails Master Plan Trail P.3 (Private Property)

Trail P.3
(off private
property)

Map Legend

 NFD SRMA Boundary

Existing Trail Routes

 Easy

 Intermediate

 Difficult

Proposed Trail Routes

 Easy

 Intermediate

 Difficult

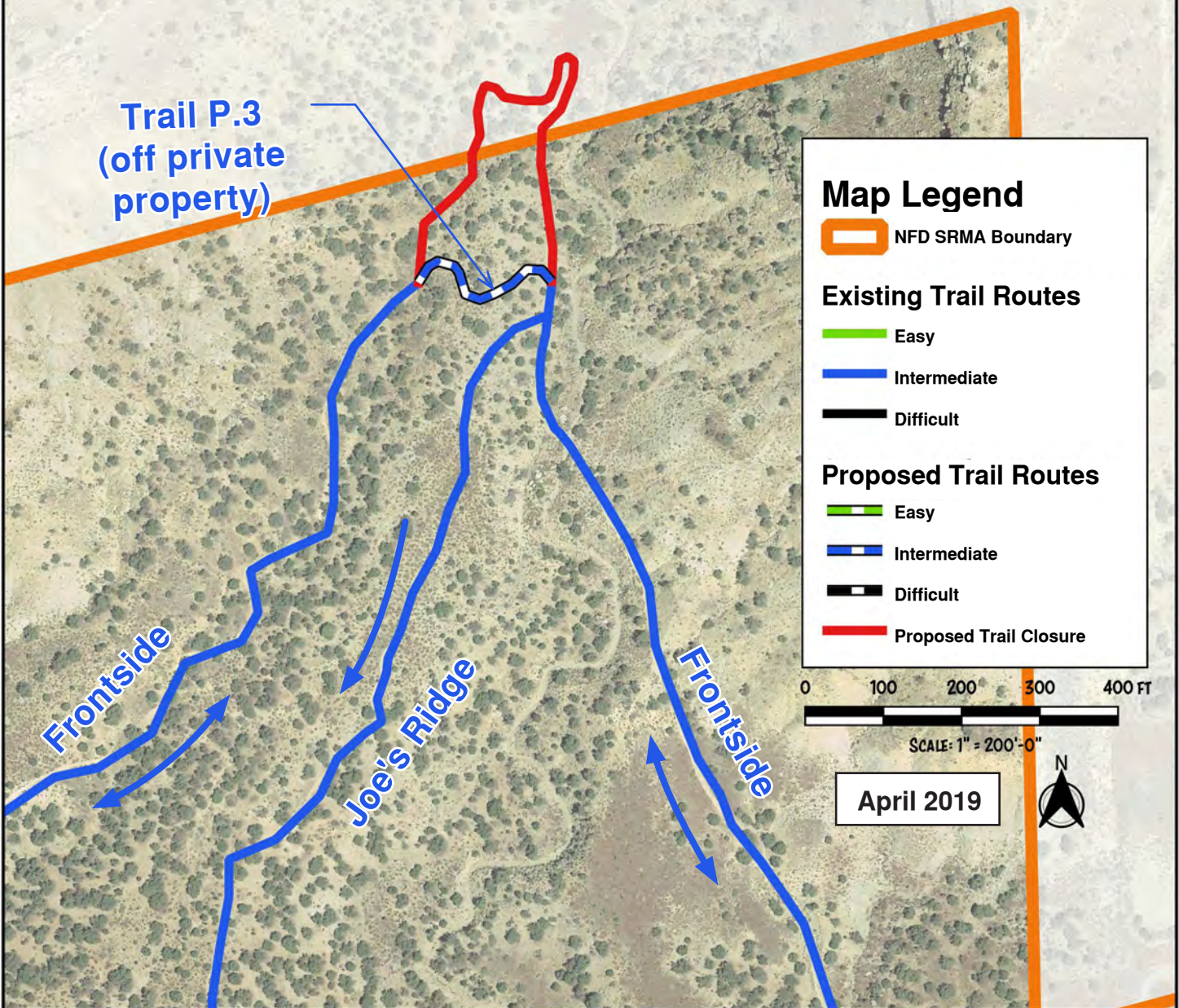
 Proposed Trail Closure

0 100 200 300 400 FT



SCALE: 1" = 200'-0"

April 2019



Trail C.8

The Project Team noticed two social trails off of Zippity Do Da that reconnect after a few hundred feet. These social trails follow the ridge line to a steep, advanced descent (>25%) down a narrow spine. It will be difficult to close the social trails as they offer black diamond descent options for advanced riders. Rather than closing the social trail, the Project Team recommends making Trail C.8 an official trail within the trail system.

Trail P.9

Trail P.9 proposes an additional intermediate connecting trail to Frontside, The Edge Loop and Zippity Do Da from the Frontside Trail. Trail P.9 will start just west of the intersection of Frontside with Joe's Ridge after climbing out of the first drainage located west of the upper turn around. This one-mile route provides a nice contouring section of trail that undulates up and down. If ridden with the section of Frontside, this trail addition will create a short cross country loop from the upper campground. This route also provides a more direct and potentially less crowded route for riders attempting the Edge Loop Trail.

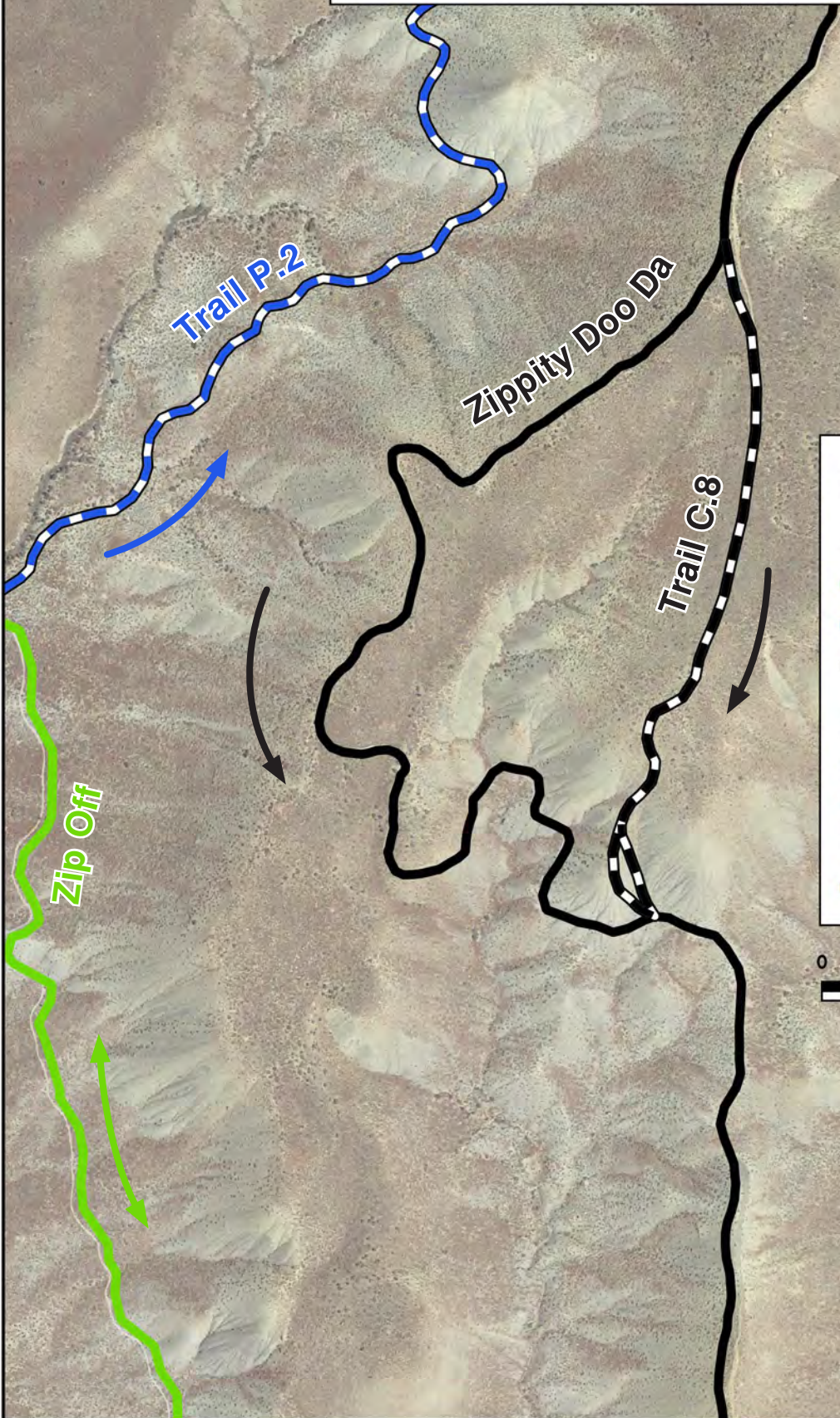
Trail P.9 is located on the toe of the slope, slightly higher in elevation than Frontside. This will provide better drainage opportunities and a more technical route than Frontside, while still rating in the intermediate category. There are optional lines in Trail P.9 that could be rated black and offer more technically challenging opportunities for riders if that is desired.



Drone imagery of the Project Site



North Fruita Desert Trails Master Plan Trail C.8 & Trail P.2



Map Legend

Existing Trail Routes

- Easy (Green line)
- Intermediate (Blue line)
- Difficult (Black line)

Proposed Trail Routes

- Easy (Green dashed line)
- Intermediate (Blue dashed line)
- Difficult (Black dashed line)
- Proposed Trail Closure (Red line)

0 100 200 300 400 FT



SCALE: 1" = 200'-0"

April 2019



North Fruita Desert Trails Master Plan

Trail C.2, Trail P.1,
Trail P.2 & Trail P.9

Map Legend

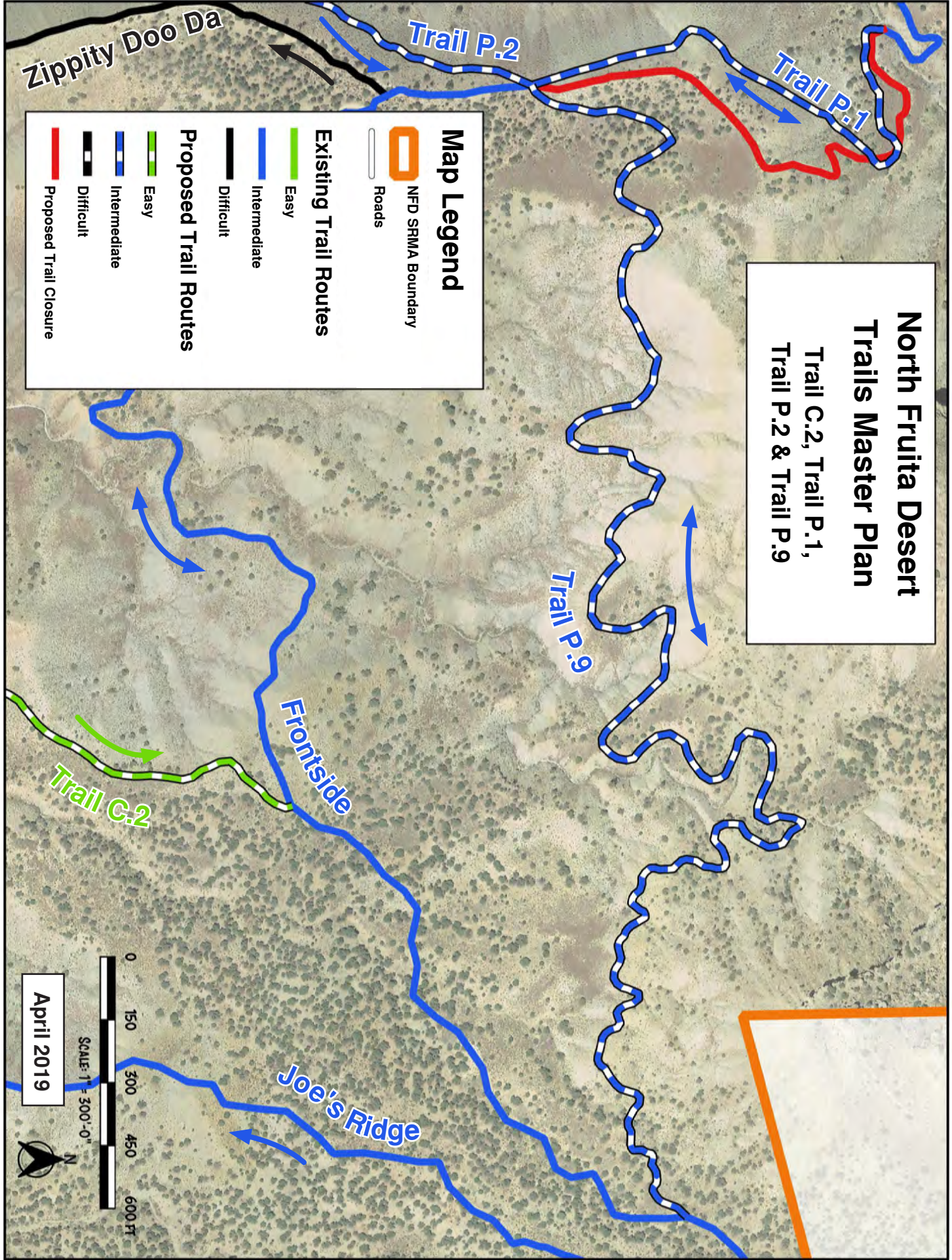
- NFD SRMA Boundary
- Roads

Existing Trail Routes

- Easy
- Intermediate
- Difficult

Proposed Trail Routes

- Easy
- Intermediate
- Difficult
- Proposed Trail Closure



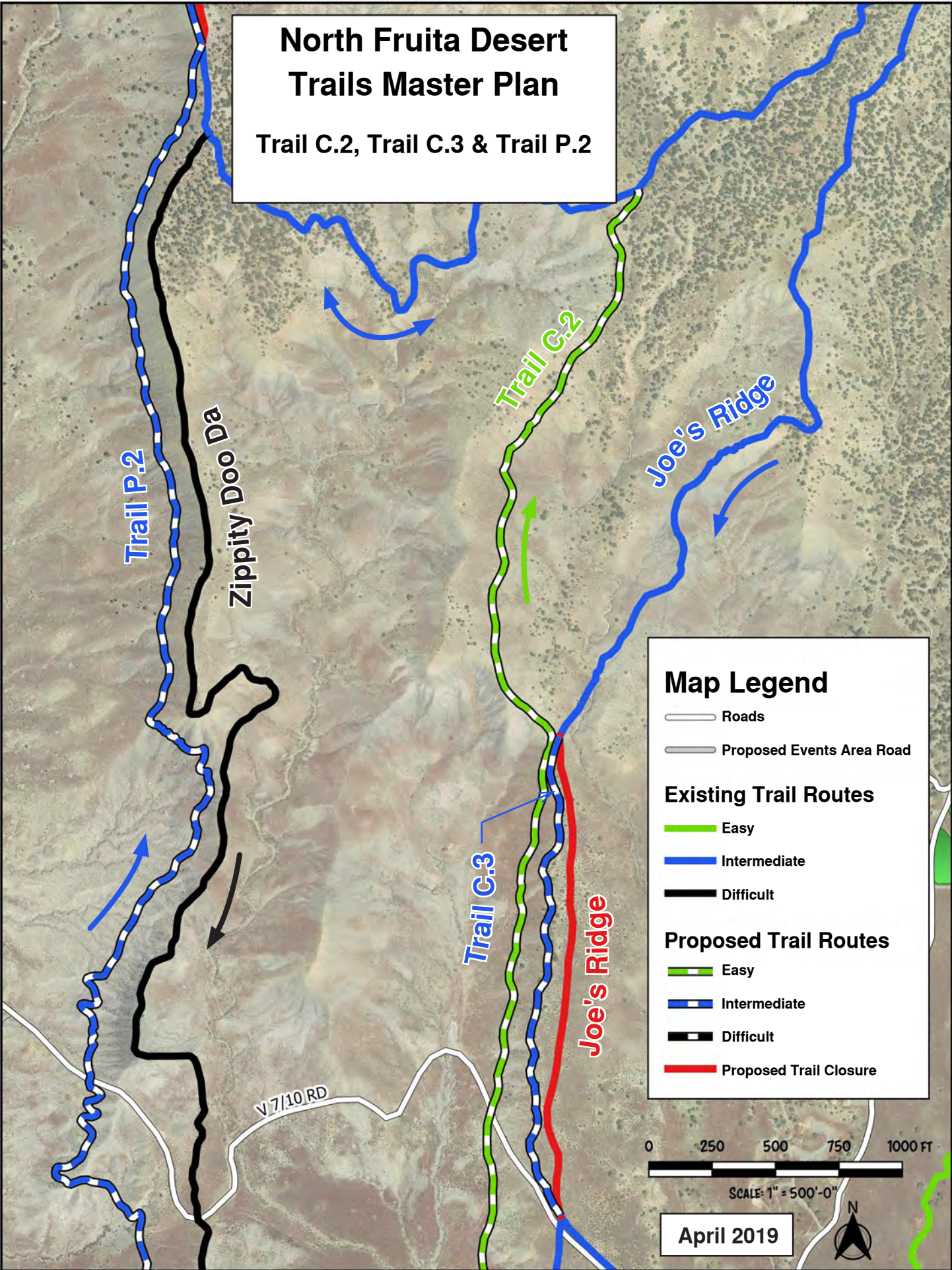
0 150 300 450 600 FT

SCALE: 1" = 300'-0"

April 2019

North Fruita Desert Trails Master Plan

Trail C.2, Trail C.3 & Trail P.2



Trail C.2

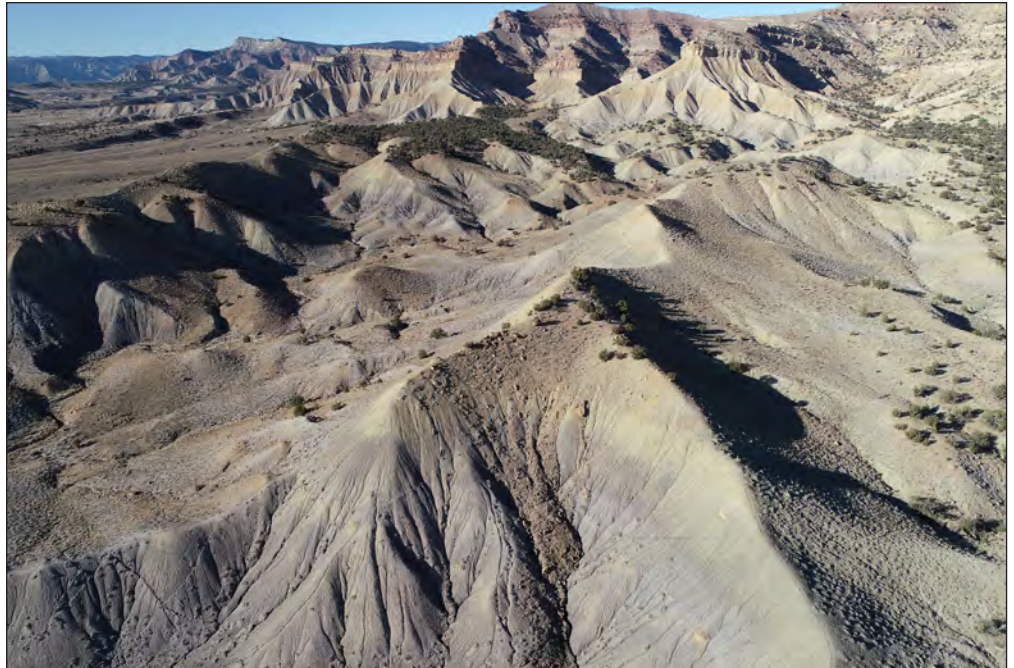
Trail C.2 is an intermediate climbing trail that runs parallel to Joe's Ridge and MoJoe. It begins just west of the junction of MoJoe and Kessel Run. Half way between the V 7/10 Road intersection and the top of the proposed Trail C.2, the trail comes fairly close to Joe's Ridge. Because of this close proximity and existing undesignated trails, creating a junction is recommended. This will allow riders coming up Trail C.2 to connect with Joe's Ridge without riding all the way to the top. The top of Trail C.2 ends by connecting to Frontside and will help disperse traffic away from 18 Road. Trail P.2 and Trail C.2 are a solution to dispersing the density of traffic away from 18 Road. Both of these trails will allow sessioning the most popular trails more quickly and with easier access.

Trail C.3

The middle section of Joe's Ridge, where it meets the dirt road, can be significantly improved by pulling the last 200-300 LF section north of V7/10 Road. This will add sustainability and transform a rather mundane fall-line section into a more playful section like the rest of Joe's Ridge.

Trail C.1

A beginner-optimized two-mile kids' loop is proposed on the west side of 18 Road. This loop will offer a more sustainable uphill route that will get all riders off of 18 Road and enhance rider safety. Currently, a heavily used social trail exists along the Trail P.8 of 18 Road. Giving riders more off-street uphill options reduces the amount of uphill riders on Kessel Run and will help keep the existing trail narrow. This new trail mimics existing Kessel Run but is rated easier (white circle), so it is designed and constructed specifically for striders and early riders.



Drone imagery looking north east of the Project Site

Families and groups could easily session this two-mile loop with its one-mile flowy, bery descent and hardly lose sight of each other.

Since the popularity of Kessel Run has such a broad appeal to all level riders, novice to advanced, Trail C.1 is proposed. Even advanced riders speak fondly of this green circle rated, beginner trail. Trail C.1 would essentially function the same, but at a slightly lower level for the true beginner mountain biker. It also has the potential to reduce the number of slower riders on Kessel Run, which will, therefore, reduce the need for passing and help to maintain a narrow trail.



Trail E.2 (Vegetarian Re-route)

Trail E.2 is an easy to intermediate uphill trail that is meant to replace Vegetarian. Vegetarian was never a constructed trail. It started as a cow trail and then riders began using it for biking. Due to the movement of cattle through this flat valley and the overuse of the area, Vegetarian has become a very braided trail network without a clearly defined singletrack trail. Yes, the grazing is a big part of the damage, but so are mountain bikers not staying on the designated trail. The existing trail crosses multiple drainages and does not provide any unique trail or riding experiences, compared with other trails in the Project Site. A significant amount of user input suggested the trail be re-routed for a better trail experience, better connectivity and a more sustainable trail. Trail E.2 is the proposed re-routing. Similar to Vegetarian, it begins at the earthen stock pond but then runs slightly south and further to the east to gain slightly higher elevation before turning north and running uphill on the sideslopes. Trail E.2 ends when it intersects with Chutes and Ladders.

Trail E.3

The Project Team is proposing re-routing a small portion of Chutes and Ladders. The proposed re-route brings riders further up on the slope and keeps them out of the lower wash area.

Trail E.4

Trail E.4 is a 2.2 mile intermediate downhill trail that serves as an alternative to Pumps, Bumps and Rollers. Since it is located on proper sideslopes its entire length, Trail E.4 can also be built to a more advanced rating of blue/black or black. This trail can provide more amplitude without manufacturing features with fill dirt because it will be located on a side slope. This trail is planned and intended to be used as part of the Event Loops, which allows Pumps, Bumps and Rollers to remain open to the public during events. The Event Loops are discussed later in this document. Trail E.4 begins along Chutes and Ladders and runs downhill where it meets briefly with Pumps, Bumps and Rollers. This 5% downhill grade surfs the steeper hillside, providing endless opportunities for rollers and jumps carved into native soils rather than them being built with fill material that easily erodes away during desert thunderstorms. The trail then continues downhill parallel to Pumps, Bumps, and Rollers and runs along the east facing slope down to the events area at the existing stock pond. This is the opposite side of the ridge from PBR and the wide flat ridge will provide ample separation.

Trail E.4 will remain on the west side of an existing drainage way/wash, staying out of the flats where a higher concentration of cattle trails exist. This directional trail will be rated slightly more difficult than PBR but could also easily remain in the blue square or intermediate category, if desired. Trails that are bench cut into steep hillsides are typically more sustainable and can offer fun features into a steep hillside with no flat sections. This trail could potentially be built to a black level advanced trail, but it would require significant harvesting of native stone (not close to trail) and/or importing additional stone for technical trail features. This will add to the cost of the trail, typically \$20K or more in stone work alone on top of basic construction costs. With that said, an iconic black trail or blue trail with black options will help round out the mix of difficulties and enhance the trail system's marketability.

North Fruita Desert Trails Master Plan Trail E.2 Climb, Trail E.3 & Trail E.4

Map Legend

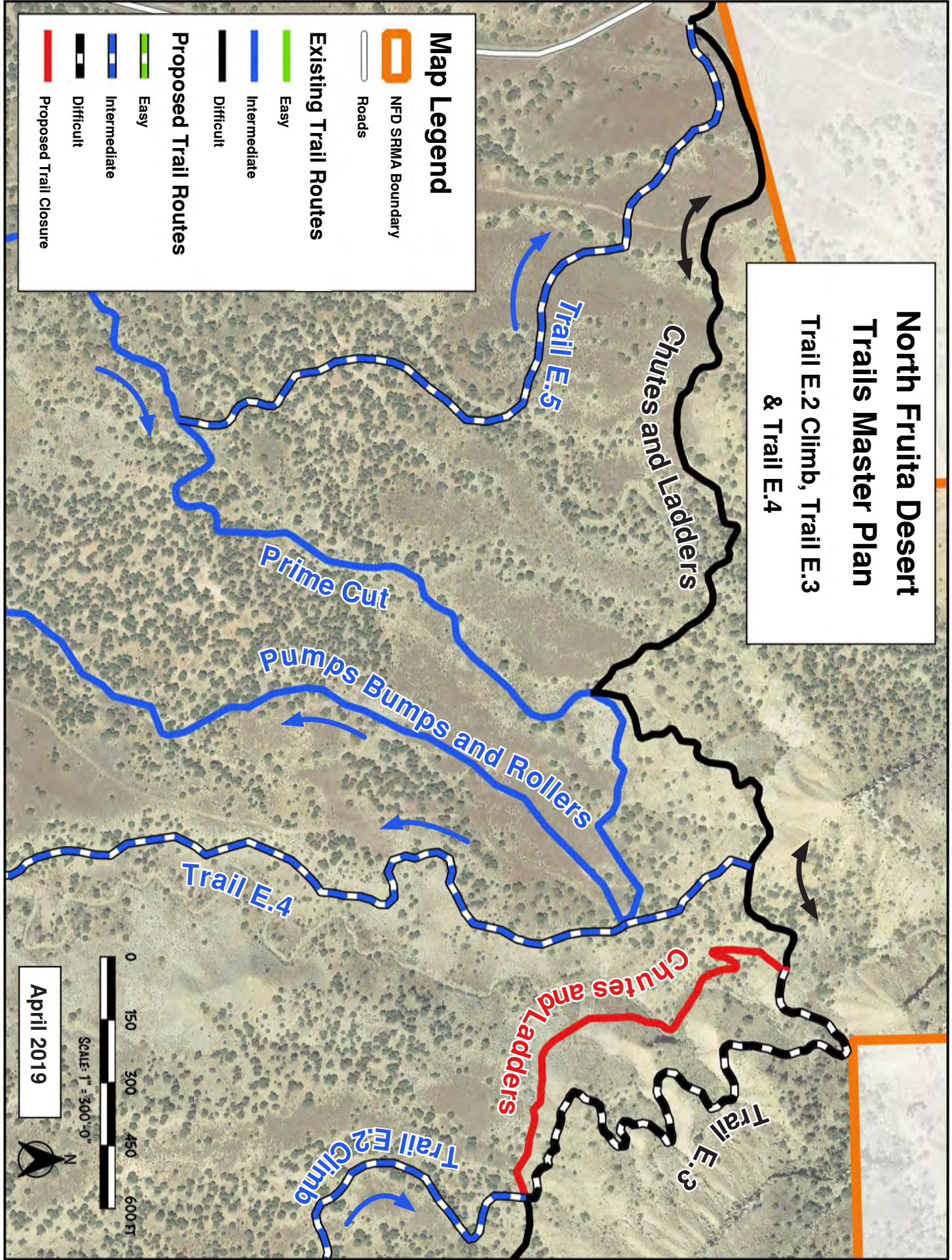
- NFD SRMA Boundary
- Roads

Existing Trail Routes

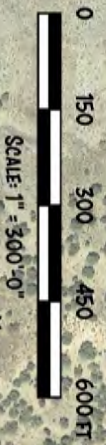
- Easy
- Intermediate
- Difficult

Proposed Trail Routes

- Easy
- Intermediate
- Difficult
- Proposed Trail Closure



April 2019



Trail P.4

This rogue trail was one of the last unauthorized built trails off of 18 Road and has consequently seen very minimal use. During reconnaissance of Fall 2018, much of the Trail P.4 has already disappeared due to the heavy frost heave of the native soils. The alignment is less than ideal and misses numerous iconic control points in an attempt to avoid bench cut trails on a steep sideslope.

This trail could easily be abandoned and re-routed into a more sustainable, fun and iconic route with huge boulders and rocks that the trail could weave through. The new sustainable Trail P.4 concept will avoid drainage and road sections and be a high-quality cross country loop, if linked with Chutes & Ladders as the southern section. This offers another east-west rolling contour loop for riders and will most likely be rated in the blue category with black optional lines.

In this zone east of 18 Road, the Project Team also proposes a short re-route of Chutes & Ladders to relocate a 400+ LF section of trail that runs through private property. This is a short, easy re-route and will move the existing trail back onto public lands.



Drone imagery looking south west



**North Fruita Desert
Trails Master Plan
Trail C.9, Trail P.4,
Trail P.5 & Trail P.6**

Map Legend

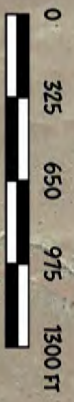
- NFD SRMA Boundary
- Roads

Existing Trail Routes

- Easy
- Intermediate
- Difficult

Proposed Trail Routes

- Easy
- Intermediate
- Difficult
- Proposed Trail Closure



April 2019





Drone image looking south at PBR and Prime Cut.

Trail E.5 and Trail C.4

Near the north end of the event area, the Project Team is proposing a number of small, but key re-routes and closures. This will help separate the routes a bit more at the intersection near the proposed event space. Re-routing Prime Cut (Trail E.5) and PBR (Trail C.4) provides more sustainable, long-term trails and enhanced visitor experience. The Project Team has also aligned these re-routes to avoid conflicts with the proposed road for the event area. The re-routes join near the bottom of this proposed road and then a single wider trail that climbs to the parking area alongside the proposed event area road.

There is an existing unnamed trail that intersects with the Prime Cut Re-route and runs north to 18 Road and then northwest across Kessel Run over to Joe's Ridge. Although the crossing of 18 Road and Kessel Run are not ideal, this trail does provide a unique connection between the east and west trails. This, in combination with the fact that this trail is fairly well established, has led our Project Team to recommend designating this trail with a name and signage.

Trail C.9

Trail C.9 is a recommended re-route on Chutes and Ladders. Currently, the trail runs through a small portion of private property. The Project Team recommends moving the short section to the south of the existing trail to keep it off the private property and moved onto public lands.



North Fruita Desert Trails Master Plan

Trail C.1 Loop, Trail C.2, Trail C.4,
Trail E.1 Loop, Trail E.4 & Trail E.5

Unnamed Trail
Connector

Trail C.2

MoJoe

Kessel Run

Trail C.1 Loop

18 RD

Trail E.5

Trail C.4

Trail E.4

Trail E.1 Loop

Zippity

Map Legend

- Roads
- Proposed Events Area Road

Existing Trail Routes

- Easy
- Intermediate
- Difficult

Proposed Trail Routes

- Easy
- Intermediate
- Difficult
- Proposed Trail Closure

0 250 500 750 1000 FT

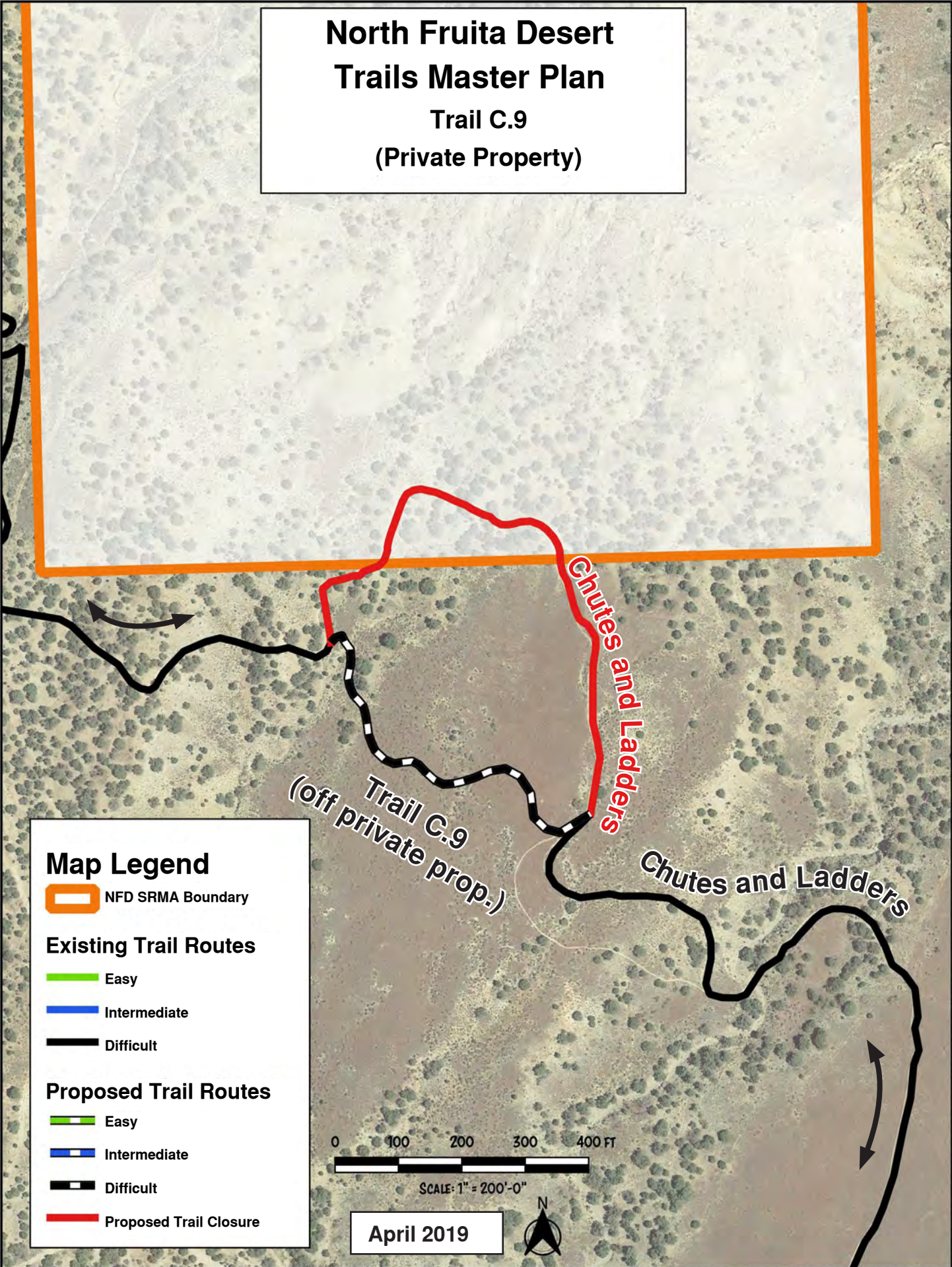


SCALE: 1" = 500'-0"

April 2019



**North Fruita Desert
Trails Master Plan
Trail C.9
(Private Property)**



Map Legend

 NFD SRMA Boundary

Existing Trail Routes

 Easy

 Intermediate

 Difficult

Proposed Trail Routes

 Easy

 Intermediate

 Difficult

 Proposed Trail Closure

0 100 200 300 400 FT

SCALE: 1" = 200'-0"

April 2019



Trail P.5

Trail P.5 is a small connector trail meant to help alleviate the issues associated with heavy, two-way traffic on the section of Chutes and Ladders, west of the Chutes and Ladders/Prime Cut Intersection. Due to two-way traffic, this section of Chutes and Ladders needs to be considered for a variety of re-route options to help eliminate the fall line sections. This trail has become significantly wider over the years. Without Trail P.5, riders coming up Prime Cut can either go down Pumps, Bumps and Rollers or they have to go west along Chutes and Ladders which causes conflicts with



Sun shining over the Project Site

riders starting on Chutes and Ladders traveling east. With Trail P.5, riders coming up Prime Cut can take Trail P.5 to return to the upper lot on 18 Road or the trails west of 18 Road. Trail P.5 is recommended one-way uphill (east to west travel) and is rated easy to intermediate.

Trail P.6 Trail P.7 and P.8

The Project Team proposes three re-routes to the Edge Cutoff and the Eastern Edge Loop to enhance the sustainability and visitor experience. The existing trail uses a combination of old roads, cow trails and quickly cut trails. By creating a more sustainable trail, with fewer steep sections (<12-15%), the Edge Loop will become more efficient for riders.

An additional new trail named Trail P.8 will surf back and forth along the north-south ridge line(s), just west of the eastern boundary of the Project Site. This route runs southwesterly almost a mile to the primitive road (shown as a yellow line). In order to make this a full loop, the Project Team recommends Trail P.8 continue west to link up with the southeastern section of the existing Edge Loop. This provides an additional non-motorized loop opportunity on the eastern portion of the Project Site, while limiting any new trails proposed in flat areas with poor drainage, or in areas where illegal dumping and off-road motorized-use is occurring. To help protect the integrity of the non-motorized trail system, The Project Team recommends leaving a buffer zone from the non-desirable activities.



Due to the steep vertical cliff bands and steep sideslopes of loose rock and debris, connections north to the Sarlacc Trail or new motorized singletrack segments of the Edge Loop are very limited in nature. At this point, the Project Team does not recommend a connection up the canyon system. For seasonal closure, if desired, a gate and signage may be considered for this area.






North Fruita Desert Trails Master Plan

Trail P.4, Trail P.5, Trail P.6,
Trail P.7 & Trail P.8





Map Legend

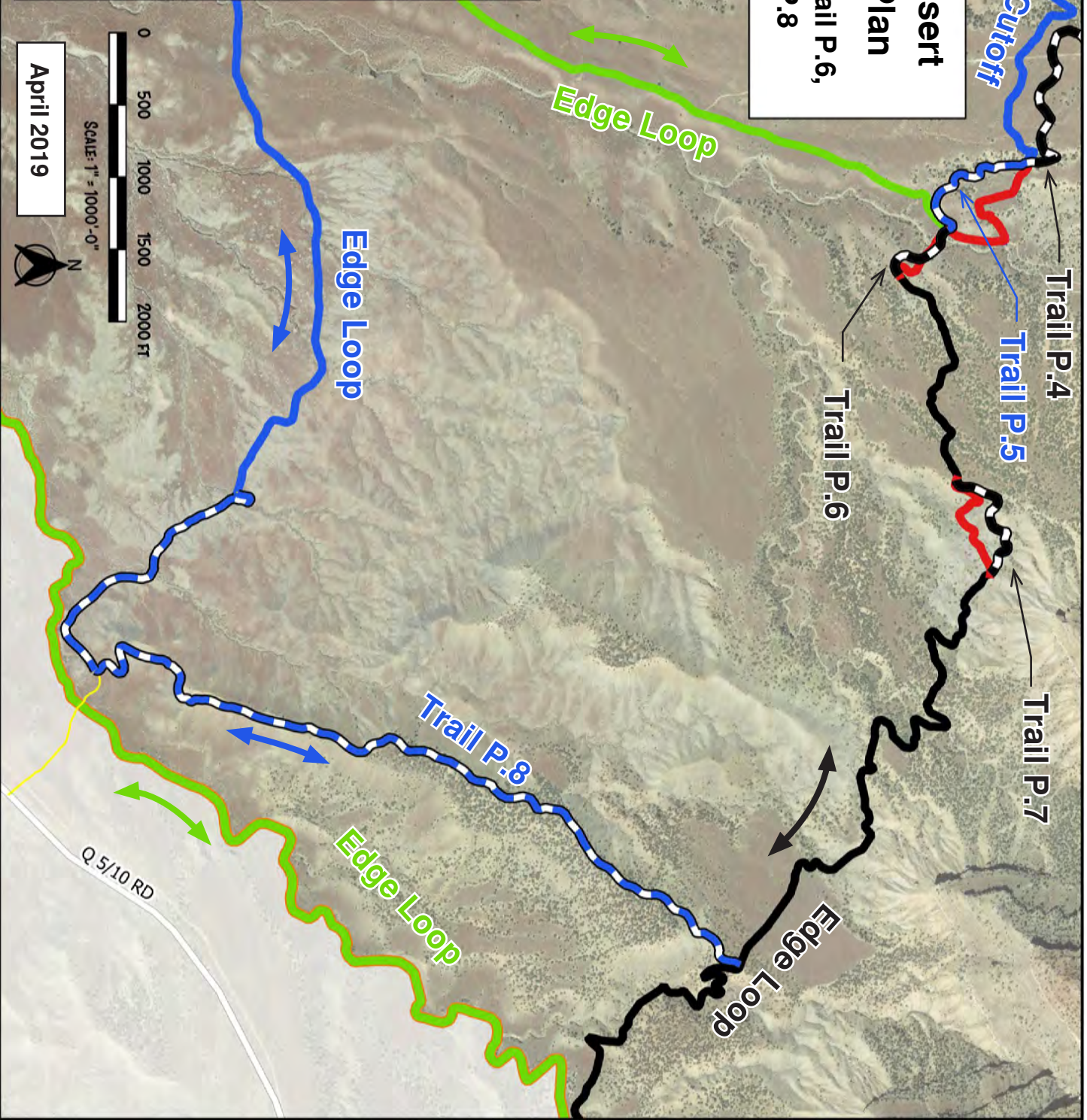
-  NFD SRMA Boundary
-  Roads

Existing Trail Routes

-  Easy
-  Intermediate
-  Difficult

Proposed Trail Routes

-  Easy
-  Intermediate
-  Difficult
-  Proposed Trail Closure



Trail C.6

Trail C.6 is an extension of the very popular Kessel Run. Kessel Run is one of the easiest, faster, more flowy trails in the Project Site. By simply extending the trail south, riders will be able to extend their riding experience. It also creates excellent access to the south end of event area/campground, helping decrease the congestion at the parking lot during peak times by allowing campers on the east side of 18 Road to bypass the lower lot. Rider's desiring a longer loop with Kessel & Trail C.6 can cross 18 Road on the south end and enter the campground area for easy access to the Edge, Trail E.2, Prime Cut and the moderate climb back up to the upper parking lot/campground.



Terracing for erosion control



North Fruita Desert Trails Master Plan

Trail C.6

0 250 500 750 1000 FT

SCALE: 1" = 500'-0"

April 2019



Zipcity

Trail C-6

Zip Off

18 RD

Map Legend


 Roads

 Proposed Events Area Road

Existing Trail Routes

 Easy

 Intermediate

 Difficult

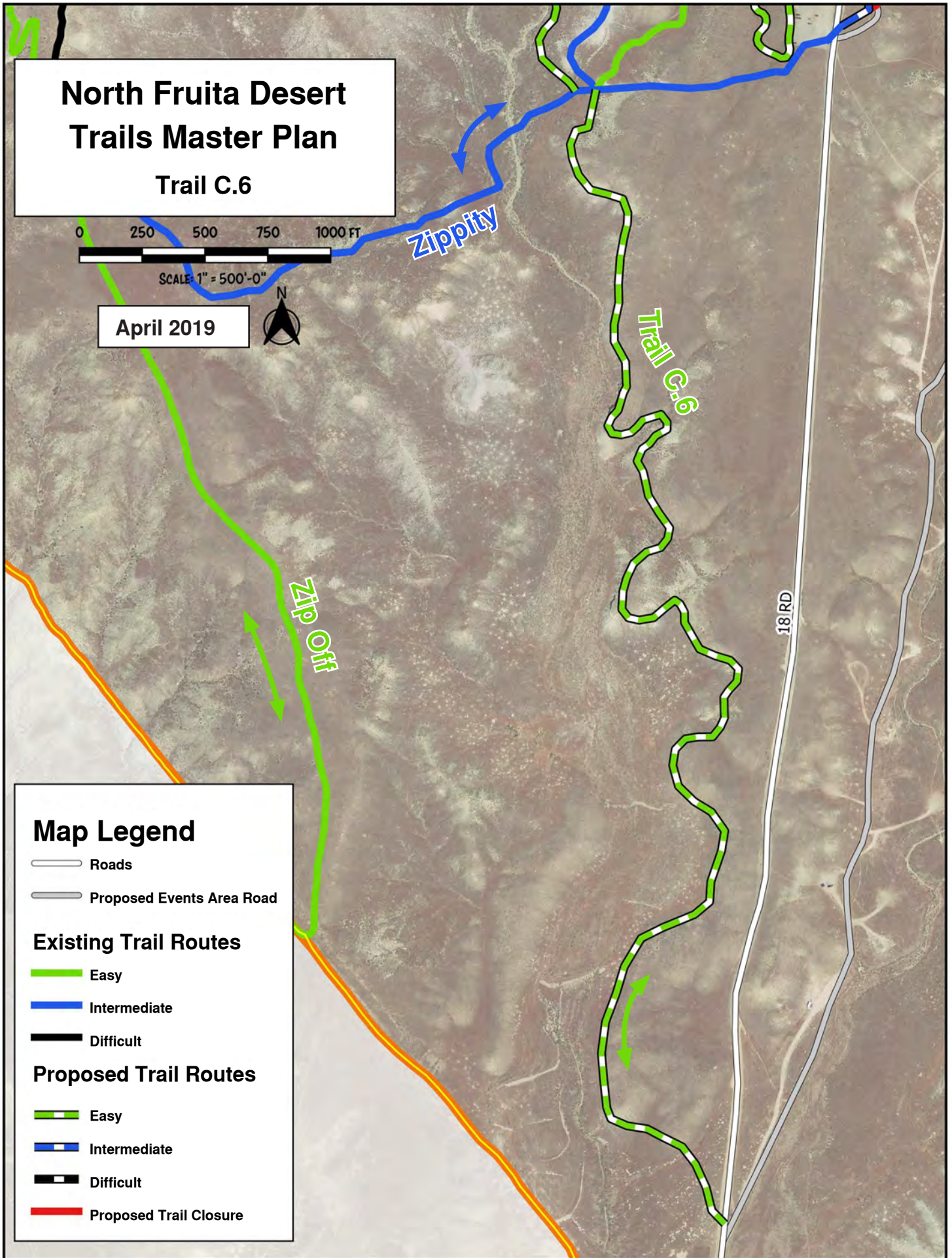
Proposed Trail Routes

 Easy

 Intermediate

 Difficult

 Proposed Trail Closure



Event Loops

The Trail E.1 Loop trail is a new trail that replaces a large portion of the existing unnamed trail south of the Southern Edge Loop and is approximately 7.1 miles. The new trail works with the actual terrain to create a more sustainable trail and also a higher-quality trail experience. It is also laid out with the intent of being used for races and other events. The trail begins within the proposed event area and runs along the Event Area East Campsite Road for a little over 1/8 mile. This length of wider trail should satisfy most local race requirements for starting areas. The trail then runs along the terrain, moving southeast until it meets up with one of the primitive roads within the Project Site and then runs northeast along the primitive road. Similar to the starting area, this wider section of trail is good for meeting passing area requirements for race events. The Loop then moves back off of the primitive road and continues its new alignment moving north and northeast. Through this section, it crosses the existing Edge Loop and then intersects with Down Uppity.

Slightly downhill of the Trail E.1 Loop and Down Uppity intersection, our Project Team is recommending a small cutoff trail that connects Down Uppity to Trail E.2. This short connector is part of the E.1 Trail and allows riders to move from the Trail E.1 Loop or Down Uppity onto Trail E.2 for a challenging 2.96 mile loop.

For race events, riders will move from the Trail E.1 onto Down Uppity and then downhill on Down Uppity until it ends at the Edge Loop. Trail E.1 will allow racers to continue from Down Uppity and move straight past the Edge Loop on a downhill route. The trail moves with the terrain and loops back to the starting line of the Trail E.1. During race events, riders using the southern section of the Edge Loop will need to be redirected around the event to the south.

A small section of Trail E.1 Loop connects the trails next to the stock pond with the Trail E.1 Loop trail for non-event days. For event days, the Project Team proposes that this small section will be closed and instead used for vendors, pit areas, etc. This section lies between the Trail E.1 Loop start/finish line and the Upper Loop start/finish line. This makes it a central location for vendors, pit areas and spectators. The Trail E.1 Loop is very spectator friendly, offering great observation from the campgrounds in the valley. The Trail E.1 Loop is ideal for younger, less skilled racers in a local event series, while the Upper Loop is for more advanced rider races. These proposed event loops allows the existing and most popular trails to remain open and unaffected by event activities.

Trail E.1 Loop

As described above, this loop begins in the event area on the Trail E.1 Loop trail and it can utilize the event area's east campground road as the start. It moves counter-clockwise and eventually intersects with Down Uppity. The loop route then uses part of Down Uppity to head downhill until it intersects with the Edge Loop. At this point, the route continues on the proposed Trail E.1 Loop NW and then returns to the finish line at the beginning of the Trail E.1 Loop race course. This route is one route that may be acceptable to build wider than other trails, perhaps 4-5' wide, to allow racers to pass. The idea is to keep the loop as fast and fun as possible, with lots of gentle rollers and berms. It will also function as a true "green circle" beginners trail similar to Trail C.1.



Upper Loop

The Upper Loop begins in the proposed event area near the stock pond at the north end and is approximately 5.6 miles. The loop begins on Trail E.2 and then connects with the proposed Chutes and Ladders Re-route and a small portion of Chutes and Ladders before sending racers downhill on Trail E.4. Trail E.4 takes racers back down to the event area and the finish line at the stock pond. This will provide good opportunities to create a spectator area around the start/finish line. Sustainable features can be sculpted into the hillside, allowing more kinesthetic diversity with increased amplitude of features. It is recommended that the first 1/8-1/4 mile of Trail E.2 be considered for extra width, 4-5' wide, to give racers a passing zone before hitting the main climb.

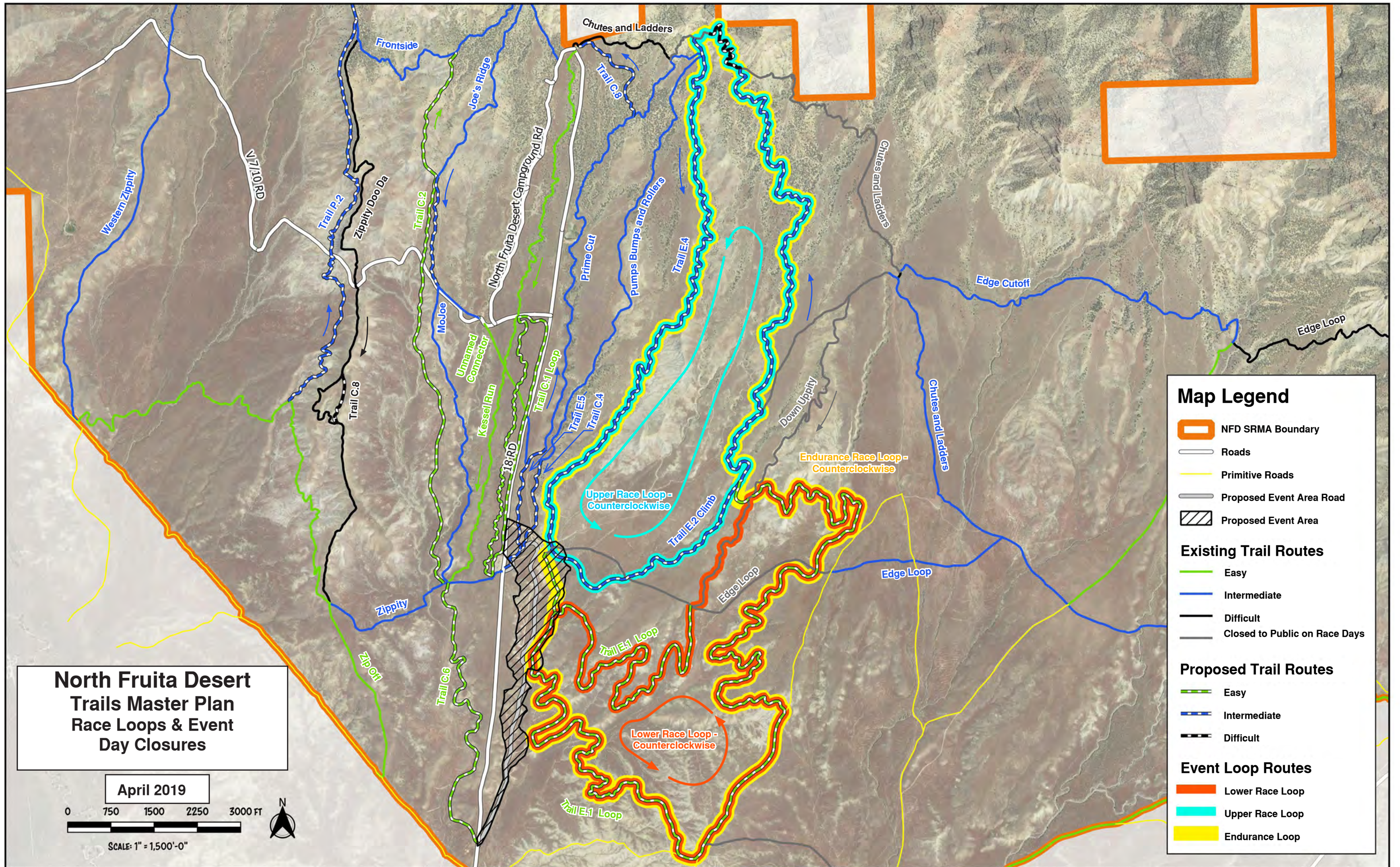
Endurance Loop

The Endurance Loop uses both the Trail E.1 Loop and Upper Loop and is approximately 10.1 miles. It can be used as a longer distance loop for special events. This loop can not be used at the same time as events that use the Upper and Trail E.1 Loops.

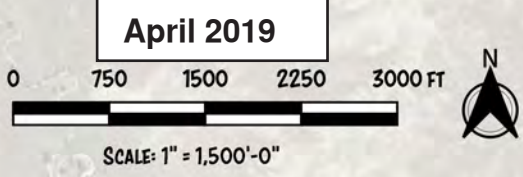


Drone imagery of the Bookcliffs





**North Fruita Desert
Trails Master Plan
Race Loops & Event
Day Closures**



Map Legend

- NFD SRMA Boundary
- Roads
- Primitive Roads
- Proposed Event Area Road
- Proposed Event Area

Existing Trail Routes

- Easy
- Intermediate
- Difficult
- Closed to Public on Race Days

Proposed Trail Routes

- Easy
- Intermediate
- Difficult

Event Loop Routes

- Lower Race Loop
- Upper Race Loop
- Endurance Loop



D. EVENT SPACE/ TRAILHEADS/CAMPGROUNDS

The BLM has put together a comprehensive plan for the future event space and campground. In June, 2018, BLM drafted a business plan for the North Fruita Desert campgrounds that detailed future improvements for the space, along with cost and potential revenue. This proposed event space will have a footprint of approximately 72 acres. While the exact location and numbers of campsites, restrooms and parking will be determined at design, the BLM has approximated some numbers. The full Proposed Action can be found in the appendices, but the following is a breakdown of the proposed action:

- 19 acres of gravel/base for parking, staging, and widening existing 18 Road
- Decommissioning 900 feet of existing road
- Construction of approximately 150 fee campsites throughout the site, some with picnic tables and fire rings
- Approximately 7 vault toilets
- Construction of a camp host site with a concrete pad and septic tank
- Installation of two gates to allow controlled access
- Three shade structure approximately 400-600 square feet
- 1,000 linear feet of fencing to delineate campsites and potential mitigation of the cattle and recreation conflict
- Three self service fee stations to help generate funding
- Bike repair stations with the help of the Boy Scouts
- Enlargement of the Burford Reservoir #271117 for the 100-year flood and re-angle the pond
- Engineering of a drain system in the Nick Reservoir at the south end of the event area
- Design of the pond at Nick Reservoir will double as part of the event area as a pump track or jump

Recommendation and Considerations

In addition to the proposed event space and campground by the BLM, the Project Team has identified two additional locations for future development. On the west boundary of the Project Site, V7/10 Road connects into an area that is an ideal location for a future campground, parking and trailhead. The location has good access from the City of Fruita and will help alleviate the crowding at the existing campground and proposed future campground near the core of the Project Site. The Project Team recommends considering future trail development on the east side of the Project Site in conjunction with the development of the campground and parking to create more trail connections and opportunities in the area.

The Project Team recommends a second additional parking area and trailhead on the east boundary where the Edge Loop and Trail P.8 merge. Q 5/10 Road would be the access point from the City of Fruita. The area to the east of the Project Site has a considerable amount of OHV use. The future parking lot would accommodate multiple user groups and help alleviate crowding in the core area of the Project Site.

The Project Team recommends an additional large shade structure (approx. 1,000 sq.ft.) to host large staging events after races. This will help shade people or provide protection from rain when there is a



large event being hosted at the Project Site. Additionally, picnic tables and a small stage will help create a communal space. Vendors can set up booths around the structure to promote and sell goods, as well as a space to host live music after the ceremonies.

The Project Team also recommends further studying for an expansion of the existing parking lot to accommodate more visitors. Currently, on peak season days, the existing parking lot reaches capacity and causes visitors to park along side 18 Road.

A major consideration for the future of the event space is mitigation of the cattle/recreation conflict. During the winter season, when the trails are saturated with rainfall and snow, the soils become much more erodible. Cattle walking along the trails and in this case, the event loops, will cause serious damage to the trails. The quality of trail is imperative to racing and the rider experience. Concerted efforts should continue to be made to mitigate this conflict. As the BLM and cattle rancher move forward in reconstructing a large fence line to the east of the Project Site, grazing on the Project Site will eventually be largely decreased or eliminated.

E. OFF SEASON USES

The event/staging area will be designed to host multiple events throughout the year, with the majority of them being mountain bike races. In the branding and events section, a description of specific events that can be held in the event space is discussed.

The proposed campground within the event/staging area will be available for use year round. The self-pay kiosk will allow for use throughout the year, while people can still access the trails within the Project Site. When events are not being hosted, the loops designed for the events will remain open for visitors.

F. BEGINNER / PROGRESSIVE MOUNTAIN BICYCLE SKILLS AREA & NATURE PLAY

The Project Team proposes a beginner and progressive mountain bicycle skills course and nature play in the area adjacent to the existing campground. These types of family-oriented activities provide an opportunity for visitors to experience their natural surroundings in a safe and programmed space. It will also instill a new understanding and appreciation for the recreational opportunities and natural surroundings of the Project Site.

The beginner and progressive mountain bicycle skills courses will help to introduce young first-time mountain bikers into the sport, while providing a safe space to advance their skills. The health benefits of riding bicycles is becoming mainstream, from helping fight obesity and nature deficit disorder, to strengthening the bonds of friends and family. Fruita is a global success story beautifully illustrating how biking has the power to transform communities. Bicycle playgrounds and bike trails can be easily integrated into existing park/trail systems and planned communities and are also very appropriate for the Project Site.

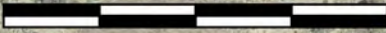


Example of kids skills area



North Fruita Desert Trails Master Plan Kid's Play Track Areas

0 100 200 300 400 FT



SCALE: 1" = 200'-0"

April 2019



Kids' Natural
Track Area

Kids'
Progressive
Track Area

Campground Road

Kessel Run

18 RD

Prime Cut

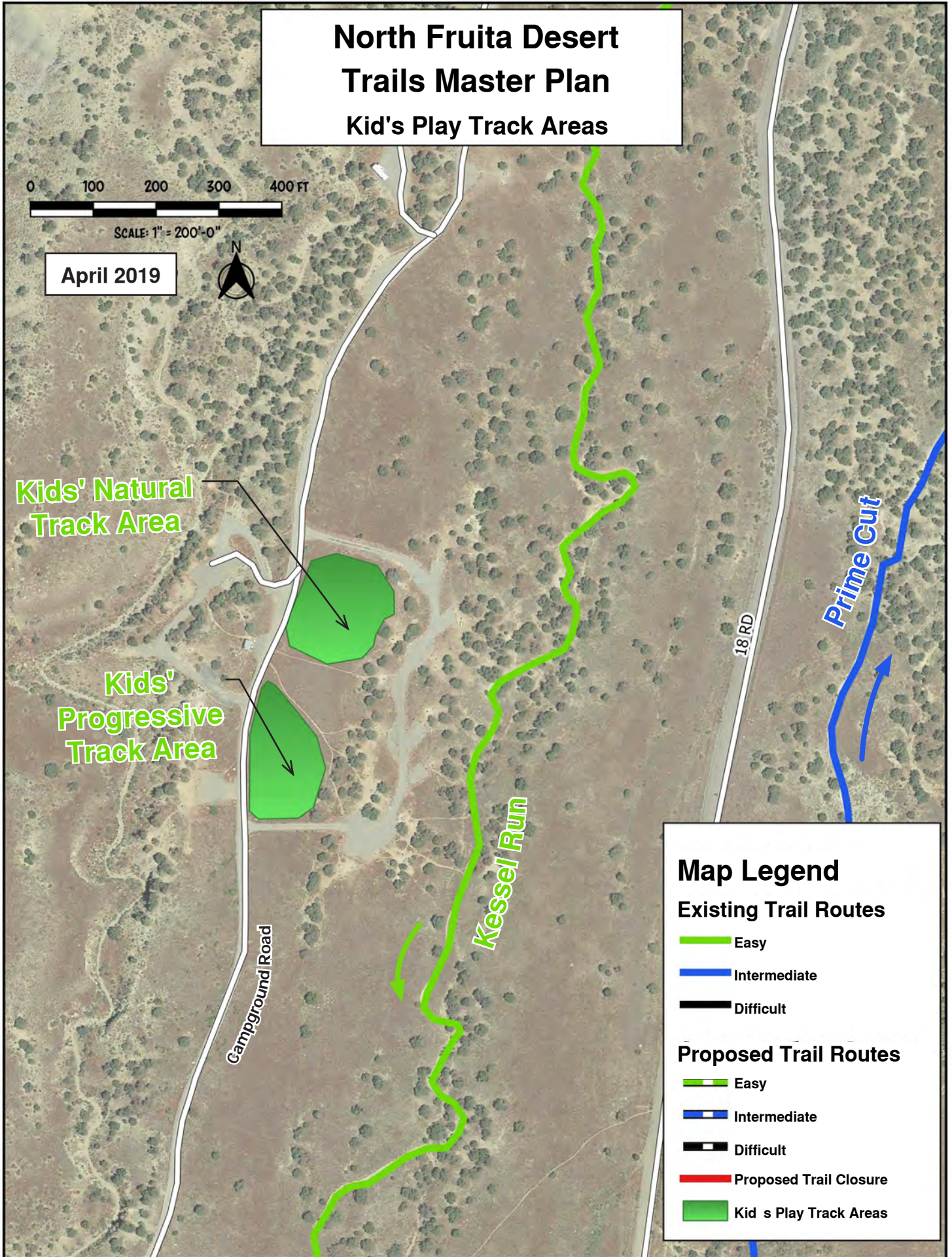
Map Legend

Existing Trail Routes

- Easy
- Intermediate
- Difficult

Proposed Trail Routes

- Easy
- Intermediate
- Difficult
- Proposed Trail Closure
- Kid's Play Track Areas



Bicycle playgrounds and bike parks may include progressive skills courses, pump tracks, jumps, trails and technical trail features. With many design and budget options available, a bike park is an achievable project for all communities

Benefits of Bicycle Playgrounds & Bike Parks :

- Great Family Fun
- All Ages and Abilities
- Economic Opportunities
- Health Benefits
- Low Initial Costs
- Low Maintenance
- Low Risk/Liability
- Free to the Public
- Neighborhood Benefits
- Community Gathering Spot
- Honors mountain biking skills and interest in riding
- They do not require team sport infrastructure
- Simple & Fun



Young child learning to ride a strider bike

The natural play zone or natural playground will complement the bicycle skills course. It can emphasize the connection to the immediate surroundings by taking natural elements that you will find in the desert ecosystem and presenting them in a way to invite children and adults alike to directly interact with nature in a positive way. If you've ever stacked rocks/sticks, climbed trees, rolled down hills, climbed rocks/boulders, created masterful mud pies, dammed up water, hid in grass, played house in bushes, built snow forts, dug sand castles, dug in fresh dirt, planted seeds, jumped in leaves, tracked animals or a million other ways you've experienced natural play or nature play. Children of today need more outdoor play experiences like these to help counteract the addictive nature of screen time.



Example of nature play



Small child engaging in nature play

Natural playgrounds often look like miniature natural landscapes, chocked full of intriguing play and learning opportunities just waiting to be explored by children of all ages. They are also called ecological parks, play parks or simply nature parks. Nature play zone and bicycle playgrounds will offer additional opportunities for kids from other camps/cities/countries to play and ride together.

The community emphasized the need for more kid friendly elements within the Project Site. With the



addition of a progressive skills area and nature play area, children visiting the Project Site will have multiple opportunities to engage with the natural environment, improve skills and become stewards of the land.

G. BRANDING AND EVENTS

In the planning process of any event area, it is imperative to optimize the space for potential uses. Any mountain bike area should be appropriately appointed for day-users as well as events of all sizes and multiple disciplines. For purposes of the Master Plan, National Interscholastic Cycling Association (NICA), collegiate, amateur and professional mountain bike events as well as endurance races have been taken into consideration. Mountain bike recreational areas can also be attractive spaces for corporate or group trips. Overall, the following recommendations provide a basic overview of what different groups might be looking for in a mountain bike area for use in hosting races and events.

Governing Bodies & Requirements

High School: The National Interscholastic Cycling Association governs high school mountain bike events. Colorado has a specific handbook for League requirements available at <https://drive.google.com/file/d/0B0aRRXuYbHBkQjVYSW9SNUR4b2M/view>

Collegiate: Collegiate mountain bike races- both varsity and club- are governed by USA Cycling, which is the domestic governing body affiliated with UCI. USA Cycling venue requirements vary by state and are reaching out with specific requirements.

Amateur: There are a number of amateur race governing bodies, with the main association being USA Cycling. USA Cycling hosts Collegiate events (see above) as well as elite events that may be of interest to the City of Fruita for this project.

Professional: Professional races include both elite races in the US (see USA Cycling races above) as well as professional international races that are governed by the Union Cyclist Internationale (UCI). UCI is the highest governing body of professional mountain biking, including Mountain Bike World Cups that operate Downhill and Cross-country events in 9 countries. These events are broadcast in 104 countries, as well as available free and live worldwide on RedBull.com. As such, hosting a World



Group of riders heading to the north trailhead



Cup brings a significant amount of exposure and tourism to host areas. Hosting an international UCI event also provides up to 50% of the marketing and sponsorship revenue to the organizer. While the application process to become a UCI World Cup host organizer is stringent, it is helpful to use this model as a topline of services offered on-site, as all other governing bodies race requirements fall below the UCI standard.

In order to host a UCI race, elements of consideration are:

- Marketing and promotional materials that can be visible on course and at start/finish areas
- Expo Area
- Vendor Area
- Space for television broadcast truck and satellite truck
- Offer of more activities (both sports and cultural) to attendees
- Spaces for race headquarters, press room, team manager room, etc.
- Catering facilities, parking lots, team technical support areas
- Host hotel

Endurance Running: As opposed to mountain biking, endurance runs are hosted by many different organizations as the popularity of obstacle courses has created a newer set of branded racing series (Tough Mudder, Spartan, Savage, Rugged Maniac, Warrior Dash, Epic, etc). These races can be hard to recruit because they require a fair amount of infrastructure, but more traditional trail running series can be slightly more adaptable to less-developed locations. The American Trail Running Association (ATRA) is a Colorado non-profit and specializes in mountain trail runs. They do not have any stringent requirements for races. However, they do require that you plan an existing race and submit for inclusion at trailrunner.com. Opportunities to host events such as the National High School Trails Championships (NHSTC) , a race specifically geared to high school athletes would be an ideal event for the Project Site.

Event Hosting Recommendations

In addition to providing parking and facilities as mandated by the various mountain biking governing bodies, there are other elements of mountain biking areas that make them more desirable than others for races, sponsorships and ultimately revenue generation. These recommendations are listed below and categorized as essential for elements that must be provided or bonus for elements that may not be required but would set the space apart from other areas.

Essential Recommendations

- Parking: a minimum of 1000 parking spaces, preferably more. Include space for RV's and/or team support vans/vehicles.
- Vendor Space: grassy or paved footing, with room for a minimum of 20 10x10' tents. Ideally, this space should be accessible by vehicles to drop gear and pull off into designated parking.
- Hospitality Area: grassy or paved area that can be tented for hospitality and/or race operations.
- Start/Finish Areas: there should be basic clearings for start and finish areas near the trail, with a larger clearing for the finish so that spectators have full view.
- Access points: there should be multiple areas on the course where medical stations/racer aid stations can be set up.

Bonus Recommendations:

- **Hospitality Area:** a step up from a paved area is a basic permanent structure. This could be a bonus space that can be rented to cover costs and can be as simple as a basic roof structure over cement pad.
- **Restrooms:** most events will require porta-potties to be brought on-site to accommodate racers and spectators, but a restroom structure would be a major draw!
- **Stage Area:** stages can be fit into nearly any outdoor area, but a slightly shaded area with built in seating could serve as an awards area or evening entertainment associated with races.

Sponsorships

After the design process, it will be advantageous for the Project Partners to reach out to potential sponsors for the area. An example of what this could look like would be “The [Company Name] Mountain Bike Trail at North Fruita Desert” or even a section could be sponsored, i.e. “The [Company Name] Drop” or “The [Company Name] Ridge”, etc. Sponsorships of this kind can be highly effective to help fund maintenance and upkeep of the area and any races that come in would be required to block that existing category so that no conflict of the Fruita sponsor would occur with a race sponsor. Any sponsorship of trail names will have to consult with BLM policy that could potentially limit the extent of sponsorships.

Based on general sponsorship principles, revenue yield can vary dramatically. Some factors include: possession of a clear and easy to understand sponsorship deck, initial asking price for sponsorship, benefits attributed to each sponsorship element, experience of sponsorship sales staff, relationships between event organizer/host and potential sponsors. This is not an exhaustive list, but all of these points will play a serious role in the success of sponsorship sales. Various resources instruct event organizers on sponsorship best practices and most of these indicate that establishing a methodical approach to sponsorships will deliver the best results. An example of best practices in planning is:

1. **Clearly list sponsorship assets:** the asset is whatever is available for “sale” as a part of the sponsorship. Examples can be naming rights (Company Name Mountain Bike Park, or Mountain Bike Park presented by Company Name), branding opportunities (company logo present at various locations on-site) and other creative benefits. A professionally curated and designed sponsorship deck is crucial.
2. **Establish Reasonable Pricing:** the most common mistakes in the sponsorship game are to overprice an asset and to project revenues under the assumption that all sponsorships will be sold. Researching what pricing other comparable properties charge for similar assets is the best way to begin, but bear in mind that the location and longevity of a comparable property need to be taken into account. A mountain bike park established for 10+ years in southern California is likely going to achieve higher sponsorship rates than a new park in Colorado.
3. **Properly Estimate Attendance:** while the occasional sponsor may want to be involved in a project simply out of support, most sponsors will want to know the on-site traffic numbers that will be



exposed to their brand. Traffic projections can be tricky for a new project, but estimate with caution so that sponsors are pleasantly surprised at numbers versus frustrated due to lower than projected performance.

4. Listen to the Sponsor: sponsorship negotiations are common and potential sponsors will often give you feedback on your offerings. These conversations are a necessity, especially for the first sponsorship season.
5. Be Flexible: Assess and re-assess available assets to establish a sweet spot in sales opportunities where sponsors want the options you offer.

In creating a new recreation space, the sky is truly the limit in adding features that make an area stand out. Our general recommendation is to provide as much as your budget will allow, with a focus on essential elements such as parking, ease of ingress and egress and space for spectators to have full view of the start and finish locations. A space for sponsor village/expo area is also essential but, as described above, this can be versatile. Structures, bathrooms and large vehicle parking are thoughtful elements that can take the area to the next level.



Rider taking off into the Project Site



H. WAYFINDING AND EDUCATION RECOMMENDATIONS

Wayfinding Signage Guidelines

In order to promote a visibly appealing and cohesive trail system area, a standardized signage system should remain in place for all future expansions in the area. The following provides recommendations for the existing signage and additional signage in certain designated spaces in the project area.

Entrance

At the entrance to the Project Site, an existing two-panel sign should be enhanced with a formal entrance sign identifying the BLM managed public land name that greets and orients visitors as they approach the site. The existing two-panel sign, trail maps and information should be updated to show an up to date trail system map and provide safety information regarding trail crossings and on-road trail areas. The signage should also provide instructions and usage information for the trail system such as: location of the trails, hours of operation, allowed uses, sensitive habitat areas, safety information, trail closures and management partners. Lastly, the signage should have information about “Leave No Trace” policy and it’s seven principles as well as “pack it in, pack it out” motto.

Trailheads

The existing Project Site parking area has a trailhead information sign/kiosk that should be updated and continue to provide a trail map, bulletin board, introduction to the site and instructions and usage information for the trail system such as: location of the trails, hours of operation, allowed uses, sensitive habitat areas, safety information, trail closures and management partners. The existing wayfinding signage at the parking area along 18 road should remain.

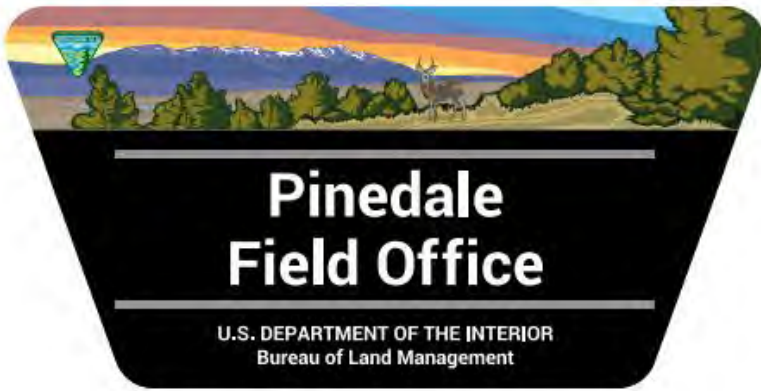
The northern trailhead/ drop off area in the Project Site should provide signage for automobiles accessing the area, warning them about trail crossings and show access to the existing campground to the west. An existing trail head kiosk exists and should be updated with the same information as the south trailhead kiosk.



Entry signage into the Project Site

A fun way to engage riders' excitement about the new trails and re-routes is displaying the progress of the trail system as it is being constructed. Since funding for new trails will most likely not all come at once, showing riders what trails are receiving funding and the phase at which the trail is being constructed will be beneficial. This can also be an opportunity to advertise any volunteer opportunities that will help in the construction of the new trails. Signs can be posted letting riders know the time and dates of volunteer projects in the Project Site and how they can sign up. Helping in the trail building process, riders have a sense of ownership for the trails and therefore, become better stewards of the





Example of BLM signage

land.

Directional Trail Signs, Seasonal Closures and Sensitive Areas

With the addition of many directional trails to the Project Site, it is imperative to denote the trail direction on all trail posts. It should be evident if a trail is one directional or bi-directional. Periodic trail maps throughout the trail system to note where riders are with in the trail system is also beneficial. As new trails are added to the system, new riders and

familiar riders of the Project Site will benefit from the signage.

For the trails identified as having seasonal closures and areas of sensitive wildlife habitat, signage should be provided. To empower the visitor to make the correct decision, this signage should provide further information to the visitor so they can know why the space is sensitive or why they should not access the trail at this time.

Campgrounds

The existing campground in the Project Site should have a formal entrance sign to the campground at the northern access point and an additional self-service fee station.

The proposed event area and new campground should provide two new, three panel kiosks at the entrances to the area. The kiosks should provide a campground map, trail map, bulletin board, introduction to the site and instructions and usage information for the trail system such as: location of the trails, hours of operation, allowed uses, sensitive habitat areas, safety information, emergency contact information, trail closures and management partners. Alongside these kiosks, two new self service fee stations should be provided, emulating the existing self service fee station for consistency.



Self service pay station in the Project Site



North Fruita Desert trailhead sign

Educational Opportunities in the Desert

Educational signage can help promote the correct use of the North Fruita Desert Trails and bring about a sense of stewardship and respect for the desert environment for both children and adults.

For children's education and interaction these types of signs should be placed at key locations such as near the campgrounds, near the nature play and children's pump tracks and along or near the entrances to the kid's loop trails. Educational signage that incorporates more than one method of perception such as site, touch, smell or sound make the experience more memorable and impactful for the user and can pique the interest of a broader audience. Providing further information about the user's surrounding environment by making it a challenge to learn such as a "seek and find" format promote critical thinking in the user as well as make the lesson fun.



Trail signage can be improved in the Project Site



Trail closure signage in the Project Site

The educational signage used in the Project Site should be focused on sharing information about the important desert ecosystem and how unique this type of climate and habitat is to plants and animals alike. Relating animal behavior to human behavior helps children learn altruism. Tying small portions of the environment that the user can visibly see and understand to a larger system process such as the water cycle and soil erosion is a great way to educate children. Pulling in the cultural history of the site and how we have the capability of determining what type of footprint we leave on our lands will help to empower the user to make a positive impact during their visit to the project site.

Educating adults on surrounding environment is equally important. Most riders on the trails are between the ages of 31-50, according to the public survey. When decommissioning heavily used trails, utilizing signage to educate the user as to why the trail is now closed plays a large role in

keeping those trails unused. The principle is the same for seasonal trail closures. If riders understand why the trails are closed and are informed of the sensitive habitats needed for migrating animals, it will influence the riders to stay off the trails. Education plays a very big role in keeping the Project Site sustainable for the ecosystem, allowing riders to use the trails for years to come.



Informative signage in the Project Site



Wayfinding Branding

The City of Fruita has a unique, small town, active community. The City has fully embraced the influence of the mountain bike community, even incorporating a cog as their City logo. A good way to make the City of Fruita stand out even more as mountain bike mecca is through branding their wayfinding signage throughout the Project Site.

The previous wayfinding recommendations are standards of the BLM and are a great jumping off point for more creative and unique ways of wayfinding. All of the information needs to remain the same; however, incorporating Fruita's adopted mountain bike branding and further creating a logo and brand for the Project Site will help give the Project Site its own identity.

I. ENVIRONMENTAL CONSIDERATIONS

As more riders and more visitors make their way to the City of Fruita and the Project Site, their impact on the environment is greatly increased. The Project Team's recommendations strive to minimize the impacts and protect the most valuable environmental resources.

Seasonal Closures

Seasonal closures are imperative to maintain sensitive habitats and allow for wildlife migration. Educating the public on the importance of seasonal closures increases stewardship of the land. Several of the existing and currently proposed trail improvements are located within sensitive winter ranges for deer and elk. Based on consultations with CPW, the impacts of these trails are acceptable. This decision is based on the patterns of existing trail use in the area and the limited public use that occurs during the most severe winter conditions. Trails that will require seasonal closures to motorized and mechanized travel from December 1 through May 1 (consistent with the existing Sarlacc Trail closure) include:

- Trail P.9
- Trail P.4
- Trail P.6
- Trail P.7
- Trail P.8

Due to their location in the sensitive winter ranges, the Project Team recommends any trail, existing or proposed, that is north of the Edge Cutoff and Edge Loop, be considered for seasonal closures. Any additional proposed trail connections - beyond the scope of this plan - should minimize use of upper-elevation shrubland habitats that provide sensitive winter range for deer and elk and abide by the same seasonal closure recommendations. All trails proposed in the northeastern section of the Project Site should be subject to long seasonal closures. This area is home to the most sensitive habitat in the Project Site.

Cattle Grazing & Recreation Conflicts

In recent years, the BLM has been working with the allotment permittee to mitigate some of the recreation conflicts.

These measures have included:

- Replacing pasture fencing to the east of the Project Site in an effort to move grazing off of the Project Site
- Delegating an alternative stock pond to the east to provide an alternative water source for livestock that is separated from recreation activity

Grazing Management Considerations

Implementation of this Master Plan should continue to involve close coordination with the BLM and the grazing permittee to reduce conflicts, protect resources and minimize adverse impacts to the permittee. The following recommendations should be considered as part of implementation:

- Work with permittee to facilitate the development and maintenance of alternate ponds or water sources outside of the core recreation area
- Install educational signage about multi-use objectives and the legacy of rangeland agriculture in the region, encouraging recreationists to understand and respect grazing activity and infrastructure
- Partnership with the BLM and the permittee to support grants and funding for mutually beneficial projects



North trailhead



5. FUNDING

A. COST ESTIMATES

Twelve (12) new trails and ten (10) re-routed trails were identified and mapped as part of the planning process for the Project Site. In total, 24.75 miles of new trail have been proposed. The chart below details each proposed trail's length, rating and estimated cost for construction. Estimated unit costs were developed from research and knowledge of the fluctuating market price of materials and labor. This cost estimate is only for construction. Trails that have steeper terrain and more difficult access have a higher estimated unit cost for construction. All cost estimates are subject to change in price based on market demand and final technical design decisions. The cost estimates do not include the design cost or the cost for NEPA environmental impact analysis. Additional costs associated with trail design are discussed further in this chapter.

Proposed New Trails	Length	Difficulty Rating	Estimated Unit Costs	Estimated Total Cost
Trail E.1	37,344 ft	Green	\$5/LF	\$186,720
Trail E.2	15,669 ft	Green/Blue	\$5/LF	\$78,345
Trail E.4	11,765 ft	Blue/Black	\$6/LF	\$70,590
Trail C.1	10,782 ft	Green	\$5/LF	\$53,900
Trail C.2	10,070 ft	Blue	\$5/LF	\$50,350
Trail C.5	6,309 ft.	Green	\$5/LF	\$31,545
Trail C.6	1,053 ft	Black	\$6/LF	\$6,318
Trail C.8	2,113 ft	Green/Blue	\$5/LF	\$10,565
Trail P.2	8,692 ft	Blue/Black	\$6/LF	\$52,152
Trail P.4	16,317 ft	Blue/Black	\$6/LF	\$97,900
Trail P.8	5,768 ft	Blue	\$6/LF	\$34,608
Trail P.9	5,227 ft	Blue/Black	\$6/LF	\$31,362
Total Cost				\$704,355

Proposed Reroutes				
Trail E.3	1,840 ft	Blue	\$6/LF	\$11,040
Trail E.5	2,041 ft	Blue	\$5/LF	\$12,246
Trail C.3	2,070 ft	Blue	\$5/LF	\$10,350
Trail C.4	1,785 ft	Blue	\$6/LF	\$10,710
Trail C.7	649 ft	Blue	\$6/LF	\$3,894
Trail P.1	1,395 ft	Blue	\$6/LF	\$8,370
Trail P.3	229 ft	Blue	\$6/LF	\$1,374
Trail P.5	1,083 ft	Blue	\$6/LF	\$27,876
Trail P.6	595 ft	Blue	\$6/LF	\$3,570
Trail P.7	1,004 ft	Blue	\$6/LF	\$6,336
Total Cost				\$95,766
Grand Total				\$800,121

Trail Obliteration/Closure Reclamation

There are costs and strategies involved in decommissioning the existing social trails and unsustainable designated trails. The average Cost/Linear Foot (LF) = \$2.00/LF (typically ranges from \$1-3/LF) depending on terrain, soils, rocks, vegetation, seed mixes and condition of trail being closed. Native Seeding typically runs about \$0.20/Square foot (SF) not including the seed mix (supplied by client or added on). This task includes seed-bed preparation through scarification, seeding to specification such as rate, depth and season, raking over a 1/8-1/4" soil on seed and then mulching or erosion control blanketing, if desired. This task is commonly required when replacing non-system trails created by rogue builders and non-directed social use with planned, sustainable new trails and/or trail reroutes.

To enhance the effectiveness of the reclamation efforts and probability that the trail will not be re-opened by users, it is critical to understand the process and techniques. The best way to prevent a social trail from being reopened is to replace it with a more sustainable trail than currently exists.

The process of trail closure and obliteration frequently begins with decompaction of the existing tread 6-12" deep and when possible, restoring natural hydrological patterns to the area. This is most quickly done by use of micro or mini excavators with a toothed bucket. The process can also be implemented with hand tools like pick mattocks and rogue hoes; however, the effectiveness is tied directly to the amount of work feasible by your hand labor sources. Decompaction of the tread is essential in getting grasses, trees and shrubs re-established in the area by making the rooting process more efficient. However, with all the loosened soil prone to erosion, it is key to get the water off of the trail, via grade reversals, so that soil erosion is not exacerbated.



Native grass seeding is also recommended to enhance and speed up the revegetation efforts. Transplanting of shrubs and small trees can also help obscure the old routes. It is also common to slash old closed trails with organic debris including, sod, branches, trees, and rocks. The efforts made in closing old trails is directly related to the probability of those trails to be re-opened if the closure/obliteration process is limited.

Goals of Sustainable Trail Design

Sustainable trail design is beneficial for the trails themselves and for the users of the trails. Environmental sustainability, social sustainability and financial sustainability are the three main goals of sustainable trail design.

Environmental Sustainability

- Protect indigenous flora, fauna and soils
- Protects trail investments

Social Sustainability

- Offer high-quality trail experience for desired users
- Consider locals when planning trails

Financial Sustainability

- Trails are expensive, invest trail dollars wisely
- Follow proper best management practices to help manage your risks

Parameters of Sustainable Trail Design

When designing sustainable trails, it is important to know the average grades for different levels of difficulty. Green trails are considered “easy” and have an average slope of 3-6%. Blue trails are “intermediate” difficulty level and have an average slope of 4-8%. Black trails are classified as “difficult” and have an average slope of 6-12% or greater.

Practice Rolling Contour Design so that when or if the trail tread becomes dished and intercepts water it can exit the trail at the grade reversals. Typically, this is every 50-100 linear feet or less. To minimize braking bumps entering corners, rise up and scrub speed before turns. Locate gentler sideslopes for the ease/ability to make wider radius corners easier to build and maintain. A wider radius is typically 10 foot radius or larger.

Directional trails are a great management tool to optimize all users trail experiences. Designating trails or zones to directional, bike optimized trails can help concentrate mountain bikers in areas designed for them. Offering hikers and runners pedestrian optimized stacked loop system also allows more trail styles such as steeper trails with big stone steps. Shared-use trails will also be planned but designed to minimize visitor conflicts due to speed and silence of bikes, especially in areas of limited visibility.

Directional trails for bikes allow designers/builders more creativity to optimize the riding experience and significantly reduce the chance of biker collisions, possible on bi-directional trails. Mountain bikers of all ages and ability tend to flock to these bike-optimized trails, enhancing the marketability to the user group.

National Environmental Policy Act (NEPA) Process

The Project Partners recognize the BLM would evaluate this trail plan as part of its requirements under the National Environmental Policy Act (NEPA). The proposals outlined in this plan would be included as an alternative in an environmental assessment (EA). The Project Partners also recognize there are costs associated with an EA which can include the cost of survey work for biological and cultural resources. Costs associated with required surveys vary depending on the concentration of resources in the area. The Project Partners understand that final trail alignments may be modified based on the results of the NEPA evaluation process.

Design and Flagging Criteria

Flagging a trail can be used in place of engineered construction documents to save on cost. When flagging a trail, it is imperative to establish best management practices for trail planning/corridor flagging and design. The following list is recommended uses for flagging a trail.

- All flags/flagging must be intervisible (or mutually visible) from both directions.
- Recommended pin flags are PVC Vinyl 3.5" X 2.5" with 21" wire stem
- Recommended PVC vinyl flagging is 1'-1 3/16" x 2.0-5.0 mil (UV Stabilized)
- Preferred Colors: Day Glo Orange, Day Glo Pink, Striped, and/or Polka Dots
- Frequency varies from max of 50', to every 10-20' in areas requiring more detail
- Specific Technical Trail Features (native or imported TTF's) to be labeled on flags
- TTF's, positive and negative control points marked with flags and GPS
- Two distinct flags at all trail/road junctions and at the start/finish of trail section(s)
- Open mine shafts and other man-made hazards within 100' corridor flagged/GPS.
- Photos of sections and features may also be added where helpful



Drone imagery of the Project Site

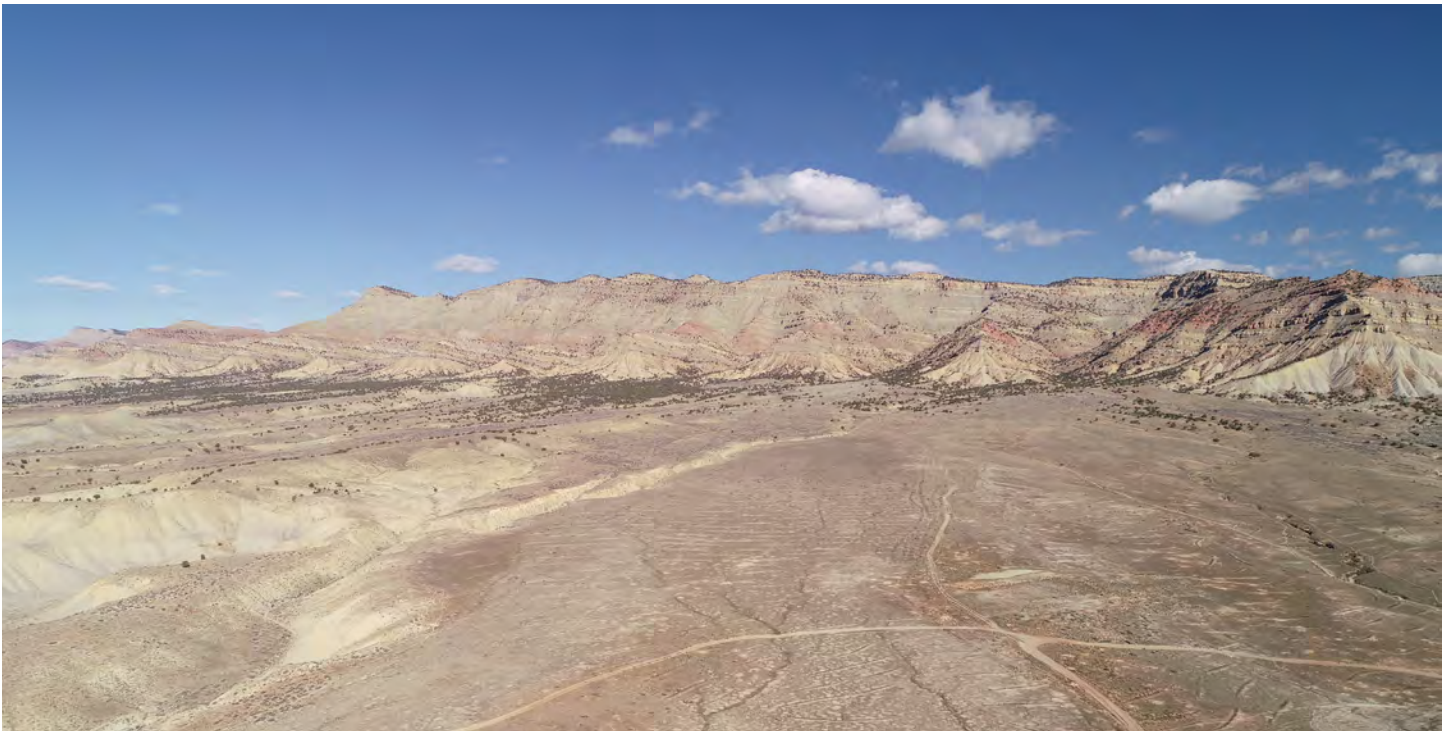


Estimated Costs Ranges for Potential Features

Depending on the trail design, different features can be included in the design. The following is a list of typical features seen in trail design and the associated costs for those features. The costs vary based on material cost and ease of mobilization to the trail work zone. The large cost ranges are primarily due to the required mobilization over narrow trails or steep loose terrain to deliver building materials to actual working site.

Native Stone Steps (>125#)	\$200-300/step
Import Stone Steps (>125#) only in Rosa	\$150-200/step
Rolling Crown Switchback	\$500-2000/each
Dry-laid stone wall (native stone)	\$35-\$55/SF
Dry-laid stone wall (imported stone)	\$45-65/SF
Stone Armoring (native stone)	\$25-40/SF
Stone Armoring (imported stone)	\$30-45/SF
Bridges (no rails) < 3' high off ground	\$50-70/SF
Boardwalks (no rails) < 3' high off ground	\$50-70/SF
Bridges (with rails, spans <15')	\$100-120/SF
Bridges (with rails, spans >15')	\$140-180/SF
Engineered bridges TBD by design	TBD
Large Bermed Corners > 3' high >10' long	\$400-1600/Each
Switchbacks	\$400-1600/Each
Technical Trail Features (TTF) (native or import stone)	TBD





View looking north at the Bookcliffs

B. GRANT AGENCIES:

One of the primary goals of the North Fruita Desert Trails Master Plan is to identify funding sources to help implement and construct the trails based on the estimated costs. There are several agencies that can help fund both trail construction and maintenance. Some of the more reliable sources of funding include:

Great Outdoors Colorado (GOCO)

- Local Park and Outdoor Recreation (LPOR) Grants help build or improve community parks, outdoor recreation amenities, outdoor athletic facilities and environmental education facilities. Funding is also available for land acquisitions.
- Youth Corps Grants employ Colorado Youth Corps Association crews on projects like building trails, erosion control after forest fires and eradicating invasive species.

Colorado Parks and Wildlife (CPW)

- The Colorado State Recreational Trails Grant Program (Non-Motorized Trails) funds projects for large recreational trail grants, small recreational trail grants, trail planning and trail support grants. The grant program also provides funds for trail maintenance.

Department of Local Affairs (DOLA)

- Conservation Trust Fund (CTF) The Department of Local Affairs distributes CTF dollars quarterly, on a per capita basis, to over 470 eligible local governments: counties, cities, towns and Title 32 special districts that provide park and recreation services in their service plans.



People for Bikes

- PeopleForBikes Community Grant Program supports bicycle infrastructure projects and targeted advocacy initiatives that make it easier and safer for people of all ages and abilities to ride. PeopleForBikes accepts grant applications from non-profit organizations with a focus on bicycling, active transportation, or community development, from city or county agencies or departments and from state or federal agencies working locally.

Colorado Health Foundation (CHF)

- Activating Places and Spaces supports locally-defined, place-specific efforts to get people outdoors and actively engaged in their neighborhoods together. The goal of the funding opportunity is to help activate existing infrastructure in public places that contributes to a community's overall health through residential usage and positive experiences. Foundation grant funds will support costs associated with project/program planning and/or implementation for up to one year. In addition, funding for technical assistance for community engagement, communications and marketing is available.

El Pomar

- El Pomar Foundation is a private, general purpose foundation established in 1937 by Spencer and Julie Penrose. With a mission to "enhance, encourage, and promote the current and future well-being of the people of Colorado" El Pomar Foundation provides more than \$22 million annually in grants and programs throughout the state.

Laura Jane Musser Fund

- The Rural Initiative Program encourages collaborative and participatory efforts among citizens in rural communities that will help to strengthen their towns and regions in a number of civic areas including, but not limited to, economic development, business preservation, arts and humanities, public space improvements and education.

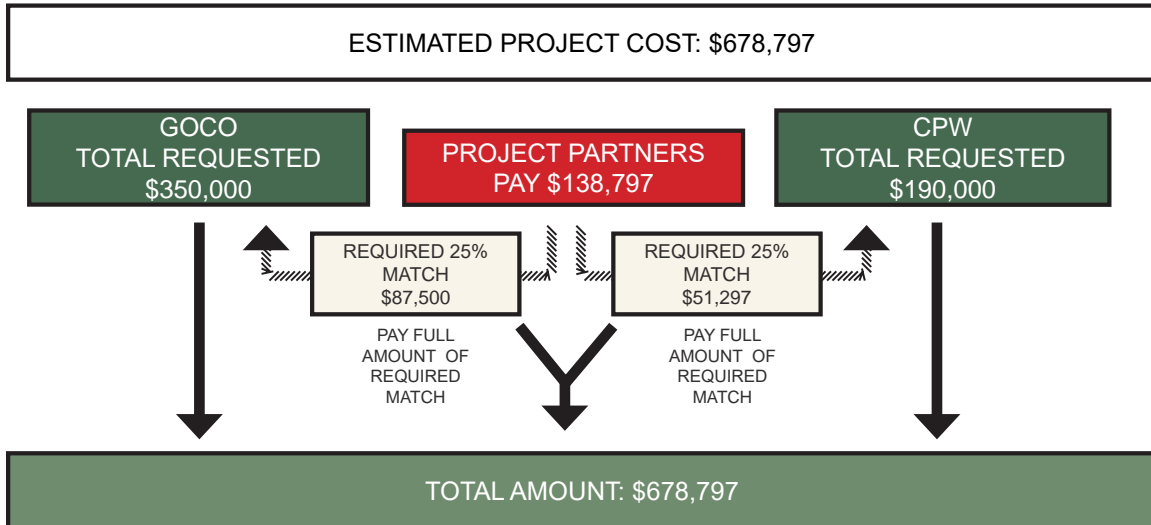
C. LEVERAGING GRANTS

While granting agencies and programs are an excellent source of funds to help implement projects, many require a significant "match". The amount of funds required for matching grants varies greatly depending on the agency. For example, most GOCO grants require a 25% match for the requested funds, while some DOLA grants require a 100% match for requested funds. Matching funds can also take two forms:

- **Cash Match:** Cash matches are funds that are being spent from a specific account or project. For municipalities, these funds are usually provided from General Funds or Capital Improvements.
- **In-Kind Match:** In-Kind matches are services or materials that are being provided or donated. This can include labor, planning, building materials, maintenance and other services.

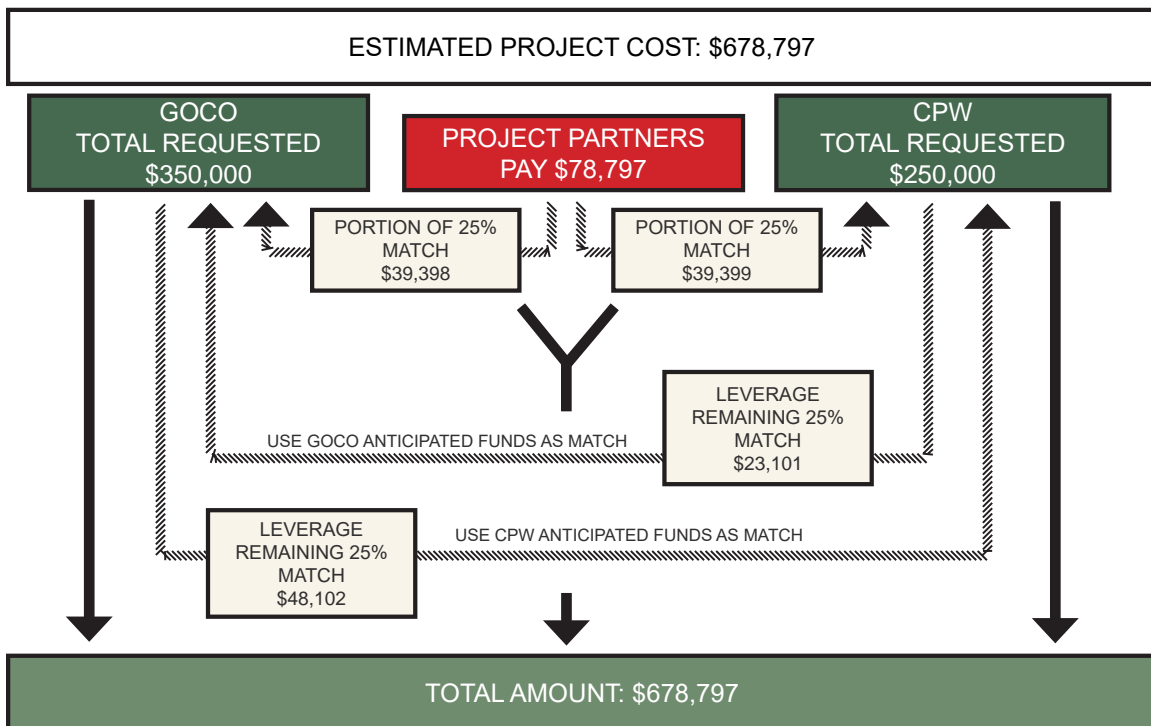
Each grant will have specific language that will help determine how to calculate the overall match and composition of the match.

As shown in the trail cost estimates, the estimated total cost to complete projects identified in the Master Plan are significant. As the Trail Project Partners move forward with grant applications, providing matching funds for numerous grants can be difficult and unrealistic. A more efficient approach to seek funding for implementing projects is to leverage grants and projects against each other. Leveraging grants is utilizing a specific grant for a project as the required matching funds for a second grant for the project and vice versa. For North Fruita Desert, a typical grant strategy to fund new trail construction could look like this:



In this example, the Trail Project Partners would have to provide a combined \$138,797 in matching funds for the grant applications.

However, if the grants are leveraged against each other, the process looks more like this:



In this example, the Trail Project Partners would only have to provide \$78,797 in matching funds, saving the Project Partners \$60,000



Leveraging can also be done by utilizing project costs from associated projects. For example, Mesa County received a grant from the Federal Lands Access Program (FLAP) to help improve access to NFD and build an event center. Funds from the FLAP grant can be utilized as match for other non-federal grants depending on when the funds are awarded and expended.

Grant Agency Timelines and Requirements

The following chart outlines some of the prospective funding agencies' grant awards, required match and submittal timelines. All information is subject to change by each individual agency and should be confirmed on an annual basis.

Agency	Amount	Match	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
GOCO LPOR	\$350,000	25% (10% Cash)												
GOCO Youth Corps	2 Weeks Labor	Not Required												
CPW Trail Construction	\$250,000	25%												
DOLA CTF	Varies	Not Required												
People For Bikes	\$10,000	Not Required												
Colorado Health Foundation	\$100,000	Varies												
El Pomar Foundation	\$100,000	Not Required												
Laura Jane Musser Fund	\$25,000	Not Required												



6. MAINTENANCE & MANAGEMENT PLAN

A. MAINTENANCE AND MANAGEMENT PRIORITIES

In 2017, the BLM published "Guidelines for a Quality Trail Experience", a valuable document in planning mountain bike trails. It lists the City of Fruita in the "top 20 mountain biking trail opportunities" that exist on BLM-administered lands across the United States. Protecting Fruita's trail investments for future generations is essential, especially considering bike-optimized trails in Colorado can easily cost in excess of \$30K/mile to design and build.

A mandatory tool in protecting your trail investment is a trail maintenance program. A consistent, thorough trail maintenance program with routine, documented safety inspections is critical for a sound risk management program. This program is one of the most valuable tools for land managers and outdoor recreation providers, offering high-quality outdoor recreation experiences for their intended trail users. A trail should be reasonably safe and adhere to "best management practices" while taking into consideration the difficulty/type of trail experience desired, the changing environmental conditions and the inherent risks associated with the trails.

Most importantly, routine trail maintenance programs help outdoor recreation providers and land managers to protect and conserve the natural and cultural resources of the area. The quality of trail user's experience is fundamentally tied with the quality of the natural, cultural and soil resources.

The management of the Project Site must be sustainable. **The success of new trails ultimately depends on the City of Fruita, BLM, COPMOBA and the Fruita community working collaboratively to monitor, enhance, raise funds, write grants and maintain the safety and functionality of the trails.** By encouraging community stewardship and involving citizens in monitoring and maintenance of the Project Site, the existing environment can be protected and enhanced.

The Master Plan strongly encourages maintaining the original feel and style of rider experience that made the Project Site famous; its narrow, fast sinuous singletrack trails. New trails should continue complimenting the natural features and topography of the area and be built with the consideration of the arid desert landscape in mind. Design principles and construction techniques should encourage use of native materials that do not conflict with the history and



Signage at south parking lot



environment of the site. Highly manufactured trails constructed with tons of imported materials (stone, soil or wood) are not recommended, due to the remote backcountry feel and aesthetics of the Project Site.

The Project Team proposes significant enhancements to the Project Site to improve the visitor experience and offer new opportunities for the area, including 26.4 new miles of proposed trails to complement the event area and future campground proposed by the BLM. These site improvements and amenities, such as the recommendations proposed in Chapter 3, should be purposeful and fit the context of the community, while requiring minimal maintenance/replacement and ultimately help in minimizing our human impacts upon the natural environment.

Through the use of sustainable trail recommendations and acknowledgment of environmental constraints, the Project Team has attempted to balance the future recreational use demands with the existing natural systems. The purpose of this chapter is to provide key maintenance/management concepts specific to the Project Site that may assist the Project Partners in future management and maintenance of the Project Site and increase the chances of success.

The Project Team conducted an existing conditions assessment to understand what maintenance and management was needed with in the Project Site.



Dry arroyo in the Project Site

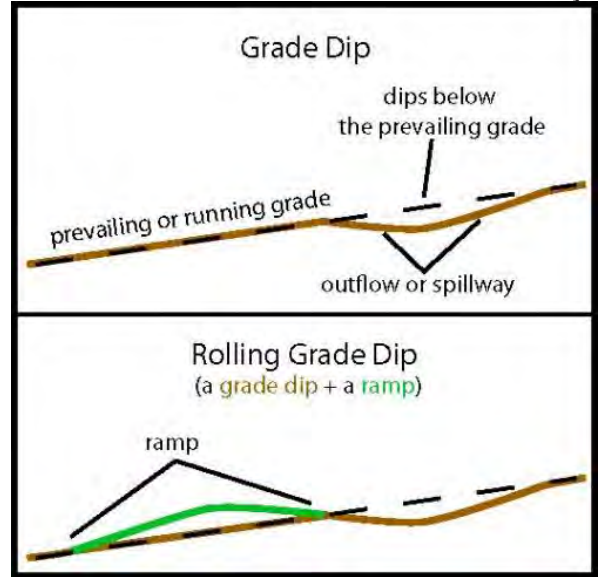


B. EXISTING CONDITIONS ASSESSMENT

An evaluation of the trails and existing conditions was conducted in Winter 2018/19. The major management/maintenance issues of the Project Site fall into three main categories: trail sustainability, safety/risk management and the environment.

Trail Sustainability

Re-establishing and maintaining optimal trail conditions to reduce future maintenance needs is a primary component of trail sustainability. In some cases, adjustments to the original trail design are needed to address unforeseen maintenance issues. Since many of the trails at 18 Road were not legally sanctioned trails, they were not always designed and constructed with best management practices and sustainable grades in mind. Although the majority of these trails may have been constructed without these considerations, the majority of the trails at the Project Site still fall within a "fair to good condition" category and has held up very well to the amount of use they have endured.



Rolling grade dip diagram



Varying soil types can be found throughout the Project Site

The trails and trail sections that follow a sound "rolling contour design" philosophy typically fall into the good condition category. These trails have been constructed to follow existing contours and do not exceed a maximum 15% grade. Fall-line sections of trails that do exceed 15% grades have shown increasing levels of soil erosion over the decades. Properly constructed and maintained drainage features help manage stormwater and reduce erosion within and alongside the existing trails. By retrofitting these fall-line sections with more effective



drainage practices, we can better facilitate moving storm water off of the trail and mitigate erosion caused by stormwater surface run-off. Some of these features on the trails include rolling grade dips and knicks, while features alongside the trails include drainage swales, lead-off ditches, rip-rap/cobbled drain slopes and drainage culverts. The addition of these features will decrease the inherent gullying and rutting that is typical of steep, fall-line trails and will reduce the need for users to move out of the rut and start a new trail on either side of the existing trail. Erosion control is critical to reducing buildup of sediment on the trail surface that could compromise the smooth, hard pack surface, particularly on the highly erosive shale balds. These steeper slopes tend to continually slough until they meet their angle of repose and begin to naturally revegetate themselves.

The dominant activities that negatively impact trail conditions are the high volume of trail use on too few trails, trail use during wet/muddy conditions, trail use during dry/dusty conditions and wind/water erosion on and adjacent to the trail. As trail use increases, especially two-way use, this traffic ends up creating a wider tread, negatively impacting the riding experience of the true narrow singletrack. Thus, the common use of erosion control signs in this arid region stating "Keep Singletrack Single" should be maintained on these trail segments. The Project Team also proposes creating a trail system that promotes and utilizes one-way trails. These directional trails will help minimize trail widening since passing other users is significantly reduced.

Vegetation management within the two-foot trail tread and one-foot shoulders on either side help keep a reasonably clear 4-5' wide corridor and preserve the integrity of the trail surface. Encroachment on the trail of invasive weeds is more prevalent where adjacent soils have been disturbed due to construction grading or erosion.



Soil erosion in the Project Site



Safety / Risk Management

A number of safety concerns were documented within the existing trail corridor and at trailheads. These issues included obstructions, surface conditions, blind corners, directional trail misuse and intersections with roadways. With proper planning, trail adjustments and signage, these concerns can be mitigated.

Obstructions such as tree limbs, branches and cactus that protrude into the trail corridor can create hazards for users and should be maintained to BLM and United States Forest Service (USFS) standards. These standards are described in the BLM's "Guidelines for a Quality Trail Experience" and the USFS' "Standard Trail Plans and Specifications".

Existing site fencing on and surrounding the Project Site is critical to direct users on to trails, facilitate proper/efficient parking, minimize off-road travel and keep visitors away from key infrastructure. These fence types are typically wood post and wire cable or metal t-post and wire used to manage cattle. Any fence that is within 5-10 feet of the edge of trail tread should be monitored for its condition so it does not pose a safety hazard.

Problematic surface conditions created by improper trail use, surface and gully erosion and other factors can impair the tread surface and lead to safety hazards along the trail. These hazards include surface conditions such as deep ruts and gullies, cattle hoof damage, excessive loose/deep surface material, sloughing of eroded soils onto tread, steep drop-offs, etc. Efforts should be made to maintain a firm and stable hard packed tread surface by standard trail maintenance. Proper signage and trail design can aid to deter use after storm events and mitigate issues that occur such as erosional cutting and the subsequent deposition of loose sandy material on the trail after intense storm events.

Blind corners with steep trail grades can potentially cause visitor conflicts and in some cases collisions. Additionally, many riders are not aware that many of the existing trails at the Project Site were built for optimal use for a specific direction as either uphill climbing or downhill riding trails. While the open terrain at the Project Site helps with visibility issues, a dangerous situation can occur when a rider is going the opposite direction of intended traffic. Proper signage can help warn users of hazards and encourage directionality to the trail system, enhancing visitor safety and user experience.

The roadway intersection at the lower parking lot and 18 Road should be evaluated to optimize safety for all users. Currently, this intersection is not signed and has no pavement markings, however sight



Signage found throughout the Project Site



lines seem adequate for the posted speed limit. Proper signage in these key trail/roadway crossings can help alert trail users and drivers to the trail system layout and to mitigate user conflict.

There are several private parcels located within the Project Site. These parcels are completely landlocked by BLM managed public lands but accessible on existing roads. Two significant trail routes are proposed in Chapter 3 of the Trails Plan to remediate private land encroachment that is currently occurring on the Project Site.

Environment

Establishing a non-invasive species management plan for the Project Site will significantly enhance the environment. Re-establishing native vegetation in key locations will contribute significantly to the health of the grassland ecosystem and the pinyon-juniper forest by encouraging plant and wildlife diversity and helping mitigate soil erosion. Early detection and eradication are the best methods for invasive species control.

In any situation where construction of trails will cause potential conflict with the active prairie dog town within the Project Site, the town should be maintained or relocated during the construction phase. Further study is recommended before construction of the event space and trails.

A trail maintenance checklist and schedule will help maintain the health and success of the Project Site. The following pages list out a typical checklist and schedule that will help guide a routine management plan for the Project Site.



Gully erosion on existing trail



Erosion issues can be seen throughout the Project Site

C. TRAIL MAINTENANCE CHECKLIST

Management Review Tasks

- Annual and post-storm monitoring recommended.
- Evaluate existing fencing/barriers for repair, removal and or new installation.
- Evaluate all existing signage (directional, regulatory and educational).
- Make recommendations for new sign installation.
- Evaluate kiosks, bulletin board & message boards.

Routine Maintenance Tasks

- Service all amenities on routine basis (empty trash cans, clean restrooms, clean fire pits, stain/repair tables/benches, check campsites and event areas).

Parking Areas Surface Maintenance

- Weed control and mowing (if any prescribed).

Periodic Maintenance Tasks (to be performed by trail crew, COPMOBA, volunteers and/or contractors)

- Minor trail tread surface repairs (gullies, rivulets, cow hoof holes, off-trail tracks).
- Corridor clearing (prune limbs/cactus back, flush cut stumps, remove hazardous roots from treads).
- Clean all drainage features/structures (rolling grade dips, knicks, culverts and lead off ditches).
- Remove rocks, soil or debris that have migrated onto trail surface
- Remove any site litter (trash, old wire, graffiti, bike parts, illegal dumping, posts, etc.).
- Install additional drainage features (rolling grade dip, knick, ditch, etc.)
- Deberming to re-establish proper outslope (5-9%).
- Repairing any Technical Trail Features (TTF) or stone armoring to original condition.
- Repair, replace & maintain signage and kiosks.
- Sharpen/repair tools and equipment.
- Stain/paint benches, picnic tables, wood sign posts and kiosks as necessary.

Volunteer Trail Steward Monitoring Tasks

- Proper training in understanding trail standards, monitoring and recording.
- Monitor conditions of trail surface and features.
- Monitor areas of high erosion after storm events.
- Sweep/shovel loose sand and gravel off trail.
- Monitor swales/culverts for vegetation and sediment build up.
- Monitor site elements condition (amenities, signs, etc.).
- Monitor site vegetation for safety (dead limbs, stumps, trees, etc.).
- Monitor trail surface for vegetation encroachment.
- Monitor fences within trail corridor.
- Remove litter as necessary.
- Native grassland restoration / erosion control.
- Weed pulling/control (coordinate w/ vegetation management plan).
- Implement IMBA Trail Patrol.
- Volunteer appreciation event.
- Other Community engagement events/activities.
- Document/submit hours.



D. TRAIL MAINTENANCE SCHEDULES

Routine Maintenance Checklist

Various Tasks and Responsible Party	SPRING	SUMMER	FALL	WINTER
Management Review Tasks				
Annual and post-storm monitoring	■		■	
Annual range condition analysis/report		■		
Evaluate existing fencing/barriers for repair, removal and/or new installation		■		
Evaluate all existing signage (directional, regulatory and educational)				■
Make recommendations for new sign installation				■
Evaluate kiosks, bulletin board & message boards				■
Routine Maintenance Tasks (BLM trail crews or contractor)				
Service all amenities on routine basis (clean restrooms, clean fire pits, stain/repair tables/benches, check campsites, and event areas)	■	■	■	
Parking areas surface maintenance	■			
Weed control and mowing (if any prescribed)				
Major trail tread surface repairs (gullies, rivulets, cow hoof holes, off-trail tracks)	■		■	
Routine Maintenance Tasks (may be performed by trail crews, COPMOBA, volunteers, and/or contractors depending on task)				
Minor trail tread surface repairs (gullies, rivulets, cow hoof holes, off-trail tracks)	■		■	
Corridor clearing (prune limbs/cactus back, flush cut stumps, remove hazardous roots from tread)			■	
Clean all drainage features/structures (rolling grade dips, knicks, culverts, and lead off ditches)	■		■	
Remove any rocks, soil or debris that have migrated onto trail tread	■		■	
Remove any site litter (trash, old wire, graffiti, bike parts, illegal dumping, posts, etc.)	■	■	■	■
Install additional drainage features (rolling grade dip, knick, ditch, etc)	■			
Deberming to re-establish proper outslope (5-9%)	■			
Repairing any Technical Trail Features (TTFs) or stone armoring to original condition	■			
Repair, replace & maintain signage and kiosks	■		■	
Sharpen/repair tools and equipment	■	■	■	■
Stain/paint benches, picnic tables, wood sign posts and kiosks as necessary			■	
Volunteer Trail Steward Monitoring Tasks				
Proper training in understanding trail standards, monitoring and recording Routine Inspections				■
Monitor conditions of trail surface and features	■	■	■	■
Monitor areas of high erosion after storm events	■	■	■	■
Sweep/shovel loose sand and gravel off trail	■		■	
Monitor swales/culverts for vegetation and sediment build up	■			
Monitor site elements condition (amenities, signs, etc.)	■		■	
Monitor site vegetation for safety (dead limbs, stumps, trees, etc.)	■		■	
Monitor trail surface for vegetation encroachment			■	
Monitor fences within trail corridor	■			
Remove litter as necessary	■	■	■	■
Native grassland restoration / erosion control	■			
Weed pulling/control (coordinate w/ vegetation management plan)	■			
Implement NFD Ambassador Program	■	■	■	
Volunteer appreciation event			■	
Other Community engagement events/activities	■	■	■	■
Document/submit hours	■	■	■	■



E. TRAIL MAINTENANCE COST ESTIMATE

Trail maintenance fees are an annual fee. The ideal scenario will be that the trail maintenance costs decrease annually as each trail's sustainability increases. On average, a 10-20% decrease in cost is seen; however, it does vary. The costs are very average and some trails will need minimal maintenance, while other trails will need a higher level of maintenance depending on existing conditions.

Trail Name	Length	Difficulty Rating	Condition	Estimated Unit Costs	Estimated Total Cost
Maintenance Cost Existing Trails					
Frontside	4.1 mi	Blue/Black	Poor	\$6K/mile	\$24,600.00
Western Zippety	4.5 mi	Green/Blue	Fair	\$5K/mile	\$22,500.00
Zippety Doo Da	2.4 mi	Blue/Black	Fair	\$5K/mile	\$12,000.00
Joe's Ridge	1.9 mi	Blue	Fair	\$5K/mile	\$9,500.00
Mo Joe	1.1 mi	Blue	Fair	\$4K/mile	\$4,400.00
Kessel Run	2.1 mi	Green/Blue	Fair	\$4K/mile	\$8,400.00
Lower Chutes & Ladder	1.0 mi	Green	Fair	\$5K/mile	\$5,000.00
Chutes & Ladders	1.8 mi	Blue/Black	Fair	\$5K/mile	\$9,000.00
Prime Cut	2.1 mi	Blue/Green	Fair	\$5K/mile	\$10,500.00
PBR	2.0 mi	Green/Blue	Fair	\$5K/mile	\$10,000.00
Edge Loop Lower 18RD	2.0 mi	Green	Fair	\$5K/mile	\$10,000.00
Edge Cut-off East	1.9 mi	Blue	Fair	\$5K/mile	\$9,500.00
Edge Loop - Lipan Canyon	3.2 mi	Blue/Black	Fair	\$5K/mile	\$16,000.00
Down Uppity	1.6 mi	Blue	Fair	\$5K/mile	\$8,000.00
Edge Loop Extension	0.2 mi	Blue	Fair	\$6k/mile	\$1,200.00
Vegetarian	1.6 mi	Green/Blue	Poor	Close/Reclaim	
Total Cost					\$149,800.00



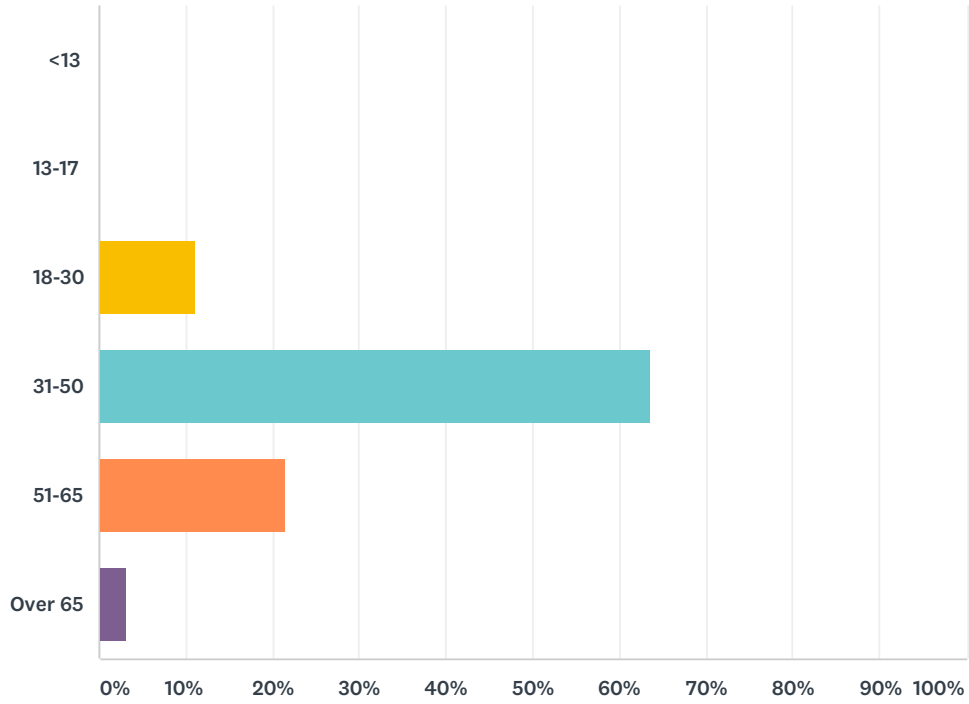


APPENDIX

APPENDIX A: SURVEY RESULTS

Q1 Please select your age range

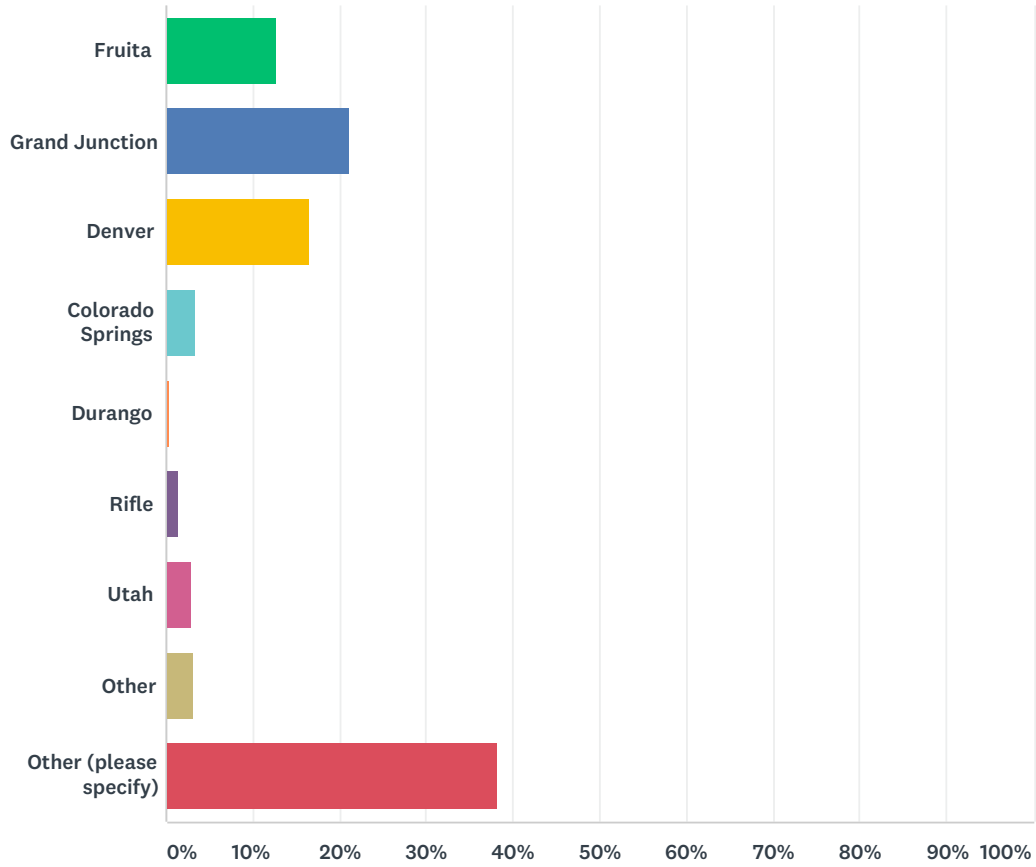
Answered: 993 Skipped: 0



ANSWER CHOICES	RESPONSES	
<13	0.30%	3
13-17	0.10%	1
18-30	11.18%	111
31-50	63.54%	631
51-65	21.65%	215
Over 65	3.22%	32
TOTAL		993

Q2 Where do you currently reside?

Answered: 991 Skipped: 2



ANSWER CHOICES	RESPONSES	
Fruita	12.71%	126
Grand Junction	21.19%	210
Denver	16.45%	163
Colorado Springs	3.43%	34
Durango	0.40%	4
Rifle	1.41%	14
Utah	2.83%	28
Other	3.23%	32
Other (please specify)	38.35%	380
TOTAL		991

#	OTHER (PLEASE SPECIFY)	DATE
1	Boulder	10/27/2018 9:15 PM
2	Durango	10/27/2018 8:49 PM

North Fruita Desert Master Plan (18 Road Trails)

3	British Columbia Canada	10/27/2018 7:43 PM
4	Edwards, CO	10/27/2018 7:07 PM
5	Glenwood Springs	10/27/2018 4:23 PM
6	Aspen, CO	10/27/2018 3:09 PM
7	Buena Vista, CO	10/27/2018 9:16 AM
8	Eagle	10/27/2018 1:18 AM
9	Summit county	10/26/2018 10:30 PM
10	Kansas City, MO	10/26/2018 5:39 PM
11	Gunnison (formerly in Fruita)	10/26/2018 5:32 PM
12	Crested butte	10/26/2018 4:47 PM
13	New Jersey	10/26/2018 3:50 PM
14	Ft Collins	10/26/2018 3:10 PM
15	Lyons	10/26/2018 2:43 PM
16	Pinewood springs, co	10/26/2018 1:52 PM
17	carbondale	10/26/2018 12:31 PM
18	silverthorne	10/26/2018 11:17 AM
19	Boulder	10/26/2018 11:11 AM
20	Silverthorne	10/26/2018 10:59 AM
21	Trenton, Maine	10/26/2018 10:28 AM
22	Basalt	10/26/2018 10:03 AM
23	Avon co.	10/26/2018 9:54 AM
24	Fort Collins	10/26/2018 9:48 AM
25	Lyons	10/26/2018 9:35 AM
26	Eagle County	10/26/2018 9:19 AM
27	Breckenridge	10/26/2018 8:59 AM
28	Routt county	10/26/2018 8:56 AM
29	Loma	10/26/2018 8:49 AM
30	Frisco, CO	10/26/2018 8:49 AM
31	Avon	10/26/2018 8:37 AM
32	Cedaredge	10/26/2018 8:04 AM
33	Fairplay	10/26/2018 8:03 AM
34	Ridgway, CO	10/26/2018 7:20 AM
35	Palisade	10/26/2018 7:05 AM
36	Glenwood Springs	10/26/2018 6:56 AM
37	New castle	10/26/2018 6:38 AM
38	Wisconsin	10/26/2018 6:17 AM
39	Edwards, CO	10/26/2018 6:08 AM
40	New Castle	10/26/2018 6:03 AM
41	Carbondale	10/26/2018 5:50 AM
42	Summit county	10/26/2018 5:45 AM
43	Boulder	10/26/2018 5:26 AM

North Fruita Desert Master Plan (18 Road Trails)

44	Breckenridge	10/26/2018 4:58 AM
45	Boulder	10/26/2018 4:45 AM
46	Western Slope	10/26/2018 4:27 AM
47	new jersey	10/26/2018 3:00 AM
48	Carbondale	10/26/2018 1:35 AM
49	Golden	10/26/2018 1:04 AM
50	St. Louis, MO	10/26/2018 12:04 AM
51	Lyons,CO	10/25/2018 11:57 PM
52	Silverthorne	10/25/2018 11:52 PM
53	Lyons	10/25/2018 11:50 PM
54	Salida	10/25/2018 11:44 PM
55	Summit County	10/25/2018 11:42 PM
56	New Zealand	10/25/2018 11:34 PM
57	New Cadtle	10/25/2018 11:16 PM
58	Golden, CO	10/25/2018 11:06 PM
59	Crested butte	10/25/2018 10:58 PM
60	Ridgway, Colorado	10/25/2018 10:43 PM
61	Netherlands (Europe)	10/25/2018 10:37 PM
62	Steamboat Springs	10/25/2018 10:37 PM
63	Wyoming	10/25/2018 10:28 PM
64	Avon	10/25/2018 10:26 PM
65	Dillon	10/25/2018 10:07 PM
66	California	10/25/2018 9:51 PM
67	Carbondale	10/25/2018 9:43 PM
68	Longmont CO	10/25/2018 9:35 PM
69	Fairplay	10/25/2018 9:33 PM
70	Lyons	10/25/2018 9:27 PM
71	Vail	10/25/2018 9:27 PM
72	Lyons	10/25/2018 9:21 PM
73	Ridgway	10/25/2018 9:06 PM
74	Steamboat springs	10/25/2018 9:02 PM
75	Palisade	10/25/2018 8:58 PM
76	Carbondale, Colorado	10/25/2018 8:57 PM
77	Montrose	10/25/2018 8:52 PM
78	South Dakota	10/25/2018 8:43 PM
79	Steamboat	10/25/2018 8:38 PM
80	Gunnison	10/25/2018 8:34 PM
81	Eagle, CO	10/25/2018 8:30 PM
82	Edwards	10/25/2018 8:21 PM
83	Carbondale	10/25/2018 8:19 PM
84	Basalt	10/25/2018 8:13 PM

North Fruita Desert Master Plan (18 Road Trails)

85	Del Norte Colorado	10/25/2018 8:01 PM
86	St Louis, MO	10/25/2018 7:55 PM
87	glenwood Springs	10/25/2018 7:48 PM
88	Crested Butte	10/25/2018 7:46 PM
89	Big Sky, MT	10/25/2018 7:41 PM
90	Truckee CA	10/25/2018 7:23 PM
91	Front range mountains	10/25/2018 7:00 PM
92	Uk	10/25/2018 6:30 PM
93	Lyons	10/25/2018 6:22 PM
94	Silverthorne	10/25/2018 6:15 PM
95	Carbondale	10/25/2018 5:49 PM
96	Fort collins	10/25/2018 5:44 PM
97	Johnstown	10/25/2018 5:29 PM
98	Glenwood Springs	10/25/2018 5:26 PM
99	Keystone CO	10/25/2018 5:24 PM
100	Montrose	10/25/2018 5:17 PM
101	Boulder	10/25/2018 5:02 PM
102	Gunnison	10/25/2018 4:57 PM
103	Steamboat	10/25/2018 4:55 PM
104	Eagle, Colorado	10/25/2018 4:45 PM
105	Edwards	10/25/2018 4:37 PM
106	Eagle	10/25/2018 4:27 PM
107	Silverthorne, CO	10/25/2018 4:26 PM
108	Summit county and second homeowners in Fruita	10/25/2018 4:24 PM
109	Boulder	10/25/2018 4:20 PM
110	Arvada	10/25/2018 4:14 PM
111	Front Range	10/25/2018 4:04 PM
112	Oregon	10/25/2018 3:56 PM
113	Lincoln, Nebraska	10/25/2018 3:53 PM
114	Boulder	10/25/2018 3:38 PM
115	Crested Butte	10/25/2018 3:33 PM
116	Summit county colorado	10/25/2018 3:23 PM
117	Wisconsin	10/25/2018 3:16 PM
118	British columbia	10/25/2018 3:07 PM
119	Scotland	10/25/2018 3:04 PM
120	Golden	10/25/2018 2:57 PM
121	The moon.	10/25/2018 2:57 PM
122	Boulder	10/25/2018 2:51 PM
123	Boulder	10/25/2018 2:44 PM
124	Steamboat	10/25/2018 2:38 PM
125	former resident of CO and UT, now live in Canada	10/25/2018 2:22 PM

North Fruita Desert Master Plan (18 Road Trails)

126	Saint Louis, MO	10/25/2018 2:18 PM
127	Longmont	10/25/2018 2:17 PM
128	Littleton (formally Fruita)	10/25/2018 2:15 PM
129	Boulder	10/25/2018 2:10 PM
130	Boulder	10/25/2018 2:10 PM
131	Gypsum Co	10/25/2018 1:59 PM
132	North Fork Idaho	10/25/2018 1:59 PM
133	Boulder	10/25/2018 1:58 PM
134	Boulder	10/25/2018 1:56 PM
135	Silverthorne	10/25/2018 1:53 PM
136	Iowa	10/25/2018 1:52 PM
137	Michigan	10/25/2018 1:47 PM
138	New Jersey	10/25/2018 1:33 PM
139	Missouri	10/25/2018 1:26 PM
140	Aspen	10/25/2018 1:06 PM
141	Huntington Beach, CA	10/25/2018 1:01 PM
142	Boulder	10/25/2018 12:55 PM
143	Golden	10/25/2018 12:50 PM
144	Dillon, CO	10/25/2018 12:49 PM
145	Fort Collins	10/25/2018 12:49 PM
146	Boulder	10/25/2018 12:48 PM
147	Boulder	10/25/2018 12:47 PM
148	Palisade	10/25/2018 12:46 PM
149	Eagle, CO	10/25/2018 12:45 PM
150	Golden, CO	10/25/2018 12:39 PM
151	Aspen	10/25/2018 12:37 PM
152	Steamboat springs	10/25/2018 12:31 PM
153	New Zealand	10/25/2018 12:29 PM
154	Montana	10/25/2018 12:27 PM
155	Eagle	10/25/2018 12:23 PM
156	Silverthorne	10/25/2018 12:20 PM
157	Canada	10/25/2018 12:18 PM
158	Edwards	10/25/2018 12:14 PM
159	Iowa	10/25/2018 12:14 PM
160	Basalt, CO	10/25/2018 12:13 PM
161	Conifer, CO	10/25/2018 12:12 PM
162	California	10/25/2018 12:08 PM
163	Basalt, CO	10/25/2018 12:08 PM
164	Basalt	10/25/2018 12:01 PM
165	Boulder	10/25/2018 12:01 PM
166	IL	10/25/2018 12:00 PM

North Fruita Desert Master Plan (18 Road Trails)

167	Sedona	10/25/2018 12:00 PM
168	Parker	10/25/2018 11:59 AM
169	New Castle	10/25/2018 11:58 AM
170	New Hampshire	10/25/2018 11:58 AM
171	California	10/25/2018 11:57 AM
172	Ohio	10/25/2018 11:55 AM
173	breckenridge	10/25/2018 11:55 AM
174	Boulder	10/25/2018 10:47 AM
175	Golden	10/25/2018 8:38 AM
176	Steamboat	10/25/2018 6:43 AM
177	Ludington, Michigan	10/25/2018 3:45 AM
178	Fort Collins	10/24/2018 9:00 PM
179	grand lake, co.	10/24/2018 7:11 PM
180	Breckenridge, CO	10/24/2018 6:48 PM
181	Claremore, Oklahoma	10/24/2018 2:10 PM
182	Telluride	10/24/2018 11:40 AM
183	cedaredge	10/24/2018 8:19 AM
184	Golden	10/24/2018 7:20 AM
185	Loma	10/24/2018 7:17 AM
186	Carbondale	10/24/2018 7:16 AM
187	Loma	10/24/2018 7:15 AM
188	Delta	10/24/2018 12:05 AM
189	Vail	10/23/2018 10:44 PM
190	Palisade (why isn't that listed?)	10/23/2018 8:29 PM
191	Mesa County unincorporated	10/23/2018 8:27 PM
192	Edwards	10/23/2018 8:23 PM
193	Eagle, CO	10/23/2018 8:20 PM
194	Delta CO	10/23/2018 8:10 PM
195	Western Slope	10/23/2018 7:15 PM
196	Cincinnati	10/23/2018 7:10 PM
197	New Castle	10/23/2018 7:03 PM
198	Telluride	10/23/2018 6:37 PM
199	Hotchkiss	10/23/2018 6:36 PM
200	Breckenridge	10/23/2018 5:59 PM
201	Summit County	10/23/2018 3:56 PM
202	Fort Collins	10/23/2018 3:38 PM
203	Palisade	10/23/2018 12:52 PM
204	Olathe	10/23/2018 12:22 PM
205	Fort Collins	10/23/2018 11:32 AM
206	Montrose	10/23/2018 11:17 AM
207	Delta	10/23/2018 11:12 AM

North Fruita Desert Master Plan (18 Road Trails)

208	Palisade!!!!!!!!!!!! The east end of this valley.	10/23/2018 10:52 AM
209	Ridgway	10/23/2018 10:24 AM
210	Montana	10/23/2018 10:24 AM
211	Fort Collins	10/23/2018 10:17 AM
212	California	10/23/2018 10:16 AM
213	Montrose	10/23/2018 9:55 AM
214	Steamboat Springs	10/23/2018 9:41 AM
215	Delta	10/23/2018 9:40 AM
216	Palisade	10/23/2018 9:37 AM
217	Ridgway	10/23/2018 9:34 AM
218	El Jebel	10/23/2018 9:18 AM
219	Aspen	10/23/2018 9:10 AM
220	Paonia	10/23/2018 9:08 AM
221	Hotchkiss	10/23/2018 9:05 AM
222	Cedaredge	10/23/2018 8:58 AM
223	Palisade	10/23/2018 8:57 AM
224	Toronto, Canada	10/23/2018 6:59 AM
225	Boulder, CO	10/22/2018 4:12 PM
226	Fort Collins	10/21/2018 2:48 PM
227	Salida Co	10/21/2018 1:18 PM
228	Longmont	10/21/2018 10:27 AM
229	Fort Collins	10/21/2018 10:00 AM
230	reading pennsylvania	10/21/2018 8:16 AM
231	Livermore Colorado	10/21/2018 7:13 AM
232	Evergreen	10/20/2018 7:49 PM
233	Winter Park	10/20/2018 7:42 PM
234	Summit	10/20/2018 8:07 AM
235	Boulder	10/20/2018 7:03 AM
236	Boulder	10/20/2018 6:59 AM
237	Boulder	10/19/2018 10:34 PM
238	Boulder	10/19/2018 10:23 PM
239	Winter park	10/19/2018 8:26 PM
240	Edwards	10/19/2018 2:55 PM
241	Bellingham now but go to Denver frequently	10/19/2018 1:37 PM
242	Jackson hole	10/19/2018 12:43 PM
243	Arvada	10/19/2018 12:04 PM
244	Eagle Vail	10/19/2018 11:58 AM
245	Tabernash	10/19/2018 11:58 AM
246	Wyoming	10/19/2018 11:46 AM
247	Michigan	10/19/2018 10:47 AM
248	Boulder	10/19/2018 9:58 AM

North Fruita Desert Master Plan (18 Road Trails)

249	steamboat springs	10/19/2018 9:55 AM
250	Winter Park, CO	10/19/2018 9:33 AM
251	Longmont	10/19/2018 9:30 AM
252	Winter Park, Colorado	10/19/2018 8:45 AM
253	Fraser, CO	10/19/2018 8:37 AM
254	Fraser	10/19/2018 8:13 AM
255	Winter Park, CO	10/19/2018 7:58 AM
256	Winter Park	10/19/2018 7:57 AM
257	MI	10/19/2018 7:00 AM
258	Michigan.	10/19/2018 5:06 AM
259	Edwards	10/19/2018 12:15 AM
260	Eagle-Vail	10/18/2018 9:28 PM
261	Summit	10/18/2018 9:08 PM
262	Silverthorne	10/18/2018 8:49 PM
263	St. Louis, mo	10/18/2018 8:08 PM
264	aspen	10/18/2018 7:01 PM
265	Missouri	10/18/2018 4:13 PM
266	Silverthorne	10/18/2018 2:50 PM
267	Laramie, Wyoming	10/18/2018 11:33 AM
268	Dillon	10/18/2018 11:17 AM
269	Cedaredge	10/18/2018 9:26 AM
270	Boulder	10/18/2018 7:11 AM
271	Salida	10/17/2018 8:53 PM
272	New castle	10/17/2018 8:46 PM
273	Steamboat Springs	10/17/2018 8:39 PM
274	Anchorage Ak - grew up in Fruita	10/17/2018 8:36 PM
275	Boulder	10/17/2018 8:28 PM
276	Boulder, CO	10/17/2018 7:57 PM
277	Delta,CO	10/17/2018 7:25 PM
278	Glenwood Springs	10/17/2018 7:18 PM
279	Fort Collins	10/17/2018 6:34 PM
280	New castle	10/17/2018 5:59 PM
281	Vail	10/17/2018 5:01 PM
282	Longmont	10/17/2018 4:46 PM
283	Vail	10/17/2018 4:32 PM
284	Redlands	10/17/2018 4:13 PM
285	Eagle, co	10/17/2018 4:03 PM
286	boulder, co	10/17/2018 3:38 PM
287	Golden	10/17/2018 3:05 PM
288	Eagle	10/17/2018 2:46 PM
289	Carbondale, CO	10/17/2018 2:33 PM

North Fruita Desert Master Plan (18 Road Trails)

290	Montrose	10/17/2018 2:32 PM
291	Conifer	10/17/2018 2:28 PM
292	Evergreen	10/17/2018 2:25 PM
293	Breckenridge	10/17/2018 2:24 PM
294	Phoenix	10/17/2018 2:21 PM
295	DELTAZ	10/17/2018 2:08 PM
296	Glenwood Springs	10/17/2018 1:50 PM
297	Former Fruita now Phoenix	10/17/2018 1:38 PM
298	Netherlands	10/17/2018 1:36 PM
299	Boulder	10/17/2018 12:54 PM
300	Telluride, Co	10/17/2018 12:54 PM
301	Boulder	10/17/2018 12:35 PM
302	Nederland, CO	10/17/2018 11:50 AM
303	Texas	10/17/2018 11:25 AM
304	Michigan	10/17/2018 11:01 AM
305	Keystone, CO	10/17/2018 10:49 AM
306	Summit County Colorado	10/17/2018 10:49 AM
307	Hawaii	10/17/2018 10:31 AM
308	Dillon, Co	10/17/2018 10:28 AM
309	Eagle, CO	10/17/2018 10:06 AM
310	Eagle, CO	10/17/2018 10:01 AM
311	Golden	10/17/2018 9:52 AM
312	Eagle, CO	10/17/2018 9:45 AM
313	Evergreen	10/17/2018 9:43 AM
314	CRESTED BUTTE	10/17/2018 9:37 AM
315	Golden	10/17/2018 9:17 AM
316	Golden	10/17/2018 9:12 AM
317	Golden	10/17/2018 8:54 AM
318	Boulder	10/17/2018 8:44 AM
319	Littleton	10/17/2018 8:38 AM
320	Montrose	10/17/2018 8:31 AM
321	Loveland	10/17/2018 8:26 AM
322	Edwards, Colorado	10/17/2018 8:25 AM
323	vail	10/17/2018 8:02 AM
324	Glenwood Springs	10/17/2018 7:59 AM
325	Vail	10/17/2018 7:28 AM
326	Eagle County	10/17/2018 7:20 AM
327	Steamboat area	10/17/2018 7:20 AM
328	Rapid City, SD	10/17/2018 7:18 AM
329	Dillon, CO	10/17/2018 6:21 AM
330	Evergreen	10/17/2018 5:54 AM

North Fruita Desert Master Plan (18 Road Trails)

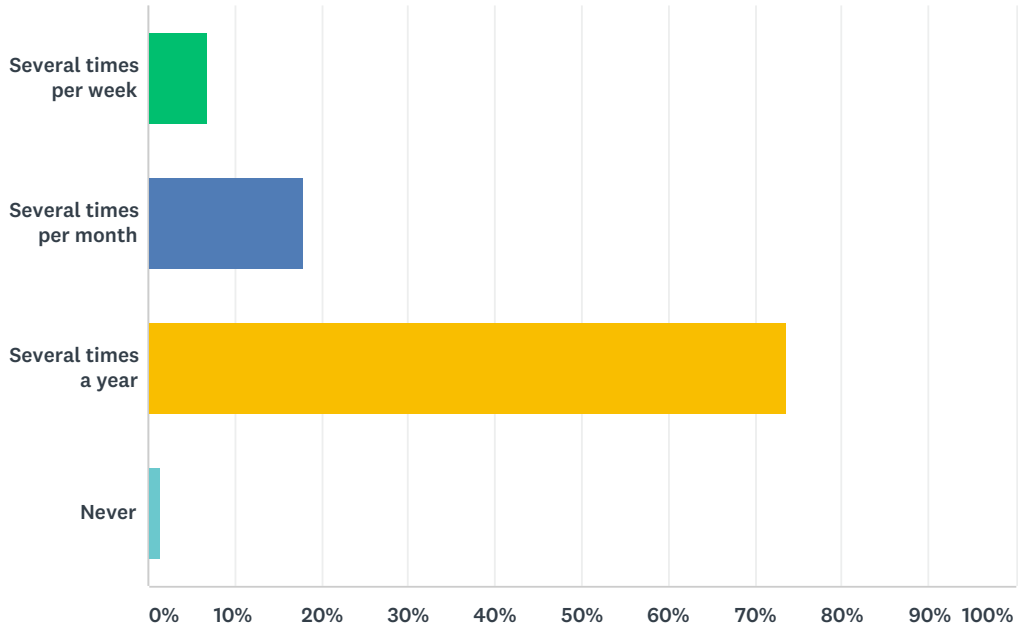
331	Erie, co	10/17/2018 5:48 AM
332	SD	10/17/2018 5:45 AM
333	Valrico, FL	10/17/2018 2:29 AM
334	Eugene OR	10/17/2018 1:57 AM
335	Fort collins	10/16/2018 11:22 PM
336	Golden CO 80403	10/16/2018 11:21 PM
337	Boulder	10/16/2018 10:57 PM
338	Canon City	10/16/2018 10:33 PM
339	Ken Caryl	10/16/2018 10:30 PM
340	Crested Butte	10/16/2018 10:08 PM
341	Boulder	10/16/2018 10:02 PM
342	Breckenridge	10/16/2018 9:58 PM
343	Brevard nc	10/16/2018 9:52 PM
344	Upper Michigan	10/16/2018 9:48 PM
345	Palisade	10/16/2018 9:45 PM
346	Conifer	10/16/2018 9:45 PM
347	Lakewood, CO	10/16/2018 9:40 PM
348	Steamboat	10/16/2018 9:31 PM
349	Boulder	10/16/2018 9:24 PM
350	Conifer	10/16/2018 9:22 PM
351	Golden, CO	10/16/2018 9:14 PM
352	Golden, Colorado	10/16/2018 9:13 PM
353	Parker, CO	10/16/2018 9:12 PM
354	El Jebel	10/16/2018 9:07 PM
355	Breckenridge	10/16/2018 9:02 PM
356	Breckenridge	10/16/2018 9:01 PM
357	gunnison county	10/16/2018 8:51 PM
358	Kentucky	10/16/2018 8:48 PM
359	Carbondale	10/16/2018 8:47 PM
360	Golden CO	10/16/2018 8:42 PM
361	Jackson Wyoming	10/16/2018 8:42 PM
362	Gunnison	10/16/2018 8:26 PM
363	Eagle	10/16/2018 8:24 PM
364	Gunnison, Co	10/16/2018 3:19 PM
365	Mack, Co	10/16/2018 2:57 PM
366	Minnesota	10/16/2018 2:53 PM
367	Crawford	10/16/2018 1:49 PM
368	Wyoming	10/16/2018 12:17 PM
369	Fort collins	10/16/2018 12:16 PM
370	Montrose	10/16/2018 12:06 PM
371	Laramie, WY	10/16/2018 11:44 AM

North Fruita Desert Master Plan (18 Road Trails)

372	Palisade	10/16/2018 11:22 AM
373	Crested Butte	10/12/2018 3:30 PM
374	New Mexico	10/12/2018 3:15 PM
375	Hotchkiss	10/12/2018 3:12 PM
376	New Mexico	10/12/2018 3:11 PM
377	Crested Butte	10/12/2018 3:05 PM
378	Hotchkiss, CO	10/11/2018 5:10 PM
379	Trinidad co	10/11/2018 2:42 PM
380	Ruidoso NM	10/11/2018 1:15 PM

Q3 If you are not from Fruita, how often do you visit the City of Fruita?

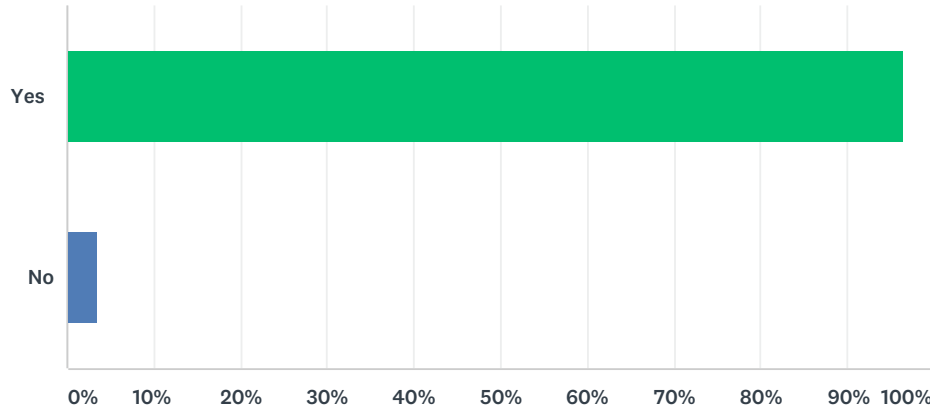
Answered: 854 Skipped: 139



ANSWER CHOICES	RESPONSES	
Several times per week	6.91%	59
Several times per month	17.92%	153
Several times a year	73.65%	629
Never	1.52%	13
TOTAL		854

Q4 Do you use North Fruita Desert Recreation Area (18 Road Trails)?

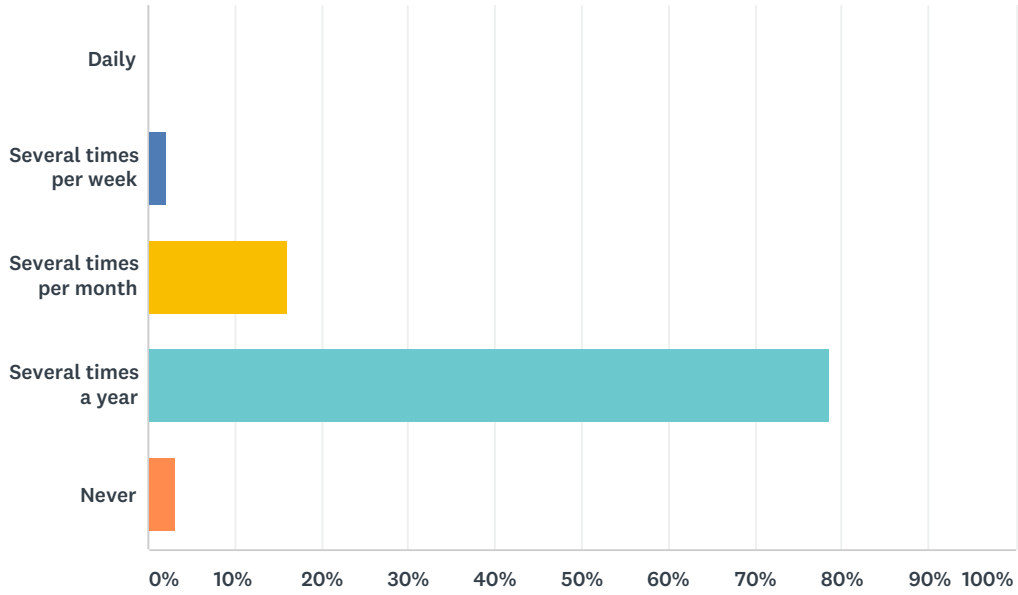
Answered: 964 Skipped: 29



ANSWER CHOICES	RESPONSES	
Yes	96.37%	929
No	3.63%	35
TOTAL		964

Q5 How often do you visit North Fruita Desert Recreation Area (18 Road Trails)? Please select one

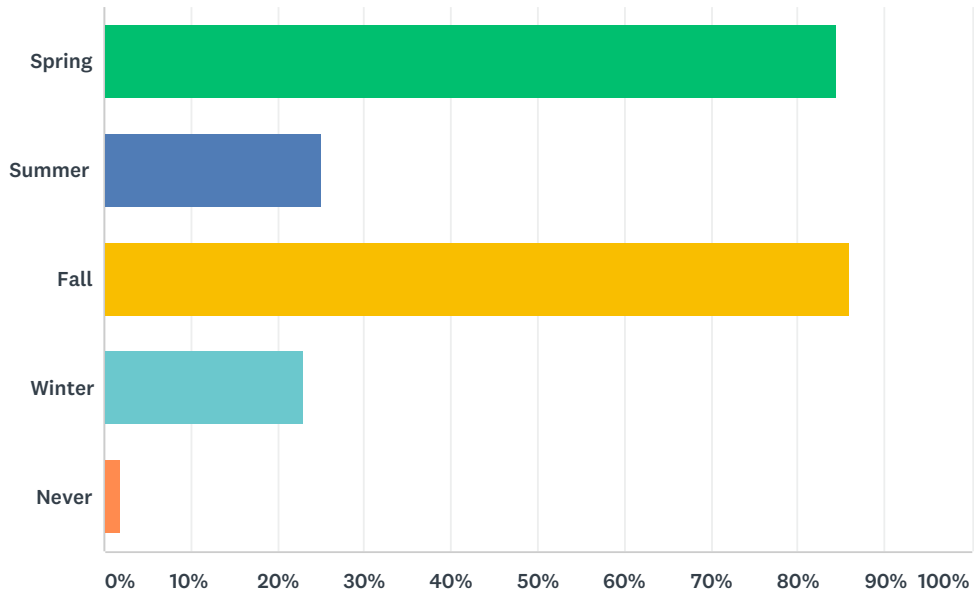
Answered: 955 Skipped: 38



ANSWER CHOICES	RESPONSES	
Daily	0.10%	1
Several times per week	2.09%	20
Several times per month	16.02%	153
Several times a year	78.74%	752
Never	3.04%	29
TOTAL		955

Q6 What time of year do you primarily visit North Fruita Desert (18 Road Trails)?

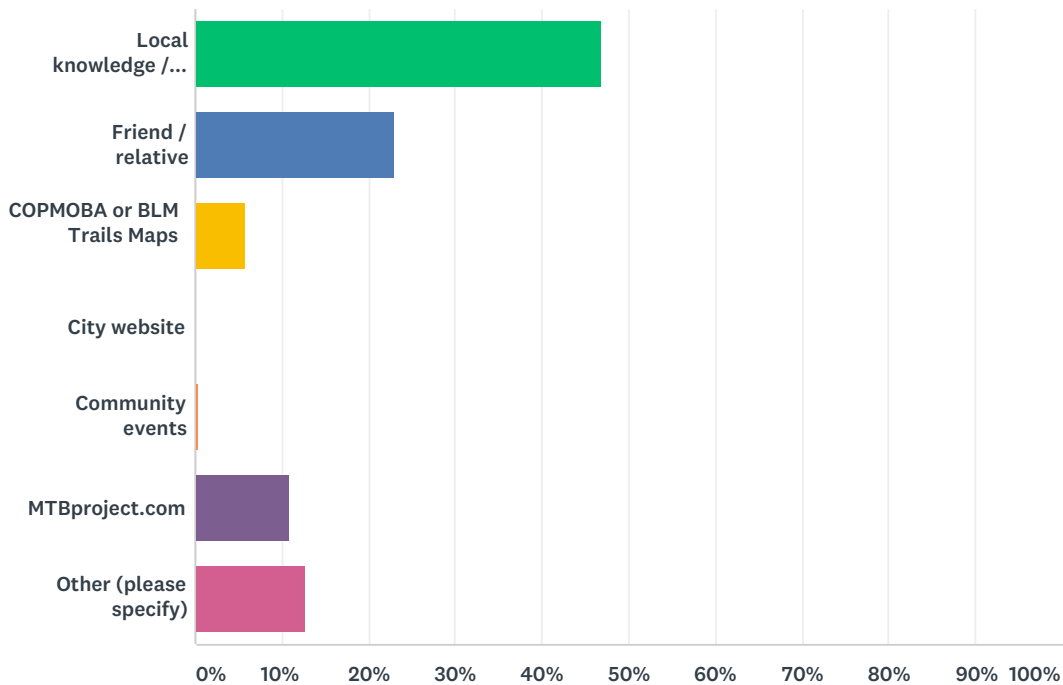
Answered: 960 Skipped: 33



ANSWER CHOICES	RESPONSES	
Spring	84.48%	811
Summer	25.10%	241
Fall	86.04%	826
Winter	22.92%	220
Never	1.98%	19
Total Respondents: 960		

Q7 How do you know about North Fruita Desert Recreation Area (18 Road Trails)?

Answered: 962 Skipped: 31



ANSWER CHOICES	RESPONSES
Local knowledge / live nearby	46.88% 451
Friend / relative	23.08% 222
COPMOBA or BLM Trails Maps	5.82% 56
City website	0.21% 2
Community events	0.52% 5
MTBproject.com	10.81% 104
Other (please specify)	12.68% 122
TOTAL	962

#	OTHER (PLEASE SPECIFY)	DATE
1	Over The Edge	10/28/2018 6:01 PM
2	Grew up riding them	10/28/2018 5:55 PM
3	over the edge sports	10/27/2018 11:23 PM
4	Umm because it's fruta and I ride bikes :)	10/27/2018 9:16 PM
5	Starting riding Fruita trails 21 years ago	10/27/2018 8:50 PM
6	media	10/27/2018 7:44 PM
7	Gosh can't remember	10/26/2018 10:31 PM
8	Been riding there for 20 years	10/26/2018 7:35 PM

North Fruita Desert Master Plan (18 Road Trails)

9	Been going there for more than 15 years	10/26/2018 6:01 PM
10	Fruita day tire fest 2018	10/26/2018 2:26 PM
11	Article in magazine	10/26/2018 1:46 PM
12	Read about in a magazine, article titled "Fruits cools while Moab bakes"	10/26/2018 11:13 AM
13	When I went out to use my recreational vehicle and it was closed	10/26/2018 9:56 AM
14	Been going there for years	10/26/2018 9:36 AM
15	20 years visiting	10/26/2018 8:57 AM
16	Over the Edge bike shop told me about it many years ago	10/26/2018 8:50 AM
17	I grew up in Grand Junction.	10/26/2018 8:23 AM
18	OTE Sports	10/26/2018 7:12 AM
19	destination for myb	10/26/2018 3:01 AM
20	Years of camping/ Mtb	10/26/2018 12:00 AM
21	Early primitive camping 20 yrs ago	10/25/2018 11:54 PM
22	Riding there for years with friends	10/25/2018 11:42 PM
23	Magazines	10/25/2018 10:38 PM
24	Riding area 20 years ongoing	10/25/2018 9:39 PM
25	Local Fruita Bike shop	10/25/2018 9:36 PM
26	Coming for the last 15 years	10/25/2018 9:29 PM
27	Known for many many many years while still in Florida	10/25/2018 9:24 PM
28	Ridden there for many years	10/25/2018 9:22 PM
29	Over the edge sports tip years ago	10/25/2018 9:18 PM
30	Been riding there for years	10/25/2018 9:14 PM
31	Helped build them.	10/25/2018 8:54 PM
32	Bike Magazine story and family in the area.	10/25/2018 8:44 PM
33	Races in the 90s	10/25/2018 8:42 PM
34	Bike Magazine	10/25/2018 8:41 PM
35	Mountain biking friends brought me to Fruita specifically to ride them.	10/25/2018 7:34 PM
36	Word of mouth	10/25/2018 7:01 PM
37	Didn't until now	10/25/2018 5:45 PM
38	Friends	10/25/2018 5:25 PM
39	Have been riding there for many years	10/25/2018 5:03 PM
40	Websites	10/25/2018 5:00 PM
41	Been biking there for over 10+ years	10/25/2018 4:27 PM
42	It's 18 road. That's how	10/25/2018 4:18 PM
43	Trail Forks	10/25/2018 3:05 PM
44	Long time visitor	10/25/2018 2:59 PM
45	Fat Tire Festival years ago	10/25/2018 2:52 PM
46	First visited in 1997	10/25/2018 2:34 PM
47	Been coming there to ride bikes for 15 years	10/25/2018 2:23 PM
48	Over the edge	10/25/2018 2:19 PM
49	Trail Forks	10/25/2018 2:00 PM

North Fruita Desert Master Plan (18 Road Trails)

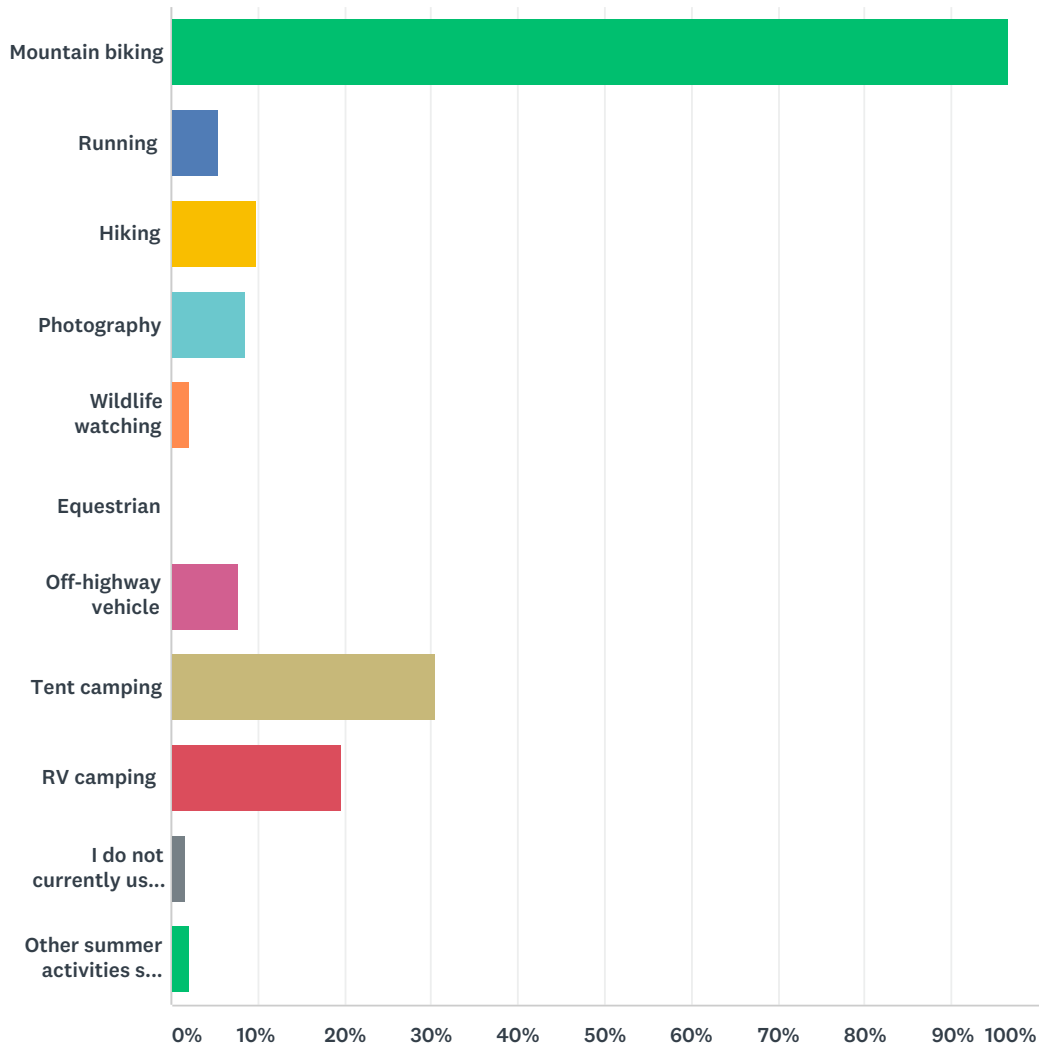
50	Been going for 20 years, don't remember how we found out.	10/25/2018 1:57 PM
51	Magazine articles	10/25/2018 1:48 PM
52	I've been riding there for 15 years	10/25/2018 1:34 PM
53	Word of mouth	10/25/2018 1:07 PM
54	I'm originally from Grand Junction. Still have relatives there.	10/25/2018 1:03 PM
55	Ridden them since the late 90's	10/25/2018 12:40 PM
56	Been coming to Fruita for 20 years before moving here	10/25/2018 12:31 PM
57	Some dude in Moab told me about Fruita 5-6-7 years ago.	10/25/2018 12:31 PM
58	Trailforks	10/25/2018 12:19 PM
59	All of the above.	10/25/2018 12:13 PM
60	Bike Mag 2004ish	10/25/2018 12:10 PM
61	Mountain Bike links/sites	10/25/2018 12:09 PM
62	I've been there many times, but the bike shop initially pointed it out to us.	10/25/2018 11:58 AM
63	I've ridden there in the past. Your option leaves a big hold between "never" ridden there and "several times a year". I don't go there several times a year, I've been there 3 times in the last 20 years. This isn't never, and it's not several times a year either.	10/24/2018 11:41 AM
64	I used to live in Fruita	10/24/2018 11:09 AM
65	Been coming since ~2002	10/23/2018 10:45 PM
66	Yeti Mtb sales video	10/23/2018 7:10 PM
67	Group bike trip years ago before we lived here	10/23/2018 1:26 PM
68	All of the above	10/23/2018 10:55 AM
69	Gemini Events	10/23/2018 10:18 AM
70	Visiting for 20 yrs	10/23/2018 9:41 AM
71	Fruita Fat tire Festival	10/23/2018 8:59 AM
72	Local and have ridden them since the beginning.....	10/23/2018 8:53 AM
73	Mtbr.com	10/23/2018 7:00 AM
74	Been riding them for 20 years	10/22/2018 4:12 PM
75	Lived in Fruita	10/21/2018 2:49 PM
76	Riding since trails built	10/21/2018 10:27 AM
77	bike shop /website	10/21/2018 8:18 AM
78	been riding there since 96	10/19/2018 12:44 PM
79	History, been riding there for 15+years	10/19/2018 9:56 AM
80	Been riding hear for 20 years, know about trails from OTE bike shop	10/19/2018 9:50 AM
81	Discovered it years ago	10/19/2018 9:33 AM
82	Mix of social media Pages	10/19/2018 9:31 AM
83	mtbr.com	10/18/2018 4:13 PM
84	CBB Bike Shop originally told me about the trails	10/18/2018 1:37 PM
85	Magazines	10/18/2018 11:18 AM
86	Been going out there for a decade	10/17/2018 10:22 PM
87	Discovered years ago.	10/17/2018 9:53 PM
88	Read about the trails a few years ago on Facebook	10/17/2018 8:54 PM

North Fruita Desert Master Plan (18 Road Trails)

89	Did my own research and went there and learned the trails.	10/17/2018 7:23 PM
90	Worst of mouth	10/17/2018 3:05 PM
91	Thru friends	10/17/2018 1:37 PM
92	Have been visiting the area to mountain bike for almost 20 years	10/17/2018 11:51 AM
93	Mountain bike commutity	10/17/2018 11:02 AM
94	Used to live in Fruita. Riding there since 1996.	10/17/2018 9:53 AM
95	20+ years of riding there	10/17/2018 9:38 AM
96	BLM website	10/17/2018 8:37 AM
97	Went to the Fat Tire Festival 20 years ago	10/17/2018 8:03 AM
98	Riding there from the beginning	10/17/2018 7:21 AM
99	Don't remember, learned of them 10+ years ago	10/17/2018 6:22 AM
100	heard about them before moving to GJ 6 years ago	10/17/2018 5:55 AM
101	facebook survey	10/17/2018 2:29 AM
102	IMBA Epic Designation for The Edge low these many years ago.	10/16/2018 10:58 PM
103	MTB media	10/16/2018 10:02 PM
104	Been riding there for many years	10/16/2018 10:00 PM
105	25 years of riding in fruta	10/16/2018 10:00 PM
106	Been coming there for many years	10/16/2018 9:47 PM
107	Magazines	10/16/2018 9:41 PM
108	Mountain bike word of mouth	10/16/2018 9:32 PM
109	originally from bike shop and bike shop book	10/16/2018 9:30 PM
110	fruta fat tire	10/16/2018 9:23 PM
111	Latitude 40 maps	10/16/2018 9:15 PM
112	Been coming here for 20 years to bike	10/16/2018 9:08 PM
113	Friends	10/16/2018 9:02 PM
114	Trail and camping	10/16/2018 8:25 PM
115	local knowledge/friend/relative/mtbproject.com	10/16/2018 3:08 PM
116	word of mouth at hotels	10/16/2018 2:31 PM
117	Just moved from area	10/16/2018 11:44 AM
118	Been riding there since 2005	10/16/2018 10:32 AM
119	Coming here for 20 years, I don't remember who first told me	10/12/2018 3:31 PM
120	Years of visits from the Front Range prior to moving here	10/11/2018 6:16 PM
121	Wom mtn bikers	10/11/2018 2:43 PM
122	The Trails Summit	10/11/2018 1:15 PM

Q8 How do you CURRENTLY use North Fruita Desert Recreation Area (18 Road Trails)? Please select all that apply

Answered: 937 Skipped: 56



ANSWER CHOICES	RESPONSES	
Mountain biking	96.58%	905
Running	5.34%	50
Hiking	9.82%	92
Photography	8.54%	80
Wildlife watching	2.03%	19
Equestrian	0.21%	2
Off-highway vehicle	7.68%	72
Tent camping	30.63%	287
RV camping	19.74%	185

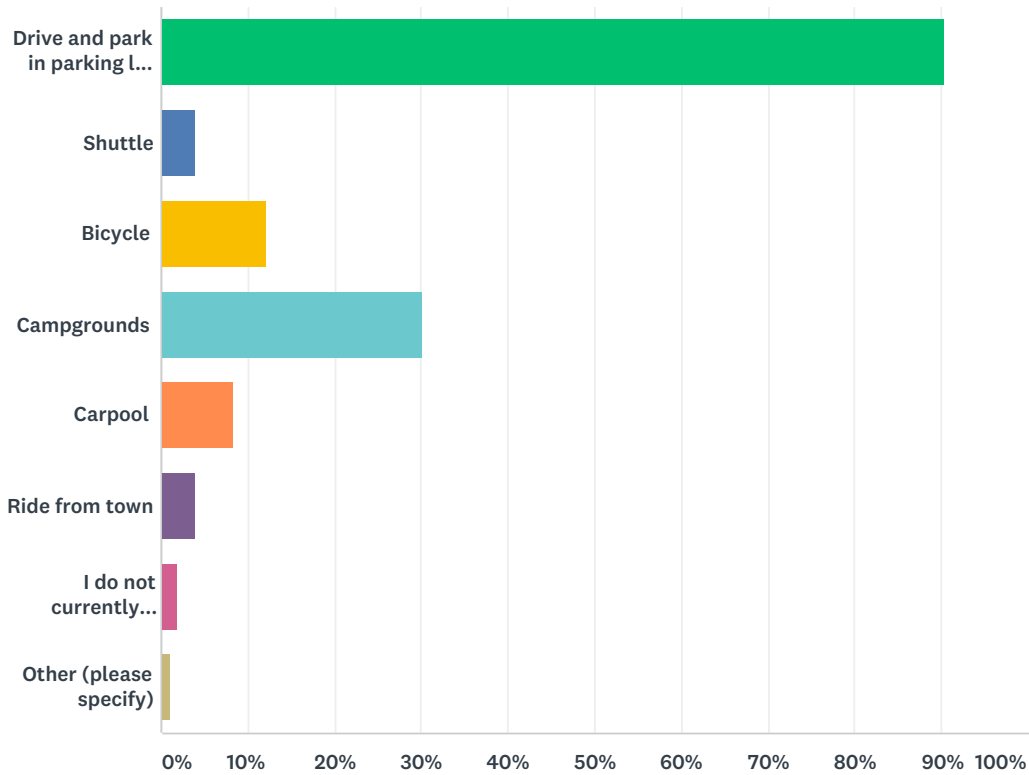
North Fruita Desert Master Plan (18 Road Trails)

I do not currently use NFD	1.71%	16
Other summer activities such as (please specify)	2.13%	20
Total Respondents: 937		

#	OTHER SUMMER ACTIVITIES SUCH AS (PLEASE SPECIFY)	DATE
1	Target practice	10/26/2018 1:54 PM
2	Disc Gol	10/26/2018 10:31 AM
3	If I knew about it it would be for ohv	10/25/2018 5:46 PM
4	Biking	10/25/2018 2:17 PM
5	To relax and enjoy getting away from the rat race.	10/25/2018 12:55 PM
6	E mtb	10/23/2018 8:57 AM
7	No longer camp due to crowds	10/22/2018 4:15 PM
8	Shooting	10/19/2018 7:54 AM
9	Host events	10/18/2018 6:00 PM
10	Trail motorcycle	10/18/2018 11:35 AM
11	Van camping	10/18/2018 7:12 AM
12	I used to ride my horse and my atv out there all the time till all the bikers took it over.	10/17/2018 12:05 PM
13	Guitar Playing	10/17/2018 9:33 AM
14	Van camping	10/17/2018 8:27 AM
15	Kid summer camps	10/16/2018 10:24 PM
16	Pop up camper	10/16/2018 9:02 PM
17	People watching	10/16/2018 8:58 PM
18	Teardrop camping	10/16/2018 8:55 PM
19	E-Bike the moto legal areas.	10/16/2018 5:25 PM
20	E BIKING	10/16/2018 10:28 AM

Q9 How do you typically access North Fruita Desert Recreation Area (18 Road Trails)? Please select all that apply

Answered: 938 Skipped: 55



ANSWER CHOICES	RESPONSES	
Drive and park in parking lots / designated trailheads	90.41%	848
Shuttle	4.05%	38
Bicycle	12.15%	114
Campgrounds	30.17%	283
Carpool	8.32%	78
Ride from town	4.05%	38
I do not currently access NFD	1.81%	17
Other (please specify)	0.96%	9
Total Respondents: 938		

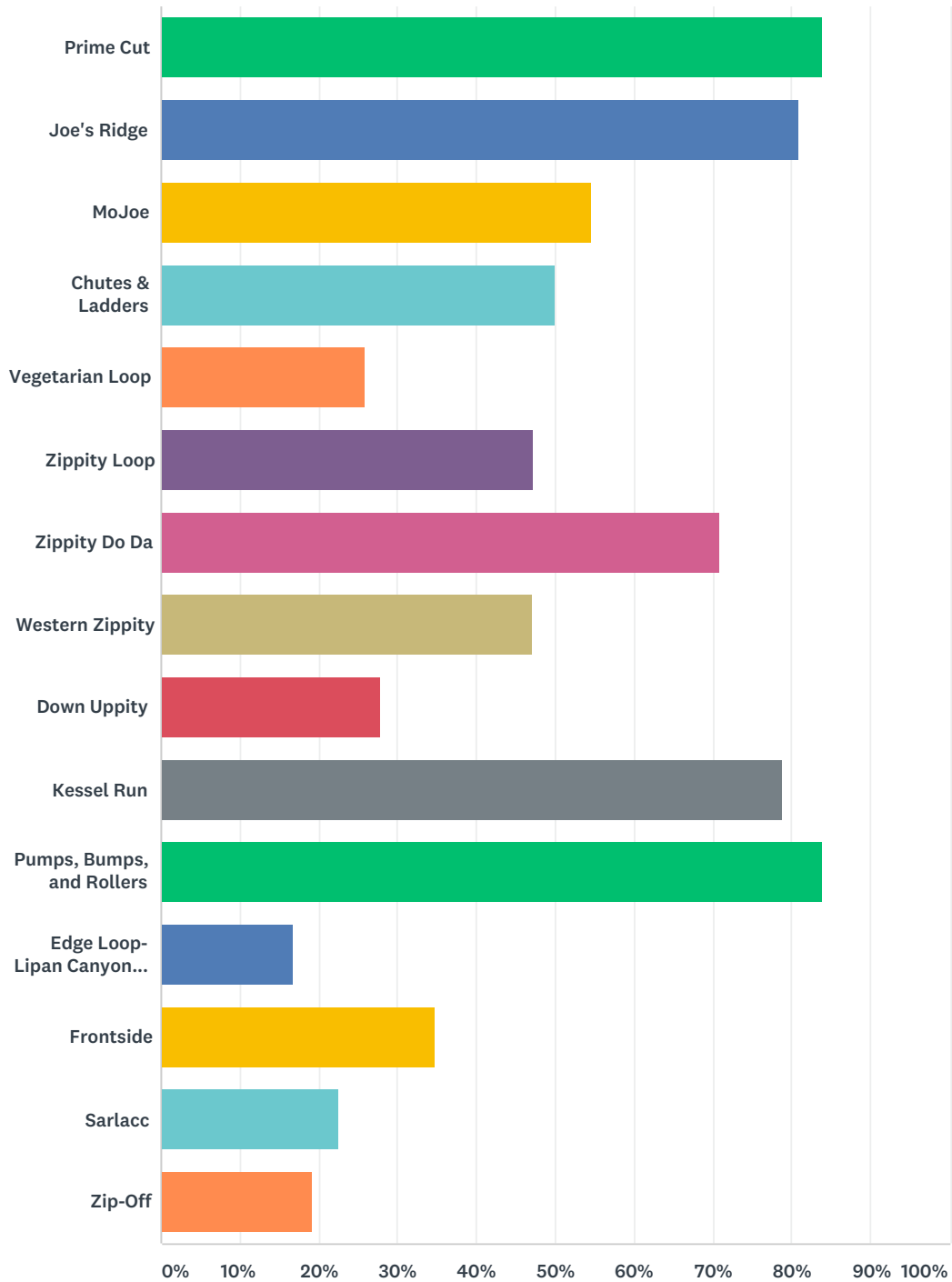
#	OTHER (PLEASE SPECIFY)	DATE
1	Drive and camp, not in campground.	10/26/2018 10:45 AM
2	Usually camp in dispersed camping areas	10/26/2018 7:51 AM
3	outdoor education, development courses	10/25/2018 9:01 PM
4	I often use the disbursed camping area	10/25/2018 3:00 PM

North Fruita Desert Master Plan (18 Road Trails)

5	Loma	10/19/2018 5:36 AM
6	Drive from Salida, set up camp, ride from camp	10/17/2018 8:56 PM
7	Dispersed camping	10/17/2018 8:14 PM
8	Camp in BLM and ride from camp	10/16/2018 9:51 PM
9	BLM Land	10/16/2018 9:02 PM

Q10 What trails do you primarily ride in North Fruita Desert (18 Road Trails)? Check all that apply.

Answered: 892 Skipped: 101



ANSWER CHOICES	RESPONSES
Prime Cut	83.86% 748
Joe's Ridge	80.94% 722

North Fruita Desert Master Plan (18 Road Trails)

MoJoe	54.60%	487
Chutes & Ladders	50.00%	446
Vegetarian Loop	25.90%	231
Zippity Loop	47.31%	422
Zippity Do Da	70.85%	632
Western Zippity	47.09%	420
Down Uppity	27.91%	249
Kessel Run	78.81%	703
Pumps, Bumps, and Rollers	83.97%	749
Edge Loop- Lipan Canyon Section	16.70%	149
Frontside	34.64%	309
Sarlacc	22.65%	202
Zip-Off	19.28%	172
Total Respondents: 892		

#	OTHER	DATE
1	All	10/27/2018 2:13 PM
2	Typically ride it all in a day as there are limited trails there.	10/26/2018 7:37 PM
3	All	10/26/2018 8:58 AM
4	Mojoe	10/26/2018 7:53 AM
5	Maybe more. I don't know all the names.	10/25/2018 8:24 PM
6	Pbr	10/25/2018 1:14 PM
7	It's been 10 years, and never going back.	10/24/2018 11:42 AM
8	PBR	10/24/2018 9:17 AM
9	I've only ridden there once... last weekend. Great stuff!	10/23/2018 10:18 AM
10	Edge of area	10/23/2018 8:57 AM
11	4-wheeler trails	10/17/2018 10:19 AM
12	Sarlector	10/17/2018 9:33 AM
13	I do not ride the trails.	10/17/2018 8:40 AM
14	don't ride there anymore	10/17/2018 8:33 AM
15	gravel roads also	10/16/2018 10:03 PM
16	dirt roads as well	10/16/2018 10:01 PM
17	When we do right 18 road camera we ride several trails per ride.	10/16/2018 8:36 PM
18	It was never meant to be Pumps, Bumps and Rollers...it's real name was Pumps, BERMS, and Rollers.	10/16/2018 5:25 PM
19	Don't know the name	10/16/2018 3:20 PM
20	I'm a beginner	10/16/2018 2:37 PM
21	I don't necessarily ride the designated trails	10/16/2018 1:55 PM
22	Also the open desert on dirtbike	10/16/2018 12:08 PM

North Fruita Desert Master Plan (18 Road Trails)

23	I use a lot of the Moto trails to the east as well.	10/16/2018 10:47 AM
24	As well as jeep roads	10/16/2018 10:44 AM
25	Do not	10/11/2018 1:15 PM

Q11 What is your favorite route to ride?

Answered: 660 Skipped: 333

#	RESPONSES	DATE
1	PC, PBR, PC, Zip/Joes/Kessel	10/28/2018 9:59 PM
2	Joes & Sarlacc	10/28/2018 8:07 PM
3	Prime, joes, bottom zippity Chutes and ladders is a favorite too	10/28/2018 7:08 PM
4	PBR or Zippity Do Da	10/28/2018 6:02 PM
5	Zippity fo da	10/28/2018 5:56 PM
6	i love to warm up on prime, head over to frontside, headed down zippity or joe's. a second run would be prime again over to PBR.	10/27/2018 11:26 PM
7	Prime cutvto pbr	10/27/2018 8:57 PM
8	up and down all of them ! Love Zippety Doo Da and Joes Ridge, of course Kessler up and down. Try to get there every few years for a mountain biking vacation. Top Shelf !	10/27/2018 7:46 PM
9	Joes & Mojobs	10/27/2018 7:08 PM
10	Prime Cut from the parking lot to Joe's to Mojo's and back to the parking lot.	10/27/2018 4:41 PM
11	Joe's	10/27/2018 3:11 PM
12	Oh man....	10/27/2018 2:13 PM
13	PBR	10/27/2018 9:17 AM
14	Kokopelli loma	10/27/2018 1:19 AM
15	PBR	10/26/2018 11:31 PM
16	Prime/Kessel	10/26/2018 11:00 PM
17	Love most of them. Glad some new ones got added. Haven't done the edge loop	10/26/2018 10:32 PM
18	Head west from the main parking lot out towards western zip, zip off and loop the exterior of the area coming back on chutes and ladders...sometimes riding prime cut up and finishing on Kessel.	10/26/2018 10:21 PM
19	Kessel run	10/26/2018 8:24 PM
20	Really? What does that really have to do with solving the overcrowding issues???	10/26/2018 7:37 PM
21	Up prime cut, down joe's to mojo, up prime cut, down kessel.	10/26/2018 6:03 PM
22	PBR	10/26/2018 5:41 PM
23	Zippity and finish off with a few fun laps on PBR	10/26/2018 5:33 PM
24	Prime Cut - Frontside - W Zip - Zip Off	10/26/2018 5:29 PM
25	Pbr	10/26/2018 2:28 PM
26	Zippity Do Da	10/26/2018 2:02 PM
27	Up Prime Cut down PBR	10/26/2018 1:58 PM
28	Primecut up Pbr down	10/26/2018 1:54 PM
29	Prime cut to PBR	10/26/2018 1:54 PM
30	Joes ridge	10/26/2018 1:47 PM
31	Zippity Do Da	10/26/2018 1:16 PM
32	Prime cut to Joes or Zippity. With kids we do prime cut and kessel or mojobe or pbr	10/26/2018 12:52 PM

North Fruita Desert Master Plan (18 Road Trails)

33	Up 18 road down Kessel, then up 18 road and down PBR, then up 18 road and down Zippity. Some times use Prime cut from PBR to get to 18 road and do another trail.	10/26/2018 11:44 AM
34	PBR	10/26/2018 11:44 AM
35	Front side to sarlac	10/26/2018 11:35 AM
36	Prime cut-->Kessel-->Mo Jo	10/26/2018 11:35 AM
37	Joe's and Zippity	10/26/2018 11:24 AM
38	Zippityy	10/26/2018 11:19 AM
39	All are amazing, but mostly W. Zippity to Zippity to Prime cut to pbr to prime cut to joes to mojoes. Also sarlacc out and back from E to W, or up the atv road and out and back on sarlacc	10/26/2018 11:17 AM
40	They're all beautiful & flowy!	10/26/2018 11:00 AM
41	Zippity	10/26/2018 10:31 AM
42	Frontside	10/26/2018 10:05 AM
43	Kessel	10/26/2018 9:49 AM
44	Frontsode joes	10/26/2018 9:37 AM
45	Loops, up prime cut down PBR or Kessel or Joe's to Mojoes. Zip off to western zip to zippity.	10/26/2018 9:30 AM
46	Joes ridge to mo-joe to vegetarian to chores and ladders to pbr to prime cut	10/26/2018 9:24 AM
47	Prime Cut to Kessel	10/26/2018 9:24 AM
48	Prime cut	10/26/2018 9:11 AM
49	All	10/26/2018 8:58 AM
50	Kessel Run	10/26/2018 8:54 AM
51	Zippity Do Da	10/26/2018 8:51 AM
52	Road to Frontside to Joe to MoJoe	10/26/2018 8:40 AM
53	Prime cut to pbr	10/26/2018 8:27 AM
54	Joe's Ridge	10/26/2018 8:26 AM
55	PBR	10/26/2018 8:26 AM
56	Kessel Run, but lately it's usually in pretty rough shape.	10/26/2018 8:22 AM
57	Mojoe	10/26/2018 8:22 AM
58	Usually ride the whole thing	10/26/2018 8:07 AM
59	Sarlacc	10/26/2018 8:05 AM
60	Pbr	10/26/2018 8:03 AM
61	Zippity	10/26/2018 8:01 AM
62	Joes Ridge and Zippity Do Da	10/26/2018 7:51 AM
63	Up Prime Cut & down Kessel Run, PBR, Joe's Ridge or Zippity Do Da	10/26/2018 7:34 AM
64	Prime cut to PBR, back up to the road, climb to Joe's, continue to MoJoe	10/26/2018 7:31 AM
65	Zippity	10/26/2018 7:23 AM
66	OTE	10/26/2018 7:13 AM
67	Zippity Do Da	10/26/2018 7:13 AM
68	Prime Cut, Kessel laps	10/26/2018 7:09 AM
69	Combined loops	10/26/2018 6:58 AM
70	Prime cut to pbr!	10/26/2018 6:57 AM
71	Zippity loop	10/26/2018 6:53 AM

North Fruita Desert Master Plan (18 Road Trails)

72	Kessel	10/26/2018 6:44 AM
73	Hard to pick a favorite, but pumps bumps and rollers with my kids	10/26/2018 6:41 AM
74	Prime cut to Joe's ridge	10/26/2018 6:18 AM
75	PBR	10/26/2018 6:15 AM
76	Joes ridge to mojo to prime cut	10/26/2018 6:10 AM
77	Prime cut kessel Joe's PBR mojoe	10/26/2018 5:47 AM
78	PBR	10/26/2018 5:27 AM
79	up Prime Cut to the various trails to ride back down the TH	10/26/2018 5:01 AM
80	Zippity	10/26/2018 4:46 AM
81	Random	10/26/2018 4:28 AM
82	zip	10/26/2018 3:02 AM
83	Zippity to mojo to price it to pbr to prime to joe Rinse and repeat	10/26/2018 1:37 AM
84	Joes	10/26/2018 1:08 AM
85	Pbr	10/26/2018 1:05 AM
86	Joes and zippity	10/26/2018 12:01 AM
87	Lot-zip off-up Western zippity- down zippity do dah- lot	10/25/2018 11:57 PM
88	Kessel	10/25/2018 11:52 PM
89	Zippity Do Da, Joe's Ridge and PBR.	10/25/2018 11:52 PM
90	PBR	10/25/2018 11:44 PM
91	Joes ridge	10/25/2018 11:17 PM
92	Kessel Run	10/25/2018 11:08 PM
93	Prime Cut to Joe's Ridge, or Prime Cut to Kessel Run	10/25/2018 10:50 PM
94	Zippety Doo Da	10/25/2018 10:45 PM
95	Prime cut-frontside-zippity do da	10/25/2018 10:41 PM
96	Zippity	10/25/2018 10:39 PM
97	Up prime cut and then explore	10/25/2018 10:17 PM
98	Chutes	10/25/2018 10:11 PM
99	Zippity Do Da	10/25/2018 10:00 PM
100	Prime Cut	10/25/2018 9:50 PM
101	Joes	10/25/2018 9:45 PM
102	Zip, front, PBR	10/25/2018 9:45 PM
103	Big old loop	10/25/2018 9:41 PM
104	Edge Loop	10/25/2018 9:41 PM
105	Prime Cut to Kessel Run	10/25/2018 9:37 PM
106	Most fun— Up prime cut and down Kessel :)	10/25/2018 9:37 PM
107	Zipper doo da	10/25/2018 9:31 PM
108	Zippy do da and pbr	10/25/2018 9:28 PM
109	Joe's Ridge	10/25/2018 9:25 PM
110	Joe's Ridge	10/25/2018 9:22 PM
111	All riding is better than driving	10/25/2018 9:19 PM
112	Up prime cut, down PBR or prime cut to joes ridge	10/25/2018 9:09 PM

North Fruita Desert Master Plan (18 Road Trails)

113	PBR	10/25/2018 9:08 PM
114	Joes Ridge	10/25/2018 9:01 PM
115	The Perimeter	10/25/2018 8:55 PM
116	PBR	10/25/2018 8:54 PM
117	Tough one. PBR or Kessel	10/25/2018 8:47 PM
118	Chutes and Ladders and PBR	10/25/2018 8:46 PM
119	Zippity do da	10/25/2018 8:43 PM
120	Prime cut to joes or PBR	10/25/2018 8:39 PM
121	Kessel	10/25/2018 8:36 PM
122	PBR, Prime Cut, Zippity.	10/25/2018 8:32 PM
123	I like big loops, so whatever gets me a variety of terrain without repeating trail segments.	10/25/2018 8:24 PM
124	Zippety do da	10/25/2018 8:23 PM
125	Joes ridge	10/25/2018 8:20 PM
126	Sarlacc or prime cut pbr chutes	10/25/2018 8:15 PM
127	Chutes and Ladders/Joe's Ridge	10/25/2018 8:10 PM
128	Prime to pbr	10/25/2018 7:59 PM
129	Down Uppity to Vegetarian or Prime Cut to PBR	10/25/2018 7:57 PM
130	prime cut to kessel, back up prime cut to PBR	10/25/2018 7:51 PM
131	Prime cut - pbr - joes - mojo	10/25/2018 7:50 PM
132	Some big loop. Usually varies.	10/25/2018 7:47 PM
133	PBR	10/25/2018 7:46 PM
134	Joe's ridge +Kessel run	10/25/2018 7:44 PM
135	Prime to frontside to zippity	10/25/2018 7:41 PM
136	Prime Cut to PBR, Prime Cut to Joe's Ridge	10/25/2018 7:40 PM
137	Zippity	10/25/2018 7:38 PM
138	Prime Cut -> PBR -> Prime Cut -> Zip	10/25/2018 7:35 PM
139	Western Zippity	10/25/2018 7:18 PM
140	PBR	10/25/2018 7:02 PM
141	Zip pity Do Da	10/25/2018 6:33 PM
142	Zippity Do Dah	10/25/2018 6:26 PM
143	Zippity Do Da	10/25/2018 6:23 PM
144	Not sure	10/25/2018 6:17 PM
145	PBR	10/25/2018 6:02 PM
146	All!	10/25/2018 5:50 PM
147	Zippity	10/25/2018 5:44 PM
148	Up prime cut and down Joe's ridge mojos	10/25/2018 5:37 PM
149	Kessel	10/25/2018 5:31 PM
150	Chutes and ladders	10/25/2018 5:30 PM
151	Combine most of above	10/25/2018 5:28 PM
152	Prime cut zippity. Edge loop	10/25/2018 5:28 PM
153	I love pbr and joes ridge	10/25/2018 5:26 PM

North Fruita Desert Master Plan (18 Road Trails)

154	Prime cut, Joe's, Mo Joes	10/25/2018 5:23 PM
155	mojo	10/25/2018 5:19 PM
156	Prime Cut, frontside, Zippity	10/25/2018 5:16 PM
157	Sarlac	10/25/2018 5:04 PM
158	Up prime cut and down PBR	10/25/2018 4:47 PM
159	Zipitty Do Da to Joe's Ridge	10/25/2018 4:40 PM
160	Prime Cut up to Joe's Ridge and Mojoe	10/25/2018 4:38 PM
161	Western	10/25/2018 4:30 PM
162	All of them	10/25/2018 4:28 PM
163	Campground to Zippity Do Da all the way down and back up prime cut to PBR and back to the campground.	10/25/2018 4:17 PM
164	Prime cut-joes-kessel run	10/25/2018 4:10 PM
165	All of them	10/25/2018 4:08 PM
166	Prime Cut/Kessel Run	10/25/2018 4:08 PM
167	Mo Joe's, Zippity, PBR, & Joes (and of course loma/mack)	10/25/2018 4:07 PM
168	Kessel Run	10/25/2018 4:06 PM
169	Kessel run	10/25/2018 3:58 PM
170	Up prime cut down pumps bumps and rollers.	10/25/2018 3:43 PM
171	Prime Cut to Zippety or Joes	10/25/2018 3:40 PM
172	Joe's ridge	10/25/2018 3:35 PM
173	Prime cut pbr prime cut joes western zippity out and back	10/25/2018 3:26 PM
174	vegetarian to down uppity	10/25/2018 3:19 PM
175	All	10/25/2018 3:06 PM
176	Prime Cut to Kessel Run	10/25/2018 3:03 PM
177	Usually western over to the big climb. Give it a couple shots to Try and make it up that then down zipity back up prime cut to Pbr. Than back up for a joes run.	10/25/2018 3:01 PM
178	PBR	10/25/2018 2:52 PM
179	Zip off out and back, I like simple singletrack	10/25/2018 2:41 PM
180	Joes or zip	10/25/2018 2:39 PM
181	Pbr	10/25/2018 2:39 PM
182	ALL	10/25/2018 2:23 PM
183	Kessel	10/25/2018 2:20 PM
184	Depends	10/25/2018 2:17 PM
185	as much as I can in a day...	10/25/2018 2:13 PM
186	Probably PBR	10/25/2018 2:12 PM
187	PBR and zippity do da. Could do laps of those two all day	10/25/2018 2:12 PM
188	Joe's	10/25/2018 2:05 PM
189	Prime Cut to Zippity Do-Da	10/25/2018 2:01 PM
190	Maybe PBR...maybe Zippity Do Da... all pretty awesome.	10/25/2018 2:01 PM
191	If I have to pick just ONE then Zippity	10/25/2018 1:59 PM
192	all are favorites	10/25/2018 1:58 PM

North Fruita Desert Master Plan (18 Road Trails)

193	PBR	10/25/2018 1:53 PM
194	PBR	10/25/2018 1:53 PM
195	Prime Cut	10/25/2018 1:45 PM
196	Don't make me do this.	10/25/2018 1:35 PM
197	Joe's Ridge	10/25/2018 1:34 PM
198	Zippity Do Da	10/25/2018 1:29 PM
199	Pumps bumps rollers	10/25/2018 1:25 PM
200	Prime/joes	10/25/2018 1:23 PM
201	Prime to Joes to Zippity to Prime to Kessel to Prime to PBR to Prime to...! Also so good!	10/25/2018 1:10 PM
202	Prime cut to joe's to mojoe to shuttle to PBR to shuttle to Kessel	10/25/2018 1:09 PM
203	Pbr, Kessel	10/25/2018 1:08 PM
204	Joes/mo joes	10/25/2018 1:08 PM
205	Up Prime Cut, Down Joe's Ridge to Kessle Run	10/25/2018 1:04 PM
206	zippity	10/25/2018 1:00 PM
207	I am still researching this. I need to ride several more time to accurately comment.	10/25/2018 12:55 PM
208	Joe's and zippity	10/25/2018 12:53 PM
209	PBR, Kessel, Zippity	10/25/2018 12:51 PM
210	Prime Cut to Joes to Moe Joes	10/25/2018 12:50 PM
211	Prime cut to PBR	10/25/2018 12:50 PM
212	Prime cut to PBR	10/25/2018 12:49 PM
213	Prime Cut>Joes Ridge	10/25/2018 12:47 PM
214	Pbr	10/25/2018 12:41 PM
215	Up Prime Cut down down Zippity	10/25/2018 12:41 PM
216	All of them	10/25/2018 12:40 PM
217	Kessel	10/25/2018 12:37 PM
218	Kessel Run	10/25/2018 12:37 PM
219	Mojoe	10/25/2018 12:34 PM
220	Warm up with Prime/PBR then whatever feels right	10/25/2018 12:33 PM
221	PBR a few times, Zippidy then Kessel Run.	10/25/2018 12:32 PM
222	Prime Cut Zippity Do Da Kessel	10/25/2018 12:31 PM
223	Prime cut joes/mo joes	10/25/2018 12:30 PM
224	no particular one, it depends	10/25/2018 12:21 PM
225	Mojo	10/25/2018 12:21 PM
226	#1 favorite is Prime cut to Joe's ridge and MoJoe	10/25/2018 12:17 PM
227	Primecut to Frontside to Joes Ridge to Mojo to Zippity loop	10/25/2018 12:15 PM
228	Joe's ridge	10/25/2018 12:15 PM
229	pumps and bumps	10/25/2018 12:15 PM
230	As big a loop as I can, take a break and ride another big loop.	10/25/2018 12:14 PM
231	Zippity Do Da!	10/25/2018 12:14 PM
232	Zip	10/25/2018 12:11 PM
233	Zippity	10/25/2018 12:11 PM

North Fruita Desert Master Plan (18 Road Trails)

234	any loop really, don't know them well enough to have a favorite but if it include Zippity it's a win	10/25/2018 12:10 PM
235	Up prime cut over to joes ridge to pbr	10/25/2018 12:09 PM
236	Prime Cut to PBR then back up to Joe's Ridge or Zippity Do Da	10/25/2018 12:07 PM
237	Zippity do dah	10/25/2018 12:03 PM
238	Up Prime Cut and down Joe's Ridge and Kessel Run	10/25/2018 12:03 PM
239	Up Prime Cut - Down Zippity	10/25/2018 12:03 PM
240	Prime cut/kessel	10/25/2018 12:01 PM
241	Kessel Run	10/25/2018 12:00 PM
242	Jos to mojos	10/25/2018 12:00 PM
243	Prime Cut to Joe's Ridge	10/25/2018 11:57 AM
244	joes mojo PBR repeat	10/25/2018 11:57 AM
245	Long Day-Sarlacc. Drive to east parking lot and do and out and back. Short Day-Prime Cut to Joes, down MoJoe's, then back up Prime and Down PBR. If have more time/energy I will do a loop out on Vegetarian.	10/25/2018 11:32 AM
246	Zippity Do Da	10/25/2018 10:49 AM
247	Zippity	10/25/2018 8:39 AM
248	Kessell	10/25/2018 7:36 AM
249	Try to get in all the front side trails in a day	10/25/2018 7:28 AM
250	Looping it all into one	10/25/2018 6:44 AM
251	PBR	10/25/2018 3:49 AM
252	Prime Cut to Kessel	10/24/2018 9:02 PM
253	Up Primecut, down PBR, up Primecut, down Joes to MoJo, up Primecut and down Zippity.	10/24/2018 6:51 PM
254	All of them	10/24/2018 4:47 PM
255	Up road, Zippity to MoJoe.	10/24/2018 3:16 PM
256	Pumps,Bumps,and Rollers	10/24/2018 2:42 PM
257	PBR	10/24/2018 2:13 PM
258	None	10/24/2018 11:42 AM
259	All of them	10/24/2018 11:41 AM
260	Western Zippity	10/24/2018 11:10 AM
261	Kessel Run	10/24/2018 10:05 AM
262	Loop with Western Zippity	10/24/2018 9:21 AM
263	Edge Loop - Down Uppity - Chutes and Ladders - Edge - Down Uppity - Vegetarian	10/24/2018 9:17 AM
264	PBR	10/24/2018 9:12 AM
265	Zippity Do Da	10/24/2018 8:22 AM
266	Down PBR	10/24/2018 7:21 AM
267	The least populated	10/24/2018 7:17 AM
268	All of them	10/24/2018 6:56 AM
269	Up Prime Cut down PBR then Vegetarian to down uppity	10/24/2018 6:56 AM
270	Prime to Joe's to MoJo	10/24/2018 6:26 AM
271	prime cut - frontside - joe's ridge - mojoe	10/24/2018 3:52 AM
272	Sunset joes	10/23/2018 10:46 PM

North Fruita Desert Master Plan (18 Road Trails)

273	Prime cut, pbr, prime cut, front side, Joe's, Mojo's.	10/23/2018 9:14 PM
274	PBR	10/23/2018 9:09 PM
275	all	10/23/2018 8:44 PM
276	Prime cut to any checked off	10/23/2018 8:31 PM
277	Prime Cut to Pumps Bumps and Rollers	10/23/2018 8:31 PM
278	MoJoe	10/23/2018 8:12 PM
279	Joe's, Pbr, zippity, and then repeat till dark	10/23/2018 8:10 PM
280	Zippity Do Da	10/23/2018 8:00 PM
281	Pump bump rollers then over to kessles run	10/23/2018 7:46 PM
282	Pumps bumps and rollers	10/23/2018 7:38 PM
283	All trails are awesome	10/23/2018 7:17 PM
284	Up prime cut, down pbr	10/23/2018 7:11 PM
285	Prime cut to pumps, bumps, and rollers	10/23/2018 7:05 PM
286	Joes ridge	10/23/2018 6:00 PM
287	Zip off, sarlacc and back on zippity, or prime Joe's mojos plus prime and PBR.	10/23/2018 4:41 PM
288	depends on my mood.. hard to say	10/23/2018 4:30 PM
289	Mojoes	10/23/2018 4:10 PM
290	Pc to pbr	10/23/2018 3:58 PM
291	Prime Cut, PBR, Prime Cut, Joes, Mojoe ties with Sarlacc!	10/23/2018 3:57 PM
292	Joe's Ridge and MoJoe	10/23/2018 3:39 PM
293	Zippity to mo joes	10/23/2018 3:08 PM
294	Mojoe	10/23/2018 2:32 PM
295	Prime cut / PbR	10/23/2018 2:23 PM
296	prime cut, chutes & ladders, edge loop	10/23/2018 2:13 PM
297	Prime Cut to PBR and/or Joe's Ridge to MoJoe's	10/23/2018 2:07 PM
298	Prime cut to joe's ridge to zippity	10/23/2018 2:04 PM
299	Joes Ridge Kessel run	10/23/2018 1:49 PM
300	PBR	10/23/2018 1:39 PM
301	Sarlacc out-and-back from upper trailhead and Primecut-PBR-Primecut-Joes-MoeJoes	10/23/2018 1:28 PM
302	Up Prime, down PBR, up Prime, down Joe's, Campground road, down Kessel.	10/23/2018 1:20 PM
303	Prime cut to Joe's and then Mo Joes	10/23/2018 1:04 PM
304	PBR	10/23/2018 12:54 PM
305	Zippity-do-da	10/23/2018 12:54 PM
306	I mix it up since I get bored on the same old ride.	10/23/2018 12:34 PM
307	Kessel Run	10/23/2018 12:23 PM
308	Joe's Ridge, PBR	10/23/2018 12:04 PM
309	Joes ridge	10/23/2018 11:50 AM
310	Prime cut to Joe's ridge to mojoe's	10/23/2018 11:40 AM
311	Zippity	10/23/2018 11:34 AM
312	Prime Cut to PBR	10/23/2018 11:25 AM

North Fruita Desert Master Plan (18 Road Trails)

313	Up Prime Cut, Down PBR, up the road, down Joe's Ridge to Mojo, Zippity Loop, up road to Kessle Run	10/23/2018 11:20 AM
314	prime then whatever	10/23/2018 11:16 AM
315	It depends on the amount of time we have. But really enjoy western zippity to zippity or Joes. Quick laps using prime cut are great fun as well.	10/23/2018 10:56 AM
316	Zippity Loop	10/23/2018 10:56 AM
317	Prime cut to joes, up through campground, frontside to zippity....	10/23/2018 10:55 AM
318	All	10/23/2018 10:42 AM
319	Up Prime Cut, down PBR or Joe's to MoJoes	10/23/2018 10:31 AM
320	Zippity loop and pbr laps	10/23/2018 10:26 AM
321	Camp to sarlacc and back.	10/23/2018 10:25 AM
322	PBR	10/23/2018 10:23 AM
323	I don't know.	10/23/2018 10:18 AM
324	Prime, joes, mo joes	10/23/2018 9:58 AM
325	Western Zip/Sarlaac	10/23/2018 9:58 AM
326	Prime>kessel>prime>joes	10/23/2018 9:47 AM
327	Prime cut-joes-mojoes	10/23/2018 9:43 AM
328	Pumps, bumps and rollers	10/23/2018 9:42 AM
329	Kessel	10/23/2018 9:39 AM
330	Zippity Do Da	10/23/2018 9:38 AM
331	Sarlacc for a big day ride. Shorter rides-Prime Cut to PBR, then back up Prime to Joes Ridge and then out on MoJoes.	10/23/2018 9:37 AM
332	only sarlacc	10/23/2018 9:32 AM
333	Vegetarian, down Chutes, edge cutoff, Prime, PBR, Kessels	10/23/2018 9:30 AM
334	Joes to Mojoes	10/23/2018 9:28 AM
335	PBR	10/23/2018 9:19 AM
336	Laps up prime cut and switching descents of Zippity to Mojoes to PBR.	10/23/2018 9:12 AM
337	Down Kessel, Up Prime Cut, Down Joes, MoJoes, Western Zippity, Zippity	10/23/2018 9:11 AM
338	Prime kessel	10/23/2018 9:10 AM
339	Up prime cut, down pbr	10/23/2018 9:09 AM
340	Zippy do dah and Pbr	10/23/2018 9:06 AM
341	Longer ride. Up prime cut to front side over to western zipping. Short ride up prime cut down pbr.	10/23/2018 9:02 AM
342	Prime - PBR - Prime - Joes - MoJo - Prime - Kessel	10/23/2018 9:02 AM
343	Prime cut to Frontside	10/23/2018 9:01 AM
344	No favorite just go with what I am feeling on day of	10/23/2018 8:59 AM
345	PBR	10/23/2018 8:59 AM
346	Too hard to commit to any given one.....	10/23/2018 8:54 AM
347	Usually make multiple loops including Joe's, zippier do da and chutes and ladders	10/22/2018 4:15 PM
348	usually do most of lower trails. prime cut, PBR, over to zippity. Kessel and mojo on occasion	10/21/2018 8:09 PM
349	Sarlacc	10/21/2018 7:45 PM
350	PBR	10/21/2018 7:06 PM
351	Joe's ridge	10/21/2018 2:50 PM

North Fruita Desert Master Plan (18 Road Trails)

352	Zippity Do Da	10/21/2018 1:19 PM
353	Kessel	10/21/2018 12:19 PM
354	Prime/ Joe laps	10/21/2018 10:29 AM
355	zippity loop pbr	10/21/2018 8:19 AM
356	Kessel or Joes Ridge	10/21/2018 6:48 AM
357	They are all awesome	10/20/2018 9:32 PM
358	Zippity,	10/20/2018 7:51 PM
359	Zippidty do da	10/20/2018 7:43 PM
360	Prime Cut to PBR, back up Prime Cut to Kessel is my go-to for a quick workout Loop	10/20/2018 11:15 AM
361	Joe's ridge	10/20/2018 11:02 AM
362	Any and all. I like to mix it up in NFD.	10/20/2018 10:15 AM
363	Zippity or Joe's/Moe Joe's, PBR is fun but mellow	10/20/2018 8:10 AM
364	Kessel	10/20/2018 7:31 AM
365	Joe's and mojoe	10/20/2018 7:04 AM
366	Joe's and mojo	10/20/2018 7:01 AM
367	Pbr	10/20/2018 6:05 AM
368	PBR and MoJoe!!	10/20/2018 5:49 AM
369	Up prime cut, down joes or zippety.	10/19/2018 10:38 PM
370	Prime cut to pbr	10/19/2018 8:27 PM
371	Down Joes /MoJoe	10/19/2018 4:44 PM
372	Mo Joes	10/19/2018 3:51 PM
373	Kessel Run	10/19/2018 2:30 PM
374	Up Prime Cut, down PBR or Joe's Ridge	10/19/2018 2:08 PM
375	Joes to MoJoes and back again.	10/19/2018 2:02 PM
376	Mojoe or zippty	10/19/2018 1:39 PM
377	PBR	10/19/2018 12:06 PM
378	Up prime cut, down PBR, up prime cut, down Joe's + MoJo's Or out zippity to frontside to joe's + mojo's	10/19/2018 12:01 PM
379	joe's ridge	10/19/2018 11:59 AM
380	Chutes and ladders	10/19/2018 11:47 AM
381	Pbr	10/19/2018 10:48 AM
382	Big loop around back, sarlack, edge. or whole big loops of front side.	10/19/2018 9:58 AM
383	Prime to Joes + Mojos	10/19/2018 9:53 AM
384	There is no one favorite, our rides are based on how long we paln to ride.	10/19/2018 9:52 AM
385	Down PBR and then climb up to Joes and MOJO	10/19/2018 9:35 AM
386	Edge Loop with Sarlacc	10/19/2018 9:33 AM
387	Prime Cut to Kessel	10/19/2018 9:06 AM
388	PBR/Prime Cut	10/19/2018 9:00 AM
389	They are all great depending on who I'm riding with (solo, friends, kids, whole family)	10/19/2018 8:49 AM
390	Joes!	10/19/2018 8:46 AM

North Fruita Desert Master Plan (18 Road Trails)

391	Don't have a specific favorite route. Just like to hit whatever. Stay off some ridges when it's really windy.	10/19/2018 8:44 AM
392	pbr	10/19/2018 8:35 AM
393	Prime Cut to Joe's Ridge to Kessel Run.	10/19/2018 8:31 AM
394	Edge Loop	10/19/2018 8:01 AM
395	See above	10/19/2018 8:00 AM
396	PBR	10/19/2018 7:58 AM
397	PBR	10/19/2018 7:54 AM
398	Chutes	10/19/2018 7:25 AM
399	PBR	10/19/2018 7:12 AM
400	Zippity do da	10/19/2018 6:34 AM
401	None, they are not very exciting to ride.	10/19/2018 5:36 AM
402	Edge Loop. Bring back the ropes for the waterfall portage.	10/19/2018 5:07 AM
403	Zippity doda	10/19/2018 5:02 AM
404	Prime cut down zippity	10/19/2018 12:16 AM
405	Kessel Run	10/18/2018 10:32 PM
406	Prime Cut-Zippity Do Da	10/18/2018 9:29 PM
407	Over the edge loop	10/18/2018 9:10 PM
408	Up prime cut down joes/mojoes	10/18/2018 6:51 PM
409	Down Uppity Veggie Prime PBR	10/18/2018 6:02 PM
410	Western zipitty, Frontside, vegetarian, prime cut, vegetarian.	10/18/2018 6:00 PM
411	Up prime cut to any of the closer down hill trails	10/18/2018 4:46 PM
412	Prime Cut / Kessel's - PBR	10/18/2018 4:14 PM
413	All	10/18/2018 2:51 PM
414	Pbr	10/18/2018 2:30 PM
415	Frontside to Western Zip loop and PBR	10/18/2018 1:38 PM
416	PBR	10/18/2018 12:03 PM
417	PBR to MoeJoe	10/18/2018 11:35 AM
418	depends on the day	10/18/2018 11:17 AM
419	Prime Cut the Kessel Run or Prime Cut to any other trails	10/18/2018 11:16 AM
420	Kessel Run	10/18/2018 9:29 AM
421	Up prime cut and down PBR	10/18/2018 8:20 AM
422	PBR	10/18/2018 7:12 AM
423	Western zip/ joes/lower zip	10/18/2018 5:25 AM
424	Joe's	10/17/2018 10:49 PM
425	PBR for flow, Joe's for some all time	10/17/2018 10:44 PM
426	PBR	10/17/2018 10:30 PM
427	Zippity then back up to Joes to Mojoes then back up and over to PBR	10/17/2018 10:23 PM
428	Mojoe	10/17/2018 10:16 PM
429	Joe's	10/17/2018 9:54 PM
430	Prime Cut - Frontside - Zippity Do Da	10/17/2018 9:43 PM

North Fruita Desert Master Plan (18 Road Trails)

431	Mo Joe's	10/17/2018 9:38 PM
432	Love all the selected trails, mojo is my favorite	10/17/2018 9:29 PM
433	I love to ride laps up Prome Cut and down whichever trail I decide	10/17/2018 8:56 PM
434	Prime cut to PBR	10/17/2018 8:48 PM
435	PBR	10/17/2018 8:41 PM
436	Hard to say... usually some combination of loops	10/17/2018 8:39 PM
437	Primecut/Joes/MoJoes	10/17/2018 8:27 PM
438	Joes	10/17/2018 8:14 PM
439	Zippity do da	10/17/2018 8:13 PM
440	PBR and joes ridge	10/17/2018 8:03 PM
441	Joe's - Mojo's	10/17/2018 7:44 PM
442	Prime Cut to PBR	10/17/2018 7:29 PM
443	JOES RIDGE	10/17/2018 7:26 PM
444	Prime Cut to Zippity all the way back to the lot.	10/17/2018 7:25 PM
445	Prime cut to Joe's and mojos	10/17/2018 7:20 PM
446	MoJoe	10/17/2018 7:09 PM
447	Up prime, down pbr, up prime again, frontside, down Joe's/mojo is my most common short ride. Sarlacc is also great, but I ride that much less frequently.	10/17/2018 6:45 PM
448	Joes ridge	10/17/2018 6:25 PM
449	Prime cut to joes to back up prime to zippity	10/17/2018 6:01 PM
450	All of them	10/17/2018 5:58 PM
451	I think prime cut up to Joe's run down but I find new awesome stuff every time I come	10/17/2018 5:48 PM
452	Prime Cut to Front Side then up Sarlaac Rd to Sarlaac then out and back on Sarlaac then back to Frontside and down Western Zip	10/17/2018 5:39 PM
453	Primecut, Joe's, mojo, primecut, pbr.	10/17/2018 5:34 PM
454	PBR	10/17/2018 5:32 PM
455	Prime cut to PBR, prime cut, Joe's, moJoe's	10/17/2018 5:08 PM
456	Prime cut to kessel	10/17/2018 5:03 PM
457	Western Zippity	10/17/2018 4:47 PM
458	I like to ride from the campgrounds, down Kessel, out Zip-off/western zippity to front side and then down either joe's or Zippity (if I'm brave that day). The either back up prime cut or just the road. Sometimes we ride out Vegetarian to the reverse of Edge loop cuz this is usually less crowded.	10/17/2018 4:35 PM
459	Kessel	10/17/2018 4:16 PM
460	Joes Ridge	10/17/2018 4:14 PM
461	MoJoe	10/17/2018 4:13 PM
462	Joe's	10/17/2018 4:04 PM
463	Prime Cut Joes	10/17/2018 4:00 PM
464	Putting prime cut, joes, Kessler, and PBR together as multiple loops	10/17/2018 3:48 PM
465	Sarlacc	10/17/2018 3:47 PM
466	Zipp	10/17/2018 3:40 PM
467	Combinations of those listed above.	10/17/2018 3:38 PM
468	Primecut, Kessek, PBR	10/17/2018 3:35 PM

North Fruita Desert Master Plan (18 Road Trails)

469	Chutes to zip off when trail conditions are good	10/17/2018 3:20 PM
470	Mojoe	10/17/2018 3:06 PM
471	Parking lot out to Zip-Off up Western Zippity, down Zippity back to Prime Cut to either PBR or Joe's/MoJoe. Having another uphill other than Prime Cut would be fantastic to be able to all of these as well as Chutes and not have to ride Prime Cut 2/3/4 times for a big loop.	10/17/2018 2:49 PM
472	Western Zippity	10/17/2018 2:36 PM
473	Sarlacc west to east, either as lollipop loop with western zippity or drive up to small parking area near steep double track climb to access sarlacc	10/17/2018 2:34 PM
474	Probably up PrimeCut, over to Joe's, down Joe's to Mojoe. Also really like Primecut to Frontside to Zippity	10/17/2018 2:34 PM
475	MoJoe and PBR	10/17/2018 2:30 PM
476	Zippity Do Da and Frontside	10/17/2018 2:29 PM
477	Joe's to Mojoe; Zippity	10/17/2018 2:25 PM
478	We like all of the trails they are done very well.	10/17/2018 2:24 PM
479	PBR	10/17/2018 2:10 PM
480	Shuttle PBR and Joes	10/17/2018 2:06 PM
481	Joe's and MoJoe	10/17/2018 2:02 PM
482	All of them	10/17/2018 1:57 PM
483	Zippity doo dah	10/17/2018 1:38 PM
484	I've only ridden the Kokopelli trails in Fruita.	10/17/2018 12:55 PM
485	Zippity Do Da	10/17/2018 12:37 PM
486	All of them	10/17/2018 12:36 PM
487	Prime cut, pbr, front side, Joe's, mojos.	10/17/2018 12:16 PM
488	Campgrounds to Joe's Ridge down Joe's, up Prime Cut and back down Pumps, Bumps, and Rollers.	10/17/2018 11:52 AM
489	All of them!	10/17/2018 11:29 AM
490	joes and mojoe	10/17/2018 11:28 AM
491	.	10/17/2018 11:08 AM
492	Down Joes to Mojoes	10/17/2018 10:53 AM
493	Vegetarian -- Down Uppity -- Frontside	10/17/2018 10:52 AM
494	Zippity	10/17/2018 10:33 AM
495	We often Camp at the campground, riding up the road to any of the trails "down" and then taking the road back up, or Prime Cut.	10/17/2018 10:32 AM
496	Prime Cut - Frontside - Zippity Do Da	10/17/2018 10:28 AM
497	Can't go out any more because the bikers don't like the dust and block the roads	10/17/2018 10:19 AM
498	Up Prime Cut and down Zippety Do Da	10/17/2018 10:07 AM
499	Prime cut to PBR to Down Uppity and back to Kessel Run	10/17/2018 10:07 AM
500	Up Prime Cut, Down Zippety Do Da	10/17/2018 10:02 AM
501	Joes-mojoes	10/17/2018 10:00 AM
502	Western Zippity, Front side, Zippity Do Da, prime cut, Frontside, Joe's Ridge, Kessel	10/17/2018 9:55 AM
503	Vegetarian to Down-Uppity back on Edge loop, up Prime Cut down PBR, up Prime Cut over to Joe's Ridge & MoJoe	10/17/2018 9:48 AM
504	Prime cut, pbr to veg & down uppity	10/17/2018 9:39 AM

North Fruita Desert Master Plan (18 Road Trails)

505	PBR!	10/17/2018 9:39 AM
506	Down uppity, chutes and ladders, PBR, Prime Cut, Kessel, Prime Cut, Joes Ridege to Mojoes	10/17/2018 9:36 AM
507	Hunter Canyon to Sarlacc to Frontside to Zippity	10/17/2018 9:33 AM
508	Prime cut to joes ridge to moJoe.	10/17/2018 9:29 AM
509	Prime cut up, pbr down	10/17/2018 9:27 AM
510	Up prime cut and down either Joe's ridge or PBR. Doing laps.	10/17/2018 9:20 AM
511	Lapping PBR for hours, or heading out to Zippity	10/17/2018 9:17 AM
512	Joe's Ridge	10/17/2018 9:14 AM
513	Prime Cut - Joe's - MoJoe	10/17/2018 9:09 AM
514	Prime Cut w/ either Chutes or Joe	10/17/2018 9:03 AM
515	Mix	10/17/2018 8:57 AM
516	Zippity Loop	10/17/2018 8:45 AM
517	PBR, MoJo, Kessel Run	10/17/2018 8:41 AM
518	I do not have a favorite	10/17/2018 8:40 AM
519	serolac if epic but it needs a trail connecting it instead of an out and back. you guys have done some amazing work out there and would love for that to continue!	10/17/2018 8:37 AM
520	Prime Cut to Zippity	10/17/2018 8:37 AM
521	Pumps bumps and rollers	10/17/2018 8:34 AM
522	I don't know the names of all the trails. We just come to ride! :)	10/17/2018 8:31 AM
523	Prime cut to PBR	10/17/2018 8:27 AM
524	Joe's Ridge to MoJoe	10/17/2018 8:12 AM
525	Joes/mo jos	10/17/2018 8:09 AM
526	Prime to Zippty Do Da	10/17/2018 8:05 AM
527	Prime Cut to Joe's Ridge to Mojoe	10/17/2018 7:54 AM
528	prime cut to Joe's ridge	10/17/2018 7:50 AM
529	Zippity Do Da family loves Kessel	10/17/2018 7:45 AM
530	Prime Cut to Kessel and then down Kessel as many times as possible.	10/17/2018 7:36 AM
531	Prime/Front side/Zippity.	10/17/2018 7:26 AM
532	Prime cut up, down PBR, cut across to the top of MoJo like a giant figure 8. I like the technical stuff much more than buffed out walking trail style. I will run that figure 8 3-4 times and then go home. If it's crowded with tourists I go to Loma or LL.	10/17/2018 7:23 AM
533	It's usually a combo of the ones checked. PBR, prime, joes/mojoe, and the zippity's	10/17/2018 7:22 AM
534	Zippity	10/17/2018 7:06 AM
535	Prime Cut, Joe's Ridge and MoJoe	10/17/2018 7:04 AM
536	Mo joes	10/17/2018 7:03 AM
537	Up prime-PBR-up campground rd- joes ridge	10/17/2018 6:23 AM
538	Pbr	10/17/2018 6:10 AM
539	Joe's Ridge	10/17/2018 5:56 AM
540	Joes	10/17/2018 5:55 AM
541	PBR-Prime Cut	10/17/2018 5:49 AM
542	Sarlac	10/17/2018 5:17 AM
543	Up Prime Cut, down PBR	10/17/2018 4:30 AM

North Fruita Desert Master Plan (18 Road Trails)

544	Prime cut to Zippety, Joe's, Kessel, or PBR. Repeat.	10/17/2018 2:45 AM
545	PBR, but would love either bigger jumps/rollers or another trail nearby that has a more advanced jump line.	10/17/2018 12:42 AM
546	Prime cut to Joe's to mojos	10/17/2018 12:00 AM
547	Zippity do da	10/16/2018 11:24 PM
548	Chutes & Ladders	10/16/2018 11:22 PM
549	Usually ride Prime Cut up and then down as many of the trails as possible in the time/energy I have. So frequently that would be Kessel / PBR / Joe's Ridge and Zippity.	10/16/2018 11:00 PM
550	Prime to Zip	10/16/2018 10:32 PM
551	Up anything, down Zippity	10/16/2018 10:32 PM
552	Prime cut to pbr or joes.	10/16/2018 10:29 PM
553	Prime-PBR-Prime-joes-mojo-western zipp-zippy do da	10/16/2018 10:24 PM
554	All of them!	10/16/2018 10:10 PM
555	Joe's Ridge to Mojoe	10/16/2018 10:04 PM
556	prime-frontside-western zip-zip off	10/16/2018 10:03 PM
557	Zip Doo Da	10/16/2018 10:03 PM
558	Laps on Prime Cut to Joe's Ridge or to Kessel Run. So fun!	10/16/2018 10:03 PM
559	All of it. No favoritism	10/16/2018 10:02 PM
560	all of them	10/16/2018 10:01 PM
561	Love to mix it up	10/16/2018 9:51 PM
562	Prime cut to PBR and Kissel run.	10/16/2018 9:50 PM
563	Up Prime Cut - Down Joe's x2; Up Prime Cut - down PBR x2	10/16/2018 9:48 PM
564	Joes ridge	10/16/2018 9:45 PM
565	Prime Cut to Joe's to MoJoes	10/16/2018 9:43 PM
566	Western Zippity to Zippity Do Da	10/16/2018 9:42 PM
567	Zippity	10/16/2018 9:42 PM
568	Joes ridge to mojo	10/16/2018 9:33 PM
569	Zippity	10/16/2018 9:32 PM
570	lapping Kessel run	10/16/2018 9:31 PM
571	Up prime cut, down PBR then back up on prime cut or the road and down Joe's	10/16/2018 9:31 PM
572	Up prime cut down PBR up prime cut down Joe's	10/16/2018 9:29 PM
573	Joe's ridge	10/16/2018 9:23 PM
574	Zip off to western to zipity to prime cut to Joe's	10/16/2018 9:20 PM
575	Prime Cut - PBR - Prime Cut - Joe's Ridge - MoJoe - Prime Cut - Zippity Do Da	10/16/2018 9:20 PM
576	Western zip to zippety to mo Joe's to primecut to pbr to mo Joe's	10/16/2018 9:19 PM
577	Prime Cut, PBR	10/16/2018 9:19 PM
578	up Primecut, up Frontside, Down Joe's Ridge, and MoJoe	10/16/2018 9:18 PM
579	Whatever feels like fun the day we are there	10/16/2018 9:17 PM
580	Yes	10/16/2018 9:13 PM
581	Kessel run	10/16/2018 9:08 PM
582	Prime cut, joes, and kessel	10/16/2018 9:08 PM

North Fruita Desert Master Plan (18 Road Trails)

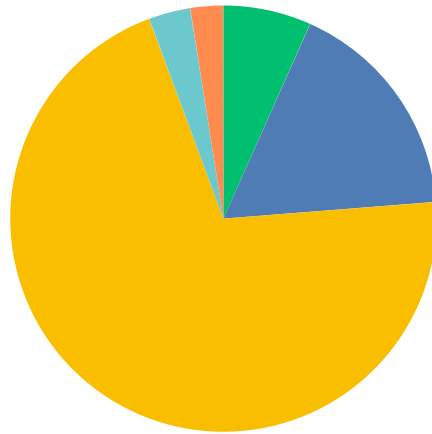
583	Front side - zippity- Mo joe Used to always climb kessel before downhill only Sarlaac is a great trail but hard to access as a loop. Edge loop with it is epic!	10/16/2018 9:07 PM
584	Always different	10/16/2018 9:04 PM
585	All of them	10/16/2018 9:03 PM
586	All	10/16/2018 9:02 PM
587	Prime zippety	10/16/2018 8:58 PM
588	Prime cut up. And anything down.	10/16/2018 8:57 PM
589	Prime cut to pbr or joes or kessel	10/16/2018 8:56 PM
590	Joes	10/16/2018 8:55 PM
591	Up prime cut down pbr	10/16/2018 8:55 PM
592	Kessel	10/16/2018 8:54 PM
593	PBR	10/16/2018 8:51 PM
594	Prime/PBR/Kessel/F.side/Western Zip/ZippOff	10/16/2018 8:48 PM
595	Joe's	10/16/2018 8:44 PM
596	Prime cut-front side-Western zippity loop.	10/16/2018 8:44 PM
597	Any and all	10/16/2018 8:43 PM
598	Up prime cut —> Joe's Ridg —> Moe Joe	10/16/2018 8:43 PM
599	All	10/16/2018 8:36 PM
600	Up vegetarian or down uppity to chutes down PBR up prime frontside to joes	10/16/2018 8:30 PM
601	Up Prime Cut over to Joe's Ridge and down Mojo	10/16/2018 8:29 PM
602	Frontside to Sarlacc back western zip to mojoes	10/16/2018 8:26 PM
603	PBR	10/16/2018 8:21 PM
604	Prime and Kessel	10/16/2018 8:21 PM
605	Joes ridge to MoJoes	10/16/2018 5:49 PM
606	Sarlacc	10/16/2018 5:25 PM
607	Pumps, bumps,and rollers	10/16/2018 4:37 PM
608	PBR	10/16/2018 4:36 PM
609	Joe's Ridge	10/16/2018 3:57 PM
610	Prime to frontside to zippity to mojoes	10/16/2018 3:04 PM
611	Prime cut PBR	10/16/2018 3:01 PM
612	Mojoe	10/16/2018 2:54 PM
613	Joes ridge	10/16/2018 2:51 PM
614	Loop them all together. love em all!	10/16/2018 2:48 PM
615	Prime cut to western zippity	10/16/2018 2:44 PM
616	sarlac	10/16/2018 2:43 PM
617	I only know of one Kessel run route down. Would love to climb up one of the return trails, but my 7 yr old can't climb too much yet	10/16/2018 2:37 PM
618	PBR and kessel	10/16/2018 2:37 PM
619	Prime Cut > Frontside > Joe's Ridge > MoJoe	10/16/2018 2:36 PM
620	Wester Zippity after warming up on Prime Cut and PBR	10/16/2018 2:26 PM
621	zippity	10/16/2018 2:06 PM

North Fruita Desert Master Plan (18 Road Trails)

622	Hojo	10/16/2018 2:05 PM
623	Whole joes	10/16/2018 1:00 PM
624	PBR Laps!	10/16/2018 12:57 PM
625	Prime cut to PBR, then Prime Cut to Zippity, break for lunch and beer. Then Prime Cut to Joe's, then close on PBR. Then take the kids for a trip up Prime cut (they're 5 and 2) then they choose Kessel or PBR.	10/16/2018 12:20 PM
626	Up kessle down whatever	10/16/2018 12:08 PM
627	western zippity loop!	10/16/2018 11:54 AM
628	Kessel	10/16/2018 11:46 AM
629	PBT	10/16/2018 11:43 AM
630	Prime Cut to PBR or Kessel	10/16/2018 11:05 AM
631	Shuttle laps down pbr!	10/16/2018 11:02 AM
632	Prime to zippity	10/16/2018 10:52 AM
633	Prime Cut - PBR -Prime Cut - Joe's - MoJoe's	10/16/2018 10:51 AM
634	The Moto loops east were there is no crowd	10/16/2018 10:47 AM
635	Love them all!	10/16/2018 10:44 AM
636	PBR	10/16/2018 10:30 AM
637	prime, pbr, prime, joes, mojo	10/16/2018 10:29 AM
638	Western Zippity	10/16/2018 10:28 AM
639	Easiest one Kessel	10/16/2018 10:27 AM
640	All of them except the Edge Loop, which is cool but long and not as fun	10/16/2018 9:53 AM
641	zippity	10/16/2018 9:27 AM
642	Prime cut	10/12/2018 3:53 PM
643	Kessel	10/12/2018 3:33 PM
644	Up prime cut down pbr	10/12/2018 3:33 PM
645	Prime cut Chutes vegararian prime cut joes lower zip	10/12/2018 3:08 PM
646	Up prime cut and down PBR or Kessel	10/11/2018 7:43 PM
647	Joes ridge to mojoe	10/11/2018 7:17 PM
648	Prime to frontside to joe's ridge to lower kessel	10/11/2018 6:29 PM
649	Ho joes	10/11/2018 6:23 PM
650	Kessel	10/11/2018 6:17 PM
651	Kessel Run	10/11/2018 6:16 PM
652	Pbr	10/11/2018 6:06 PM
653	Western Zip-frontside-chutes-vegiterian	10/11/2018 5:18 PM
654	Western Zippity, Zippity Do Da	10/11/2018 5:12 PM
655	Pumps bumps rollers	10/11/2018 4:43 PM
656	Joes and kessel	10/11/2018 4:32 PM
657	Zippity do da	10/11/2018 4:24 PM
658	Mojoe	10/11/2018 4:23 PM
659	MoJoe	10/11/2018 2:45 PM
660	Sarlacc	10/11/2018 1:09 PM

Q12 Access to the Recreation Area

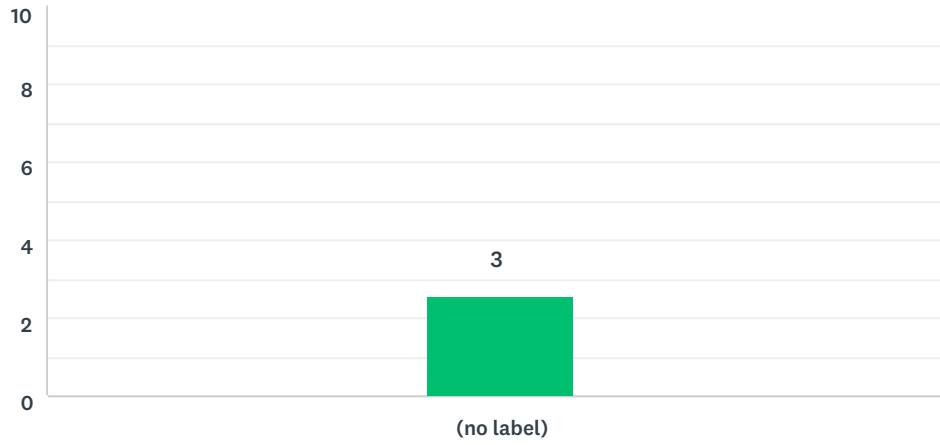
Answered: 884 Skipped: 109



■ Not enough ■ Some, but not enough ■ The right amount ■ Too much ■ N/A

Q13 Parking at or near the Recreation Area

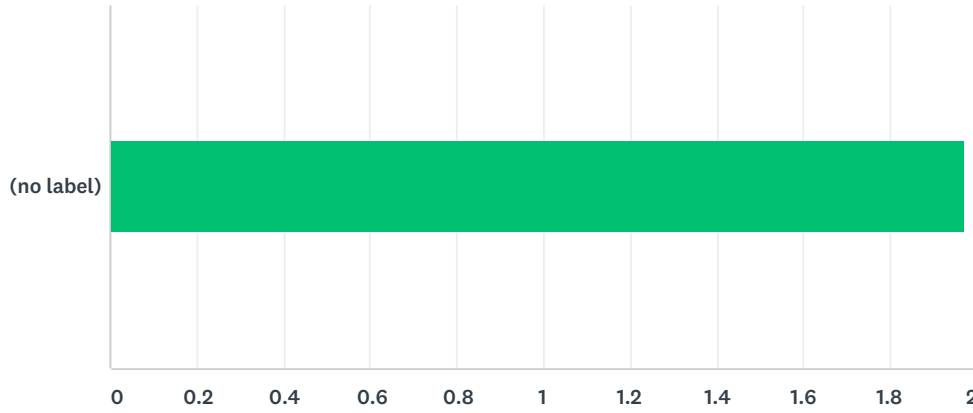
Answered: 890 Skipped: 103



	NOT ENOUGH	SOME, BUT NOT ENOUGH	THE RIGHT AMOUNT	TOO MUCH	N/A	TOTAL	WEIGHTED AVERAGE
(no label)	9.66% 86	27.19% 242	59.66% 531	1.80% 16	1.69% 15	890	2.55

Q14 Trails

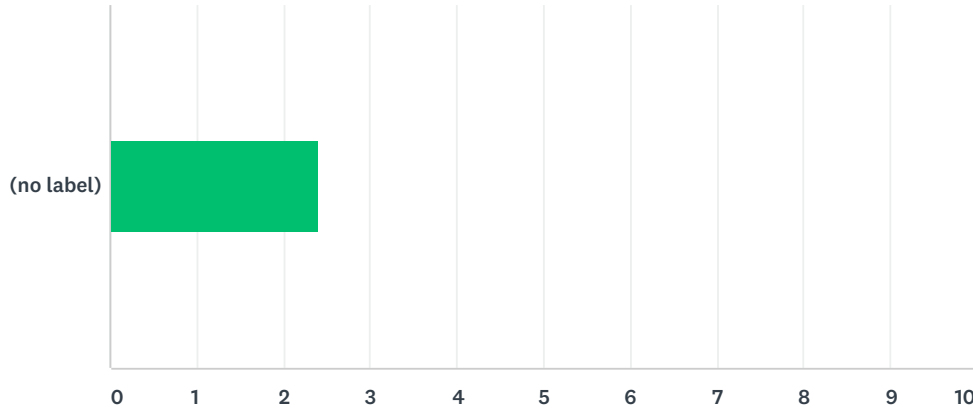
Answered: 886 Skipped: 107



	NOT ENOUGH	SOME, BUT NOT ENOUGH	THE RIGHT AMOUNT	TOO MUCH	N/A	TOTAL	WEIGHTED AVERAGE
(no label)	27.20% 241	47.29% 419	23.81% 211	0.34% 3	1.35% 12	886	1.97

Q15 Trail connectivity within North Fruita Desert Recreation Area (18 Road Trails)

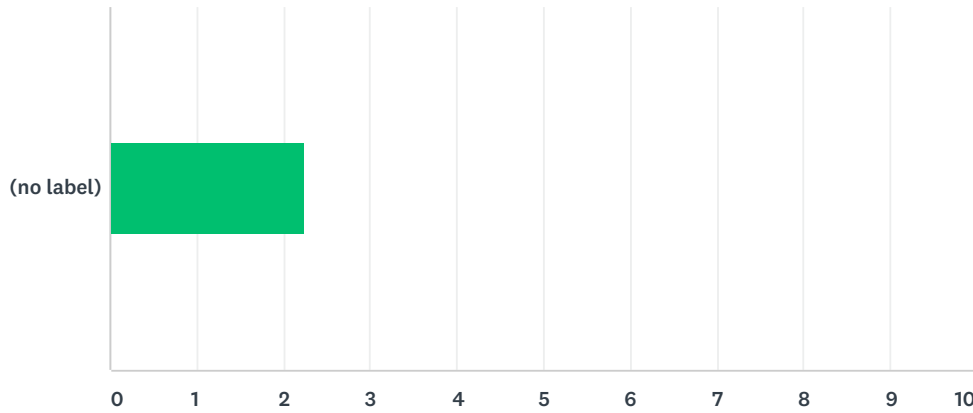
Answered: 884 Skipped: 109



	NOT ENOUGH	SOME, BUT NOT ENOUGH	THE RIGHT AMOUNT	TOO MUCH	N/A	TOTAL	WEIGHTED AVERAGE
(no label)	11.65% 103	34.28% 303	50.23% 444	0.23% 2	3.62% 32	884	2.40

Q16 Trail connectivity to other recreation areas/amenities/destinations/trails.

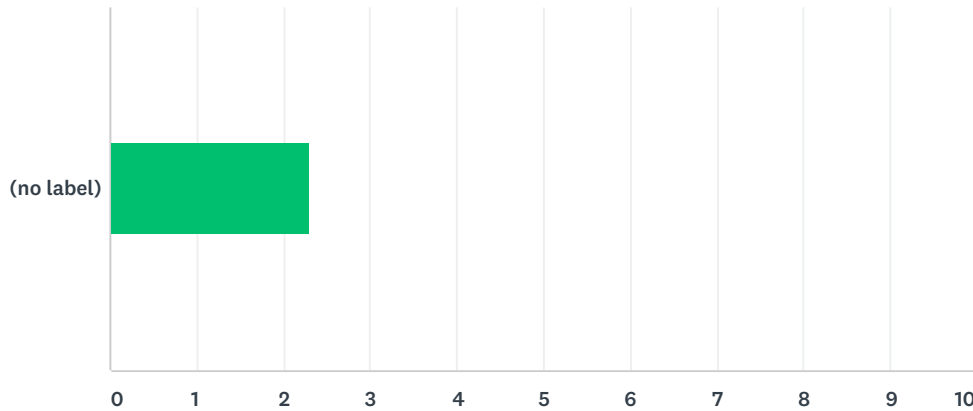
Answered: 881 Skipped: 112



	NOT ENOUGH	SOME, BUT NOT ENOUGH	THE RIGHT AMOUNT	TOO MUCH	N/A	TOTAL	WEIGHTED AVERAGE
(no label)	34.28% 302	30.65% 270	23.50% 207	0.45% 4	11.12% 98	881	2.23

Q17 Variety of bike trail difficulty levels (green, blue, black, etc.)

Answered: 887 Skipped: 106



	NOT ENOUGH	SOME, BUT NOT ENOUGH	THE RIGHT AMOUNT	TOO MUCH	N/A	TOTAL	WEIGHTED AVERAGE
(no label)	18.60%	34.95%	44.76%	0.23%	1.47%	887	2.31
	165	310	397	2	13		

#	PROVIDE FURTHER INFORMATION	DATE
1	More challenging trails would be a nice addition	10/27/2018 7:09 PM
2	Just would love more	10/26/2018 10:34 PM
3	I would like more advanced trails	10/26/2018 6:04 PM
4	Need more easy trails and more advanced trails	10/26/2018 2:05 PM
5	Need more with higher difficulty/technical	10/26/2018 2:02 PM
6	I think the trails are set up perfectly for different abilities	10/26/2018 11:46 AM
7	Focus on tech and expert now. S&G and Edge Loop	10/26/2018 11:37 AM
8	I would love to see more technical riding.	10/26/2018 11:25 AM
9	There are not enough flow trails that intersect to make a good system where you can ride for more than 1 hour.	10/26/2018 10:16 AM
10	I would like more Green trails.	10/26/2018 10:08 AM
11	I would love mire trails for kids or beginner riders	10/26/2018 9:50 AM
12	I would like to see more beginner-friendly trails. Many of the current trails are intimidating for those new to the sport.	10/26/2018 8:56 AM
13	Need more easy non technical	10/26/2018 8:55 AM
14	Good mix for entire family to enjoy	10/26/2018 8:29 AM
15	All of the Grand Valley needs more trails for casual and beginning riders. You can't get more cyclists without entry level trails, but the BLM and especially COPMOBA ignore these cyclists. This is the biggest problem with mountain bike trails in the Grand Valley.	10/26/2018 8:25 AM
16	Needs more challenging trails	10/26/2018 8:14 AM
17	Having more challenging trails is always better. Knowing there is something to progress too makes riding fun.	10/26/2018 8:03 AM
18	Most trails are green/blue, pretty similar across the board other than super punchy climbs.	10/26/2018 7:36 AM

North Fruita Desert Master Plan (18 Road Trails)

19	Additional climbing routes would be nice	10/26/2018 7:15 AM
20	More greens needed	10/26/2018 4:48 AM
21	I would love to see a black diamond trail with some air, and another pump track spaced for kids	10/26/2018 12:08 AM
22	Right amount of variety for 1 full day at 18rd	10/26/2018 12:01 AM
23	Perfect! Thank you for having some great easier flow trails!	10/25/2018 11:19 PM
24	The trails all have a certain flow and it would be rad if there were more of it to connect longer loops	10/25/2018 9:48 PM
25	Need a beginner loop up from lower parking lot so don't have to ride up the street	10/25/2018 9:40 PM
26	At least one more proper green trail for us to bring beginners	10/25/2018 9:31 PM
27	More intermediate and expert level needed	10/25/2018 9:10 PM
28	Need more gnar	10/25/2018 9:02 PM
29	Leave the trails be.	10/25/2018 8:57 PM
30	Wish there were more green and blue trails for us nervous riders.	10/25/2018 8:56 PM
31	More beginner (or maybe Im just unaware of the easier ones).	10/25/2018 8:52 PM
32	More advanced trails please	10/25/2018 8:49 PM
33	Need more technical...not complaining, but would enjoy more!	10/25/2018 8:45 PM
34	There's a gap between intermediate and advanced. It would be great to have a number of shorter step up trails so that you are not committed to being so far out of you bonk, injure yourself or have a mechanical. I was really impressed by the spiderweb of trails at Hartman Rocks in Gunnison.	10/25/2018 8:35 PM
35	The trails are fun, but most of the riding I've done there lacks technical obstacles	10/25/2018 8:26 PM
36	Some longer more isolated loops.	10/25/2018 8:25 PM
37	Need more green trails	10/25/2018 8:00 PM
38	We ride the easiest trails there. Could always use more Green trails, but that's just us.	10/25/2018 8:00 PM
39	Not enough difficulty	10/25/2018 7:49 PM
40	I think the trail system is great, and the parking seems generally fine. But the camping is such a mob show. Seems like it needs some more active management (and more poopers).	10/25/2018 7:39 PM
41	I would like to see more technical features. I also ride the LL in GJ and love it for it's rocky tech to keep me on my toes.	10/25/2018 7:21 PM
42	Could use more blue options	10/25/2018 6:34 PM
43	Need more difficult trails, not just big jumps, but more technical stuff to separate advanced and beginners	10/25/2018 6:24 PM
44	More advanced trails needed. Jumps berms drops and such.	10/25/2018 4:49 PM
45	Would like a bit more technical riding.	10/25/2018 4:42 PM
46	More difficult trails please	10/25/2018 4:22 PM
47	Would like to see a great variety of trails by adding more trails at all levels.	10/25/2018 4:19 PM
48	More Jumps and tech! 18 road is very flowy. We want big jumps! & some steep, fast, loose tech would be nice.	10/25/2018 4:10 PM
49	Besides Veg we could use a few more greens	10/25/2018 4:10 PM
50	More black	10/25/2018 3:09 PM
51	more blues	10/25/2018 3:08 PM
52	Would like to see more difficult trails and alternative lines	10/25/2018 3:01 PM
53	More beginner/kid/family trails	10/25/2018 2:54 PM
54	Couple more green loops for kids	10/25/2018 2:48 PM
55	Need more greens to keep people off the blacks	10/25/2018 2:41 PM

North Fruita Desert Master Plan (18 Road Trails)

56	great area for beginners and intermediate, and lots of opportunity for more advanced/tech trails	10/25/2018 2:25 PM
57	More green/blue trails	10/25/2018 2:22 PM
58	For me, it's a good range of fun fast blues	10/25/2018 2:15 PM
59	Would be nice to see more technical trails and some proper jump trails	10/25/2018 2:13 PM
60	Maybe some extreme lines for the downers. Some free ride lines too. Keep them separate from your cross country or tires on the trail at all times riders.	10/25/2018 2:02 PM
61	With a 13-hour drive, I don't get to be super familiar with the trails, so I very much appreciate having a variety of trail difficulty, so I can ride something easier at first and then work my way up to more difficult.	10/25/2018 1:58 PM
62	More greens, please!	10/25/2018 1:46 PM
63	1-2 more techie trails would be a nice addition for 18Rd	10/25/2018 1:12 PM
64	More technical trails would be nice, but we have that at other locations where it fits in the character of the trail system better	10/25/2018 1:11 PM
65	Now that I'm older, I'd like to see more green trails.	10/25/2018 1:06 PM
66	More flowy intermediate. Great for kids and mellow riding	10/25/2018 12:51 PM
67	There are no 'black' trails at the area. The 'black' trails are all 'green/blue'	10/25/2018 12:43 PM
68	There is currently a good mix, I'd like to see more of everything. For me, personally more true blacks and double blacks would be great, but I enjoy the other levels too.	10/25/2018 12:26 PM
69	We visit Fruita many times a year for family bike trips. More kid friendly trails would be nice.	10/25/2018 12:20 PM
70	Love the flow but More technical trails would be great	10/25/2018 12:05 PM
71	Need more black/double black trails	10/25/2018 12:04 PM
72	Like to see some free ride areas as well as some more blue cross country trails	10/25/2018 11:33 AM
73	can't make the front side much bigger the back area off The Edge Loop is expandable	10/25/2018 7:31 AM
74	more blue-black	10/24/2018 9:19 AM
75	Need more mellow trails	10/24/2018 8:24 AM
76	Personally would like more technical trails like black diamond and double black diamond	10/24/2018 7:23 AM
77	The general landscape of 18 rd trails is not technical, what it is is fast and filled with flow. So we should embrace that and build more trails like Mojo with progressive jump lines.	10/24/2018 7:06 AM
78	More longer and jump/expert separate sections would keep crowds separate	10/23/2018 10:48 PM
79	It would be awesome to have a blue/black "jump" trail with big tabletops or doubles... Like Mojo's but with bigger jumps... Possibly need to be a wider trail	10/23/2018 9:16 PM
80	Something for everybody	10/23/2018 8:34 PM
81	Need more green and blue because they get ridden more than the blacks	10/23/2018 8:34 PM
82	Would like to see more intermediate and advanced trail development	10/23/2018 8:13 PM
83	No black trails unless it's xc no dh or freeride sections	10/23/2018 7:51 PM
84	Would like more blue green trails	10/23/2018 7:13 PM
85	Would like to see more challenging trails.	10/23/2018 7:07 PM
86	More black trails please	10/23/2018 4:00 PM
87	I see this area as being predominately beginner	10/23/2018 3:10 PM
88	Maybe some more technical trails but that's not really the nature of the area	10/23/2018 1:31 PM
89	I think the variety is fine, but there need to be more trails all together, especially more "up" trails. Too much traffic on Prime Cut.	10/23/2018 1:23 PM
90	More uphill trails would be a great addition, riding the road up isn't always fun. More black/technical options would be awesome!	10/23/2018 11:22 AM

North Fruita Desert Master Plan (18 Road Trails)

91	we need more tech trails and multi use trails for dual sport riders to access	10/23/2018 11:18 AM
92	More well thought-out trails will benefit the area	10/23/2018 11:00 AM
93	More technical trails would be nice	10/23/2018 9:59 AM
94	Variety is the spice of life. Good to ride all levels.	10/23/2018 9:49 AM
95	Need to consider a handcrank trail...wider than single track	10/23/2018 9:42 AM
96	Need more advanced and technical trails	10/23/2018 9:37 AM
97	Difficult to make "black" trails out there, but on average it is all green/blue	10/23/2018 9:33 AM
98	Would love to see more black and double black options.	10/23/2018 9:29 AM
99	Need more expert level trails. Especially technical trails	10/23/2018 9:22 AM
100	Need E mtb trails	10/23/2018 8:58 AM
101	Preponderance of mid skill level routes, not a bad thing, but we need expansion of low skill) routes, including proximate to campsites (kid oriented, skill loops) and perhaps between existing parking regions. Additional route development for event needs, with separate trails to serve events will be beneficial. Would like to see additional mileage of higher skill level trail, utilizing some of the grade and initial terrain at base of Bookcliffs. Opportunities exist for strategic connector routes to increase loop variety and opportunity in combination with existing - this good for addition of mid skill level mileage & connectivity. Consider broader connectivity benefits as well - westward towards Highline & eventually Koko/Rabbit Valley opportunities. Higher skill level opportunities (and some continued combo efforts with moto users, beyond Sarlac/Edge) exist in the northward terrian and drainages). Expand thinking beyond the southern shallow grade terrain.	10/22/2018 10:44 PM
102	Moore old school technical trails	10/22/2018 4:17 PM
103	Need more trails for kids	10/21/2018 7:45 PM
104	Need more trails	10/21/2018 12:20 PM
105	Go up the slope to make some steeper harder biking trails!	10/21/2018 8:06 AM
106	Please provide more blues	10/21/2018 6:49 AM
107	More super technical riding would awesome	10/20/2018 11:12 AM
108	More DH only trails needed and more challenging DH. Gets boring after 1 day.	10/20/2018 8:14 AM
109	Could use some harder and more technical trails.	10/19/2018 10:40 PM
110	Would be good to have some more technical trails but I understand that terrain doesn't have the rock features like other neighboring areas	10/19/2018 8:29 PM
111	More advanced trail please. Black and double black utilizing ridges	10/19/2018 4:45 PM
112	More black diamond	10/19/2018 2:57 PM
113	Need more directional, all current trails as descents, new climbing only trail. At least one aggressive trail	10/19/2018 2:33 PM
114	More black trails - with expert features	10/19/2018 2:32 PM
115	More harder trails!	10/19/2018 2:03 PM
116	There needs to be a little harder trails all seem to be blue green	10/19/2018 1:40 PM
117	This area would be improved with more Black trails	10/19/2018 12:46 PM
118	Kinda hard to repoy to connectivity given location of 18, same could be said for difficulty. These trails can only be so difficult given the area.	10/19/2018 9:54 AM
119	Would love to see a little more blues and blacks	10/19/2018 9:36 AM
120	More short beginner trails and progression trails needed.	10/19/2018 9:36 AM
121	Parking seems pretty good. It would be great to have more campground access. Busy times of year leave little option other than BLM which is tough if you're not in an RV of camper with bathroom. I'd like to see some reserveable camping as well as first come first serve for those that travel here on a wing and a prayer to get a spot.	10/19/2018 8:53 AM

North Fruita Desert Master Plan (18 Road Trails)

122	I'd love to see some tougher challenges. It's ok if lots of people have to walk a section. I like having tough sections to challenge me to get better.	10/19/2018 8:45 AM
123	The difficulty of the trails should be dictated by the terrain. If there is no natural black diamond terrain, trails of that level of difficulty should not be created.	10/19/2018 8:39 AM
124	There needs to be some more challenging trail for the rest of us experienced guys	10/18/2018 11:00 PM
125	Would love to see more black trails with rocky natural surfaces. Not machine built trails	10/18/2018 9:31 PM
126	Another green going down would be nice	10/18/2018 11:23 AM
127	If maybe a skills park or jump park?	10/18/2018 11:22 AM
128	Another easy trail would be nice for the kids, one that isn't ruined by the cows every winter that is	10/17/2018 10:19 PM
129	Would like some black trails	10/17/2018 9:32 PM
130	18 road is some of my favorite riding/camping in the state	10/17/2018 8:58 PM
131	More blue trails where you can ride UP and it's not looked down upon, like Prime Cut.	10/17/2018 8:44 PM
132	Needs more black, double black and freeride	10/17/2018 8:18 PM
133	Would like more tech if possible	10/17/2018 8:14 PM
134	Need tougher up then down trails with freeride features.	10/17/2018 8:04 PM
135	More difficult trails would be great	10/17/2018 7:22 PM
136	Need more like Kessel for beginners.	10/17/2018 7:12 PM
137	More green and black trails needed. More chunk and Gnar	10/17/2018 5:59 PM
138	More blues and blacks, more jump lines, more berms. Such an awesome system. More of the great stuff you guys already do!	10/17/2018 5:49 PM
139	Highly geared towards beginners, not enough variety to keep more skilled riders interested.	10/17/2018 5:12 PM
140	it seems as though trails are either easy or very strenuous and difficult. Not much inbetween	10/17/2018 4:36 PM
141	Interested in Gravel ride routes	10/17/2018 4:18 PM
142	More black and blue needed	10/17/2018 4:03 PM
143	When you look at the valley as a whole we are lacking beginner trails. Although the NFD has the majority of trails that I would categorise as beginner I would advocate for more of those trails and would enjoy seeing them designed with the cross country rider/runner in mind.	10/17/2018 3:52 PM
144	The area is good for flow trails.	10/17/2018 3:42 PM
145	Need more challenging trails	10/17/2018 3:33 PM
146	Not enough expert terrain.	10/17/2018 3:07 PM
147	Having another primary uphill other than Prime Cut would be beneficial. Zip-off/Western and Prime are the main ways up with several more ways down (Zippity/Joe's/Kessel/PBR/Chutes) causing you to have to ride the uphills multiple times and deal with a lot of traffic on Prime.	10/17/2018 2:53 PM
148	There aren't any truly difficult trails at 18 Road. Nor are there any true new-school flow trails. All trails pretty similar.	10/17/2018 2:36 PM
149	18 Road trails and surrounding Camping are the best in Colorado... Keep building progressive bike dedicated trails!	10/17/2018 2:34 PM
150	An advanced trail with mandatory jumps/drops & exposure (e.g. a combo of Zippity and MoJoe would be nice)	10/17/2018 2:28 PM
151	Would love to see some wood features	10/17/2018 2:12 PM
152	Double blacks, PLEASE! With freeride features.	10/17/2018 2:07 PM
153	more gnar please	10/17/2018 1:52 PM
154	More green levels for teaching my kids or friends that haven't ridden much. Kessel has seemed to take a beating because that's all there is for younger kids just starting out.	10/17/2018 12:40 PM
155	Needs more advanced/expert trails	10/17/2018 12:39 PM

North Fruita Desert Master Plan (18 Road Trails)

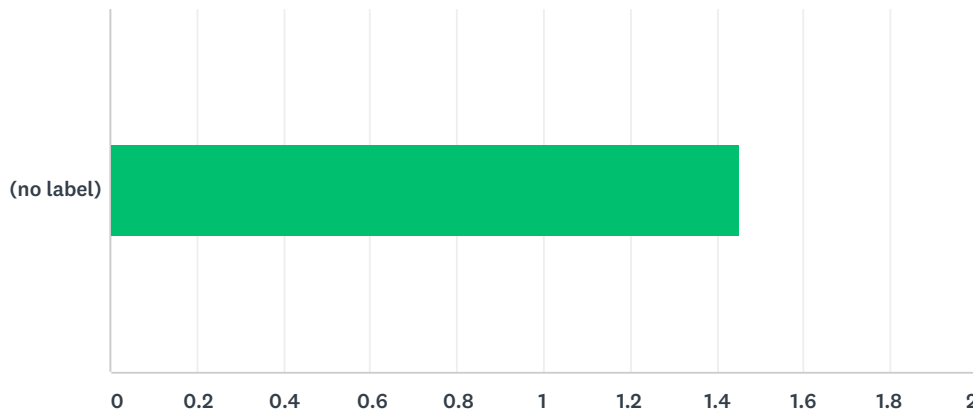
156	All about the bikers	10/17/2018 12:06 PM
157	More difficult trails needed	10/17/2018 10:32 AM
158	Good place for beginners to learn but nothing ochallenge experienced riders	10/17/2018 10:31 AM
159	Would like to see ladder or connector trails between existing trails	10/17/2018 10:10 AM
160	Need more black trails	10/17/2018 9:45 AM
161	This is the perfect spot for families and groups of friends. Contained with a central locaiton and something for everyone.	10/17/2018 9:41 AM
162	The variety of trail difficulty allows trail users of all skill levels to enjoy themselves.	10/17/2018 9:18 AM
163	I'd prefer to see more advanced level trails at NFD.	10/17/2018 9:10 AM
164	Need free ride or jumps. Big stuff.	10/17/2018 8:10 AM
165	Not everyone is a black diamond rider so as new trails are built this needs to be a consideration as the sport grows in popularity.	10/17/2018 8:04 AM
166	Build trails with rocks. Not everything needs to be smooth	10/17/2018 7:47 AM
167	Would love a little more technical riding	10/17/2018 7:31 AM
168	We need more black level technical trails. Really, if you ride, you know there are no true black level trails out there.	10/17/2018 7:25 AM
169	Longer loops	10/17/2018 7:24 AM
170	Need more difficult trails, all too easy	10/17/2018 7:12 AM
171	Beginner oriented	10/17/2018 7:05 AM
172	Not enough black/double black	10/17/2018 6:25 AM
173	I actually did not entirely understand questions 12-17	10/17/2018 5:58 AM
174	Need more technical trails	10/17/2018 4:51 AM
175	Needs more black	10/17/2018 4:32 AM
176	Good mix, but too many people on too few trails	10/17/2018 2:46 AM
177	Need more advanced jump lines	10/17/2018 12:43 AM
178	More technical and challenging trails, please!	10/17/2018 12:02 AM
179	More advanced trails would be nice	10/16/2018 11:03 PM
180	Good blue trails with doable climbs and extended descents are generally lacking in the entire valley relative to the amount of trails available.	10/16/2018 10:34 PM
181	More to options, more down options, more short spurts especially around the main camping areas	10/16/2018 10:27 PM
182	more purpose built trails mojos-PBR style also beginner loop at campground	10/16/2018 10:07 PM
183	Need more difficult trails. Black / double black	10/16/2018 10:07 PM
184	Needs more black diamond runs	10/16/2018 10:04 PM
185	Would like to see more technically challenging options, and more progression. Honestly this place rocks so I have no real qualms.	10/16/2018 9:50 PM
186	There are no black trails at 18rd.	10/16/2018 9:49 PM
187	Need a more kids friendly routes and to interconnect trails at the half way point. Plus another blue black free ride style trail	10/16/2018 9:27 PM
188	More or all type of trails would be ideal, short to medium length trails would be ideal (I feel like all but a couple of trails are short n length).	10/16/2018 9:27 PM
189	More advanced downhill trails.	10/16/2018 9:24 PM
190	Some trails are just not fun. They need more flow. More table tops with lips.	10/16/2018 9:22 PM
191	More green and blue, please!	10/16/2018 9:21 PM

North Fruita Desert Master Plan (18 Road Trails)

192	Need more of all but especially black	10/16/2018 9:00 PM
193	Could have much longer trails for beginners (my kids). Free lunch type play ground (my friends)	10/16/2018 8:59 PM
194	More technical features	10/16/2018 8:58 PM
195	More black or expert desperately needed.	10/16/2018 8:56 PM
196	This is the perfect area for a good mix of trails, there are enough beginner and intermediate level trails. Double black (expert level) trails would be amazing. It would take the area from playing 3rd fiddle to koko and lunch loops to the top. Create trails with large drops, wood features with drops, gap jumps, big berms, etc. This would be great for the community. Would bring a ton of traffic. Create play areas on said said expert trails similar to free lunch at the lunch loops. There would be a ton of interest in helping build a trail like this. I know I personally would donate a fair bit of money for a project like this, as would much of the riding community here.	10/16/2018 8:49 PM
197	More green and blue needed.	10/16/2018 8:47 PM
198	Need more advanced blue/black trails	10/16/2018 8:28 PM
199	There is not enough technical challenge in NFD. More trails needed in the rocky areas close to the Book Cliffs.	10/16/2018 5:28 PM
200	More jump trails	10/16/2018 2:55 PM
201	is black possible? idk	10/16/2018 2:49 PM
202	more blue it is a flow area	10/16/2018 2:45 PM
203	Need more beginner trails for families of mixed skill levels	10/16/2018 2:38 PM
204	Would be great to have more advanced trails!	10/16/2018 2:38 PM
205	harder trails please!	10/16/2018 2:08 PM
206	I want easy trails to ride. Not to learn to be better, but to ride for fun. And not to share as part of a more difficult route.	10/16/2018 1:59 PM
207	It'd be nice to see trails like Mojo and PBR but with more grade. Using the steep terrain at the foot of the bookcliffs to build a jump trail would be awesome!	10/16/2018 1:06 PM
208	harder stuff. a real jump trail	10/16/2018 12:11 PM
209	this is a great trail system that could greatly benefit with connectivity to other areas	10/16/2018 11:56 AM
210	More advanced flow/jump trails. It is some of the best terrain in the valley for it, and sorely underutilized.	10/16/2018 11:37 AM
211	Could use more blue & greens	10/16/2018 11:07 AM
212	Need more family friendly and long connector style trails	10/16/2018 10:49 AM
213	need more blue-ish black trails	10/16/2018 10:31 AM
214	Connector trail from 18 Rd to Highline State Park, without using currenty road system to do it.	10/16/2018 10:30 AM
215	Need more easy beginner, old fart, young kid trails.	10/16/2018 10:29 AM
216	Overall trail mix is pretty good, Additional trails in all skill levels would be great :)	10/16/2018 9:57 AM
217	More kid / beginner friendly trails	10/12/2018 3:10 PM
218	A lot of harder stuff.	10/11/2018 7:46 PM
219	Harder more technical downhill	10/11/2018 6:25 PM
220	Could use more intermediate trails	10/11/2018 6:17 PM
221	More for kids, especially going uphill to connect with Kessel's	10/11/2018 2:47 PM
222	More kids friendly trails	10/11/2018 1:00 PM

Q18 Presence of undesirable elements (such as litter, noxious weeds, pet excrement, etc.)

Answered: 879 Skipped: 114



	LOW	MEDIUM	HIGH	N/A	TOTAL	WEIGHTED AVERAGE
(no label)	61.21% 538	27.87% 245	7.85% 69	3.07% 27	879	1.45

#	PLEASE LIST WHAT YOU CONSIDER AS UNDESIRABLE ELEMENTS IN THE CORRIDOR	DATE
1	it honestly seems pretty clean there.	10/27/2018 11:28 PM
2	Pet excrement and sometimes scary cows	10/27/2018 4:43 PM
3	Litter	10/27/2018 3:12 PM
4	Pet waste, trash	10/26/2018 11:33 PM
5	Too much dispersed camping.	10/26/2018 10:23 PM
6	pet waste, litter,	10/26/2018 3:13 PM
7	People free camping and not respecting the single track nature of the trails	10/26/2018 2:05 PM
8	trash/litter in camping areas (more trash cans)	10/26/2018 2:02 PM
9	Litter	10/26/2018 1:56 PM
10	Trash	10/26/2018 11:36 AM
11	trail widening	10/26/2018 11:22 AM
12	Dogs off leash	10/26/2018 10:33 AM
13	noxious weeds	10/26/2018 10:16 AM
14	Driving off road.	10/26/2018 10:08 AM
15	Cow damage to rangeland and trails from massive overgrazing is an example of typical poor rangeland management and lack of recognition of the importance of maintaining proper rangeland use and dumping on recreational uses.	10/26/2018 9:35 AM
16	No perceived problem here	10/26/2018 9:26 AM
17	Too much traffic from people shuttling up the road to the campground	10/26/2018 8:09 AM
18	Weeds and dog poop/trash	10/26/2018 7:55 AM
19	I haven't come across much of anything	10/26/2018 7:36 AM
20	The bathroom is just so gross.	10/26/2018 6:45 AM

North Fruita Desert Master Plan (18 Road Trails)

21	Trash	10/26/2018 6:43 AM
22	Too many cars	10/26/2018 4:48 AM
23	Obnoxious sound from RV generators all night when dispersed camping.	10/26/2018 12:08 AM
24	Trash and feces	10/26/2018 12:05 AM
25	Strava whores not yielding to uphill riders	10/26/2018 12:01 AM
26	Pet excrement	10/25/2018 10:46 PM
27	Trash, pet excrement , creating lines around TRAIL obstacles	10/25/2018 10:46 PM
28	Fast drivers on the road	10/25/2018 9:31 PM
29	dog shit in bags is the worst of worst. Some ashat will bag their pet poo then leave the bag??!!	10/25/2018 9:21 PM
30	Human waste	10/25/2018 9:11 PM
31	Campers	10/25/2018 8:57 PM
32	Russian thistle can be terrible in some places.	10/25/2018 8:56 PM
33	Dogs, dog poo	10/25/2018 8:37 PM
34	So many people	10/25/2018 8:26 PM
35	Too many off leash dogs	10/25/2018 8:25 PM
36	Too many people camped all over the place and not respecting the area	10/25/2018 8:17 PM
37	litter	10/25/2018 7:53 PM
38	Litter and dog poop	10/25/2018 7:47 PM
39	Cow poop and cow ponds. :(10/25/2018 7:21 PM
40	Pet excrement, trash	10/25/2018 6:20 PM
41	Trash	10/25/2018 6:18 PM
42	Cows and their excrement	10/25/2018 5:31 PM
43	I can't the cows becaue they ruin the trails with their footprints in the mud then it dries and makes the trails bumpy	10/25/2018 5:30 PM
44	Lots of dog poop	10/25/2018 5:24 PM
45	Unleashed pets	10/25/2018 5:05 PM
46	Trash,excrement	10/25/2018 5:00 PM
47	Cow crap and hoof damage can be bad at times	10/25/2018 4:49 PM
48	Not enough camping.	10/25/2018 4:19 PM
49	Pet poop, trash, human waste, loud obnoxious tourists...	10/25/2018 4:10 PM
50	I haven't hit a trail where the Poop Fairy lives, so until then it would be nice for Dog owners to take care of it themselves.	10/25/2018 4:10 PM
51	Litter	10/25/2018 3:37 PM
52	CATTLE droppings and hoofprints.	10/25/2018 2:41 PM
53	pet excrement, litter	10/25/2018 2:25 PM
54	Trash	10/25/2018 2:22 PM
55	campground litter	10/25/2018 2:15 PM
56	Front Rangers	10/25/2018 1:11 PM
57	The cows destry the area, wish they weren't allow to graze there.	10/25/2018 12:53 PM
58	In the "wash" campgrounds, there is lots of human waste.	10/25/2018 12:51 PM
59	Dusty road, parking, and camping...	10/25/2018 12:43 PM

North Fruita Desert Master Plan (18 Road Trails)

60	Outside of the singletrack I regularly see truckloads of trash along side the dirt roads when I ride up from town or over from 21 road	10/25/2018 12:36 PM
61	Any litter or signs of consumption by humans is too much.	10/25/2018 12:20 PM
62	Dog poop on trail, trash around parking area	10/25/2018 12:19 PM
63	Weeds specifically thistle	10/25/2018 12:10 PM
64	Litter. Dog poop.	10/25/2018 12:01 PM
65	The influx of uninformed, messy, and inconsiderate people is alarming	10/25/2018 6:47 AM
66	Litter, noxious weeds, noise pollution	10/24/2018 9:04 PM
67	This area is visited by the most incredibly unfriendly, rude and obnoxious "campers" I've ever experienced. Most go here for very short rides, and mostly come to drink heavily and stay up all night long blasting music and being generally obnoxious. It is impossible to camp there, unless you are a drunken idiot.	10/24/2018 11:44 AM
68	weeds, litter	10/24/2018 9:19 AM
69	Seems to get wash-out erosion and lots of cow poop at certain times of the year, and trails beaten up by use of cows as cow trails. I'm not	10/24/2018 6:59 AM
70	Get cows off	10/24/2018 6:58 AM
71	Haven't encountered litter or dog poop... Just the good old fashioned cowpie	10/23/2018 9:16 PM
72	Improper trail use, rogue camp sites, trash	10/23/2018 8:46 PM
73	Too much resource damage in areas and road getting in is horrible for such a populated area	10/23/2018 8:34 PM
74	Trash.	10/23/2018 8:13 PM
75	Trash, litter	10/23/2018 7:42 PM
76	Cattle	10/23/2018 6:42 PM
77	Pet pop, trash.	10/23/2018 6:42 PM
78	Early spring some trails (vegetarian) are a little rough because of cattle trampling them, and lots of tumbleweeds.	10/23/2018 4:00 PM
79	Multiple trails developing for campground and bottom of PBR is terrible	10/23/2018 3:10 PM
80	litter	10/23/2018 2:15 PM
81	Cows	10/23/2018 1:42 PM
82	Too much dispersed camping outside of campsites	10/23/2018 1:31 PM
83	Trash in the bathroom, cow hoof marks all over the trails	10/23/2018 1:23 PM
84	Excrement	10/23/2018 12:56 PM
85	None	10/23/2018 11:52 AM
86	Cows destroy trails every year. Any way to move grazing area?	10/23/2018 11:28 AM
87	Liter from visitors especially non-locals	10/23/2018 11:13 AM
88	Depends on the week, this area can get crushed by mtn bikers from the Front Range. This explains fluctuations in my answers below.	10/23/2018 11:00 AM
89	That pit toilet stink.	10/23/2018 9:49 AM
90	Noise in the campgrounds	10/23/2018 9:41 AM
91	Tumbleweeds can choke the trails in the springtime. Cow poop and tracks can destroy the trails!	10/23/2018 9:33 AM
92	Trash	10/23/2018 9:22 AM
93	Toilets that are overused and unpleasant to even be near parking lot.	10/23/2018 9:14 AM
94	Dog poo	10/23/2018 9:12 AM
95	too many guns.....	10/23/2018 8:56 AM

North Fruita Desert Master Plan (18 Road Trails)

96	trash dumping, shooting debris (shells, targets - formal & informal), off-trail & off-road tracks - mostly truck/vehicle oriented,	10/22/2018 10:44 PM
97	Way too many campers in over flow area, side roads, and even the parking lot	10/22/2018 4:17 PM
98	lots deal with cattle issues. spring trails are beat up by cattle huffs and poop. some human influence	10/21/2018 8:11 PM
99	Dispersed camping is out of control	10/21/2018 7:45 PM
100	Not enough trash cans	10/21/2018 12:20 PM
101	Oil rigs, atvs	10/21/2018 8:06 AM
102	Trash	10/21/2018 6:49 AM
103	Litter.	10/20/2018 9:34 PM
104	Pet/human waste	10/20/2018 11:52 AM
105	Awful that the vault toilet was placed upwind of the parking lot, considering prevailing winds from the west.	10/20/2018 11:19 AM
106	The open camping below the main parking lot is out of control. People are not respecting the area	10/20/2018 11:04 AM
107	Would be nice if primitive camping was able to be more spread out.	10/20/2018 8:14 AM
108	Some trash and pet waste in camping areas and parking lot	10/20/2018 7:05 AM
109	Cows! They can graze throughout the whole valley, but we put them right on the busiest trails.	10/19/2018 5:12 PM
110	Damage from cows is most unpleasant	10/19/2018 10:04 AM
111	Is dependent on time of year.	10/19/2018 9:54 AM
112	Would be nice to get the cattle off	10/19/2018 9:36 AM
113	Pet/human waste would be a big turn off for me but I havent noticed it to be a big issue.	10/19/2018 8:53 AM
114	By far the worst aspect of 18 Road is the extremely poor condition of the access road. I HATE that road!! Endless huge washboard, potholes, and huge dust clouds. Simply stated, 18 Road will not be a world-class destination until this road is paved. All it needs is pavement all the way to the end like has been done near the parking lot. The grading done this summer has made things worse.	10/19/2018 8:39 AM
115	Extreme usage = trail damage	10/19/2018 7:15 AM
116	cattle impacts on trails	10/18/2018 9:22 PM
117	Need more bathrooms	10/18/2018 9:11 PM
118	No where to dump trash while day trip or camping,	10/18/2018 7:03 PM
119	Too many sprinter vans	10/18/2018 11:36 AM
120	tourists treating the area with disrespect, riding wherever they want, littering, cutting trails, camping wherever they want.	10/18/2018 11:19 AM
121	Overcrowded camping.	10/18/2018 9:31 AM
122	Noxious weeds	10/18/2018 8:22 AM
123	Braided trails	10/18/2018 5:27 AM
124	Beer cans and cigarette butts	10/17/2018 10:31 PM
125	Spring and fall random camping by prime cut	10/17/2018 10:19 PM
126	Too many people	10/17/2018 8:49 PM
127	Too many people.	10/17/2018 8:44 PM
128	Shooting / redneck trash in the blm zone to the east of 18 rd	10/17/2018 8:18 PM
129	Trash and poop	10/17/2018 7:22 PM
130	Burner trails	10/17/2018 7:12 PM
131	Only the trash in the dipsersed camping area	10/17/2018 6:28 PM

North Fruita Desert Master Plan (18 Road Trails)

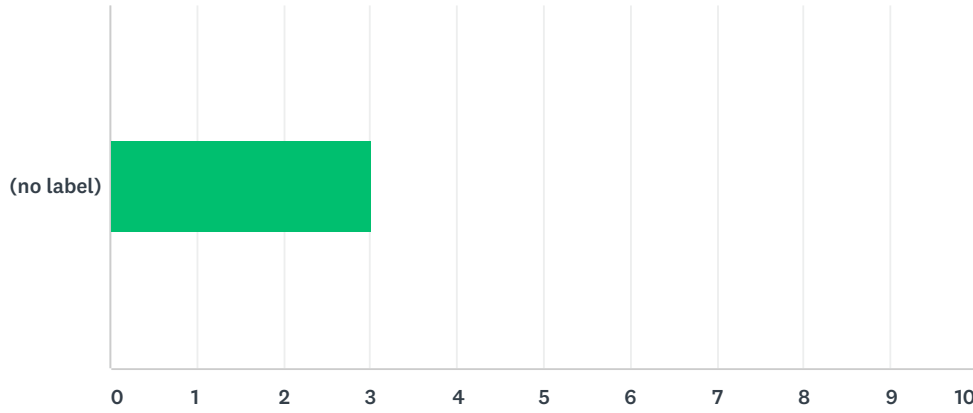
132	Cow hoofprints	10/17/2018 5:12 PM
133	human waste in the boon dock camping area is bad - trash there too	10/17/2018 4:36 PM
134	Cattle hoof prints	10/17/2018 4:18 PM
135	Cattle and shooting debris	10/17/2018 4:03 PM
136	Cows and their impact but there really isn't much to do to change that.	10/17/2018 3:52 PM
137	Cow damage, cow crap, pet excrement, trail damage from water, trail damage from irresponsible trail use, trail braiding, massive weed infestations (esp tumbleweed)	10/17/2018 2:36 PM
138	I have camped in the overflow with thousands of people and on Sunday evening was astonished that the area was empty and hardly a scrap was left... The people here are great at dispersed camping. Very responsible and very clean!	10/17/2018 2:34 PM
139	Dog and people waste (litter and poop)	10/17/2018 2:31 PM
140	Litter, (undisposed) pet waste	10/17/2018 2:28 PM
141	mainly weeds	10/17/2018 11:30 AM
142	Cow prints and cow pies	10/17/2018 10:54 AM
143	Dog poop.	10/17/2018 10:34 AM
144	Bikers	10/17/2018 10:20 AM
145	pet excrement, litter	10/17/2018 10:08 AM
146	pet excrement, litter	10/17/2018 10:04 AM
147	Trash left by campers	10/17/2018 9:56 AM
148	uncontrolled dogs in campground, not cleaning up after dogs (and I love dogs, I have a dog), cutting trails	10/17/2018 9:50 AM
149	Noxious weeds in camp, lack of trash receptacles	10/17/2018 9:41 AM
150	Trash from campers	10/17/2018 9:29 AM
151	There is some dog excrement but trash and transient campfires rings in the campground is the biggest problem.	10/17/2018 9:18 AM
152	too damn many people, few of whom grasp the concept of leave no trace.	10/17/2018 9:16 AM
153	Cow excrement, need port a potties in the overflow camping area	10/17/2018 8:44 AM
154	noxious weeds, uncontrolled parking, not enough enforcement presence in the campground.	10/17/2018 8:42 AM
155	Trash, too many people, so avoid the area	10/17/2018 8:35 AM
156	I would consider litter and pet waste which I consider very low in the area	10/17/2018 8:29 AM
157	Do oil jacks count?	10/17/2018 8:06 AM
158	litter and pet excrement	10/17/2018 7:52 AM
159	Litter& Pet Excrement	10/17/2018 7:06 AM
160	Trash	10/17/2018 6:26 AM
161	trash	10/17/2018 5:58 AM
162	Unleashed pets on trails	10/17/2018 5:19 AM
163	Cows	10/17/2018 12:02 AM
164	pet poop; super stinky toilets	10/16/2018 11:23 PM
165	trail braiding / erosion / weeds	10/16/2018 11:02 PM
166	Manure = yuck	10/16/2018 10:34 PM
167	CATTLE, camping outside of campground, need a second established area to camp or expand upper	10/16/2018 10:07 PM
168	Litter	10/16/2018 9:58 PM

North Fruita Desert Master Plan (18 Road Trails)

169	litter	10/16/2018 9:49 PM
170	Decent amount of non-native weeds and social trailing/campsites in dispersed camping area.	10/16/2018 9:37 PM
171	Social trails	10/16/2018 9:36 PM
172	Litter.	10/16/2018 9:31 PM
173	Sometimes the un-designated camping gets a little out of hand. I don't see why free camping can't be at specified sites with occupation limits.	10/16/2018 9:27 PM
174	Cows!!!	10/16/2018 9:17 PM
175	Pet excrement, litter	10/16/2018 9:11 PM
176	We camp at the BLM area. No complaints	10/16/2018 9:05 PM
177	Improper trail use, rogue camp sites	10/16/2018 8:51 PM
178	Crowding of main arteries, only one ST climbing route, Cows	10/16/2018 8:48 PM
179	Cow shit. Cow punched. A rec/economic resource should not be grazed like it is.	10/16/2018 8:47 PM
180	Shooting trash left behind	10/16/2018 8:41 PM
181	Dogs	10/16/2018 8:32 PM
182	Human and pet waste, garbage	10/16/2018 8:28 PM
183	Bathrooms need better attention on busy weekends	10/16/2018 8:27 PM
184	COWS!!! Dust!!! Strava users from Boulder! For gosh sakes pave the road ALL THE WAY!	10/16/2018 5:28 PM
185	litter	10/16/2018 4:38 PM
186	Cow...it's hard to do sustainable maintenance with them present	10/16/2018 3:05 PM
187	super clean!	10/16/2018 2:38 PM
188	trash	10/16/2018 1:59 PM
189	all of the people campign and leaving human waste/petwaster and some litter in the vaqley east of the parkign lot is out of hand	10/16/2018 11:56 AM
190	Pet excrement	10/16/2018 11:47 AM
191	litter, cow tracks	10/16/2018 11:37 AM
192	The access road leading to the NFD is atrocious and by far the most undesirable element of every trip to the North Fruita desert.	10/16/2018 11:04 AM
193	There are several areas that have become dumping grounds for trash and the BLM does nothing to clean it up.	10/16/2018 10:49 AM
194	very clean area	10/16/2018 10:31 AM
195	Trail Nazis	10/16/2018 10:30 AM
196	Cow poop & tracks	10/16/2018 10:29 AM
197	Shanty town camping along the road in undesignated areas	10/12/2018 3:35 PM
198	Cattle and their watering holes	10/11/2018 7:19 PM
199	Overflow camping area needs addressing. Trail braiding on Prime Cut	10/11/2018 5:16 PM
200	Weeds and cow pie	10/11/2018 4:46 PM
201	Cow pies, dog poop, trash	10/11/2018 4:27 PM

Q19 Overall Ecosystem Health of North Fruita Desert Recreation Area

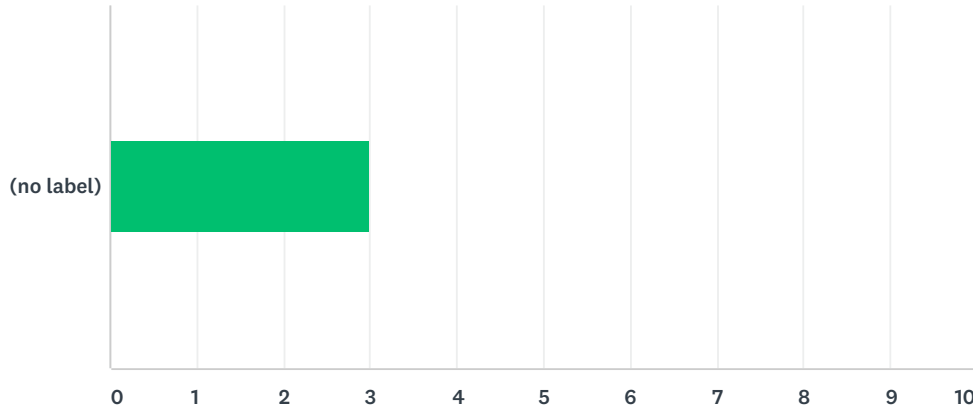
Answered: 880 Skipped: 113



	VERY UNHEALTHY	SOMEWHAT UNHEALTHY	HEALTHY	VERY HEALTHY	UNSURE	TOTAL	WEIGHTED AVERAGE
(no label)	2.05% 18	22.27% 196	57.95% 510	7.05% 62	10.68% 94	880	3.02

Q20 Level of crowding on trails

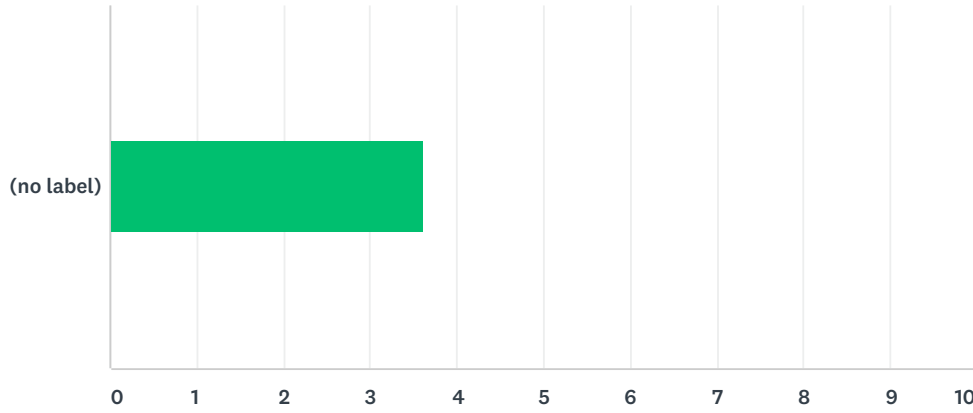
Answered: 881 Skipped: 112



	VERY LOW	LOW	MODERATE	HIGH	VERY HIGH	TOTAL	WEIGHTED AVERAGE
(no label)	1.82% 16	23.04% 203	53.58% 472	17.14% 151	4.43% 39	881	2.99

Q21 Level of crowding in campgrounds

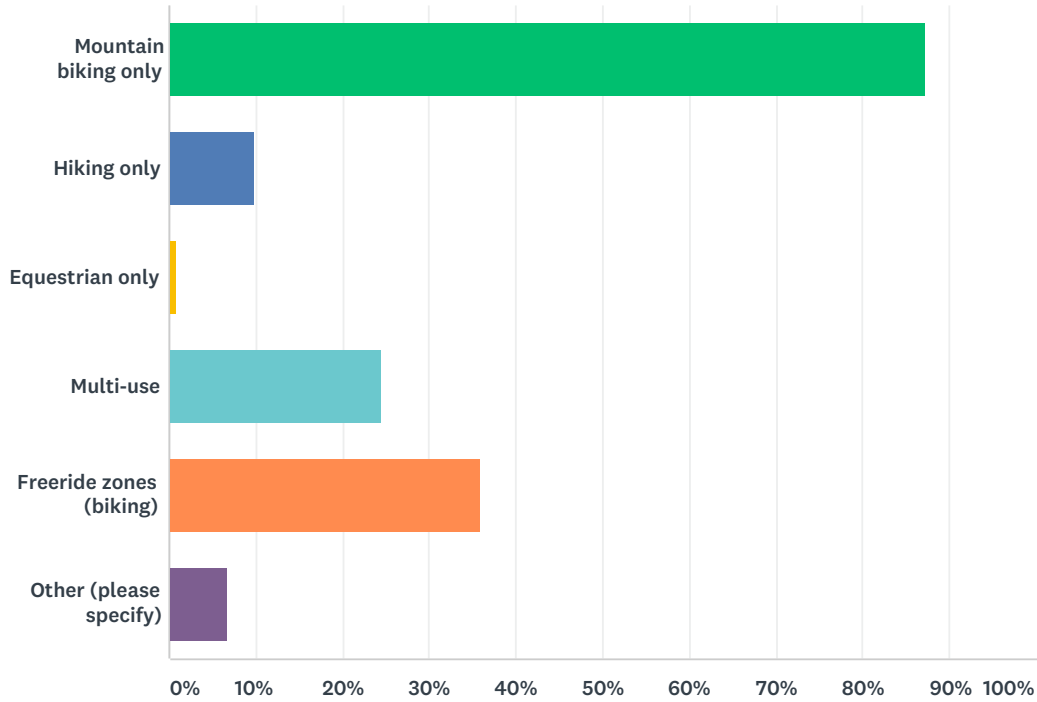
Answered: 812 Skipped: 181



	VERY LOW	LOW	MODERATE	HIGH	VERY HIGH	TOTAL	WEIGHTED AVERAGE
(no label)	0.86%	8.74%	36.82%	34.36%	19.21%	812	3.62
	7	71	299	279	156		

Q22 What types of trails would you like to see more of?

Answered: 873 Skipped: 120



ANSWER CHOICES	RESPONSES
Mountain biking only	87.17% 761
Hiking only	9.74% 85
Equestrian only	0.92% 8
Multi-use	24.51% 214
Freeride zones (biking)	36.08% 315
Other (please specify)	6.64% 58
Total Respondents: 873	

#	OTHER (PLEASE SPECIFY)	DATE
1	I like the IDEA of multi-use trails, but people around here can't seem to play nice together, better to seperate them.	10/27/2018 4:45 PM
2	More singletrack motorcycle trails. Not ATV.	10/26/2018 10:48 AM
3	A moto trail connecting up to the Bookcliffs would be nice. There may be some undocumented but I haven't found them.	10/26/2018 7:41 AM
4	Good balance already	10/26/2018 12:11 AM
5	I'm all for multi use trails, my main activity is mtb but I'm psyched to see others using the trails as well	10/25/2018 9:53 PM
6	Hiking would be nice so my friends and family that don't bike would be more interested in coming out to camp with us.	10/25/2018 7:25 PM
7	Tails for small kids	10/25/2018 4:28 PM

North Fruita Desert Master Plan (18 Road Trails)

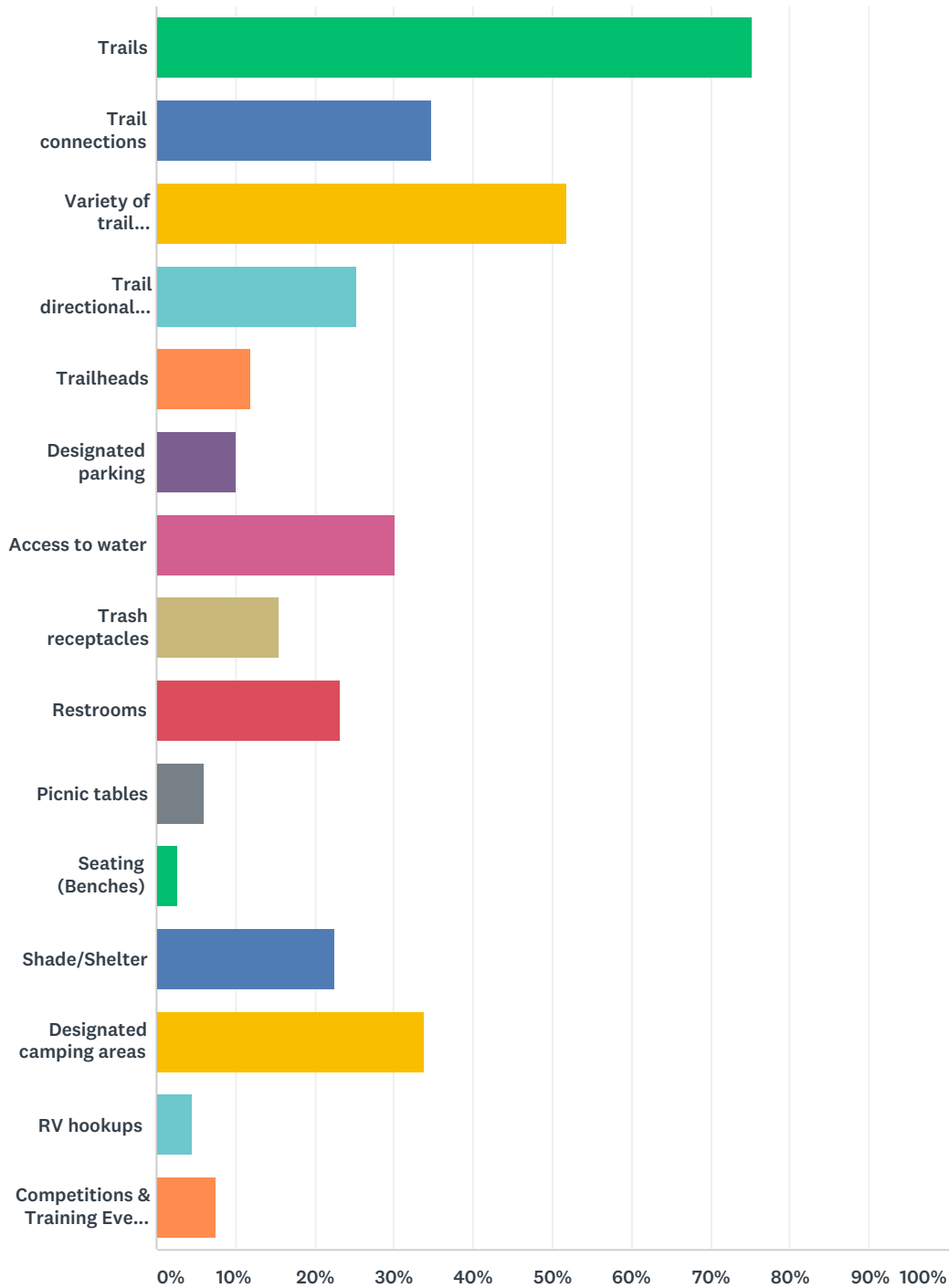
8	Biiiiiiiiiiiiig Jumps	10/25/2018 4:11 PM
9	Actual specific freeride zones would be awesome. It's something that is lacking across Colorado except in lift access bike parks. A decent freeride Park would make fruita a much more appealing destination and something I would travel to frequently	10/25/2018 2:17 PM
10	Bike park	10/25/2018 2:06 PM
11	M	10/25/2018 12:16 PM
12	For Multi-use this would be motorized single track in the area off Coal Canyon Rd.	10/25/2018 11:36 AM
13	ATV Trails	10/24/2018 7:20 AM
14	Hike and bike	10/24/2018 6:59 AM
15	None, there's enough out there	10/23/2018 8:37 PM
16	E-bike	10/23/2018 6:59 PM
17	It's already mtb heavy. That's what folks come for.	10/23/2018 9:14 AM
18	A skills park would be awesome to have.	10/23/2018 9:04 AM
19	E mtb	10/23/2018 9:02 AM
20	Preponderance of mid skill level routes, not a bad thing, but we need expansion of low skill) routes, including proximate to campsites (kid oriented, skill loops) and perhaps between existing parking regions. Additional route development for event needs, with separate trails to serve events will be beneficial. Would like to see additional mileage of higher skill level trail, utilizing some of the grade and initial terrain at base of Bookcliffs. Opportunities exist for strategic connector routes to increase loop variety and opportunity in combination with existing - this good for addition of mid skill level mileage & connectivity. Consider broader connectivity benefits as well - westward towards Highline & eventually Koko/Rabbit Valley opportunities. Higher skill level opportunities (and some continued combo efforts with moto users, beyond Sarlac/Edge) exist in the northward terrian and drainages). Expand thinking beyond the southern shallow grade terrain.	10/22/2018 11:03 PM
21	No new trails	10/20/2018 10:40 PM
22	double black diamond mountain bike trails.	10/19/2018 4:46 PM
23	Coming from the east coast where multi use leaves out motorized users it is nice to see this here. But understand that in certain situations single user trails also have their place.	10/19/2018 9:59 AM
24	My kids and I ride bikes while my wife prefers hiking. Highly skews my se;ections.	10/19/2018 8:55 AM
25	One way Climbing and decending	10/19/2018 7:19 AM
26	Challenging natural single track	10/18/2018 9:35 PM
27	Downhill Specific	10/18/2018 12:05 PM
28	Dirt bike singletrack	10/17/2018 5:13 PM
29	Long gravel routes around the Book Cliffs	10/17/2018 4:20 PM
30	Expert and double diamond	10/17/2018 3:09 PM
31	Braided trails! Kessel, PBR, and MoJoe would be great candidates for a trail that has optional lines with small to large features allowing people of different skill levels to weave around each other selecting which feature is their size. Great for families! Great for friends! Great for everybody! and So much fun... check out: "Bear Paw Poppey Trail" in St. George, UT for a reference.	10/17/2018 2:47 PM
32	Road bike routes	10/17/2018 2:39 PM
33	Motorized single track	10/17/2018 10:32 AM
34	e-bike trails that keep their motors off the non-motorized trails	10/17/2018 10:13 AM
35	More black to double black trails	10/17/2018 10:06 AM
36	Ohv	10/17/2018 8:34 AM
37	Build trails with rocks	10/17/2018 7:49 AM
38	Little kid pump track	10/17/2018 7:37 AM

North Fruita Desert Master Plan (18 Road Trails)

39	Motorcycle singletrack	10/17/2018 7:27 AM
40	Please dear god, make post directional signs for Mojo, Kessel, and Prime cut.	10/17/2018 7:26 AM
41	Not all trails, but both Hikers/runners and bikers enjoy a few trails specific to their sport ie Foot travel only, Bike only	10/17/2018 7:23 AM
42	keep it MTB specific please	10/16/2018 10:13 PM
43	Flow	10/16/2018 9:57 PM
44	Directional mtb trails	10/16/2018 9:48 PM
45	Jumps, flow	10/16/2018 9:46 PM
46	More uphill only trails to access PBR, Kessell & Joe's without riding road. Prime Cut gets very congested.	10/16/2018 9:41 PM
47	Kids rue or small Puno track style loop. Probably close to bottom parking lot	10/16/2018 9:28 PM
48	No motos north of the "moto zone"	10/16/2018 8:56 PM
49	Climbing, prime cut is it.	10/16/2018 8:54 PM
50	Free ride zones with BIG features. 18 rd would be the perfect place for large wood features. Happy to donate money to see this happen!	10/16/2018 8:52 PM
51	Advanced trails	10/16/2018 8:29 PM
52	Class 1 E-bikes are acceptable. And don't destroy the moto trails in the eastern part to make more bike trails. Make both!	10/16/2018 5:47 PM
53	Running trail (dirt) where mountain lions aren't an issue. locals scare me w/ stories lol i currently run monument, close to blm	10/16/2018 2:40 PM
54	Easy mtn biking and hiking.	10/16/2018 2:04 PM
55	Dirt bikes and mtb can get along	10/16/2018 12:14 PM
56	Capitalize on the rolling terrain, lack of rocks, and extended sight lines for more advanced jump trails	10/16/2018 11:40 AM
57	The north Fruita desert 18 road trails should be opened to e-bikes.	10/16/2018 11:08 AM
58	Kid friendly area near campground	10/11/2018 5:22 PM

Q23 What would you like to see more of at North Fruita Desert (18 Road Trails)? Choose your top 3.

Answered: 870 Skipped: 123



ANSWER CHOICES	RESPONSES	
Trails	75.29%	655
Trail connections	34.83%	303

North Fruita Desert Master Plan (18 Road Trails)

Variety of trail difficulty	51.95%	452
Trail directional signage/maps	25.40%	221
Trailheads	11.95%	104
Designated parking	10.11%	88
Access to water	30.23%	263
Trash receptacles	15.40%	134
Restrooms	23.22%	202
Picnic tables	6.09%	53
Seating (Benches)	2.64%	23
Shade/Shelter	22.64%	197
Designated camping areas	33.79%	294
RV hookups	4.60%	40
Competitions & Training Events area	7.47%	65
Total Respondents: 870		

Q24 If needed, please take the space below to describe your desired additions or improvements to North Fruita Desert Recreation Area (18 Road Trails).

Answered: 290 Skipped: 703

#	RESPONSES	DATE
1	The above are self explanatory, but another big thing that's keeps me and friends from going out is washboard road.	10/28/2018 10:02 PM
2	More trails please or perhaps another trail system that connects to 18 rd either direction such as 21 rd. More paid camping spots to help control damage to the lower portion from campers. One more access up since prime cut is turning into a highway. Great trails but being loved to death.	10/28/2018 7:11 PM
3	I thought it was all good last visit. Did not feel crowded, good bathrooms and parking. Clear signage. Amazing trail experience - some unique rides there for sure.	10/27/2018 7:49 PM
4	You can't have enough information. The visitors need all of the help they can get.	10/27/2018 4:45 PM
5	I love 18 Road just the way it is. My biggest concern is that there is only the one public restroom (not including the ones at the designated campground). We have bought TP to supply in the restroom because of the availability of TP when we're camping. The trail conditions are so fragile-please don't increase the amount of equestrian access. I also appreciate that e-bikes are not permitted on the trails.	10/27/2018 9:22 AM
6	More camping sites	10/27/2018 8:19 AM
7	Love the area the road in is at times really rough. Last time we were there it was fine. That would be my top concern. Can it be paved?	10/26/2018 10:36 PM
8	Camping really needs to be controlled. The desert is being damaged by people that dont understand the impacts of camping all over the place. The free camping also promotes higher usage on the trails which also causes damage to the trail system.	10/26/2018 10:26 PM
9	I feel that a few more bathrooms and trash cans would help the area immensely, especially during peak seasons. I also think a high presence of dog bags and bins for those would be helpful in encouraging everybody to pick up after their dogs.	10/26/2018 5:37 PM
10	Longer beginner and intermediate trails.	10/26/2018 5:33 PM
11	People randomly camping can be an issue. There could be much more respectful cycling information such as directional info, keeping single track single, no e-mtb, and some enforcement/education presence from officials.	10/26/2018 2:08 PM
12	Areas set aside for free dispersed camping.	10/26/2018 1:50 PM
13	Maybe extend the blm free camping. You should build a new trail every year. That place is amazing but there is only prime cut to get up to anything. Chutes is too difficult for my group so we are left with only a couple choices that are fun and worth riding. I'd love more trails that are fun to choose from. There is a huge opportunity to make some awesome trails like St. George, Arizona and Moab has.	10/26/2018 1:00 PM
14	See above—s/d and sarlac-edge	10/26/2018 11:39 AM
15	To me, 18 road seems appropriately sized in terms of campground size and trail network size, with the exception of weekends in the spring. I don't believe one can be increased without increasing the other, as more trails will create more demand for camping and more camping will create more demand for trails.	10/26/2018 11:38 AM

North Fruita Desert Master Plan (18 Road Trails)

16	Love love love this area and have been coming multiple times a year since 2002. Obviously during that time the area has seen more usage. The trails tend to spread the people out well and crowding is not too much of an issue on most trails. Prime cut as the climb trail sees the most crowding, as does Kessel since it's in the middle of the campgrounds. The campgrounds get extremely crowded on weekends and overflow camping becomes tent city in the valley. Perhaps more developed campsites and access on the east side (like by vegaterian and whatnot) would be beneficial.	10/26/2018 11:26 AM
17	Access from the west. Pave roads.	10/26/2018 10:48 AM
18	Please put in a 18 hole disc golf course and ban RV's over 25'	10/26/2018 10:34 AM
19	We need a system of beginner-intermediate flow trails with some challenges so that families and others can enjoy the area for an extended time period. Right now it takes about 1-1.5 hrs to ride all the trials that are flow.	10/26/2018 10:19 AM
20	The road to TH should be paved, real pavement. Too much traffic for the road as is. And need more camping, both here and at Koko's.	10/26/2018 9:40 AM
21	More trails for beginner and moderate skill level riders	10/26/2018 9:28 AM
22	Would like to see more beginner level trails.	10/26/2018 8:57 AM
23	More trails would be great with similar difficulty as currently. I think trails on the east side feel a little disconnected. More parking at the top in case shuttling is busy. Thanks for looking to improve the riding there.	10/26/2018 8:48 AM
24	As mentioned earlier, we need trails for casual and beginning riders. In order to develop cyclists who can enjoy blue and black trails, we need singletrack trails where they can learn the skills and gain fitness while still having fun. Some cyclists, though, will only ever want to ride on easy, singletrack trails; considering that Fruita has become an active retirement destination, there may already be a significant latent demand for these kinds of trails. As it is now, new riders go from the Riverfront Trail to Prime Cut, without much in between to gain the skills needed to enjoy mountain biking. However, since that's not the kind of trails the tourists come here for, these local cyclists have been ignored when it comes to trail development.	10/26/2018 8:33 AM
25	More motorized singletrack	10/26/2018 8:07 AM
26	I happen to only go when the rest of the from range is over in Fruita, so I am not sure what it is like during the low season.	10/26/2018 7:57 AM
27	Definitely believe a flow jump trail would be a great addition. PBR and MoJoe teases with some small stuff, but a gradual flowing table top trail would be awesome. Although I would imagine with the NFD dirt, frequent maintenance would be necessary. I do believe there is plenty of potential not yet being utilized.	10/26/2018 7:41 AM
28	More climbing/ridge routes	10/26/2018 7:17 AM
29	Water. More camping.	10/26/2018 6:56 AM
30	A structure of sorts to act as a wind break and to provide shade using materials that would match / add to the landscape, not be an eye sore. The dirt road that 18 Rd turns into as you enter BLM needs to be better maintained.	10/26/2018 6:51 AM
31	Pave the main road.	10/26/2018 6:21 AM
32	1) more miles of mtb trails 2) bike-in camping	10/26/2018 4:31 AM
33	A small bike park/pump track loop at the bottom, close to parking, where kids can hang out and practice. Ban RVs running their generators at night.	10/26/2018 12:17 AM
34	More flow/speed on designated trails that are appropriately labled. Also technical trails would be a plus. I love the area but prefer riding lunch loop or horse thief for tech and flow.	10/26/2018 12:11 AM
35	Improved Toilet design, stench is bad Remote web cam of lot for previewing crowd before driving out We don't camp there any more, like the hookups at Robb state park in town with reservations. I paved road is a crapshoot- sometimes graded and mag'd, other times super dusty and always people driving too fast- wow I'm getting old.	10/26/2018 12:11 AM
36	Please no RV hookups. The camping gets so crowded. start an online reservation system please!	10/25/2018 11:23 PM
37	Designated camping areas have always been the greatest challenge to staying and riding 18 mile rd area	10/25/2018 11:11 PM

North Fruita Desert Master Plan (18 Road Trails)

38	Going there less based on crowds.	10/25/2018 10:30 PM
39	Longer loops accessing the amazing terrain around this zone	10/25/2018 9:53 PM
40	Trail signage is GREAT— Keep this up It would be great to have a bike repair self-station at lower and upper parking lots A shuttle service to take riders from lower lot to top would be nice to eliminate the yahoos overloading their trucks and speeding up the road Lots more toilet paper in the bathrooms	10/25/2018 9:44 PM
41	Fewer people would be nice . If you develop more than it will get more crowded	10/25/2018 9:37 PM
42	More trails is always good. Trail connectors could give more ride options. More parking for spring and fall surges.	10/25/2018 9:35 PM
43	I desire no further development. It's one of the last places left that is beautifully underdeveloped	10/25/2018 9:24 PM
44	I love Fruita	10/25/2018 9:21 PM
45	Close the area to all camping.	10/25/2018 8:58 PM
46	Downhill trail(s) between Zippity Doo Dah and Western Zippity. -Extend Frontside to Chutes & Ladders and Edge Cut-Off intersection. -Downhill trail(s) off of Frontside extension to/through Vegetarian. -Downhill trail(s) off of Edge Cut-Off to/through Edge Loop. -Eventually, extend downhill trails further south towards boundary; create lower trailhead with a climbing trail to overflow camping. -If creating more paid camping, have tipi rental sites. -Create a multi-bay shooting range with shade and tables.	10/25/2018 8:52 PM
47	Stop the shuttles. Too many people just shuttling to ride downhill having an enormous impact on the trails and lots of noise. Campgrounds getting too full too. Overall impact is intense.	10/25/2018 8:42 PM
48	More dispersed camping	10/25/2018 8:39 PM
49	It really comes down to camping. I've recently started using the distributed area on the south east side. I'd love to see a couple of old toilets down there but also expanded designated camping as well. I think the area has gone past critical mass with regard to being a secluded desert experience, but I also think it's OK. There is a wonderful vibe when it is crowded of people all their enjoying the same thing, respectfully.	10/25/2018 8:38 PM
50	Trails are becoming very crowded.	10/25/2018 8:26 PM
51	I think like most everything that's great word has gotten out about 18 rd. There are multiple types of users trying to use the same area. I found it very unsettling to see people practicing with guns right off the side of the road. I had stopped going to Moab for a long time because sharing the trails with 4x4 and dirt bikes was not fun anymore. So Moab made lots of new trails and designated those areas for either 4x4 dirt bikes or exclusively mtn bikes. I think that approach benefits everyone.	10/25/2018 8:22 PM
52	We travel to Fruita from St Louis at least once per year, try to make it twice a year. we come for the mountain biking and love it. There are 3 of us ladies, ages 55-65, so we aren't super bikers, but we still enjoy the trails. Would love more green trails but you have to please everyone, and we are just tourists. We are happy riding your easiest trails at 18 road and Kokopelli. We don't camp, instead we rent a house. We always try to shop local, eat at the local restaurants and do our part to contribute to the local economy. Would love to relocate when I retire.	10/25/2018 8:05 PM
53	More loops and connections, 30+ more miles of MTB trails of all levels, less up only via road or prime cut, larger parking with pump track/bike park for place for kids and adults to hang out that aren't camping, more designated campsites with collection of fees covering costs and going towards maintenance of trails and more purpose built trails, event space and trail system fit to host races with various routes—able to host events like Fat Tire Festival as it grows and the high school championships.	10/25/2018 7:56 PM
54	Trail connected to 18 Road entrance of 18 Road trails.	10/25/2018 7:50 PM
55	I think WAY more camping is necessary and quite possibly another day use parking area with shade and a toilet. I've also seen HUGE campers trying to pull in and out of tiny spots on the camp ground and congesting the camp areas, making access to camp sites more difficult. As much as I dislike regulations, I feel like there should be an enforcement to how many cars, campers you can have at each spot. Over all, no complaints. We LOVE the FUCK out of 18 Road. Thanks for all you do. Ride on!	10/25/2018 7:25 PM
56	18 road is good but more trail head facilities would be useful. Check out the 7staines or Coed Y Brenin in the UK. That said I loved riding in Fruita and hope to come back	10/25/2018 6:37 PM

North Fruita Desert Master Plan (18 Road Trails)

57	Need more camping spots badly, and more parking for them. Not all of us can go on Thursday am to get a campsite!	10/25/2018 6:25 PM
58	Historically the things that have always bugged me are the crap road leading to NFD, having to ride the same boring trails up to connect to other trails, and the connectivity of trails issues. Also, would be best to have an emergency phone available for this area as the cell reception isn't so great out there. In general, Fruita needs to have more local dawn and dusk trail stewards. This will cut down on the illegal camping of both NFD and Kokopelli trail systems, educating about trail conditions and what trails are rideable and when, as well as the discouragement of movement of rocks and structures on the trails by individuals who know nothing about trail work. Limits on camping should be looked at throughout Fruita with the recent influx of homeless hanging out at the rivers edge on the new section of the Kokopelli river trail system, and their presence for long periods of time in NFD area. Thanks to all who took the time to put this survey together and for caring about our local culture, trails, and progressive movements forward as being one of the most amazing places to live and celebrate the outdoors. You are all greatly appreciated!	10/25/2018 5:58 PM
59	Love it but it's getting overused. More parking and more trash cans are needed. More campsites also. I'll pay more.	10/25/2018 5:52 PM
60	Paved road to area.	10/25/2018 5:35 PM
61	Don't neglect chutes and ladders please! It needs maintained as it's my favorite trail!	10/25/2018 5:35 PM
62	I love 18 road... if anything I would ask that road maintenance be done because it takes a long time to get out there due to the bumpy road. Also if would be cool if you guys made new bike trails	10/25/2018 5:32 PM
63	More shade would be nice for families taking turns riding	10/25/2018 5:25 PM
64	The paved road going in needs some serious help .	10/25/2018 4:33 PM
65	Even hookups, trash and more camping would be nice	10/25/2018 4:30 PM
66	Our family loves the area...and there is simply not enough camping. Please add more camping and more Mt. biking trails. Thank you.	10/25/2018 4:22 PM
67	Training Events/Race sections	10/25/2018 4:12 PM
68	Let's get some big jumps down those mountains! Fruita Rampage Course!!! Overall love 18 roads. Campgrounds get filled quick - some more of those would be nice.	10/25/2018 4:11 PM
69	Improve the road more. Make more trails and camping areas. Connect to town?	10/25/2018 3:28 PM
70	I have always enjoyed the seclusion of the 18 Rd Trails and camping. I own a truck/slide in camper, so I typically camp for free in the large area below the parking lot. It would be great to retain this free area for group or self sufficient campers, like myself. It would also be great to have some more technical features and A and B line choices.	10/25/2018 3:10 PM
71	It's a great place but usually when I visit in the spring crowding is a problem. Parking lots, outhouses etc... are usually packed and full of people. Some trail junctions (like where you come up prime cut and turn to pbr) are sometimes very crowded.	10/25/2018 3:06 PM
72	Honestly, better camping options that don't require 6 month advance reservations, some more tech to the trail designs otherwise keep it up.	10/25/2018 3:00 PM
73	Keep the cattle off public lands. More green trails to keep beginners off the hard trails. Difficulty signage for joes/ zip/ etc to discourage beginners	10/25/2018 2:43 PM
74	Nicer restroom! Another easy way up like prime cut.	10/25/2018 2:24 PM
75	Move some of the larger campgrounds for larger vehicles downhill and away from tent campers....way too many people are bringing generators out there and it's killing the peace at night.. Keep RV's and other large vehicles closer to the bottom of the trail system and keep the upper campground for tents/small vans only.	10/25/2018 2:18 PM
76	Freeride zone with well built jumps and drops.	10/25/2018 2:17 PM
77	Keep the dogs of the trails. It's crowded enough without wandering dogs with no trail etiquette. A bit more trails of the free ride and downhill variety to keep those extreme folks off the typical "wheels on the ground at all times" riders.	10/25/2018 2:07 PM
78	A shaded area with access to water and rest rooms at the top of the hill would be great. An expansion of the parking lot would also be good. If you add these things I think you need to expect more use ...so then you might want to add more trails. ☺	10/25/2018 2:06 PM

North Fruita Desert Master Plan (18 Road Trails)

79	More challenging trail and more campsites.	10/25/2018 2:01 PM
80	Access for larger RVs	10/25/2018 1:51 PM
81	Additional parking or something in place to keep people with trailers taking up multiple spots.	10/25/2018 1:25 PM
82	RC Airplane Airstrip would be awesome addition	10/25/2018 1:11 PM
83	Have always loved it - visit Fruita 6 times per year. Each year has become busier, for good or for bad. My most recent trip in mid October was the busiest I've ever seen 18 road. There were tents, RVs, bikes everywhere. Bike tracks were off the trail (especially on Prime cut) all over the place. It was worse than a Saturday in the front range. A lot of the more used trails have become a victim of Fruita's own success. Happy that it's a thriving town, sad that it's at the cost of the trails.	10/25/2018 12:59 PM
84	Please leave the free camping free. Don't make the area on the east side of the road paid camping with a very limited number of spots. Remove the cattle and this keep them from destroying the trails. Develop the far eastern trail areas more, creating more XC trails that are longer, not just downhill blow your load kinda stuff. Lastly, keep it free, please.	10/25/2018 12:56 PM
85	I think more restrooms/trash receptacles would cut down on human waste and trash. More designated camping areas might help with some of the chaos in the undesignated campground area.	10/25/2018 12:53 PM
86	Don't change a thing! 18 Road is perfect. Only issue is there is no water. But have never had a problem	10/25/2018 12:52 PM
87	Add at least 1 more directional uphill-only trail. More PBR-like descent trails. Less cow shit and dust.	10/25/2018 12:45 PM
88	I lived in Fruita for five years. I now live in Utah. I am amazed and saddened at the visitor's lack of respect for the trail system. No understanding of the rules and the impact they are having. I will probably start to reduce my visits in favor of better trail systems.	10/25/2018 12:44 PM
89	More proper camping spots so people aren't all over the place	10/25/2018 12:42 PM
90	I'm concerned that if the current overflow camping becomes a pay per site development we will see the expansion of camping sites into areas of the desert that are not currently heavily used for camping.	10/25/2018 12:38 PM
91	One of the things we love about Fruita is that it's remote. One needs to plan and come prepared with enough water and other supplies to enjoy the weekend. The only significant improvement I can think of would be a larger or an additional restroom facility at the lower trailhead near the dispersed camping area. There tends to be a line that builds up in the mornings on the busy weekends.	10/25/2018 12:24 PM
92	The Fruita riding scene is nationally known. Purpose built trails for riders will be the key to attracting more riders from areas where multi use trail systems are king (Front range)	10/25/2018 12:18 PM
93	Trails trails trails	10/25/2018 12:06 PM
94	A designated singletrack from town to the 18 road area. Also, loops up higher that incorporate the Sarlacc trail.	10/25/2018 12:05 PM
95	Overflow camping is getting a bit out of control and spreading down the access road. More regulated camping and use funds to improve access road.	10/25/2018 12:00 PM
96	Would like to see a Event parking at the start of 18 Rd with trail connections up to the current trail system. Connection to High Line State Park, Connection to Free Ride area, more motorized single track loops off of Coal Canyon Rd.	10/25/2018 11:36 AM
97	I think camping and trail heads of 16 road and 21 road with trail systems around them and connection to 18 road is the direction to go. 18 road is already full and trying to expand it will only put more pressure on the immediate area. What we need is to spread the users out some by providing another area with similar recreation and amenities.	10/25/2018 7:36 AM
98	Unfortunately the use has grown into overuse and abuse. Trash is prevalent. Overcrowding is extreme. We are long time trail users who rarely ever visit anymore.	10/25/2018 6:49 AM
99	I think it's a great area with well designed trails. I'm not there often enough to have a real feel for crowding across the entire season, but generally feel we can always use more MTB specific trails as it seems to be a rapidly growing user group. I don't know if the ecosystem is healthy, but my impression is that more revegetation would be good for aesthetics and to prevent erosion.	10/24/2018 9:10 PM

North Fruita Desert Master Plan (18 Road Trails)

100	I love riding Fruita and have been visiting 4-5 times per year since 1996. The town is great and we love the restaurants. The 18 Road trails could use a little more love though. The trails and features (jumps and berms) seem to be blown out every time we're there. I understand trail maintenance is tough. The soil is tough and it's open range. I would be willing to pay for trail maintenance either through town sales tax or daily fees. O Please understand, I love Fruita and i will always come back. You asked for feedback so I wanted to provide my honest opinion. Thank you	10/24/2018 7:03 PM
101	Close it to camping, or enforce regulations. Loud, obnoxious idiots destroy this entire area every single weekend.	10/24/2018 11:45 AM
102	There is absolutely nowhere for ATVs to ride. There are a lot of ATVs in this valley and it would be nice to stay here. Fruita could use our funds also, not just the bicyclists.	10/24/2018 7:20 AM
103	I love the Frita desert!	10/24/2018 7:00 AM
104	Thanks copmoba!	10/23/2018 10:51 PM
105	A jump trail ☐	10/23/2018 9:18 PM
106	I think the road going in should be better maintained, fencing cattle off trails or avoiding trails during wet seasons, more signage.	10/23/2018 8:37 PM
107	Need at least one more uphill trail besides Prime Cut	10/23/2018 8:35 PM
108	We have a group of 4 families from all over the state that meet up in Fruita to camp and ride every year. We can ride with the kids one Kessel, the Mom's can ride together and the Dad's can ride together. The variety is perfect, but you can never have enough trails. It would be helpful to have more campsites or to open some for reservations. But this place is such a gem for families like ours.	10/23/2018 8:28 PM
109	The overflow camping area is unregulated. It needs bathrooms and more designated structure. I appreciate the lack of cost to spend the night there but would much rather see a better controlled and designated camping area in that zone. 18rd needs 3 or 4 times more campsites to accomodate the quantity of campers/bikers that it attracts. More new trails would be fantastic too!	10/23/2018 8:18 PM
110	Add more camping.	10/23/2018 7:18 PM
111	Love 18 road.	10/23/2018 7:14 PM
112	I want a couple dedicated e-bike trails. Not asking to ride them all. Several knee surgerys prevent me from riding non Assisted mtn bike.	10/23/2018 6:59 PM
113	The free for all campsites down in the lowlands needs to be addressed. Everything needs to be made a campsite just like up high and when it fills up its done. No free for all camping but we need to almost triple the amount of sites. lowlands can still be free just assigned. people are doing whatever they want	10/23/2018 6:03 PM
114	I think That an additional singletrack from the end of Sarlacc to the edge loop is needed. I also think that a single track trail could be constructed all the way from the top of the Edge loop over to Palisade. That would be an amazing and truly epic ride. Trail Development should continue to focus on maintaining the trails we have that are poorly maintained, such as shoots and ladders, vegetarian, and down east. Continue to develop advanced trails as a means of thinning the crowds off of the other trails at 18 road.	10/23/2018 4:43 PM
115	Additional camping and eliminating the free over flow camping as it has begun to impact the area in a bad way.	10/23/2018 3:11 PM
116	More trails is always better. It helps distribute the traffic. A sustainable uphill option other than Primecut would be welcome as that is getting "overloved", mostly due to necessity.	10/23/2018 1:32 PM
117	I think there needs to be better signage as well as the above things because people don't often know about Vegetarian, Down Uppity, etc., and that's really a great secondary loop...we ride out that way sometimes to escape the crowds because no one knows it exists. Just like no one knows you can ride down the hill towards the end of Kessel and access Zip Off and Western Zippity. Having signage for these things would help disperse crowds because right now everyone climbs up Prime Cut...having it directional has definitely helped, but if people knew there were other options I think they'd be more likely to use them.	10/23/2018 1:25 PM
118	More trail maintance.	10/23/2018 12:57 PM

North Fruita Desert Master Plan (18 Road Trails)

119	For me this is a great place to ride and be away from the chaos. I am fortunate with my schedule and predominately try to ride during the week to avoid said chaos. While adding to the area would be nice, it also will bring more of that zoo atmosphere along with more fees, more people and the need for more management.	10/23/2018 12:38 PM
120	If you're going to increase the numbers of trails and the number of people using them. You need to come up with a way to pay people to maintain them. As it is, they are over used and quite often are beat to hell. They just can't stand up to the amount of use we place on them yearly.	10/23/2018 11:21 AM
121	I speak as a 1 time visitor from California. It was great to finally ride these trails. Rode about 18 miles. I wish we had fun trails like that where I live! Amazing to see how many very young CHILDREN were there with adults! We came from a Moab trip where I was getting used to seeing a map at every junction that showed where I am... those would be nice in this network. I'm guessing you also have volunteer groups that groom the trails annually? Some of the erosion ruts and braking bumps were dicey. And the washboard access road might have shaken a few cavities loose! Thanks! And yes, we spent \$ on gas, groceries, dining and camping, all in Fruita. None of those businesses would have made a little \$ from us if those trails didn't exist.	10/23/2018 10:29 AM
122	The area to the East of 18 road where people dry camp is great, but it would be helpful to have a toilet block there. The usage is too high for everyone to just pee in the bushes. Also the toilets in the day-use parking area can be overcrowded, since people who are dry camping also use them.	10/23/2018 10:01 AM
123	More trails up/ gets old riding prime all the time. Why not expand trails and connecting options further south? A trailhead not so far out in the desert?	10/23/2018 9:52 AM
124	More camping(reservations & walk-in) and more trails.	10/23/2018 9:45 AM
125	I am an advanced rider. While the trails at 18 rd are great for beginners (it's where I take my family when we do trail rides) but I never go there when I want to ride technical trails. I would love to see something similar to Free lunch/pucker-up/lemon squeezer in the area, or maybe a skills park near the parking lot, or dirt jumps or a freeride area.	10/23/2018 9:42 AM
126	Something more permanent needs to be done with the overflow camping area, people are camping right up to the pond on Prime Cut, etc... Could use a bathroom and another trail head maybe there. Make it clear where camping is and isn't allowed.	10/23/2018 9:36 AM
127	Free ride areas!	10/23/2018 9:29 AM
128	I rode 18 Rd two days ago and it was very crowded. I feel like the area is being overused and could possibly benefit from some sort of regulatory system. I also feel like the trail "braiding" at the beginning of Prime cut could possibly benefit from one trail going up and one going down. I feel like the downhill traffic coming from PBR is causing a lot more trail braiding from the area being too congested.	10/23/2018 9:05 AM
129	The over flow camping area is a disaster. It's a free for all that is impacting the area. With no facilities, designated camp spots it's become an eye sore	10/23/2018 9:05 AM
130	Do something about the shooting going on in the vicinity and within the area, have almost been shot this year alone, and just this past week(10/20th)saw a pickup shooting near Uppity Down.....	10/23/2018 8:58 AM

North Fruita Desert Master Plan (18 Road Trails)

131	Ample opportunity exists to in-build within the existing general boundary of the Bike Emphasis area, creating connective segments to expand loop options, leveraging existing mileage. Need a strategic mix of new climbing lines (western, central, and eastern regions), expand connectivity to, and use within the highly accessed north eastern region of the zone. This will expand use of or leverage aspects of the Edge Loop route. One or more additional descent (and climb) line(s) to the upper elevations of the Bookcliffs in this eastern region would be helpful, and is/are viable. Some conceptual ideas exist for this function. Moto/non-moto interaction will need to be managed appropriately, but that is possible. We also need ongoing delineation and management of moto use into the non-moto areas in this region. It's little used, with minimal oversight now. Central and western up/down lines will also benefit traffic flow substantially. Additional intermediate elevation lateral connector routes are also available. Additional focus on the western section of the bike emphasis area is also warranted. Substantial terrain is available within and westward of existing routes. This area also offers opportunity for a trailhead addition (access from 16 Rd area), and possible future campsite development as well. A camp/TH in this location may also be leveraged to serve motorized users for the more back-country focus, given access to Sarlegde/Sarlac, etc. This area also serves future use to the further northward drainages, north of V-8/10 Rd, as well as westward connectivity towards Highline, etc. The event venue development concept (BLM) is good, and needs to include trail mileage which will be often utilized for event activities that doesn't substantially impact weekend rec users. The addition of developed campsites & facilities will be important. The current overflow camping is an impactful situation. However, it would also be good to consider creating a new and not so centrally located camp area that is either undeveloped or very lightly developed, for the rougher camping feel. Not everyone wants formalized camp experience.	10/22/2018 11:03 PM
132	The camping situation is unsustainable. Stopped camping there years ago due to crowds and very poor minimum impact etiquette. Don't know why the authorities do not show up on a Fri or Sat morning and write tickets for all the illegal campers. Need more singletrack connecting saralac and the edge loop. Saralac basically starts and end nowhere and one is left with the worst part of the edge loop road climb if continueing on	10/22/2018 4:22 PM
133	More trails with increased difficulty would be great. A bigger version of of PBR= larger jumpers, berms. Garlic would be better with single track to the top and back instead of roads	10/21/2018 8:12 PM
134	Before buiding new trails, please consider making improvements and repairing existing trails. The braiding of trails on the way to Prime Cut and Vegetarian needs to be cleaned up. There also needs to be more options for kids as more families are using this area than ever before. They currently shuttle Kessel.	10/21/2018 7:51 PM
135	RV space for larger RV with OHV. Many people doing both activities. Also allow companies to provide a bike shuttle service	10/21/2018 12:22 PM
136	we came to grand junction on vacation and had lots of fun riding 18 roads was a nice fun place to ride sineage was good we got a map at a fee from ote sports in frutia	10/21/2018 8:22 AM
137	Leave it be before it becomes over run with californians trying to bring their multi gender agenda to colorado	10/20/2018 10:40 PM
138	Family friendly camping area vs partyers	10/20/2018 7:54 PM
139	I would love to see a balance between development (to ease environmental impact, which is worsening with popularity) but still maintaining the wild feel in areas, with backcountry type camping still allowed, etc. Such a difficult balance. Thank you	10/20/2018 11:15 AM
140	Directional trails	10/20/2018 11:05 AM
141	NFD: wicked fun. It can get crowded and the crank up 18rd is annoying. The trails are rad, but there don't seem to be may loop variations that get ya much distance, so I find myself going up and down 18rd over and over. If we can shuttle it, we do because it's just a mindless crank. It'd be awesome to have some more up trails to help make more poop options available.	10/20/2018 10:20 AM
142	More expert level flow trails. Man sized "PBR" and the like. Better and more primitive and reservable camping options, especially with shade/wind protection. Some more restrooms in/near the primitive area. Shuttle from in-town parking, and more parking at the area. Kid friendly areas, pump tracks	10/20/2018 8:20 AM
143	More trails like PBR and MoJoe. As an experienced rider with a beginner girlfriend, we both have an amazing time on these trails together.	10/20/2018 5:54 AM
144	Rebuild chutes and ladders. I do not think it is a very good trail and most everyone I ride with agrees.	10/19/2018 10:41 PM

North Fruita Desert Master Plan (18 Road Trails)

145	More advanced mountain bike trail please. More trail to spread out users.	10/19/2018 4:46 PM
146	More developed camping	10/19/2018 4:43 PM
147	Please professionally build trails. Trails built by committee and volunteer built have been questionable at best.	10/19/2018 2:35 PM
148	I would suggest establishing actual camping spots in the primitive blm section. Right now it's a bit disorganized which isn't an efficient use of the space in terms of maximizing camping availability. Defining the sites would go a long way. They don't necessarily require amenities like in the developed camping section.	10/19/2018 2:07 PM
149	More directional mountain biking trails with increasing difficulty	10/19/2018 1:41 PM
150	The road there is so dusty -- anyway to put some MgCl ₂ salt on it? Even pave it? Every time I'm there the dust on the drive in coats everything (like bikes on the racks).	10/19/2018 11:49 AM
151	Paved road access to campground, more trails that incorporate the terrain of the book cliffs above. Any connection other than oil road to sarlacc would be great!	10/19/2018 10:07 AM
152	What is nice about 18 Road is that it is not overly developed. I think based on the amount of usage key things would be improving the camp layout/number of sites and garbage receptacles. Only thing I did not see was rider education and signage. We have been riding here for many years and have seen the trails being loved to death. Informative signs on explaining not riding off trail, yielding to riders and directional trail usage would be good. Thanks for the survey!	10/19/2018 9:59 AM
153	It would be a dream come true to have access via bike path to the trails from town, or at the very least a new trail from the OHV area to the trailhead. Also on my wish list is a trail from the east side of Sarlacc down the face of the Bookcliffs connecting to Chutes or the Edge Loop cutoff.	10/19/2018 9:57 AM
154	More campgrounds and campsites with restrooms, please.	10/19/2018 9:37 AM
155	More trails and inter connectivity. Also more ways up than Prime Cut.	10/19/2018 9:13 AM
156	As I described previously, 18 Road must be paved in it's entirety. The short section that currently is paved near the trailhead seems to working fine and holding up well. The grading of the unpaved sections this summer has made things worse, and the previous treatments of the unpaved sections, such as spraying with magnesium chloride or the pressed tarry gravel stuff, have failed miserably to mitigate the dust or the washboard. Every time I drive this road, it makes me angry that nothing has been done to fix this.	10/19/2018 8:46 AM
157	The biggest, and probably most difficult problem IMHO, is trash. People use the area as a dump for everything from old RVs to TVs, furniture etc. Also, many people who use the area as a shooting range are very irresponsible. They often do not place themselves in good topography to stop errant rounds and many just leave their old targets in the desert, to include shattered glass and other detritus. I am a shooter myself, but am open to restrictions on shooting in the area as it does not mix well with the other uses. To improve the situation, perhaps more signage about keeping things clean and encouraging reporting of people who dump and Perhaps designate a small portion of the area for shooting only and ban it in the rest of the area. Thank you!	10/19/2018 8:05 AM
158	The disperse camping is OUT OF CONTROL. There can be hundreds of campers with only 2 toilets. The camping needs serious effort to control the destruction of the local desert. Free camping isn't working. Build and regulate fee camping please.	10/19/2018 7:19 AM
159	Pavement to the main parking lot at the end of Kessel Run/PBR	10/19/2018 5:09 AM
160	More camping and maybe some online reservable spots	10/19/2018 12:19 AM
161	I think 18RD is a wonderful area that needs little improvement. If I were to improve anything, I would provide a larger camping area, and develop more difficult trails possibly descending from the top of the book cliffs down to the camping area.	10/18/2018 9:35 PM
162	Trails, Trails, and maybe some more Trails!	10/18/2018 6:05 PM
163	18 Road going into the desert area is super bumpy and rough to drive on, would like to see it paved or at least maintained without the bumps on it.	10/18/2018 4:16 PM
164	Used to hunt in the area. Now just like to hike. Would like the area multi-use.	10/18/2018 3:40 PM
165	18 road needs to be paved above all else. The wash boards are destroying our vehicles which makes Loma more desirable unless wenplan to camp.	10/18/2018 11:24 AM

North Fruita Desert Master Plan (18 Road Trails)

166	a locked shed to keep tools in to fix the damage done by nature and tourists who don't know how to act. signs aren't that useful, people don't read them. maybe make it a pay to play area, similar to Phil's World?	10/18/2018 11:22 AM
167	Fix the dispersed camping it's a mess of roads, trails, with no bathrooms or water	10/18/2018 5:29 AM
168	□□	10/17/2018 10:46 PM
169	Better lay out for camping more designated spots, always seems chaotic, maybe due to people just being people aka stupid. Access road wider. Perhaps a designated bike path to 18 road! More parking!	10/17/2018 10:37 PM
170	End open camping, it's madness and destroying the area it's allowed and way too close to prime cut trail	10/17/2018 10:21 PM
171	The potential seems to be unlimited. The recreational economy this area developed for biking on the west slope is real.	10/17/2018 9:56 PM
172	More natural features and trails up above on the book cliffs	10/17/2018 9:31 PM
173	More medium-difficulty trails like PBR, and more trails that involve climbing.	10/17/2018 8:48 PM
174	More campsites as well as info about where else to camp if the campground is full ie BLM land	10/17/2018 8:31 PM
175	These vault type restrooms are terrible. They stink so bad makes me feel like vomiting □	10/17/2018 8:23 PM
176	More jump trails! Infrastructure to support the increased crowds (water, trash, restrooms)	10/17/2018 8:20 PM
177	More trails, more camping! Would be great to have more difficult, mtbk specific trails.	10/17/2018 8:15 PM
178	It's already awesome. Would love to see more trails like pbr and mojo, with fun but not intimidating jumps and features.	10/17/2018 7:57 PM
179	Dare I say, I'd like to see more mountain bike trails for beginner riders. And, trails that we don't have to share with livestock. Some erosion control would be helpful as well. That terrain erodes very quickly. And few people want to make helpful changes. Rebar type bridges, similar to the ones on Mary's Loop, and Rustler's Loop would be helpful in some areas.	10/17/2018 7:35 PM
180	More camping in other locations along with more parking areas to spread out the crowds.	10/17/2018 7:30 PM
181	I like that the camping is dispersed and free.	10/17/2018 6:29 PM
182	We need trails to be a challenge drops hucks uphill obstacles!	10/17/2018 6:03 PM
183	A few more trails with greater difficulty is needed out there at 18 road. Shade structures, picnic tables, and access to water would go a long ways in improving the area.	10/17/2018 5:43 PM
184	People that camp there are very conscientious and want to enjoy the trails and outdoors. There are far more campers than restroom facilities that are available.	10/17/2018 5:35 PM
185	It would be great to have more camping resources (more pit toilets and water) and more trails of varying difficulty.	10/17/2018 4:37 PM
186	I would love to see a venue out towards to east that would be designed nd used for races and mountain bike events	10/17/2018 4:22 PM
187	Road going in is horrible	10/17/2018 4:03 PM
188	18 Road trails and recreation area are fantastic. However, it is worth noting that recreation and the amount of people who recreate is trending up. Couple that with the publicity 18 road gets and the net is simply more trail use and activity. I think that it is good to consider the need for more sustainable trails because people are going to visit 18 road no matter what. If there is not a focus on additional bathrooms, camping, trash collection and sustainable trail construction the area will experience unwanted repercussions. I also think that 18 road is one of the most visited trail systems in the grand valley. Some of those riders/hikers/runners are not advanced and can encounter difficulties on the more rugged trails. I would advocate for any new trails that are developed to be more cross country style and designed for the beginner to moderate rider. I hope this feedback is helpful. Thanks for establishing an area to discuss this topic	10/17/2018 4:01 PM
189	Our family bikes and hikes. Some hiker friendly amenities would be helpful (shade, water)	10/17/2018 3:45 PM
190	I suppose more established camping areas. The ghetto meadow is akin to camping in a toilet bowl. Lots of dust, cow poop, no privacy.	10/17/2018 3:09 PM

North Fruita Desert Master Plan (18 Road Trails)

191	Camping is definitely overcrowded in the spring and fall. If there were more designated sites or hookups then it would be nice to reserve in advance so you can be sure of what you need to bring/not bring. I would still advocate for some overflow camping so last minute trips to the desert aren't discouraged. Trails - more trails to spread people out and reduce the traffic on Prime Cut in particular. An idea could be going out Vegetarian for a short bit and then taking a left and going up and connecting with the top of Prime/Chutes/PBR to give another connector/uphill.	10/17/2018 2:57 PM
192	We've all grown to love the huge crowds that form in the over flow camping area... Every time I'm there it's amazing that by 10 p.m. everyone has simmered down and is quietly enjoying themselves in a sea of campfires, bikes, trucks, tents, and tables... by 3 a.m. you'd think you were the only person in the desert it's so quiet... Just incredible!!! We love the campers that visit 18 road. If people can't deal with that, they are more than welcome to drive out farther and find a secluded spot. Your trails have taught so many kids (including mine) how to shred... how to corner, how to roll, how to table top... all we need now is the next level... (scared dad's to death, but the kids now think everything is too small??!!) You have the best soil profile for developing jumps and berms... Just call us out and we will all help dig! Or better yet designate an area (like the bottom half of MoJoe) as build your own... we'll dig it, we'll maintain it... Just put some parameters down as guidelines on what not to build. (no wood structures, no gaps, ect.) thanks for the opportunity to help improve the best area in Colorado.	10/17/2018 2:47 PM
193	18 Road desperately needs additional trails. There simply isn't enough trail mileage to support the user base during the busy spring/fall season. This is exacerbated by the fact that there is really only one climbing trail, "Primecut". This makes Primecut crowded, and leads to trail widening and braiding, and makes the riding fairly repetitive. Western Zippity is a good option to reach Zippity-Do-Da, but is otherwise too indirect to be attractive as a climbing route for the other trails. Vegetarian to Chutes is also possible as a climbing option, but again is too indirect, and also contains steep hill climbs that most users don't want to ride. More trails! At least one other climbing trail! Also, there needs to be more variety in the trail challenge; the terrain is not very well suited to technical riding, but it is possible since the undesignated trail "Giggles" was actually technically challenging. Another option for variety would be the construction of true new-school flow trails with wider tread, bigger features, higher speed. The construction of such trails would require machine construction, and would then demand significant maintenance after construction. Maintenance in general is a challenge in the area; COPMOBA's volunteer-based model is not sufficient to address the amount of use the 18 Road area receives, and the trails are getting more damaged and degraded every year as use overwhelms corrective maintenance. Soon the trails will cease to be an attraction due to their degraded state.	10/17/2018 2:43 PM
194	We need more areas to camp We need more trails as it gets quite crowded in spring and fall	10/17/2018 2:37 PM
195	Pie in the sky would be to have a full time ranger(s) out there to control the insanity. We have been camping/riding bikes out there for over 20+ years and it has become a bit out of control at times with the lack of enforcement. It would be nice to have established campsites so things do not get so trashed and have some type of legal patrolling going on to help make sure things do not get out of control ie. having fires during a drought etc.	10/17/2018 2:34 PM
196	More mtb trails!	10/17/2018 12:58 PM
197	I think you need to plan a better route to get the biker, and bikers driving their cars to the 18 rd desert. I live on 17 1/2 rd and the traffic is terrible and the road is narrow and hilly. Very dangerous. I complained about it at a Mesa county planning meeting that was approving a subdivision on 17 1/2 rd and was told by the planning commission that they would think about looking at a different route to send the people to the desert. Maybe 18 1/2 rd? Also I have found in my opinion that these bikers from out of town are not very respectful of our property rights. They pull into our driveways and urinate. They put stickers on our mailboxes they walk on your property and take pictures. I can't ride my horse on the desert any more I can't ride my atv on the desert any more and I don't think you should only cater to one group of people as that desert belongs to all of us. I personally do not want any more money spent to improve the bike trails, campgrounds etc just to benefit one type of recreation. Make some more horse trails, Jeep trails, Atv trails not just bike trails. Also why can't you have a registration or tags for the bikes like we have to do for our boat and our Atv and if we want to fish we have to buy a fishing license. I think that could make it help to support their hobby as our hobbies require fees.	10/17/2018 12:57 PM
198	Keep the cattle off of the trails during the winter so we don't have to spend money to fix them every year.	10/17/2018 12:20 PM
199	More maintenance! A lot of the trails get rutted out super quickly. Zippity would be so fun if the trail wasn't so consistently rutted. Instead of chattering down the lines if they were somewhat smooth it would be incredible	10/17/2018 10:55 AM

North Fruita Desert Master Plan (18 Road Trails)

200	Maybe a couple other options to climb up that just Prime Cut. It can get old very quick. Anything to make the trails more challenging (steeper lines, some more rocks, bigger jump options, etc.). The flow at 18rds is nice but after one quick rip down I've had enough.	10/17/2018 10:36 AM
201	More technical trails and remove the ability to shuttle top of the trails. This is pointless and adds too much pressure to trails and breaking bumps and trail wear.	10/17/2018 10:33 AM
202	I think that instead of upgrading the trails and asking more bikers to go out there you should make road improvements to get there. Your shipping all these people down 17 1/2 Rd that has no shoulders and low visibility. It is very dangerous and private property is not respected. It's sad that locals no longer go to the 18 Rd desert to enjoy 4-wheeling, jeep rides, hiking, or shooting. Locals have been ran off and the desert is being trashed. Why did we spend millions putting in a bike path along the river and your still wanting to push the north desert? It's just a big party and very few local business benefit from what your doing. Maybe try supporting more than a handful of down town businesses and expand past Aspen st. There is more to Fruita than your non-local bikers.	10/17/2018 10:28 AM
203	would like to see improvement to 18 road to make it an all weather road, more access to eastern trails to ease traffic on other trails and ladder or connector trails to improve access.this is a great trail system that I use all year, but better access would traffic to spread out a little more.	10/17/2018 10:21 AM
204	More riders are riding the same number of trails. More trails seem like an obvious improvement. More people are camping in more places. Concentrating that use and limiting the damage seems like a good option. Keeping poop and the proliferation of fire rings under control seems like a good idea. People want to ride these kinds of trails and people want to camp where they can ride. If we can cater to the desires and limit the amount of damage that occurs through ignorance or sheer volume of users, by increasing numbers of trails and some kind of education, corralling and control of the wanton overuse and potential overuse. Many people want some semblance of a "wild" experience, and having use spread out in a controlled manner can enhance that feeling. If the rest of my survey may suggest that I don't see much of the overuse first-hand. That's because, like many, I don't go to the North Desert during busy times. Primarily because I don't like the OVERRUN feeling of those busy times.	10/17/2018 10:13 AM
205	I have visited on weekends in the Spring where there is no parking in the designated lots. Also have observed people parking so that others cannot park beside them (taking up more than one space). Since it is a dirt parking lot, designated spaces do not exist, but people need to be more aware of sharing with others.	10/17/2018 10:10 AM
206	More jumps, bumps, and rollers, and more technical fast trails, but mostly just more trails	10/17/2018 10:06 AM
207	NFD, like many other areas is getting loved to death. Additional options for camping - both developed and undeveloped and and additional restrooms would help. I don't think users of this area would be opposed to pay small fee to support the upkeep of additional facilities!	10/17/2018 9:59 AM
208	Recent expansion of the BLM campground is wonderful, but since no additional restrooms were built the current facilities are always over-used, out of paper, dirty, etc. Not BLM's fault with so little resources, but a problem. Overflow camping is a mess, few if any campers there bring required toilet buckets or groovers, many do not even attempt to bury waste. To protect resources and environment, better to build facilities and designate camp sites and charge for them. Charge more if necessary, \$15 or even \$20 is reasonable for good camping facilities.	10/17/2018 9:55 AM
209	#1 fix the road, it is abusive to any vehicle that drives upon it!	10/17/2018 9:43 AM
210	Access to more trails with directional and biking only and hiking only signage would be fantastic. But the camping areas need the biggest improvement. There will always be people who don't pick up their trash.	10/17/2018 9:20 AM
211	education on mtb etiquette and the LNT ethos has to start somewhere, and based on how beat to death this system is it seems like a good place to start.	10/17/2018 9:17 AM
212	I'd love to see more designated parking and some way to ensure that campers in the disperse area are picking up their trash. Trails-wise, it'd be nice to have more advanced difficulty options.	10/17/2018 9:11 AM
213	More camping area	10/17/2018 9:06 AM
214	While I understand this area is used predominantly by MTB's, this is the closest campground to several BLM-WSA's where I like to hike. At times, the MTB use overruns any other activities in the area and my strongest recommendation is to develop some hiking-only trails, as well as have a more visible enforcement presence in the campground especially on weekends. That said, I would still prefer to see MTB's than motorized use of this area.	10/17/2018 8:47 AM

North Fruita Desert Master Plan (18 Road Trails)

215	Please pave the entire road. It gets too much traffic to remain gravel. Add bathrooms to the overflow area.	10/17/2018 8:46 AM
216	more trail work. and more designated camping with bathrooms.	10/17/2018 8:40 AM
217	More trails and more campsites will help disperse users for this awesome and popular riding destination	10/17/2018 8:39 AM
218	not sure how you address overcrowding, the place is over-marketed	10/17/2018 8:36 AM
219	More campsites, water, more trails.	10/17/2018 8:36 AM
220	#1: the road in!!! It is awful. For how much tourism dollars comes in via mountain bikers you'd think the town/county could get together with blm to improve the road driving up to the area. #2. Please keep some dispersed camping!	10/17/2018 8:33 AM
221	18 Rd trails have served the community well but as it grows in popularity additional bathrooms would be a nice touch as would picnic tables where riders could sit and eat a snack while discussing that 6ft drop you just cleared. As more and more riders use the area more multi level trails are going to be needed. AKA Bend Oregon.	10/17/2018 8:13 AM
222	Please dont add RV hookups. I don't want to hear generators running all night.	10/17/2018 8:12 AM
223	More designated camping areas for RV/trailer camping would be wonderful	10/17/2018 7:53 AM
224	Please pave that road. Number one reason I do not go to the area more than once a year.	10/17/2018 7:49 AM
225	This is a go to for families with kids. It would be great to have a skills area (little pump track, log rides, teter totters, etc) for little kid enjoyment and adult skill building. Example- Family Man Staging area in the Hood River biking area.	10/17/2018 7:37 AM
226	I only go here during the week days. Weekends have become overly crowded free for all camping in the BLM overflow area. I'd love to see more dispersed camping areas, and charge \$5 or so to pay for it.	10/17/2018 7:34 AM
227	Need more designated camping. Looks like a Burning Man Festival during peak seasons.	10/17/2018 7:29 AM
228	Pave access road, too much dust.	10/17/2018 7:27 AM
229	More longer loops and more technical rides.	10/17/2018 7:26 AM
230	More advanced trails to compliment what's already there	10/17/2018 7:07 AM
231	My family does not go there that often because it is usually so crowded and busy and also a lot farther drive for us then Lunch Loops or Loma/Mack.	10/17/2018 6:00 AM
232	NFD is overcrowded due to the lack of trails	10/17/2018 4:53 AM
233	Camping has gotten out of hand especially in the dispersed areas with people starting to drive vehicles on single track trails. Please curtail the dispersed camping. Also it's a "special recreation area" can't we stop the cattle grazing in this one spot?	10/17/2018 2:49 AM
234	Improve the road condition of 18 road getting to the trailheads please	10/17/2018 1:55 AM
235	More trails like Joe's/ mojos with jumps and obstacles You guys do great work with signage and trail maintenance	10/17/2018 12:03 AM
236	Would be nice if the road connectivity from I-70 were improved somehow.	10/16/2018 11:03 PM
237	Less of the trail "veining". Inadvertent striping if side by side trails (bottom of Prime Cut). The trail density is high enough near 18 Road.	10/16/2018 10:36 PM
238	cattle due a lot of damage every year can we limit cattle free campers do a lot of damage every year, can we make more established camping with a fee more parking at main lot, upper parking as well as a new lower lot with trails connecting to upper. can the road up there be improved can we find a different place for target shooters please	10/16/2018 10:13 PM
239	Allowing simpler access from 16 rd (a new bridge was just completed) with parking on the west side of the trail system would reduce traffic on 18 rd and allow a great option for parking w/o the crowds of the main parking area.	10/16/2018 10:12 PM
240	Thanks for everything! Fruita is awesome 😊	10/16/2018 10:08 PM
241	MORE TRAILS. HARDER TRAILS.	10/16/2018 10:07 PM

North Fruita Desert Master Plan (18 Road Trails)

242	Lower campground with restroom	10/16/2018 10:05 PM
243	Purpose built difficult/free ride-ish trails (think lunch loops). All in all it is a wonderful place to bring beginners and have group outings and I thoroughly enjoy my time there but some expert level trails could really round out the experience!!! Thanks for all you do!	10/16/2018 10:01 PM
244	Leave the legend alone!!!!!!!!!!!! It's good the way it is	10/16/2018 9:57 PM
245	First off, this place is way too much fun and you all did a really really stellar job at building it. Thank you for all that hard work. I'd be remiss if I didn't mention that I'd eyed the spines wondering if free-ride options would be available, but understand the hesitancy behind allowing that. I'd love to see some bigger drops, jumps, or more technical challenges. Wood features would also be really neat-o. But honestly, this place is wonderful already.	10/16/2018 9:53 PM
246	More trail heads/parking to spread out usage more to the east and west	10/16/2018 9:41 PM
247	Utilize more of the steep terrain if possible. 18 road is blessed with some truly unique terrain, use it! :)	10/16/2018 9:37 PM
248	More camping, combination of first come first served and reservable. Please no hookups or generators to preserve the peace and quiet.	10/16/2018 9:34 PM
249	Development of DH / Enduro Loop trails using the area to the North of the main trail development. These trails would need to be black / double black to access this terrain.	10/16/2018 9:32 PM
250	Paved access all the way to parking lot. More bathrooms. Water access. More green and blue trails.	10/16/2018 9:26 PM
251	I want sweet jumps! It is the perfect terrain for it!	10/16/2018 9:25 PM
252	More camping further south on 18 rd with trail connections to existing trails.	10/16/2018 9:22 PM
253	If you built it, they will come. Bigger lots and more campgrounds, while needed to accommodate the massive popularity of the area, will only bring more people and create more need for more infrastructure. Think long term!! What do you want it to look and feel like? And what is best for the town and its residents - what can it/they sustain and maintain a happy lifestyle? More is not always better. Races are not needed for marketing, they just create conflict, bring more tourism, and degrade trails.	10/16/2018 9:13 PM
254	Keep the cows out	10/16/2018 9:06 PM
255	More technical options, similar to free lunch.	10/16/2018 9:00 PM
256	Not enough difficult or expert terrain	10/16/2018 8:58 PM
257	Camp host, expanded camp sites, increased camping fees, limited vehicles per site, trash containers & pick-up, event site	10/16/2018 8:56 PM
258	More trails and trailheads to disperse crowds, more climbing trails to access NE and NW trails. Additional developed campgrounds.	10/16/2018 8:54 PM
259	More expert trails! Big drops. Wood features. Play areas. Gap jumps. A couple of these trails would create tons of tourism.	10/16/2018 8:52 PM
260	Stop grazing. The area has become too valuable of an economic resource for Fruita. Risking the area to be cow punched in muddy conditions risks damaging reputation future visitations In the spring.	10/16/2018 8:52 PM
261	An improved Road. more variety of difficulty level in trails.	10/16/2018 8:45 PM
262	Pave the road! It takes forever to get out there and put in fire pits in the parking lots. Build trails up in the mountains with flow in all 4 directions	10/16/2018 8:35 PM
263	Connect sarlacc to edge singletrack. Improve road surface (pave or chipseal) all the way up to 18rd dead end	10/16/2018 8:30 PM

North Fruita Desert Master Plan (18 Road Trails)

264	A trail north of Frontside further and higher up in the BookCliffs starting from the top of the ridge of Zippity Do Dah. It would head east towards the private property near the top of Kessel Run. A trail from Sarlector up to Sarlacc avoiding the road and the soul crushing Fronside Overlook climb. A down trail from Frontside down through the valley between Zippity Do Dah and Western Zippity, intersecting with Zip Off. A ridge trail between Zippity Do Dah and Mojoes finishing at the Mojoes/Kessel intersection. A descent from Sarlacc down into Slim Shady Canyon (Layton Wash) There is room for a small trail in the wash between 18rd and Prime Cut. Legalize Shits and Giggles, although at this point it has disappeared from no use. I have a GPS track of it. It goes from Chutes and Ladders over to Edge Cutoff. Move the old doubletrack at the end of Joe's Ride over 50 ft to the west and weave it in and out of the bushes and trees instead of the boring old straight doubletrack. Put trails, or a trail between PBR and Vegetarian over to Chutes and Ladders. From the cow pond at the Chutes and Ladders/Edge Cut Off intersection go down wash with a trail to Edge Loop or weave it back and forth. Put lots of trail south of Edge Cutoff Trail between Chutes and Ladders and Edge Loop (18 6/10th Rd). Put lots of trail South of the Edge Loop between Layton and Lipan Wash. Create PBR style trail where ever possible. Create Lunch Loop style trail where ever appropriate in the Book Cliffs.	10/16/2018 5:47 PM
265	Mostly more trails. An additional trail head could disperse traffic	10/16/2018 3:06 PM
266	The amount of illegal camping is very concerning. What is impact on environment of all that camp poaching?	10/16/2018 2:51 PM
267	The road to get in. BLM part is nice County road sucks (fix it)	10/16/2018 2:46 PM
268	More beginner/intermediate to encourage all levels of riders. Pleas maintain road access it's rutted often. Shade and water appreciated. Would love to see some more cycle/ trail run events out there	10/16/2018 2:41 PM
269	There are community *organized by nonprofit clubs) events for road cyclists and runner why not family-friendly events (fee-based) for mountain biking to get locals biking?	10/16/2018 2:40 PM
270	Don't overdo it! A lot of the time it is just too hot to utilize this area. I think more campsites is crazy. Build trails, maintain what is there and educate users to desert use so we don't destroy it, please.	10/16/2018 2:30 PM
271	Do all you can to preserve the lower free camping. My family enjoys that zone several times a year and the stuardship for that usergroup is pretty solid. Find ways to bolster that style of use in the NFD. I'm not a dirtbag (anymore) I have a career, health insurance, etc. and so enjoy the disconnect that space offers. I am a member of my local org. and seek to use the NFD format (some paid camping, some free with trails all around) to garner support for a similar area in my neck of the woods.	10/16/2018 12:23 PM
272	Turn that open camping area into a paid campground. Fix roads so a little further out can still be open free camping. People are lazy and want to be right on top of the bike trails.	10/16/2018 12:14 PM
273	Additional DESIGNATED camping would be helpful as the desert gets pretty hammered in the spring and fall	10/16/2018 11:57 AM
274	Water sources would greatly enhance the area.	10/16/2018 11:48 AM
275	As mentioned earlier, the NFD has some of the most prime terrain in the the Grand Valley for creating advanced jump lines that are a missing feature in the Valley's trail inventory.	10/16/2018 11:40 AM
276	Please for the love of God fix the road driving up to the parking areas. The road is terrible!!	10/16/2018 11:09 AM
277	Of all the mountain biking areas in the Grand Valley the 18 Road Trail Network screams e-bike friendly, with an easy Gravel Road to ride up and access multiple trails. A forward-thinking community would designate at least one E Bike friendly Trail Network. The north Fruita desert should be an e-bike experimental area at the least.	10/16/2018 11:08 AM
278	Keep the dispersed camping free	10/16/2018 10:54 AM
279	Fully pave 18 road	10/16/2018 10:54 AM
280	E Bikes are coming. Seen seniors / disabled veterans now being able to mountain bike with and within the cycling family. Anywho's, don't think BLM understands ADA?!?! E Bikes are here....	10/16/2018 10:34 AM
281	More hiking trails so groups could carpool but then do different activities, you go ride, I'll go hike or run. Definitely more easy, pleasure trails. As a retiree, with funds to buy a nice bike, and I want to get out and ride trails but there aren't enough easy ones, no social riding trails around.	10/16/2018 10:33 AM

North Fruita Desert Master Plan (18 Road Trails)

282	Overall there is a lot of growth opportunity at the NFD, additional trails, with well thought out connection to existing trails is needed there, more designated camping (with higher fees paid to the BLM) would be good. The competition staging area would be a welcome addition, but holding events out there in inclement weather could be pretty disastrous for the trails themselves. So a competition loop would be good to keep the damage to the other trails to a minimum.	10/16/2018 10:02 AM
283	More designated camping areas would also be useful on busy weekends	10/12/2018 3:36 PM
284	An increase in trail diversity and connections, more trash cans and established camp grounds, but keeping the limited access via roads from town.	10/11/2018 6:34 PM
285	Love the area. I think if no changes occurred in the area, I would be ok with that.	10/11/2018 6:26 PM
286	The trails are great, but could use a bigger variety of difficulty ratings, seems like most are either really easy or really technical	10/11/2018 6:18 PM
287	No casual trails	10/11/2018 5:58 PM
288	Day parking capacity is well below need. More camping and no overflow in visible areas.	10/11/2018 5:22 PM
289	Kids' trail connection to Kessel's	10/11/2018 2:48 PM
290	18 RD is held up as one of the great destinations for mountain biking. Everywhere wants to be the next Fruita. Fruita touts itself at a mountain biking town. But look at 18 RD. Look at the drive there. Look at the trailhead. It doesn't match the hype. This is a bad thing for our community and we need to make the investment and put in the effort to raise the bar.	10/11/2018 1:14 PM

Q25 Please provide your email if you would like to be kept informed of project updates:

Answered: 365 Skipped: 628

#	RESPONSES	DATE
1	randy@vitalityfilms.com	10/28/2018 10:03 PM
2	bgallagher1895@gmail.com	10/28/2018 8:10 PM
3	Jonblaha@hotmail.com	10/28/2018 7:12 PM
4	craig.larsen6@gmail.com	10/28/2018 6:05 PM
5	mtbcruisin@gmail.com	10/27/2018 11:32 PM
6	Paul@highgearavon.com	10/27/2018 7:10 PM
7	luvmails@yahoo.com	10/27/2018 9:23 AM
8	Am1johnson@aol.com	10/26/2018 11:04 PM
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15	Wilbwil@gmail.com	10/26/2018 1:51 PM
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17	Celesteq@gmail.com	10/26/2018 1:03 PM
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North Fruita Desert Master Plan (18 Road Trails)

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61	Wanderbybike@gmail.com	10/25/2018 10:07 PM
62	ge.defiance@gmail.com	10/25/2018 9:54 PM
63	Cgw19Wilson@gmail.com	10/25/2018 9:44 PM
64	Sclileswest@yahoo.com	10/25/2018 9:44 PM
65	Rflouzan@gmail.com	10/25/2018 9:24 PM
66	Stereochick@mac.com	10/25/2018 9:13 PM
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74	tatumembry@yahoo.com	10/25/2018 8:46 PM
75	tom.very@gmail.com	10/25/2018 8:40 PM

North Fruita Desert Master Plan (18 Road Trails)

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80	mpruit@gmail.com	10/25/2018 8:12 PM
81	ckeefe4@gmail.com	10/25/2018 8:07 PM
82	Jpnisley@gmail.com	10/25/2018 8:02 PM
83	mbennett@fruita.org	10/25/2018 7:56 PM
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105	crdittmer@gmail.com	10/25/2018 3:11 PM
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107	Dot.schmidt11@gmail.com	10/25/2018 2:27 PM
108	Russllmar@hotmail.com	10/25/2018 2:27 PM
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111	andrewckester@gmail.com	10/25/2018 2:03 PM
112	Jennifer.R.Horn@gmail.com	10/25/2018 2:01 PM
113	eddie@eddieclarkmedia.com	10/25/2018 2:01 PM
114	joe@newagencycreative.com	10/25/2018 1:55 PM
115	cgarvey@aol.com	10/25/2018 1:53 PM
116	bigwheeler@gmail.com	10/25/2018 1:37 PM

North Fruita Desert Master Plan (18 Road Trails)

117	oldrasputin67@gmail.com	10/25/2018 1:31 PM
118	Bubba@realtor.com	10/25/2018 1:12 PM
119	Chereclawson@Gmail.com	10/25/2018 12:58 PM
120	afredric@hotmail.com	10/25/2018 12:57 PM
121	whitney.stark@gmail.com	10/25/2018 12:53 PM
122	omardickenson@me.com	10/25/2018 12:48 PM
123	Csteen1005@comcast.net	10/25/2018 12:45 PM
124	Raifie@raifie.com	10/25/2018 12:42 PM
125	jiishtmb@yahoo.com	10/25/2018 12:39 PM
126	mtbikemikel@gmail.com	10/25/2018 12:33 PM
127	zachschasman@gmail.com	10/25/2018 12:19 PM
128	Hopsing_@hotmail.com	10/25/2018 12:17 PM
129	bobkippola@hotmail.com	10/25/2018 12:16 PM
130	hilde@amriver.us	10/25/2018 12:13 PM
131	chadcunningham1088@gmail.com	10/25/2018 12:13 PM
132	captainepic@gmail.com	10/25/2018 12:12 PM
133	Paul.zimski@gmail.com	10/25/2018 12:07 PM
134	jmlinden1972@gmail.com	10/25/2018 12:05 PM
135	KC.380@hotmail.com	10/25/2018 11:37 AM
136	whiteh2o@acsol.net	10/25/2018 7:37 AM
137	bjunge62@gmail.com	10/24/2018 9:22 AM
138	jhowe@hfak.com	10/24/2018 9:20 AM
139	TravisThoele@icloud.com	10/24/2018 7:08 AM
140	Boardermama2004@yahoo.com	10/24/2018 7:01 AM
141	Junco1988@yahoo.com	10/24/2018 7:00 AM
142	rockurrail@q.com	10/24/2018 12:10 AM
143	TheCrashingDad@gmail.com	10/23/2018 9:19 PM
144	kpbassist@gmail.com	10/23/2018 8:49 PM
145	hulsey247@gmail.com	10/23/2018 8:33 PM
146	daniel.morris.80@gmail.com	10/23/2018 8:20 PM
147	hurstjasond@gmail.com	10/23/2018 8:01 PM
148	Pauld15999@gmail.com	10/23/2018 7:54 PM
149	Hokephyllis@gmail.com	10/23/2018 7:14 PM
150	tylertreganza@yahoo.com	10/23/2018 7:09 PM
151	Keithhensel@hotmail.com	10/23/2018 7:00 PM
152	epicrides@yahoo.com	10/23/2018 6:43 PM
153	matt.banas@yahoo.com	10/23/2018 6:05 PM
154	fajimr@yahoo.com	10/23/2018 4:31 PM
155	Dlee@coppercolorado.com	10/23/2018 4:12 PM
156	Clarkkyle05@gmail.com	10/23/2018 2:09 PM
157	Tayrossman@yahoo.com	10/23/2018 1:44 PM

North Fruita Desert Master Plan (18 Road Trails)

158	julieridesbikes@gmail.com	10/23/2018 1:25 PM
159	Brookeb Birch@yahoo.com	10/23/2018 1:06 PM
160	desertoasislandscape@gmail.com	10/23/2018 11:44 AM
161	Straightedged.skibum@gmail.com	10/23/2018 10:34 AM
162	Jeff-on-trails@comcast.net	10/23/2018 10:30 AM
163	brad@geminiadventures.com	10/23/2018 10:19 AM
164	tsgrey@gmail.com	10/23/2018 9:50 AM
165	truehiker@gmail.com	10/23/2018 9:47 AM
166	tmchase55@comcast.net	10/23/2018 9:43 AM
167	ksperle@hotmail.com	10/23/2018 9:37 AM
168	Wstingley@gmail.com	10/23/2018 9:30 AM
169	Dyno48@hotmail.com	10/23/2018 9:06 AM
170	yetirich@yahoo.com	10/23/2018 9:05 AM
171	chhfproductions@gmail.com	10/23/2018 9:02 AM
172	chadgboots2@frontier.net	10/23/2018 8:58 AM
173	swinans@aol.com	10/22/2018 11:05 PM
174	kristinakittelson@gmail.com	10/21/2018 7:51 PM
175	euowner@gmail.com	10/21/2018 1:21 PM
176	kermitvi@msn.com	10/21/2018 12:23 PM
177	mtnbkr2@Verizon.net	10/21/2018 8:23 AM
178	shramek@hotmail.com	10/21/2018 8:07 AM
179	kkepner14@gmail.com	10/20/2018 9:36 PM
180	tsmith.wp@gmail.com	10/20/2018 11:24 AM
181	Burdenengineering@gmail.com	10/20/2018 11:16 AM
182	mikeyrb1@gmail.com	10/20/2018 8:20 AM
183	jreineking@gmail.com	10/20/2018 7:06 AM
184	Cjgauss4@gmail.com	10/19/2018 10:42 PM
185	jtehan@otesports.com	10/19/2018 5:15 PM
186	guediver@live.com	10/19/2018 4:46 PM
187	rr.instinx@gmail.com	10/19/2018 12:01 PM
188	Trevor@guidepro.co	10/19/2018 10:10 AM
189	westph@yahoo.com	10/19/2018 10:00 AM
190	bobw522@hotmail.com	10/19/2018 10:00 AM
191	richardmhackett@gmail.com	10/19/2018 9:40 AM
192	dominiclovely@gmail.com	10/19/2018 8:56 AM
193	bennydix@me.com	10/19/2018 8:55 AM
194	mitch_thm@yahoo.com	10/19/2018 8:46 AM
195	daugherc@gmail.com	10/19/2018 8:45 AM
196	drewtyrie@outlook.com	10/19/2018 8:02 AM
197	steve.klabak@gmail.com	10/19/2018 8:01 AM
198	jasonhofman@hotmail.com	10/19/2018 7:20 AM

North Fruita Desert Master Plan (18 Road Trails)

199	Sloniker@hotmail.com	10/19/2018 12:21 AM
200	Pglenn37@gmail.com	10/18/2018 11:11 PM
201	Schipkin1@gmail.com	10/18/2018 9:35 PM
202	Willhenry2467@att.net	10/18/2018 8:13 PM
203	mercckx_13@yahoo.com	10/18/2018 6:06 PM
204	Klishy@madracingcolorado.com	10/18/2018 6:04 PM
205	gwalden28@hotmail.com	10/18/2018 4:17 PM
206	bobpollock31@icloud.com	10/18/2018 3:45 PM
207	gotopete@gmail.com	10/18/2018 11:24 AM
208	Dag920@gmail.com	10/18/2018 5:30 AM
209	kavudays@yahoo.com	10/17/2018 10:51 PM
210	brattonb@gmail.com	10/17/2018 10:47 PM
211	blaine1020@gmail.com	10/17/2018 10:41 PM
212	jkorkus@gmail.com	10/17/2018 9:57 PM
213	davidwgrooters@gmail.com	10/17/2018 9:46 PM
214	Joelsears@hotmail.com	10/17/2018 9:42 PM
215	jackdes@gmail.com	10/17/2018 8:59 PM
216	natgord@gmail.com	10/17/2018 8:36 PM
217	maxwell.gerson@gmail.com	10/17/2018 8:31 PM
218	Travis.h.marshall@gmail.com	10/17/2018 8:24 PM
219	seankuusinen@gmail.com	10/17/2018 8:20 PM
220	mike.tolliver@gmail.com	10/17/2018 7:58 PM
221	Sdonegon@msn.com	10/17/2018 7:45 PM
222	Murfittsr@gmail.com	10/17/2018 7:28 PM
223	Delphinide@yahoo.com	10/17/2018 6:00 PM
224	biketourdana@gmail.com	10/17/2018 5:47 PM
225	jennysickle@me.com	10/17/2018 5:37 PM
226	Nsears04@gmail.com	10/17/2018 5:13 PM
227	Nw73@hotmail.com	10/17/2018 5:06 PM
228	whyhop@yahoo.com	10/17/2018 4:38 PM
229	Fruitatom@yahoo.com	10/17/2018 4:22 PM
230	Wcehler@gmail.com	10/17/2018 4:21 PM
231	JonMikel.Ogburn@gmail.com	10/17/2018 4:02 PM
232	Ryangrube@gmail.com	10/17/2018 3:51 PM
233	Alheritier@yahoo.com	10/17/2018 3:46 PM
234	Towaters@gmail.com	10/17/2018 3:10 PM
235	mjones@vailresorts.com	10/17/2018 2:57 PM
236	mark_mcconnell@hotmail.com	10/17/2018 2:48 PM
237	Mjteleskier@gmail.com	10/17/2018 2:42 PM
238	peterjurco@yahoo.com	10/17/2018 2:39 PM
239	kleinen@msn.com	10/17/2018 2:34 PM

North Fruita Desert Master Plan (18 Road Trails)

240	j3ff.wilson@gmail.com	10/17/2018 2:29 PM
241	Airbourne94@yahoo.com	10/17/2018 2:13 PM
242	leaping_louis@hotmail.com	10/17/2018 2:01 PM
243	Robertlanting@yahoo.com	10/17/2018 1:40 PM
244	Joedillsworth@yahoo.com	10/17/2018 12:59 PM
245	Smpinteriors@aol.com	10/17/2018 11:34 AM
246	jpggrout@gmail.com	10/17/2018 11:31 AM
247	lauren4c@gmail.com	10/17/2018 10:57 AM
248	Alexanderthomasmadden@gmail.com	10/17/2018 10:56 AM
249	riderfrey67@gmail.com	10/17/2018 10:26 AM
250	acard0962@yahoo.com	10/17/2018 10:10 AM
251	gearguy71@gmail.com	10/17/2018 9:59 AM
252	gpsguyz@gmail.com	10/17/2018 9:44 AM
253	allin825@comcast.net	10/17/2018 9:43 AM
254	Jolu1977@gmail.com	10/17/2018 9:30 AM
255	chrisjj13@hotmail.com	10/17/2018 9:23 AM
256	caseyatango@gmail.com	10/17/2018 9:21 AM
257	c.mike.smith@state.co.us	10/17/2018 9:07 AM
258	dmwirth25@gmail.com	10/17/2018 9:07 AM
259	Drzpitcher@gmail.com	10/17/2018 9:06 AM
260	loneranger177@gmail.com	10/17/2018 8:47 AM
261	Hldeets@hotmail.com	10/17/2018 8:47 AM
262	clyderesides@gmail.com	10/17/2018 8:40 AM
263	chris@vandoozer.com	10/17/2018 8:37 AM
264	jenncurdrose@hotmail.com	10/17/2018 8:34 AM
265	mczapla@msn.com	10/17/2018 8:16 AM
266	lostonbase@yahoo.com	10/17/2018 8:07 AM
267	Calebfoy@gmail.com	10/17/2018 8:01 AM
268	ladypele@hotmail.com	10/17/2018 7:59 AM
269	Mikehefti@mac.com	10/17/2018 7:49 AM
270	mattdaley12@gmail.com	10/17/2018 7:37 AM
271	colin_mccorkle@yahoo.com	10/17/2018 7:31 AM
272	mtndeep@gmail.com	10/17/2018 7:28 AM
273	bryanheselbach@gmail.com	10/17/2018 7:27 AM
274	dgustin1970@gmail.com	10/17/2018 7:26 AM
275	jncarpenter1@verizon.net	10/17/2018 7:13 AM
276	Bikeit7@yahoo.com	10/17/2018 7:07 AM
277	Graemeradlo@gmail.com	10/17/2018 6:10 AM
278	coloba_13@yahoo.com	10/17/2018 5:52 AM
279	skdemars@gmail.com	10/17/2018 4:34 AM
280	Aaron.brammeier@gmail.com	10/17/2018 2:50 AM

North Fruita Desert Master Plan (18 Road Trails)

281	xdavidfreundx@gmail.com	10/17/2018 12:45 AM
282	Lynnymarie@gmail.com	10/17/2018 12:04 AM
283	TonyApuzzo@yahoo.com	10/16/2018 11:04 PM
284	jjohnson952@gmail.com	10/16/2018 10:51 PM
285	dan.soller@singletracktrails.com	10/16/2018 10:34 PM
286	Tony@colorowdies.com	10/16/2018 10:31 PM
287	kcsurfergrom@gmail.com	10/16/2018 10:28 PM
288	alumjeep8@aol.com	10/16/2018 10:18 PM
289	wired675@yahoo.com	10/16/2018 10:14 PM
290	miaphillips417@gmail.com	10/16/2018 10:12 PM
291	caivanom@gmail.com	10/16/2018 10:09 PM
292	thenevinrule@gmail.com	10/16/2018 10:08 PM
293	Mail@schwarckphoto.com	10/16/2018 10:06 PM
294	lmb1883@gmail.com	10/16/2018 10:05 PM
295	Jpfbwind@yahoo.com	10/16/2018 9:54 PM
296	nikkimmahoney@gmail.com	10/16/2018 9:53 PM
297	Davidm.trotter@yahoo.com	10/16/2018 9:38 PM
298	helonwls32@gmail.com	10/16/2018 9:36 PM
299	coloradowahine @ gmail.com	10/16/2018 9:34 PM
300	frontrangefred@gmail.com	10/16/2018 9:33 PM
301	edwardfree@hotmail.com	10/16/2018 9:31 PM
302	Parker.Moore@Mortenson.com	10/16/2018 9:28 PM
303	Andrew.drennan@gmail.com	10/16/2018 9:25 PM
304	ann@oliveria.com	10/16/2018 9:25 PM
305	Gil1275@gmail.com	10/16/2018 9:25 PM
306	Bryan@bryanwachs.com	10/16/2018 9:17 PM
307	Dcsummit@hotmail.com	10/16/2018 9:08 PM
308	Taylor.8148@gmail.com	10/16/2018 9:08 PM
309	Fruitadental@yahoo.com	10/16/2018 9:01 PM
310	Brad0478@hitmail.com	10/16/2018 9:01 PM
311	Chrisbeus@gmail.com	10/16/2018 8:59 PM
312	kpbassist@gmail.com	10/16/2018 8:58 PM
313	Grantroper@yahoo.com	10/16/2018 8:57 PM
314	scotttrishmann@hotmail.com	10/16/2018 8:55 PM
315	McKisson@gmail.com	10/16/2018 8:53 PM
316	Jonathanfrandsen@gmail.com	10/16/2018 8:53 PM
317	Jlabier@yahoo.com	10/16/2018 8:50 PM
318	Erin.murphy73@yahoo.com	10/16/2018 8:47 PM
319	Kquandt100@gmail.com	10/16/2018 8:45 PM
320	Beth.a.bershader@kp.org	10/16/2018 8:42 PM
321	beaubergstrom75@hotmail.com	10/16/2018 8:32 PM

North Fruita Desert Master Plan (18 Road Trails)

322	ernest.saeger@gmail.com	10/16/2018 8:29 PM
323	Kerrydaz@gmail.com	10/16/2018 8:25 PM
324	Jared360P@gmail.com	10/16/2018 5:52 PM
325	landon@otesports.com	10/16/2018 5:48 PM
326	shdeming@yahoo.com	10/16/2018 3:18 PM
327	anniecycles@yahoo.com	10/16/2018 3:07 PM
328	libbybikes@gmail.com	10/16/2018 3:02 PM
329	zay@robinsonandcorealty.com	10/16/2018 2:59 PM
330	northshorebikeguy@gmail.com	10/16/2018 2:56 PM
331	ovcurtis94@msn.com	10/16/2018 2:52 PM
332	angela.akridge@gmail.com	10/16/2018 2:41 PM
333	dmhclapp@msn.com	10/16/2018 2:41 PM
334	kevinross3916@gmail.com	10/16/2018 2:40 PM
335	Vklinger07@gmail.com	10/16/2018 2:31 PM
336	Punkwrench76@gmail.com	10/16/2018 2:09 PM
337	mlewis@wrightwater.com	10/16/2018 2:09 PM
338	gmgw5150@gmail.com	10/16/2018 1:03 PM
339	c7frontiero@gmail.com	10/16/2018 12:24 PM
340	Mayno323@gmail.com	10/16/2018 12:14 PM
341	Batdan13@gmail.com	10/16/2018 11:48 AM
342	deang766@msn.com	10/16/2018 11:45 AM
343	akmattix@gmail.com	10/16/2018 11:44 AM
344	cfiore124@gmail.com	10/16/2018 11:11 AM
345	foilpowell@gmail.com	10/16/2018 11:10 AM
346	Pjean18@bresnan.net	10/16/2018 10:56 AM
347	Dobba84@gmail.com	10/16/2018 10:54 AM
348	Teatwell@gmail.com	10/16/2018 10:51 AM
349	Pfaffw01@hotmail.com	10/16/2018 10:48 AM
350	Yeti909@hotmail.com	10/16/2018 10:36 AM
351	csdekalb@gmail.com	10/16/2018 10:36 AM
352	tony@backcountrybiker.com	10/16/2018 10:33 AM
353	george@otesports.com	10/16/2018 10:03 AM
354	Cbmaymay@gmail.com	10/12/2018 3:38 PM
355	Hasski90@gmail.com	10/12/2018 3:11 PM
356	Burrelltrevor28@gmail.com	10/11/2018 7:20 PM
357	ealmanzar@powderhorn.com	10/11/2018 6:27 PM
358	Nanpatterson1@gmail.com	10/11/2018 6:20 PM
359	Loup407@yahoo.com	10/11/2018 6:19 PM
360	Mjennings@mesapartners.org	10/11/2018 6:08 PM
361	svenedstrom@icloud.com	10/11/2018 5:17 PM
362	Smartsolf@hotmail.com	10/11/2018 4:35 PM

North Fruita Desert Master Plan (18 Road Trails)

363	Williams.tiffany123@gmail.com	10/11/2018 4:28 PM
364	Davidrweinberg@gmail.com	10/11/2018 2:49 PM
365	Dave@davelovestrails.com	10/11/2018 1:14 PM

Q26 Please provide your name:

Answered: 487 Skipped: 506

#	RESPONSES	DATE
1	Randy Miller	10/28/2018 10:03 PM
2	Bruce Gallagher	10/28/2018 8:10 PM
3	Jon Blaha	10/28/2018 7:12 PM
4	Craig Larsen	10/28/2018 6:05 PM
5	Bo Maciejko	10/28/2018 5:59 PM
6	jeffrey maselli	10/27/2018 11:32 PM
7	Aaron Cooperman	10/27/2018 7:49 PM
8	Heidi Leonhard	10/27/2018 9:23 AM
9	Angela Johnson	10/26/2018 11:04 PM
10	Rae Anne DeBonville	10/26/2018 10:37 PM
11	Andrew Heltzel	10/26/2018 7:39 PM
12	Andy Bailey	10/26/2018 5:42 PM
13	Robert A Nicholson	10/26/2018 5:38 PM
14	Jess	10/26/2018 5:37 PM
15	Randy	10/26/2018 2:29 PM
16	Orin Zyvan	10/26/2018 2:09 PM
17	Darren Muse	10/26/2018 2:05 PM
18	Paul nuckolls	10/26/2018 2:02 PM
19	Holly cross	10/26/2018 1:59 PM
20	William Wilson	10/26/2018 1:51 PM
21	David Adair	10/26/2018 1:18 PM
22	Celeste Quarnberg	10/26/2018 1:03 PM
23	Chip MacLaren	10/26/2018 11:48 AM
24	Yeulin Willett	10/26/2018 11:42 AM
25	Caleb	10/26/2018 11:38 AM
26	Josh Gryzic	10/26/2018 11:28 AM
27	Lori	10/26/2018 11:28 AM
28	Alex Forsthoff	10/26/2018 11:27 AM
29	Zane Beesley	10/26/2018 10:35 AM
30	Darin Peery	10/26/2018 9:49 AM
31	Randy Stouder	10/26/2018 9:43 AM
32	Joe Ramey	10/26/2018 9:28 AM
33	Chris Robinson	10/26/2018 9:27 AM
34	Dan Welsh	10/26/2018 9:13 AM
35	Dan T.	10/26/2018 9:00 AM

North Fruita Desert Master Plan (18 Road Trails)

36	Tim	10/26/2018 9:00 AM
37	Austin Abbott	10/26/2018 8:58 AM
38	Collin Lynch	10/26/2018 8:54 AM
39	Steve	10/26/2018 8:49 AM
40	John Hodge	10/26/2018 8:34 AM
41	Zach Liibbe	10/26/2018 8:31 AM
42	Colton Cave	10/26/2018 8:16 AM
43	Paul Forsthoff	10/26/2018 7:54 AM
44	Jason Addlesperger	10/26/2018 7:53 AM
45	Kyle Shannon	10/26/2018 7:43 AM
46	Scott Winkleman	10/26/2018 7:39 AM
47	Dan Rider	10/26/2018 7:25 AM
48	Doug Jansen	10/26/2018 7:17 AM
49	Sherry Schaaphok	10/26/2018 7:15 AM
50	Keith Brown	10/26/2018 7:15 AM
51	Mark Fishbein	10/26/2018 7:00 AM
52	Matt Bohn	10/26/2018 6:57 AM
53	Shannon Pitton	10/26/2018 6:46 AM
54	Carrie	10/26/2018 6:45 AM
55	Chad Page	10/26/2018 6:26 AM
56	Derek	10/26/2018 6:15 AM
57	Dave Goodman	10/26/2018 5:04 AM
58	Bama	10/26/2018 4:32 AM
59	william brewer	10/26/2018 3:05 AM
60	Gerald Fielding	10/26/2018 1:40 AM
61	Emelie Straus	10/26/2018 12:19 AM
62	Greg McRae	10/26/2018 12:16 AM
63	Eric Olson	10/26/2018 12:15 AM
64	Brad Vaughn	10/26/2018 12:09 AM
65	Jane McRae	10/25/2018 11:55 PM
66	Kelly	10/25/2018 11:48 PM
67	Emily Murray	10/25/2018 11:23 PM
68	Jim Leano	10/25/2018 11:12 PM
69	Nick	10/25/2018 11:02 PM
70	John Barnes	10/25/2018 10:54 PM
71	Joel Kincaid	10/25/2018 10:52 PM
72	Mike Anderson	10/25/2018 10:49 PM
73	Joost van Mechelen	10/25/2018 10:42 PM
74	Eric Cook	10/25/2018 10:26 PM
75	Todd Fugate	10/25/2018 10:19 PM
76	Eric H	10/25/2018 10:07 PM

North Fruita Desert Master Plan (18 Road Trails)

77	niRad	10/25/2018 9:54 PM
78	Megan Graves	10/25/2018 9:54 PM
79	Chris Grackwilson	10/25/2018 9:44 PM
80	Sylvia	10/25/2018 9:44 PM
81	Ben chandler	10/25/2018 9:43 PM
82	Kim Artlip	10/25/2018 9:38 PM
83	Anthony Szuminski	10/25/2018 9:30 PM
84	Rebecca Hayden	10/25/2018 9:24 PM
85	David Turner	10/25/2018 9:22 PM
86	Michelle	10/25/2018 9:13 PM
87	Mark Armstrong	10/25/2018 9:11 PM
88	John hargraves	10/25/2018 9:06 PM
89	Ben Holzschuh	10/25/2018 9:03 PM
90	Chris	10/25/2018 8:57 PM
91	Jay	10/25/2018 8:53 PM
92	Stephen Mack	10/25/2018 8:51 PM
93	Clayton Deuter	10/25/2018 8:51 PM
94	Dan	10/25/2018 8:47 PM
95	Tatum	10/25/2018 8:46 PM
96	Tom Verry	10/25/2018 8:40 PM
97	James Mill	10/25/2018 8:39 PM
98	Jill Nicole	10/25/2018 8:34 PM
99	Steven Nusbaum	10/25/2018 8:26 PM
100	Lee	10/25/2018 8:22 PM
101	Troy seurer	10/25/2018 8:22 PM
102	Michael Pruit	10/25/2018 8:12 PM
103	Chris Keefe	10/25/2018 8:07 PM
104	JP Nisley	10/25/2018 8:02 PM
105	Mike Bennett	10/25/2018 7:56 PM
106	Sarah Oakes	10/25/2018 7:52 PM
107	derrick nehrenberg	10/25/2018 7:50 PM
108	Ryan Fideldy	10/25/2018 7:42 PM
109	Alison Birkenfeld	10/25/2018 7:27 PM
110	Jules	10/25/2018 6:38 PM
111	Ryan Palmer	10/25/2018 6:29 PM
112	Chris Echelmeier	10/25/2018 6:26 PM
113	Lisa Wheatley	10/25/2018 5:39 PM
114	Theo Everheart	10/25/2018 5:38 PM
115	George Fuller	10/25/2018 5:34 PM
116	Karissa abele	10/25/2018 5:32 PM
117	Barry Hanson	10/25/2018 5:32 PM

North Fruita Desert Master Plan (18 Road Trails)

118	David	10/25/2018 5:23 PM
119	Jessica	10/25/2018 4:43 PM
120	Gary Fredrickson	10/25/2018 4:34 PM
121	Brian	10/25/2018 4:31 PM
122	Robert Brzezinski	10/25/2018 4:22 PM
123	Ian	10/25/2018 4:19 PM
124	Pete Kosciuk	10/25/2018 4:15 PM
125	Darrell Williamson	10/25/2018 4:13 PM
126	Rich	10/25/2018 4:09 PM
127	Phillip Rudebusch	10/25/2018 3:56 PM
128	Ed rotthoff	10/25/2018 3:30 PM
129	Terry Penman	10/25/2018 3:23 PM
130	Vincent Gregory	10/25/2018 3:13 PM
131	Sandy	10/25/2018 3:12 PM
132	Carrie Dittmer	10/25/2018 3:11 PM
133	Bob Denny	10/25/2018 3:07 PM
134	Sue Schaedle	10/25/2018 2:55 PM
135	Steve	10/25/2018 2:45 PM
136	Chris Martin	10/25/2018 2:45 PM
137	Dot	10/25/2018 2:27 PM
138	Russell marcus	10/25/2018 2:27 PM
139	Shannon Casson	10/25/2018 2:26 PM
140	Scott Cejka	10/25/2018 2:18 PM
141	Hamish Martin	10/25/2018 2:17 PM
142	Loren	10/25/2018 2:12 PM
143	Madeleine Holt	10/25/2018 2:08 PM
144	Andy Kester	10/25/2018 2:03 PM
145	Eddie Clark	10/25/2018 2:01 PM
146	Joe Stanczyk	10/25/2018 1:55 PM
147	Craig Garvey	10/25/2018 1:53 PM
148	Mark	10/25/2018 1:37 PM
149	Joe Collins	10/25/2018 1:37 PM
150	michael burns	10/25/2018 1:31 PM
151	Adam	10/25/2018 1:13 PM
152	Bubba Eggleston	10/25/2018 1:12 PM
153	Michael Contrado	10/25/2018 1:10 PM
154	Chere Clawson	10/25/2018 12:58 PM
155	Aaron	10/25/2018 12:57 PM
156	Roy	10/25/2018 12:55 PM
157	Whitney	10/25/2018 12:53 PM
158	Rob Barnes	10/25/2018 12:52 PM

North Fruita Desert Master Plan (18 Road Trails)

159	Omar Dickenson	10/25/2018 12:48 PM
160	Christopher Steen	10/25/2018 12:45 PM
161	Raifie Bass	10/25/2018 12:42 PM
162	Mike Leonard	10/25/2018 12:33 PM
163	Ray Edwards	10/25/2018 12:33 PM
164	Melanie Pitcher	10/25/2018 12:32 PM
165	Lawrence Plug	10/25/2018 12:28 PM
166	Clayton Smith	10/25/2018 12:24 PM
167	Josh	10/25/2018 12:20 PM
168	zach schwasman	10/25/2018 12:19 PM
169	Dawn	10/25/2018 12:17 PM
170	Bob	10/25/2018 12:16 PM
171	hilde schweitzer	10/25/2018 12:13 PM
172	April Paige	10/25/2018 12:13 PM
173	Chad	10/25/2018 12:13 PM
174	Ryan Bradley	10/25/2018 12:12 PM
175	Kaj Gronholm	10/25/2018 12:09 PM
176	James Lindenberger	10/25/2018 12:05 PM
177	Miles Cook	10/25/2018 12:03 PM
178	Cliff Thompson	10/25/2018 12:00 PM
179	Kris Cox 970-216-2075	10/25/2018 11:37 AM
180	Mark Gardner	10/25/2018 7:37 AM
181	Rory Peterson	10/24/2018 2:17 PM
182	Mike Hefner	10/24/2018 11:47 AM
183	Chris Reap	10/24/2018 11:43 AM
184	Clint Koehler	10/24/2018 11:13 AM
185	Brad Junge	10/24/2018 9:22 AM
186	John Howe	10/24/2018 9:20 AM
187	Travis Thoele	10/24/2018 7:08 AM
188	Karla Araneda	10/24/2018 7:01 AM
189	Jp	10/24/2018 7:00 AM
190	Charles Hufman	10/24/2018 12:10 AM
191	Sheyn Love	10/23/2018 9:19 PM
192	Kirk P Brosius	10/23/2018 8:49 PM
193	Prefer anonymity	10/23/2018 8:37 PM
194	Jeffrey Hulse	10/23/2018 8:33 PM
195	Daniel Morris	10/23/2018 8:20 PM
196	Michael Shomler	10/23/2018 8:15 PM
197	Jason	10/23/2018 8:01 PM
198	Paul davenport	10/23/2018 7:54 PM
199	Jim	10/23/2018 7:20 PM

North Fruita Desert Master Plan (18 Road Trails)

200	Phyllis Hoke	10/23/2018 7:14 PM
201	Tyler Treganza	10/23/2018 7:09 PM
202	Keith	10/23/2018 7:00 PM
203	Thaddeus Smith	10/23/2018 6:44 PM
204	Brian Metsker	10/23/2018 6:43 PM
205	Matthew	10/23/2018 6:05 PM
206	Jim	10/23/2018 4:31 PM
207	Erick Araneda	10/23/2018 4:13 PM
208	Dave	10/23/2018 4:12 PM
209	Devon Balet	10/23/2018 3:12 PM
210	Kit Hatfield	10/23/2018 2:25 PM
211	Kyle Clark	10/23/2018 2:09 PM
212	Katherine Bell	10/23/2018 1:50 PM
213	Taylor Gasman	10/23/2018 1:44 PM
214	Brian Garcia	10/23/2018 1:32 PM
215	Julie Norman	10/23/2018 1:25 PM
216	Brooke Birch	10/23/2018 1:06 PM
217	Mario	10/23/2018 12:58 PM
218	Chris	10/23/2018 12:38 PM
219	Travis Ricord	10/23/2018 11:44 AM
220	Josh	10/23/2018 11:21 AM
221	Fred Judson	10/23/2018 10:58 AM
222	D	10/23/2018 10:44 AM
223	Caleb Weaver	10/23/2018 10:34 AM
224	Jeff	10/23/2018 10:30 AM
225	Chris	10/23/2018 10:28 AM
226	Matt Anderson	10/23/2018 10:24 AM
227	Brad Bishop	10/23/2018 10:19 AM
228	Witt Sparks	10/23/2018 10:01 AM
229	Brandon	10/23/2018 9:54 AM
230	Rick Melzer	10/23/2018 9:47 AM
231	Terry Chase	10/23/2018 9:43 AM
232	Will	10/23/2018 9:30 AM
233	Nick	10/23/2018 9:23 AM
234	Adam McGowen	10/23/2018 9:14 AM
235	Amanda	10/23/2018 9:08 AM
236	Mary Jordan	10/23/2018 9:06 AM
237	rich	10/23/2018 9:05 AM
238	Arlene Rhodes	10/23/2018 9:03 AM
239	Paul Painter	10/23/2018 9:02 AM
240	Chad Gallwitz	10/23/2018 8:58 AM

North Fruita Desert Master Plan (18 Road Trails)

241	Scott Winans	10/22/2018 11:05 PM
242	Kristina Kittelson	10/21/2018 7:51 PM
243	Scoty Banks	10/21/2018 1:21 PM
244	Mike Galvin	10/21/2018 12:23 PM
245	mike fuoco	10/21/2018 8:23 AM
246	John	10/21/2018 8:07 AM
247	Karen Kepner	10/20/2018 9:36 PM
248	Tim Smith	10/20/2018 11:24 AM
249	Branden	10/20/2018 11:16 AM
250	Mike Bennett	10/20/2018 8:20 AM
251	James Reineking	10/20/2018 7:06 AM
252	Adam	10/20/2018 5:54 AM
253	CJ Gauss	10/19/2018 10:42 PM
254	Marcus Popetz	10/19/2018 10:26 PM
255	Joe Tehan	10/19/2018 5:15 PM
256	Nick Mardirosian	10/19/2018 4:46 PM
257	Nicholas Simcik	10/19/2018 2:36 PM
258	Mike Watz	10/19/2018 2:33 PM
259	Rose Reed	10/19/2018 12:01 PM
260	Joe Thompson	10/19/2018 11:50 AM
261	Trevor Martin	10/19/2018 10:10 AM
262	patrick west	10/19/2018 10:00 AM
263	Robert Workman	10/19/2018 10:00 AM
264	Noah Sears	10/19/2018 9:57 AM
265	Richard Hackett	10/19/2018 9:40 AM
266	Scott Hefel	10/19/2018 9:37 AM
267	Dominic Lovely	10/19/2018 8:56 AM
268	Benny Dix	10/19/2018 8:55 AM
269	Christian Jurkowski	10/19/2018 8:48 AM
270	Thomas Mitchell	10/19/2018 8:46 AM
271	Craig Daugherty	10/19/2018 8:45 AM
272	Drew	10/19/2018 8:02 AM
273	Steve	10/19/2018 8:01 AM
274	jason hofman	10/19/2018 7:20 AM
275	Alan Watkins	10/19/2018 6:37 AM
276	Patrick Glenn	10/18/2018 11:11 PM
277	Sam Chipkin	10/18/2018 9:35 PM
278	Hunter Sykes	10/18/2018 9:22 PM
279	Will Henry	10/18/2018 8:13 PM
280	dennis phillips	10/18/2018 6:06 PM
281	John Klish	10/18/2018 6:04 PM

North Fruita Desert Master Plan (18 Road Trails)

282	Greg Walden	10/18/2018 4:17 PM
283	Robert (bob) Pollock	10/18/2018 3:45 PM
284	Austin Woody	10/18/2018 11:37 AM
285	gennaro (max) connors	10/18/2018 11:30 AM
286	Pete Noroian	10/18/2018 11:24 AM
287	Steven	10/18/2018 11:18 AM
288	Dave Grant	10/18/2018 5:30 AM
289	David Mitchell	10/17/2018 10:51 PM
290	Brian	10/17/2018 10:47 PM
291	Blaine Rainey	10/17/2018 10:41 PM
292	Tom	10/17/2018 10:26 PM
293	Justin Korkus	10/17/2018 9:57 PM
294	David Grooters	10/17/2018 9:46 PM
295	Joel Sears	10/17/2018 9:42 PM
296	Jack Desmond	10/17/2018 8:59 PM
297	Ross	10/17/2018 8:59 PM
298	Netana Hotimsky	10/17/2018 8:44 PM
299	Natalie Gordon	10/17/2018 8:36 PM
300	Max Gerson	10/17/2018 8:31 PM
301	Travis Marshall	10/17/2018 8:24 PM
302	Sean	10/17/2018 8:20 PM
303	Jody	10/17/2018 8:15 PM
304	Mike Tolliver	10/17/2018 7:58 PM
305	Sean	10/17/2018 7:45 PM
306	David Leathers	10/17/2018 7:39 PM
307	Ryan Stutzman	10/17/2018 7:31 PM
308	Mike Murfitt	10/17/2018 7:28 PM
309	Michael Ellis	10/17/2018 6:00 PM
310	Josh	10/17/2018 5:51 PM
311	Dana VanVoorhees	10/17/2018 5:47 PM
312	Jenny Sickle	10/17/2018 5:37 PM
313	Nikki	10/17/2018 5:13 PM
314	Nicky White	10/17/2018 5:06 PM
315	Julie	10/17/2018 4:38 PM
316	Tom Hinman	10/17/2018 4:22 PM
317	Bill Ehler	10/17/2018 4:21 PM
318	Dustin Czapla	10/17/2018 4:04 PM
319	Jon-Mikel Ogburn	10/17/2018 4:02 PM
320	Ryan Grube	10/17/2018 3:51 PM
321	Alex Lheritier	10/17/2018 3:46 PM
322	Ed Wilcox	10/17/2018 3:39 PM

North Fruita Desert Master Plan (18 Road Trails)

323	Timothy Waters	10/17/2018 3:10 PM
324	Matt Jones	10/17/2018 2:57 PM
325	Mark McConnell	10/17/2018 2:48 PM
326	Alex Nees	10/17/2018 2:44 PM
327	Mike Johnson	10/17/2018 2:42 PM
328	Peter Jurco	10/17/2018 2:39 PM
329	Kelly Leinen	10/17/2018 2:34 PM
330	Jeff Wilson	10/17/2018 2:29 PM
331	Ryan Chambers	10/17/2018 2:27 PM
332	David Vallem	10/17/2018 2:13 PM
333	Louis Anderson	10/17/2018 2:01 PM
334	Allen Chaney	10/17/2018 1:52 PM
335	Robert Lanting	10/17/2018 1:40 PM
336	Joe Dillsworth	10/17/2018 12:59 PM
337	Liz	10/17/2018 12:41 PM
338	Nick Cote	10/17/2018 12:40 PM
339	Jason N	10/17/2018 12:31 PM
340	Stevo Parker	10/17/2018 11:34 AM
341	J Grout	10/17/2018 11:31 AM
342	Steve Wands	10/17/2018 11:11 AM
343	Lauren Forcey	10/17/2018 10:57 AM
344	Alex Madden	10/17/2018 10:56 AM
345	Sam	10/17/2018 10:42 AM
346	Sean Meehan	10/17/2018 10:37 AM
347	William Frey	10/17/2018 10:26 AM
348	Greg	10/17/2018 10:21 AM
349	Kevin MacVittie	10/17/2018 9:59 AM
350	Cheryl Bottomley	10/17/2018 9:57 AM
351	Loren	10/17/2018 9:46 AM
352	Todd	10/17/2018 9:44 AM
353	Laurie Allin	10/17/2018 9:43 AM
354	John Luif	10/17/2018 9:30 AM
355	Chris Johnson	10/17/2018 9:23 AM
356	Casey Tango	10/17/2018 9:21 AM
357	Steve K	10/17/2018 9:11 AM
358	Mike Smith	10/17/2018 9:07 AM
359	David Wirth	10/17/2018 9:07 AM
360	Zachary Pitcher	10/17/2018 9:06 AM
361	Billy billyson	10/17/2018 8:59 AM
362	Dorothy B.	10/17/2018 8:47 AM
363	Heidi Deets	10/17/2018 8:47 AM

North Fruita Desert Master Plan (18 Road Trails)

364	Moishe Lettvin	10/17/2018 8:47 AM
365	clyde sharp	10/17/2018 8:40 AM
366	Jack Ferrell	10/17/2018 8:39 AM
367	Chris VanDoozer	10/17/2018 8:37 AM
368	Jennifer Rose	10/17/2018 8:34 AM
369	Michael Czapla	10/17/2018 8:16 AM
370	Brian Kiser	10/17/2018 8:12 AM
371	Scott Seifert	10/17/2018 8:07 AM
372	Caleb Foy	10/17/2018 8:01 AM
373	Marianne Jeppson	10/17/2018 7:59 AM
374	Dave	10/17/2018 7:50 AM
375	Mike Hefti	10/17/2018 7:49 AM
376	Christen	10/17/2018 7:38 AM
377	Matt Daley	10/17/2018 7:37 AM
378	Colin McCorkle	10/17/2018 7:31 AM
379	John Ensign 834 E Ottley Ave Fruita, CO 81521	10/17/2018 7:28 AM
380	Dirk Gustin	10/17/2018 7:26 AM
381	Jay Carpenter	10/17/2018 7:13 AM
382	Justin Bates	10/17/2018 7:07 AM
383	Doug	10/17/2018 7:07 AM
384	Cory	10/17/2018 5:52 AM
385	Shane	10/17/2018 4:34 AM
386	Aaron Brammeier	10/17/2018 2:50 AM
387	Taylor	10/17/2018 1:55 AM
388	Cameron	10/17/2018 1:12 AM
389	David Freund	10/17/2018 12:45 AM
390	Lynn Chenard	10/17/2018 12:04 AM
391	Craig Yonkers	10/16/2018 11:26 PM
392	Rhonda Bell	10/16/2018 11:24 PM
393	Tony Apuzzo	10/16/2018 11:04 PM
394	Joseph Johnson	10/16/2018 10:51 PM
395	Danimal Soller	10/16/2018 10:34 PM
396	Tony Bentley	10/16/2018 10:31 PM
397	Kahlo Chitraroff	10/16/2018 10:28 PM
398	Brian Waldrop	10/16/2018 10:18 PM
399	Keith Benedetto	10/16/2018 10:14 PM
400	Mia Phillips	10/16/2018 10:12 PM
401	Marty Caivano	10/16/2018 10:09 PM
402	Gregory Corey	10/16/2018 10:08 PM
403	Clay Schwarck	10/16/2018 10:06 PM
404	Ian Broussard	10/16/2018 10:05 PM

North Fruita Desert Master Plan (18 Road Trails)

405	Jim	10/16/2018 9:58 PM
406	Caroline Mahoney	10/16/2018 9:53 PM
407	Steve Senigla	10/16/2018 9:48 PM
408	David Trotter	10/16/2018 9:38 PM
409	Helen	10/16/2018 9:36 PM
410	Ian London	10/16/2018 9:35 PM
411	Fred Zacherl	10/16/2018 9:33 PM
412	Jens	10/16/2018 9:33 PM
413	Edward Freeman	10/16/2018 9:31 PM
414	Parker Moore	10/16/2018 9:28 PM
415	Andrew Drennan	10/16/2018 9:25 PM
416	Ann Oliveria	10/16/2018 9:25 PM
417	Gil Davis	10/16/2018 9:25 PM
418	Rick	10/16/2018 9:22 PM
419	Ryan Manglicmot	10/16/2018 9:20 PM
420	Bryan Wachs	10/16/2018 9:17 PM
421	Martin	10/16/2018 9:16 PM
422	Darron cheek	10/16/2018 9:08 PM
423	Anne Taylor	10/16/2018 9:08 PM
424	Krehl Stegelmeier	10/16/2018 9:01 PM
425	Jim bradley	10/16/2018 9:01 PM
426	Chris beus	10/16/2018 8:59 PM
427	Sienna Martin	10/16/2018 8:59 PM
428	Kirk P Brosius	10/16/2018 8:58 PM
429	Grant Roper	10/16/2018 8:57 PM
430	scott	10/16/2018 8:55 PM
431	Ken McKisson	10/16/2018 8:53 PM
432	Jonathanfrandsen@gmail.com	10/16/2018 8:53 PM
433	Justin	10/16/2018 8:50 PM
434	Erin nix	10/16/2018 8:47 PM
435	Kris Quandt	10/16/2018 8:45 PM
436	Beth Bershader	10/16/2018 8:42 PM
437	Ben Johnson	10/16/2018 8:36 PM
438	Beau Bergstrom	10/16/2018 8:32 PM
439	Jon Haftel	10/16/2018 8:30 PM
440	Ernest Saeger	10/16/2018 8:29 PM
441	Kerry Dunn	10/16/2018 8:25 PM
442	Jared Johnson	10/16/2018 5:52 PM
443	Landon Monholland	10/16/2018 5:48 PM
444	Brian	10/16/2018 3:59 PM
445	Steve Deming	10/16/2018 3:18 PM

North Fruita Desert Master Plan (18 Road Trails)

446	Anne Keller	10/16/2018 3:07 PM
447	Libby Harrow	10/16/2018 3:02 PM
448	Zay Lopez	10/16/2018 2:59 PM
449	Adam Harju	10/16/2018 2:56 PM
450	Heather O'Brian	10/16/2018 2:52 PM
451	Angela Akridge	10/16/2018 2:41 PM
452	Marian	10/16/2018 2:41 PM
453	Kevin Ross	10/16/2018 2:40 PM
454	Victoria	10/16/2018 2:31 PM
455	ROB MOORE	10/16/2018 2:09 PM
456	Maggie Lewis	10/16/2018 2:09 PM
457	Ryan Williams	10/16/2018 1:03 PM
458	Colby Frontiero	10/16/2018 12:24 PM
459	Ryan	10/16/2018 12:14 PM
460	Danny Caudill	10/16/2018 11:48 AM
461	Dean Gribble	10/16/2018 11:45 AM
462	Aaron Mattix	10/16/2018 11:44 AM
463	Adam Dietrich	10/16/2018 11:10 AM
464	John wieser	10/16/2018 10:56 AM
465	Chris Daubin	10/16/2018 10:54 AM
466	Tom	10/16/2018 10:51 AM
467	Bil Pfaffendorf	10/16/2018 10:48 AM
468	Mike sharkey	10/16/2018 10:36 AM
469	Carla	10/16/2018 10:36 AM
470	tony uriguen	10/16/2018 10:33 AM
471	Troy Nesheim	10/16/2018 10:32 AM
472	George Gatseos	10/16/2018 10:03 AM
473	Mary Haskell	10/12/2018 3:38 PM
474	Owen Dennehy	10/12/2018 3:35 PM
475	Alex	10/12/2018 3:17 PM
476	Kirk Haskell	10/12/2018 3:11 PM
477	Trevor Burrell	10/11/2018 7:20 PM
478	Eric Almanzar	10/11/2018 6:27 PM
479	Nancy Patterson	10/11/2018 6:20 PM
480	Lou Patterson	10/11/2018 6:19 PM
481	Matt	10/11/2018 6:08 PM
482	Jody W	10/11/2018 5:23 PM
483	Sven Edstrom	10/11/2018 5:17 PM
484	Sarah Brooks	10/11/2018 4:35 PM
485	Tiffany Williams	10/11/2018 4:28 PM
486	David Weinberg	10/11/2018 2:49 PM

Q27 Please provide any additional comments:

Answered: 182 Skipped: 811

#	RESPONSES	DATE
1	Great job! Fruita is awesome!	10/28/2018 7:12 PM
2	I am an avid mountain biker who visits 18 Road 2-3 times per year for extended periods of time. I love this place!	10/27/2018 9:23 AM
3	Thank you so much for these great trails. We love them. Greatly appreciated	10/26/2018 10:37 PM
4	Excepting Frontside, all current trails are either climbs or downhills. New trail design should focus on more contour trails.	10/26/2018 5:38 PM
5	You guys are already doing a great thing for the Fruita community, keep it up!!!	10/26/2018 5:37 PM
6	When capacity gets busy it can get ugly in and around the trail system.	10/26/2018 2:09 PM
7	I have been going out there since 2000 and I have had my kids grow up riding some of these trails. I have had great times and great memories. Thank you!	10/26/2018 2:05 PM
8	Great area. Love Fruita. More technical trails for mountain biking please	10/26/2018 1:51 PM
9	This approach so far, like a ski area, is great and what I support. Now, need to add techy and complete long loops (blacks and double-blacks, if you will) to the "ski area"	10/26/2018 11:42 AM
10	Favorite riding in the state!!	10/26/2018 11:38 AM
11	I can not state enough how much I love this trail system and the surrounding area! Being able to camp and ride such amazing trails practically in and around camp as long or quick loops any time is incredible!	10/26/2018 11:28 AM
12	Progress and growth is a mixed blessing - good for fruita bad for people who like the small towny quirkiness	10/26/2018 11:28 AM
13	Please, whatever you do, do not get rid of BLM camping areas. The best part of NFD is having space in the BLM areas to camp and have fun. Blowing up the area with more designated fee sites is not a solution to any problem. Thanks for all the hard work!	10/26/2018 11:27 AM
14	Been visiting for almost a decade, keep up the good work.	10/26/2018 10:35 AM
15	Its a gem of an area, let's invest in improvements. People come from all over to do these trails. Cow damage should be eliminated. Really, the poor quality of the rangeland does not support viable grazing--get rid of the cows!	10/26/2018 9:43 AM
16	18 road is only ok right now. Needs more trails to be a better system. More than just a couple ways up	10/26/2018 9:39 AM
17	More easy trails that are rated by beginners not advanced riders	10/26/2018 9:00 AM
18	Love the community that Fruita is building!	10/26/2018 8:58 AM
19	I've been coming to 18 rd for over 10 years. You have done a good job maintaining the area with the increased activity. Keep up the good work.	10/26/2018 8:54 AM
20	These types of surveys have been circulated, filled out, and ignored in the past, I hope this time it's different.	10/26/2018 8:34 AM
21	These trails are great and some of the best mountain biking in Colorado! The only improvement I could see would be adding more of these great trails.	10/26/2018 7:54 AM
22	I appreciate all the hard work on the trails and I'm proud to have helped some on PBR maintenance. I would like to help build trail additions as well. Perhaps signage somewhat similar to Rustlers regarding trail braiding and mud woupd be good. Tourists will ride in the absolute worst conditions, though.	10/26/2018 7:43 AM
23	18 Road Trails are a mountain biking gem! Don't ruin them by trying to make them for everyone.	10/26/2018 7:39 AM
24	Love riding at 18 Road, just wish it wasn't so far from Palisade ☺	10/26/2018 7:15 AM

North Fruita Desert Master Plan (18 Road Trails)

25	Thank you for all that is available in, incredible, Fruita area!!!!	10/26/2018 7:00 AM
26	Washboard/ brake pits are becoming worse each year on the faster downhill portions of Joes ridge and zippidy do da. I would suggest minor trail reroutes with grade reversal features to keep people off their brake levers.	10/26/2018 6:26 AM
27	Love the area, dont want to see it over developed.	10/26/2018 5:04 AM
28	fat tire festival was the reason to make journey years ago. now we ride when going to moab	10/26/2018 3:05 AM
29	I love Fruita! Keep Fruita Fruita, and don't Moabise it.	10/26/2018 12:19 AM
30	My comments are based on riding 18 rd for camping opportunities. I usually ride zip,joes, Pbr, and chutes. I would enjoy more tech such as lunch loops in GJ. Fruita is a treasure!	10/26/2018 12:16 AM
31	18 rd is a great full day of riding, usually try not to hit it on a weekend. In town is a hub with great restaurants and other ride choices.	10/26/2018 12:15 AM
32	We love 18 Road!	10/25/2018 11:55 PM
33	I love Fruita & 18 rd trails ! I'm heading there tomorrow for 5 days ! Riding there year round brings me there a lot during the winter. Hot Tomato ☐!!	10/25/2018 10:54 PM
34	Keep up the good work!	10/25/2018 10:42 PM
35	I drive from Colorado Springs (5+Hrs) because the riding in the area is so good! Equal to Moab in my opinion. I wish I lived closer! I've actually considered moving to Grand Junction.	10/25/2018 10:07 PM
36	Thank you —love the trails in Fruita!	10/25/2018 9:44 PM
37	Perhaps speed bumps in the road between parking and end of road.	10/25/2018 9:38 PM
38	I am a bicycle rider.	10/25/2018 9:22 PM
39	Thank you for all you do!	10/25/2018 8:53 PM
40	18 road is a great trail system. We make a few trips a year, it's a 13 hour drive for us, well worth it. Great work!	10/25/2018 8:51 PM
41	Dogs are a big problem esp on weekends. Not sure what can be done but it detracts from the experience.	10/25/2018 8:40 PM
42	I like riding 18 road, but am more inclined to ride Loma for technical riding and access from highway, or Lunch Loops for equal time off the highway but more varied and technical terrain. I like 18 rd on a weekday when less people are using it.	10/25/2018 8:34 PM
43	Good luck. We love Fruita. Forgot - our first priority would be paving the access road. It has gotten better in recent years. When we first start biking in Fruita it was very rutted and rough.	10/25/2018 8:07 PM
44	I feel so fourtunate to have these trails and this community in Colorado. Thank you for your continued work to make access to this kind of recreation sustainable and accessible!	10/25/2018 7:52 PM
45	Thanks.	10/25/2018 7:50 PM
46	My boyfriend was on the crew that built PBR with Greg Mazu at STT :)	10/25/2018 7:27 PM
47	Thanks for input - we love Fruita and love spending our money there -- such a great town.	10/25/2018 6:26 PM
48	Maybe add a trail "red yellow green" sign at the trailhead for extra education on not riding on muddy trails. I see large tours from out of town come on muddy days and it's dosappointing that the leaders of these events let the customers ride on muddy trails.	10/25/2018 5:39 PM
49	We love fruita	10/25/2018 4:31 PM
50	Thank you for all you for supporting Mt Biking in Fruita	10/25/2018 4:22 PM
51	18 road is a great place that attracts a lot of tourists. That always rubs the locals the wrong way as many of the tourists aren't the most respectful (but not all!). It is a great place to ride as it is certainly very family friendly as the majority of the terrain is very smooth, but it would be nice to add a little more versatility to the existing flow trails by adding some (big) jumps, techy decents, and more big jumps. If possible, maybe a couple more camgrounds or a campground area designated for small groups of 1 - 2 people so that the larger areas can be reserved for bigger parties and then the lone wolfs won't be left without a spot. Keep up the good work!	10/25/2018 4:15 PM

North Fruita Desert Master Plan (18 Road Trails)

52	I need to join the local Mtn Bike groups, I've already provided cash donations at fund raising events.	10/25/2018 4:13 PM
53	Love Nfd....would really like it even more if there was double the mextwork size with the present quality of trails...	10/25/2018 3:30 PM
54	The only reason we visit Fruita all the way from Scotland is to mountain bike 18Rd and your other trail systems	10/25/2018 3:13 PM
55	I've been coming to Fruita for around 20 years. 18 road has changed less than I would expect over that period of time especially with how heavily used it is. I think the designated campground was a nice addition and has kept that area from being destroyed (since before that was an official campground it was a messy free-for-all). The next challenge is probably the "burning man" area of dispersed campers to the south east of the main trail head parking lot. I think the trail variety is pretty good but more trails would spread out the riders and help with some of the congestion on the current trails. Still it's still a great area to ride and hang out in. More restrooms at the trail head would be helpful (or maybe put restrooms in the dispersed camping area to eliminate the huge weekend morning lines at the trail head restroom).	10/25/2018 3:12 PM
56	Best trails in CO!	10/25/2018 2:55 PM
57	My last trip to NFD I realized that the cattle and inexperienced riders had destroyed the trail quality of the area.	10/25/2018 2:45 PM
58	We used to camp, now have kids. Spend money on vrbo or hotel each spring and fall	10/25/2018 2:45 PM
59	We try to come twice a year from St. Louis and rent a house for 3 of us older women. I'd like to be able to use a pedal assist bike as we are getting older and can't do the harder trails. Ages 57 - 65.	10/25/2018 2:27 PM
60	I love these trails and have used them to teach mtn biking on with various user groups through the years as well as ride them personally. Thank you for your vision of sustainability.	10/25/2018 2:26 PM
61	I've loved the Fruita area for 20 years. I rarely go farther west to mountain bike. It's getting wicked popular and popularity can have negative effects in a flash.	10/25/2018 2:12 PM
62	Our kids (5/6)love 18Rd but the lack of shade becomes a problem because there is no where for them to hang out and rest. A pump track or some jumps would be a great addition so we could keep an eye on the kids and stay on the bikes.	10/25/2018 2:08 PM
63	I only get to come to Fruita every couple years, but there weren't any answer options to say that. I love 18 Road & Fruita!	10/25/2018 2:01 PM
64	Love riding at the Bookcliffs!	10/25/2018 2:01 PM
65	Road improvements / maintaining of the road would be a plus	10/25/2018 1:53 PM
66	18 Road made me move to Colorado. It was amazing 15 years ago, and it's amazing today.	10/25/2018 1:37 PM
67	Love Fruita. I recently moved closer and am excited to ride this area more than I have in the past. I by pass Moab to come ride in Fruita I love it that much.	10/25/2018 12:58 PM
68	Love this area, please keep it real.	10/25/2018 12:57 PM
69	They are fun trails and I try to ride them each spring and fall. I quit trying to go and camp back in about 2000 because you would have to get there on Wed night to get a spot. Currently the unimproved camping is a zoo. (Wild west camping w/ packs of dogs, generators running, and not a fun desert experience - compared to what it was back in the late 90's)	10/25/2018 12:48 PM
70	Awesome trail system, only way to improve is add more trails	10/25/2018 12:20 PM
71	love the fruita area and think overall you guys are killing it	10/25/2018 12:13 PM
72	Look at what's working in Moab. they are providing multiple trail system and spreading the users our not trying to expand a single system that has reached its capacity	10/25/2018 7:37 AM
73	We visit Fruita every two years. We visit during Fat Tire Fest. Love the trail riding .	10/25/2018 3:56 AM
74	This is the least desirable place to ride of anywhere I've been in my entire life, and I grew up in Kansas. Loud, rude and obnoxious is the norm here.	10/24/2018 11:47 AM
75	Thx for the survey	10/24/2018 7:00 AM
76	great place to ride	10/24/2018 12:10 AM
77	SO stoked to see a possibility of having more trails out at 18 road!	10/23/2018 9:19 PM

North Fruita Desert Master Plan (18 Road Trails)

78	Thank you for asking. Bike path from Fruita to Kokopelli trails is great.	10/23/2018 8:37 PM
79	Just camped there last weekend and really appreciated overflow camping option when the campground is full. However the lack of bathrooms concern me seeing several campers using bushes as an alternative bathroom.	10/23/2018 8:33 PM
80	18rd is know all over the us for having fun teck trails let's build on that and expand the trails for more to come	10/23/2018 7:54 PM
81	Love the area. Seems like there is an opportunity for a smart expansion with other trails and perhaps another designated camping area in another location to handle crowds and spread people out.	10/23/2018 7:20 PM
82	Wonderful trail network...just need more.	10/23/2018 6:43 PM
83	Keep up all the good work. This needs to be addressed so thank you. 18 road is getting out of hand especially the camping situation. please just continue to expand the camp ground and facilities.	10/23/2018 6:05 PM
84	thanks for reaching out	10/23/2018 4:31 PM
85	Thanks for lifetimes of memories	10/23/2018 4:12 PM
86	We love 18 rd trails. They are a great for beginner mountain bikers and offer something for everyone. We love seeing kids out on the trails. We just avoid going out there on weekends because of the congestion, since everyone has to ride Prime Cut.	10/23/2018 4:04 PM
87	How can we charge people to park? Free to access but must pay to park. Even if it was only a dollar it would generate a lot of funding to maintain and expand where needed.	10/23/2018 3:12 PM
88	I would be willing to help with trail maintenance or building trails!	10/23/2018 1:44 PM
89	18 Rd is great, but could still be better.	10/23/2018 11:44 AM
90	IMBA strike, why can't there be cut offs or ride around too difficult of obstacles? I think it would prevent alteration of great challenges and if you wanted to just ride, you could bypass some of the trail features you weren't interested in trying	10/23/2018 9:54 AM
91	18 Road and the North Fruita Desert Rec Area is a real gem and a great way for our entire family to get outside together. It's a beautiful place with lots of opportunity to recreate, but also to find quiet, peaceful places to enjoy being outside. I feel the peace and quiet is most threatened by the increased use of the area, and it would be important to try to protect that as well. Thank you!	10/23/2018 9:50 AM
92	Sustainable trails. Thanks!	10/23/2018 9:47 AM
93	The area just needs more trails, and more parking & facilities during peak times of the year. We need to work so spread the traffic out from Prime, PBR, Kessels.	10/23/2018 9:37 AM
94	Would love to see more free ride trails, more black and double black trails!	10/23/2018 9:30 AM
95	Thank you!	10/23/2018 9:06 AM
96	We ride pedal assist hybrid emtb bikes and would like trails open to them.	10/23/2018 9:03 AM
97	Lot's of work to do. Seek input from current users in a sit-down, map-sketch sort of discussion. COPMOBA can help coordinate.	10/22/2018 11:05 PM
98	Please include plans for regular trail maintenance as well as educational signage- rules of the trail, don't ride on muddy trails, etc	10/21/2018 7:51 PM
99	Thanks!	10/21/2018 1:21 PM
100	Please finish overlaying the road. Please keep OHV and Biking together. This is why we come out.	10/21/2018 12:23 PM
101	Thanks for the awesome trails!	10/20/2018 9:36 PM
102	Improvements are needed to compete with so many other up-and-coming mtb destinations that are upping the game. Better marketing of the area is also needed, instead of resting on our laurels.	10/20/2018 11:24 AM
103	It is HOT here in the summer. A few more trails at Turkey Flats would be awesome!	10/19/2018 5:15 PM
104	The hassle to get out to the trail head is the factor that keeps us from visiting most. The crowding isn't too bad on trails except but is definitely getting worse, especially on the popular trails. A greater variety of trails would keep us coming back.	10/19/2018 10:10 AM

North Fruita Desert Master Plan (18 Road Trails)

105	Thanks for surveying users! Thanks for protecting/enhancing recreational opportunities AND conserving/protecting our public lands! Trails are good, they connect people with nature! #bikesbelong	10/19/2018 9:40 AM
106	Thanks for soliciting feedback!	10/19/2018 8:56 AM
107	1. The area would be served well by a longer cross-country type trail that runs through the Bookcliffs. Something 15-25 miles or so that would be a destination trail in and of itself. 2. Extend the Kokopelli OHV trail From Rabbit Valley Motorized Area to to the North Fruita Desert Recreation Area to expand access and connect NFDRA to RVMA for off-road vehicles, overland travelers, bike-packers, and backpackers. Connections may exist but it would be preferable to have a formalized, designated OHV route from RVMA to NFDRA. Thank you so much for the opportunity to provide input!	10/19/2018 8:46 AM
108	For the most part things are great and it really works out there for me as far as trails and camping. Love the fact that things are not extremely strict and relatively self monitoring.	10/19/2018 12:21 AM
109	I enjoy visiting 18 road trails	10/18/2018 8:13 PM
110	18 Road Trails are super amazing - I try to go every year and they always are in my riding plans.	10/18/2018 4:17 PM
111	Keep the area as open to recreation as long as possible.	10/18/2018 3:45 PM
112	we need more trailwork/maintenance days, and not just the weekends, many of us work on the weekends and can't help when we want to. We should do maintenance when it's busy, so people actually see humans working on trails and maybe they realize what goes into the trails and maybe they respect the trails more. we did this to ourselves, telling everyone to come here, now they do, and we have to deal with 1st time mountain bikers who don't know etiquette and people who just don't respect nature or trails. look how much braiding there is just getting to prime cut. seriously...every time i go out there, there are new "trails" connecting "campsites" to some existing trail, or just to get to a bathroom or whatever.	10/18/2018 11:30 AM
113	Appreciate the dedicated people who devote their precious time to causes that are beneficial for our sport and to the betterment of the Grand Valley! Kudos!	10/17/2018 10:41 PM
114	Living in the Grand Valley is great, let's add more fun trails!	10/17/2018 9:42 PM
115	The area is becoming much more heavily used than 10 years ago and the trails are showing the use. Putting in a second trailhead may help disperse the impact on our delicate singletrack.	10/17/2018 8:44 PM
116	Thanks!	10/17/2018 8:20 PM
117	The north fruita area is one of the most appealing riding areas in all of Colorado. Unfortunately because of the lack of variety of trails, after a couple visits they become tiresome and repetitive. If the trails allowed for advanced rider progression like the lunch loops allow, it would increase the already great MTB area dramatically.	10/17/2018 8:06 PM
118	Thanks for asking. Thanks for caring. Keep it up!	10/17/2018 7:45 PM
119	We maintain, and repair our roads (sometimes :)) on an ongoing basis. Why do we noLet's t do the same for our trails? Seems like every time it gets mentioned, someone shouts out "don't change the trail!" "Don't move that rock!" Seems kinda silly, if ya ask me. Desert terrain erodes. Trails erode. Let's repair the ones in need of repair. Check out the Moab trails for examples?	10/17/2018 7:39 PM
120	Love what you guys do and the town of Fruita. I will keep coming and spending money there in town. Shout out to Over the Edge for being an amazing bike shop and resource for us out of towners.	10/17/2018 5:51 PM
121	Improving 18 Rd would be very beneficial to getting more people to go out to bike the North Fruita desert. Currently the road is chewed up, has several large potholes and people do not want to tear up their suspension and choose to go to Kokopelli instead.	10/17/2018 5:47 PM
122	Thanks for an amazing area and continuing to improve it. It should stay a place that is open to people for responsible use but the main road access conditions and bathrooms are in need of improvement.	10/17/2018 5:37 PM
123	Thank you for working hard to create a great mountain biking environment. I believe education for riders is necessary as many head out to camp and ride without knowing trail etiquette. (don't ride muddy trails, right of way, etc.)	10/17/2018 4:38 PM
124	More campsites or more importantly bathroom access for the dispersed area.	10/17/2018 3:51 PM
125	Keep up the good work!	10/17/2018 3:46 PM

North Fruita Desert Master Plan (18 Road Trails)

126	It would be nice to have more green and blue trails. Often times there are inexperienced riders on black runs.	10/17/2018 3:39 PM
127	Overall, we enjoy the NFD immensely. We prefer camping in the established campsites due to the cleanliness, lack of dust, privacy, views.	10/17/2018 3:10 PM
128	Thank you for offering the opportunity to provide suggestions.	10/17/2018 2:57 PM
129	You Rock!	10/17/2018 2:48 PM
130	The city of Fruita, Mesa county etc should be wiling to spend lots of money to improve the trail system in north fruita dessert, particularly building more trails and increasing camping options as people will come from all over to ride here and spend their money in our valley We also need to continue to finance increased trail building all through Mesa county as people drive right through our valley on I-70 to ride in Moab where they are constantly funding and building more trails We continue to be left behind as Moab expands its trail systems and we sit on our hands	10/17/2018 2:42 PM
131	Y'all do great and people love you. But that doesn't mean it can't be even greater!	10/17/2018 2:29 PM
132	I'm 71 years old and just started riding MTB a year ago and ride two or three times a week on the area trails. What a great system, keep up the great work.	10/17/2018 10:26 AM
133	We're loving it to death out there. But the "death" of the Fruita North Desert Mountain Bike Emphasis Area is less deathly than the resource destruction that has and continues to occur in areas open to motorized vehicles and open shooting areas and de facto dumping areas. So we're doing pretty well in that respect. But having a wider area to enjoy and having places for people to camp without thrashing new areas can only help us do even better.	10/17/2018 10:21 AM
134	Love what Fruita has done and is doing to promote mountain biking and outdoor recreation for it's economy. The Town of Eagle has used many examples for their own planning, but it can easily get out of control without constant, thoughtful management.	10/17/2018 9:57 AM
135	The area is fairly excellent overall, and the trailbuilders have done well with the available terrain. There is potential for so much more though.	10/17/2018 9:23 AM
136	Thank You!	10/17/2018 9:21 AM
137	18 rd is awesome but could be such a healthier, better system with some infrastructure and planning. The trails are great but get ridden hard 8 mos a year. They need more to help spread out traffic. I also wouldn't be totally opposed to paying a fee to use the parking lot. Like 1.00 per day or 5 for a week pass or 20 for the year.	10/17/2018 9:06 AM
138	Would love to also see more trails of all ability levels. Love the area!! Thank you blm!!	10/17/2018 8:34 AM
139	The 18 Rd trails and Kokopelli trails are a treasure for the Fruita area and as more riders are drawn to the valley more trails and facilities are going to be needed.	10/17/2018 8:16 AM
140	This area is wonderful area for mountain biking and camping. It feels like a mixed blessing to expand the area as increased access leads to more people and higher use which can also contribute to the overall decline of the area. While we always welcome more trails and areas to camp, the infrastructure needs to be there to ensure people don't destroy the beauty of this area (ie: proper waste disposal (human and pet), restroom/campground maintenance, and use over site).	10/17/2018 7:59 AM
141	Love 18 road.	10/17/2018 7:49 AM
142	No saving site signage should be posted. A number of times I've encountered a cooler or placeholder items and neighboring campers told me they were "saving" them from friends who are in route. First come first served means that! /rant off	10/17/2018 7:37 AM
143	More pay camping needed so the fees can be put back into the trails.	10/17/2018 7:31 AM
144	It's our tourist pull for the town and I'd like to see more black level and high tech trails out there. Better signage, directional signs for mojo, kessel, and primecut. Better signage for the bottom wash, I see so many people riding that way and then up kessel, mojo, etc...	10/17/2018 7:28 AM
145	Will be relocated to the area in a few year. COPMOBA member and support the Plunge. Lots of trail experience ie advocacy, building, grant writing. Look forward to helping out in the near future if you can use me! Keep up the great work!	10/17/2018 7:26 AM

North Fruita Desert Master Plan (18 Road Trails)

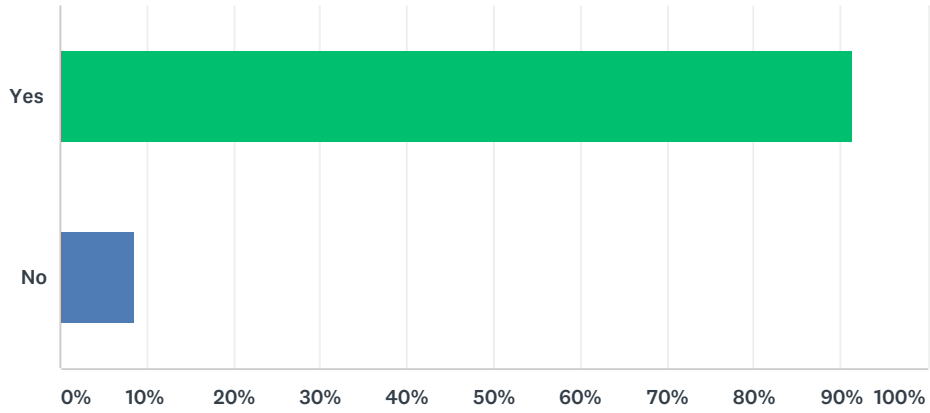
146	Fruita will inevitably continue to grow as a destination spot for MTB riders. With the growth of Denver/Front range and the further drive to Moab...the town should continue to capitalize on this opportunity by catering to the intermediate/advanced mountain bike community that would otherwise head to Moab. More jumps and freeride features would be awesome!	10/17/2018 12:45 AM
147	Thank you for your hard work and dedication to these unique and enjoyable trails!	10/16/2018 11:04 PM
148	One way in/out and only 1 substantial parking area is not sufficient infrastructure for this popular system. A similar parking area on the west side would be a terrific option. Plus 16 rd is much smoother than 18 rd.	10/16/2018 10:51 PM
149	We all know locally that 18 Rd is at major crossroads. It's the busiest system, the only real camping in the valley and it's the smallest in terms of milage. The writing has been on the wall for major revisions and expansions for some time.	10/16/2018 10:34 PM
150	thanks for consideration of new ideas	10/16/2018 10:14 PM
151	You guys are doing great. Mountain biking is growing faster though	10/16/2018 10:06 PM
152	Fruita 18rd is a classic riding destination and a dream ride for many from around the USA & the world. Making it better and more accommodating will benefit local riders and the economy.	10/16/2018 9:48 PM
153	Great job, I often use your trail management as a model for us to look up to on the front range.	10/16/2018 9:38 PM
154	Thank you for the work you do--I love coming to Fruita--low key, good folk & shops, small town feel with the benefit of a bigger town nearby, plus room to spread out. I hope you can keep that open feel.	10/16/2018 9:36 PM
155	Thanks!	10/16/2018 9:34 PM
156	Camping is overflowing, the out of town group is growing. The restrooms are very insufficient at parking lots - camp grounds restrooms issues are slim. This places is special, amenities need to improve. This is a state wide asset.	10/16/2018 9:25 PM
157	Thanks for your work on this	10/16/2018 9:17 PM
158	Best of luck, I applaud your good intentions! We are all suffering the same fate - just too many people everywhere in Colorado. Without the growth, we wouldn't have most of the land management problems we have!	10/16/2018 9:16 PM
159	More chip and seal on the road out to trailhead	10/16/2018 9:08 PM
160	So much potential. Would love tons more trails and loops. Especially better up trails. Usually only go up prime cut. Gets crowded.	10/16/2018 9:01 PM
161	I found what appears to be a very sensible plan here: go.usa.gov/xUagg	10/16/2018 8:58 PM
162	Big features!	10/16/2018 8:53 PM
163	It would be nice to see a quicker direct route to the trailhead	10/16/2018 8:36 PM
164	Live 18 Rd, as a biking community we need to take the whole area to the next level. The road getting out there is terrible.	10/16/2018 5:52 PM
165	#gofruita	10/16/2018 5:48 PM
166	Thanks!	10/16/2018 3:07 PM
167	Thanks for looking into this.	10/16/2018 2:52 PM
168	I admire the staff (Fruita) love this city's branding efforts toward offering a lifestyle change. I love it here!	10/16/2018 2:41 PM
169	Thanks for all you do!	10/16/2018 2:41 PM
170	18 Road Trails are excellent. Coming from the front range, it's great to have mountain bike-specific trails and a supportive community. Trails can be busy on the weekend but are nothing compared to front range! I love the variety offered between 18 Road, Kokopelli, and the Lunch Loops.	10/16/2018 2:40 PM
171	Thanks for surveying people	10/16/2018 2:31 PM
172	We need to bump the difficulty up in this system, locals are getting bored. I'd be willing to help!	10/16/2018 2:09 PM
173	Every town should be more like Fruita. The people are so welcoming, the trails are well done in every way, overall I couldn't be more happy to visit that place.	10/16/2018 12:24 PM

North Fruita Desert Master Plan (18 Road Trails)

174	The north Fruita desert 18 Rd Trail Network should be designated as an e-bike use area. The logistics of this Trail Network are very conducive to e-bikes and ebike usage.	10/16/2018 11:10 AM
175	Until the road is paved we only go a couple times a year.	10/16/2018 10:56 AM
176	Easy, easy, easy. Not everyone is in their 20's wanting to jump and fly with great speed. Fruita is attracting a lot of retirees, we bump into each other at the coffee shops. We would like to have some trails, (maybe east west, less elevation) to enjoy riding across the desert foothills. Maybe 18 rd over to Highline Lake.	10/16/2018 10:36 AM
177	I run Over the Edge in downtown Fruita #biased	10/16/2018 10:03 AM
178	Better mapping similar to Hartman Rocks in Gunnison	10/12/2018 3:38 PM
179	It's a beautiful area.	10/12/2018 3:17 PM
180	Thank you	10/11/2018 7:20 PM
181	That's for all you do!	10/11/2018 6:27 PM
182	We love this trail system and can't wait too see new additions	10/11/2018 4:28 PM

Q28 Can we quote any of your answers in our master plan?

Answered: 728 Skipped: 265



ANSWER CHOICES	RESPONSES	
Yes	91.35%	665
No	8.65%	63
TOTAL		728



APPENDIX

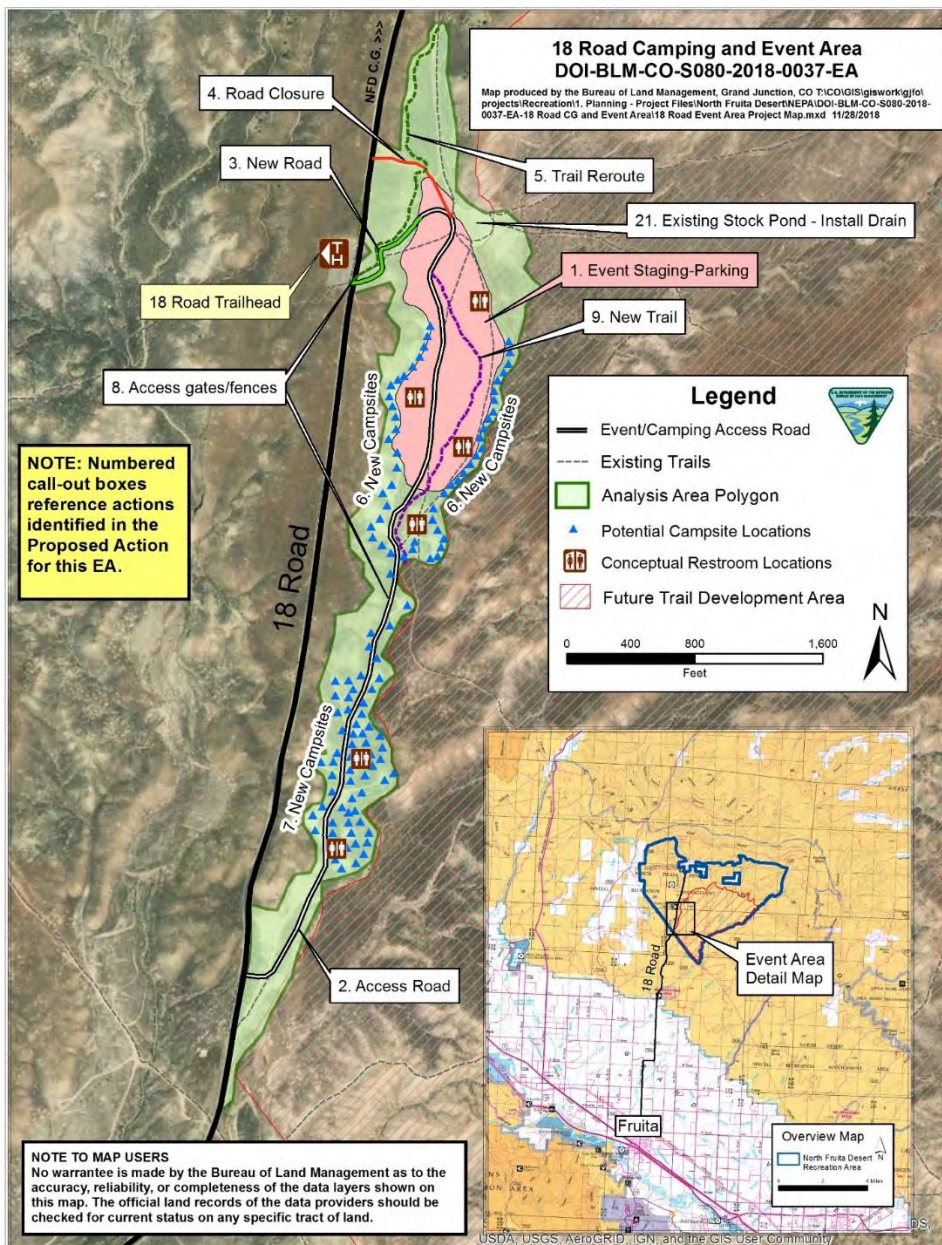
APPENDIX B: BLM PROPOSED ACTION



Proposed Action

The Proposed Action is to develop an event venue and camping facilities within the North Fruita Desert SRMA immediately east of 18 Road and southeast of the existing North Fruita Desert Trailhead. The BLM is also proposing several ancillary actions to address social trails in the existing NFD Campground, livestock grazing management, and flood control measures. See maps below (Figures 2.2.2-1, 2.2.2-2 and 2.2.2-4) for location and proposal details. Numbered call-out boxes on the maps reference the numbered actions described below. Due to funding limitations, the BLM would likely implement the proposed action over several years as funding became available.

Figure 2.2.2-1 – 18 Road Camping and Event Area Proposed Action



Full build-out of the proposed facilities would include:

1. Constructing up to 19 acres of engineered gravel/road base parking and staging areas.
2. Upgrading 0.7 miles of an existing road to a 16-foot wide (running surface) engineered gravel road between 18 Road and the proposed 19-acre event staging/parking area. The BLM (engineers, hydrologist, and recreation staff) would complete the road upgrade in cooperation with Mesa County Engineers to ensure adherence to the county's Road Access Policy, including obtaining permits for work in the 18 Road right of way. The work would likely include realignment of the 18 Road/access road intersection (to create a T-intersection), and installation of drainage control structures (e.g. culverts, berms, ditches) within the project area footprint (analysis area).
3. Constructing approximately 800 linear feet of new 16-foot wide (running surface) engineered gravel road connecting the north end of the event area to 18 Road just east of the existing trailhead. Designate this road as open to all uses.
4. Decommissioning/restoring approximately 900 feet of existing road exiting the north end of the event area. Change the designation of this route (BLM Route 7520, I-695, segments 22915, 22530, and 22532) from open to closed.
5. Rerouting the Prime Cut singletrack trail where it coincides with the new event area access road. This would involve construction of approximately 2,000 feet of 24-30 inch tread. Designate the re-routed trail as limited to bicyclists, pedestrians and horses. Change the route designation to "closed" for the rerouted portions of Prime Cut (I67 segments 22545 and 22529).
6. Constructing up to 85 campsites within and around the perimeter of the 19-acre event area. Standard campsites would include concrete or coated steel lattice picnic tables, and steel fire rings. In order to accommodate event parking, not all campsites on the interior of the event parking area would have tables and/or fire rings (See Figure 2.2.2-2). During final design, the BLM would determine where tables and fire rings might be practical for the interior sites.
7. Constructing up to 65 campsites between 18 Road and the south end of the 10-acre event area. Site specifications would be the same as those described in item 6 above.
8. Installing two gates, and approximately 300 feet of wing fences to allow for controlled access to the event area.
9. Constructing a 24 to 36 inch singletrack trail within a shallow wash running through the proposed event area (approximately 1,900 feet in length). Use of this trail would be limited to bicyclists and pedestrians.
10. Installing up to seven vault toilet structures. The specific toilet structure type would be determined during final design. See Figure 2.2.2-2 below for examples of two different potential styles.
11. Installing up to 10,000 linear feet of fencing or other barriers (e.g. smooth wire fence, post and cable, large boulders). The BLM would use these fences and barriers to delineate campsites and event area facilities. They would also install perimeter fencing if monitoring indicated that separation of recreation activities and livestock grazing was necessary to minimize conflicts between these two resource uses.
12. Installing up to three shade shelters/gazebos (400 to 600 square feet each – e.g. shelters at

Kokopelli Trailhead and North Fruita Desert Trailhead) within the 19-acre event area (See Figure 2.2.2-2 for an example of a typical shade shelter).

13. Installing up to three fee stations (2 or 3-panel kiosks, fee tubes, Recreation.gov reservation system) within the event/camping area footprint. In the kiosks, the BLM would post trail maps, and informational and educational messages about the interrelationships between recreation activities, wildlife, and livestock grazing operations.
14. Installing a campground host site with concrete pad, water/septic system (2,000 gallon cistern, gravity-fed delivery, septic tank and leach field)

Figure 2.2.2-2 – Proposed campground facility components



Concrete picnic table



Steel fire ring/grate



CXT brand concrete vault toilet building



“Moab style” steel vault toilet structure

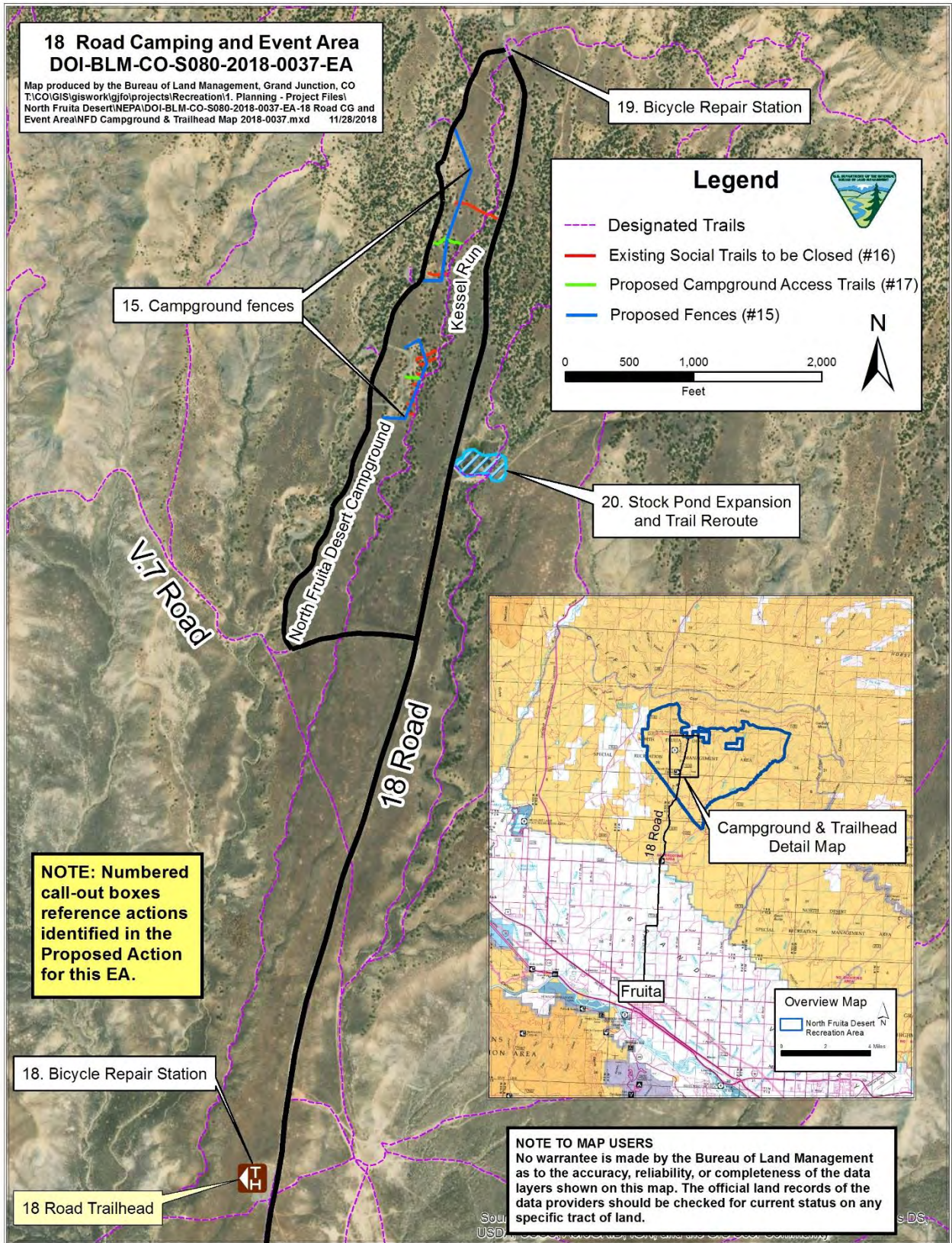


Shade shelter/gazebo

The campsite and restroom locations shown on the map are approximate – all would be located within the perimeter of the potential area of impact polygon (project footprint) shown on the map. The proposed footprint comprises approximately 72 acres. The number of campsites constructed, types of campsites constructed, and the timeframe for constructing the sites would depend on a number of factors, including:

- Observed demand for camping opportunities
 - User volume
 - Campsite size requirements based on group size and vehicle size
- Availability of funding to construct infrastructure. Funding sources could include:
 - Fees generated from current NFD Campground
 - Fees generated from current Special Recreation Permits
 - Grant funding (CPW, FLAP, etc.)
 - Partner contributions (City of Fruita, Fruita businesses, COPMOBA, etc.)
 - Appropriated funds
- Resource issues identified during the NEPA process

Figure 2.2.2-2 – North Fruita Desert Campground, Trailhead and Pond Proposed Actions



In addition to the proposed actions described above, the BLM would construct a series of fences within the current North Fruita Desert Campground to limit the number of social trails connecting developed campsites to the Kessel Run trail running parallel to the east side of the campground.

This would include:

15. Constructing 2,400 feet of three-strand smooth wire fence
16. Closure and restoration of 1,200 feet of existing social trails
17. Designation and construction of 125 feet of trails (24 to 30 inches in width) providing controlled access for mountain bikers and pedestrians from developed campsites to the Kessel Run trail.

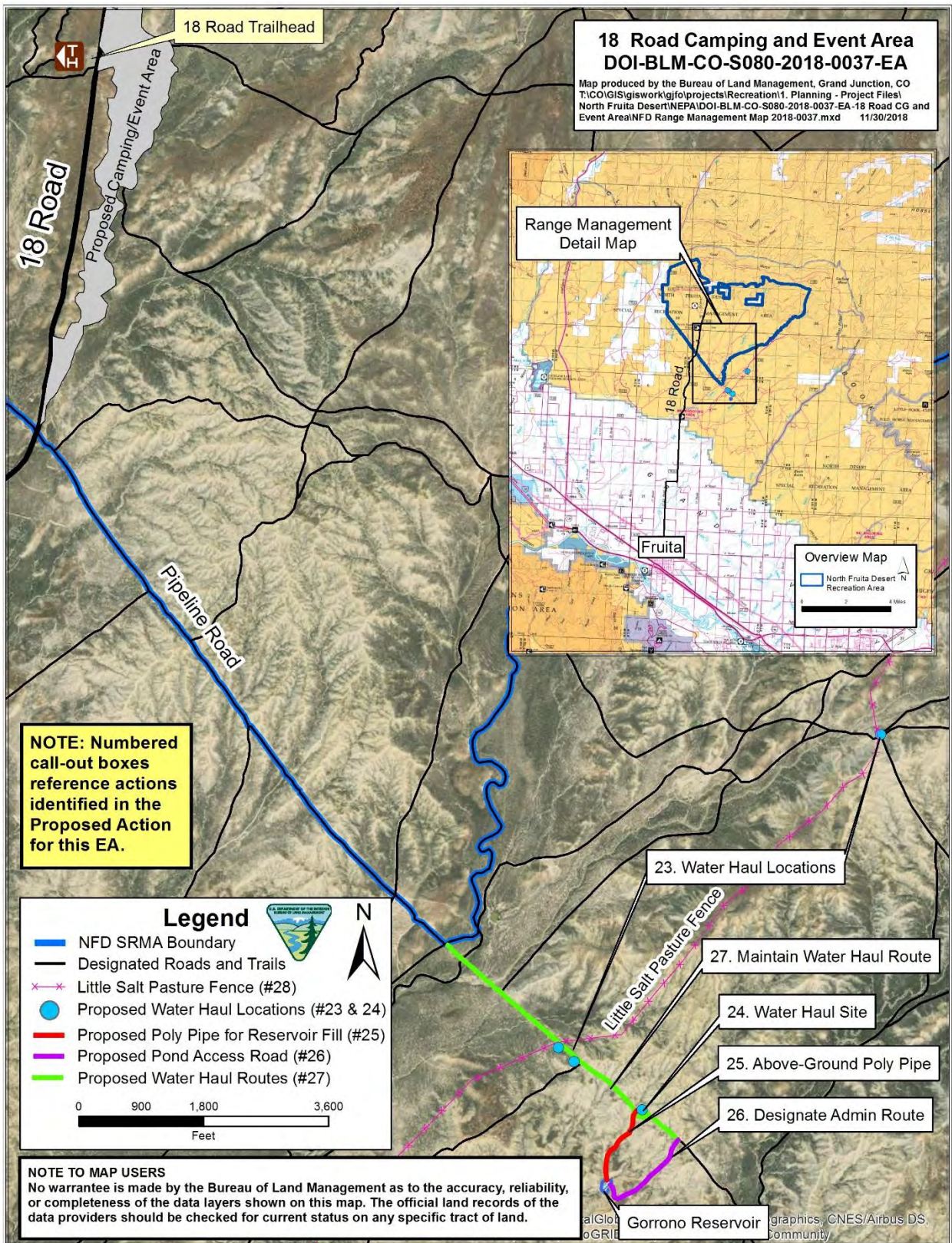
Two other proposed components of the proposed action involve a Boy Scout Eagle Scout project proposal, which includes the following:

18. Installation of a bicycle repair station directly adjacent to the shade shelter and kiosk at the existing NFD Trailhead. This would include a concrete pad with dimensions of approximately 6 feet by 6 feet.
19. Construction of another smaller shade shelter and bicycle repair station at the north end of 18 Road. This would include a concrete pad with dimensions of approximately 8 feet by 8 feet covered by a shade shelter constructed of wood and/or steel. This shelter would include another bicycle repair station, and would integrate the existing kiosk at that site, or would replace the existing kiosk with an alternate kiosk design.

The BLM proposes the following actions to address stormwater management in the project area:

20. Enlarge the 18 Road North pond (Burford Reservoir - #271117) to capture and completely contain the anticipated upstream flow from a 100-year flood. Design the upgraded pond to spill to the southeast if water volume exceeds the pond's capacity. Remove any tamarisk from the pond area. To provide wildlife habitat and future shaded areas for recreationists, plant six to ten sapling cottonwood trees along the dam bank and protect them with wire mesh. Reroute any portion of the Prime Cut trail that would be eliminated by expanding the pond. The BLM would build the rerouted trail segment along the perimeter of the expanded pond, and would retain the same specifications and character as the current trail. (See Figure 2.2.2-2)
21. Engineer and install a drain system at the 18 Road South water catchment (Nick Reservoir – RIPS#272067 – see Figure 2.2.2-1) that would allow the catchment to capture floodwaters, and then be drained following storms. The pond would generally remain empty/dry in order to discourage livestock concentration, and to allow use of that feature as part of the event area infrastructure (e.g. bicycle pump track and/or dirt jumps that staff and/or volunteers could easily repair following any flood events). Construction of the drain system would require excavating, and later backfilling, a trench through the southeast perimeter of the existing earthen dam to allow installation of drain pipes and valves to carry outflow to the drainage running along the east side of the camping/event area.

Figure 2.2.2-4 – North Fruita Desert Livestock Management Proposed Actions



In order to minimize negative interactions between recreation activities and permitted livestock grazing, the BLM is working with the livestock operators for the Little Salt allotment to modify grazing practices in and around the areas associated with the proposed campground and event area. To facilitate the new livestock management strategy, the BLM proposes the following actions:

22. Minimize livestock concentration at the north end of the proposed event area by redesigning Nick Reservoir (RIPS#272067) as described in action item 21 above.
23. Designate three livestock watering locations approximately 2.5 miles southeast of the proposed camping/event area, where the BLM would authorize the permittee to haul water to open stock tanks during the permitted grazing season. See Figure 2.2.2-4 for proposed watering locations.
24. Designate a location on an inactive well pad approximately three miles southeast of the proposed camping/event area, where the BLM would authorize the permittee to haul water to an open stock tank during the permitted grazing season, and/or to deliver the water (gravity feed) to an existing stock pond via a 2- to 4-inch poly pipe described in action item 25 below.
25. Install approximately 1,300 feet of above-ground 2- to 4-inch poly pipe running from the location described in action item 24 down a small drainage to an existing pond (Gorrondo Reservoir #1 - #270676) located approximately 1,100 feet southwest of the road-accessible delivery location.
26. Designate an existing, but uninventoried, route for administrative access to perform periodic maintenance on the pond described in action item 25.
27. Facilitate water hauling to the location described in action item 24 by authorizing Mesa County to improve and maintain BLM Route 7524 (I335, segments 22976, and 23095) from Mesa County Road Q.5 to the water delivery location. Mesa County would use a motor grader and/or backhoe (or similar equipment) to restore and maintain a relatively smooth dirt running surface suitable for easy access by a water truck hauling up to 4,000 gallons of water.
28. The BLM, the livestock operator, and partners would maintain the Little Salt pasture boundary fence, including gates and cattleguards, to allow the permittee and the BLM to better control timing and location of livestock use, and to manage recreation, in and adjacent to the NFD SRMA. Within the footprint of the proposed event area (analysis area) the BLM would install fences, gates, and cattleguards /rollovers where needed to better manage human and livestock traffic. This could include fencing the perimeter of the campgrounds and event area.
29. The BLM would work with the livestock operator annually to adjust season of use and/or stocking rates to reduce livestock impacts to trails, recreation facilities, and potential conflicts with future events. (e.g. graze the core of the SRMA in December through mid-February when ground is more likely to be frozen, reducing trail and campsite damage).
30. The BLM would be available to participate in, and facilitate, any discussions regarding strategies to permanently remove livestock grazing within the Little Salt grazing allotment where it overlaps the NFD SRMA (e.g. permit buyout).

The BLM would require campers to obtain a Recreation Use Permit (RUP), with an associated nightly use fee, for any campsites it develops within the proposed project area. As required by law, the BLM would complete, and receive approval of, a business plan outlining a fee structure

and other details related to campground management and fee collection/processing. The GJFO currently has an approved business plan for fee collection at the North Fruita Desert Campground, which contains 55 developed sites with a site fee of \$10.00 per night. The GJFO intends to revise that business plan to raise the overnight fee at existing sites to between \$15 and \$25/night and to begin charging fees for campsites in the proposed event area/campground. In order to phase campground development as funding becomes available, the BLM may propose to implement a graduated development plan and fee structure. For example, initially charging \$5.00 per night for use of a designated, but minimally developed site (marked carsonite sign post and a steel fire ring), then converting those sites and/or constructing new sites with more amenities (steel fire rings, picnic tables, restrooms, trash collection) and charging higher fees (\$15-\$25). This would allow the BLM to start with a minimal initial infrastructure investment, then use fees generated by the basic campsites to incrementally upgrade the area's camping facilities and revenue-generating capacity.

In the business plan the BLM would propose to implement a campsite reservation system for some or all of the designated campsites using the Recreation.gov platform. The reservation system would allow the BLM to regulate the number of people, and number and size of vehicles, using each campsite. The BLM may propose to leave some campsites as non-reserveable (first-come-first-serve). The BLM may also propose to implement the fee/reservation system in phases.

Current management guidance from the 2015 GJFO RMP limits camping to developed campgrounds or designated undeveloped sites. At undeveloped sites campers are required to use a portable toilet and firepan. Currently, there are no designated undeveloped sites in the proposed event area/campground, however, the area is heavily used for camping, with up to 100 campsites observed by BLM staff during peak spring and fall use seasons. Lacking new supplementary rules (which are currently making their way through the approval process), the BLM cannot currently enforce the RMP regulations described above.

The BLM would evaluate all Special Recreation Permit (SRP) proposals for commercial, competitive, and organized groups on a case-by-case basis in accordance with National, State and local field office policy. The BLM would issue SRPs for use of the event area to support management objectives for the larger NFD SRMA. In addition to standard criteria outlined in the Grand Junction Field Office SRP Policy, the BLM would evaluate and prioritize activity proposals using the following criteria* (not listed in priority order):

1. Does the proposal promote mountain biking with family and friends?
2. Does the proposal help participants enjoy the outdoors, improve and maintain physical and mental health, develop outdoor skills, and develop stronger social bonds?
3. Does the proposal improve the quality of life for local residents?
4. Does the proposal improve the local recreation-tourism economy?

*Summary of outcome and experience objectives for the NFD SRMA in the 2015 GJFO RMP

To achieve a balance between event and non-event activities, the BLM would limit the number of events authorized on weekends (Friday, Saturday, and Sunday) during the peak riding seasons (April, May, September, and October). The BLM would limit authorized events to 40 percent of the weekend days in each of those months. A typical month has 12-13 weekend days, so the 40 percent allocation would allow the BLM to permit events on five weekend days per month during

April, May, September and October.

During the off-season (June through August and November through March) the BLM would limit permitted events to 50 percent of the weekend days in each of those months (six weekend days during a typical month).

During any month of the year, there would be no limit on the number weekday (Monday-Thursday) events that the BLM could permit.

The BLM would not authorize any single event lasting more than five days.

Individual events would be limited to no more than 1,200 participants per day.

To ensure adequate time to evaluate proposals and set an event calendar for the following year, the BLM would advise event applicants to submit proposals at least one year in advance of the proposed event date. As per BLM SRP policy, the BLM would accept proposals no later than 180 days prior to the event. In cases where the number of proposals exceeds the limits for the number of events allowed, the BLM would evaluate and prioritize proposals based on the criteria described above. The BLM would approve proposals that best align with the criteria.

The BLM would ensure that event organizers obtain any temporary use permits required by Mesa County.

The BLM would address other event-related permit criteria for trail use, staging areas, spectator areas, and other event operations in event-specific permit stipulations and/or additional NEPA documentation.

The BLM would monitor and evaluate this permit allocation system to determine whether or not it was effective in managing events to meet the management objectives for the area. If monitoring and evaluation indicate a need for changes, the BLM would revise the allocation criteria.

The following design features, including standard operating procedures and best management practices from Appendix H, and stipulations in Appendix B in the GJFO RMP are included as part of the proposed action to help reduce potential impacts associated with this project:

- A-32 Restrict surface disturbing activities to periods when wind speeds are less than 25 miles per hour.
- H-36: Limit surface disturbance near drainage features and minimize surface disturbance on steep slopes, fragile soils, saline soils, and Mancos shale-derived soils.
- H-45: No operations using chemical processes (except for vegetation management) or other pollutants in their activities will be allowed within 200 feet of any water bodies. This includes staging equipment for refueling, as well as equipment maintenance.
- The BLM would advise the construction and maintenance personnel that they must

immediately report any spill of petroleum products to the BLM Authorized Officer. Construction/maintenance personnel would quickly remove and properly dispose any soil contaminated by a spill. Contaminated soil could be temporarily stored on, and covered by plastic sheathing.

- WEED-4: Inventory all proposed projects for weeds prior to ground-disturbing activities. If weeds are found, they should be treated (if the timing is appropriate) or removed (if seeds are present) to limit weed seed production and dispersal.
- Construction and maintenance personnel would inspect all construction equipment for weed seeds, and would clean machinery as needed, when entering and leaving the work sites (GJFO RMP Appendix H WEED-5, WEED-6, WEED-7 and Weed-13).
- WEED-17: Inspect and document all ground-disturbing activities in noxious weed-infested areas for at least three growing seasons following project completion. For ongoing projects, continue to monitor until reasonably certain that no weeds are present. Plan for follow-up treatments based on inspection results.
- WEED-36: Maintain trailheads, campgrounds, visitor centers, boat launches, picnic areas, roads leading to trailheads, and other areas of concentrated public use in a weed-free condition. Consider high-use recreation areas as high-priority sites for weed eradication.
- WEED-37: Sign trailheads and access points to educate visitors about noxious and invasive weeds and the consequences of their activities.
- In the event of inadvertent discovery of paleontological resources during construction or maintenance, all activities would cease, and construction/maintenance personnel would contact the BLM paleontologist in order to determine an appropriate course of action to protect any found resources. See GJFO RMP Appendix H, page H-46-47, Paleontology Standard Operating Procedures
- In order to allow for immediate examination and potential excavation of fossil discoveries, a paleontologist would monitor construction operations when bedrock-disturbing actions are necessary.
- FWS-2: Constructed fences will comply with applicable wildlife fence standards, such as those described in BLM Handbook H-1741-1, Fencing (BLM 1989). Current standards for fencing cattle out in deer and elk range is a 4-strand fence 40 inches high with a spacing of wires from ground to top of 60 inches (smooth bottom wire), 6 inches (second wire barbed), 6 inches (third wire barbed), and 12 inches (top wire preferably smooth, but it may need to be barbed in areas of intense cattle use). (See the bullet below for the current standard requested by CPW)
- Any wire fencing would adhere to the following specifications for three- and four-wire fences recommended by CPW: top wire height less than 42", a bottom wire height of 16" from ground level, and a minimum spacing of 12" between the top 2 wires. Both the top

and bottom wires are recommended to be twisted barbless. The top wire should be kept tight, and stays should be placed at 6-8' intervals.

- SSS-WTP-AU-01: STIPULATION CSU-23: Occupied Prairie Dog Towns. Apply CSU (site-specific relocation) restrictions to surface-disturbing activities within white-tailed prairie dog towns. Locate permanent above ground structures outside of prairie dog towns. (Refer to Appendix B.) See Figure 2-14 in Appendix A. Standard and special exceptions apply; see Appendix B.
- Construction should occur outside prairie dog pupping season April 1 to July 15 so that prairie dogs will have an opportunity to disperse.
- STIPULATION TL-3: Migratory Bird Habitat. Prohibit surface occupancy and surface-disturbing activities, including vegetation-removal projects, in migratory bird habitat during nesting season (May 15 to July 15 or as site-specific analysis dictates) when nesting birds are present (GJFO RMP page 35).
- Construction and maintenance personnel would be instructed to document any encounters with midget-faded rattlesnakes (date, time and location), and to avoid disturbing or harassing the snakes.
- FWS-10: Surface disturbance closer than 20 meters to a listed plant will be considered an adverse effect. Mitigating measures within this narrow buffer are important and helpful to individual plants, but not all adverse effects can be fully mitigated within this distance. Some adverse effects due to dust, dust suppression, loss of pollinator habitat, and toxic spills will likely remain. There are two possible exceptions to this rule: 1) the new disturbance is no closer to a listed plant than preexisting disturbance, and no new or increased impacts to the listed plant are expected; or 2) the listed plant is screened from the proposed disturbance (e.g., tall, thick vegetation, or a berm acts as a screen or effective barrier to fugitive dust and other potential impacts).
- The BLM will coordinate sensitive plant surveys during the spring 2019 blooming period for Colorado Hookless Cactus (*Sclerocactus glaucus*) in the portions of the project area that were not previously surveyed for special status plant species. The BLM would adjust the project implementation to avoid any cactus located during the survey by a minimum of 20 meters. Alternately, the BLM and/or USFWS may prescribe alternate mitigation measures pending survey results.
- During the winter and spring of 2018-19, the BLM will coordinate cultural resource surveys in the portions of the project area that have not been previously surveyed for cultural resources. The BLM would adjust the project implementation to avoid any historic properties (cultural resources eligible for the National Register of Historic Place) located during this supplemental survey.
- V-1: All new surface-disturbing projects or activities, regardless of size or potential impact, will incorporate visual design considerations during final project design as a reasonable

attempt to meet the Visual Resource Management class objectives for the area and minimize the visual impacts of the proposal. Visual design considerations will be incorporated by:

- Using the Visual Resource Management contrast rating process; and,
 - Providing a brief narrative visual assessment.
-
- V-8: Paint all facilities a color that best allows the facility to blend with the background
 - V-9: Gravel of road color shall be similar to adjacent dominant soil colors.
 - V-10: Reduce impacts on Visual Resource Management Class II and III areas
 - V-12: Repeat form, line, color, and texture elements to blend facilities with the surrounding landscape.
 - V-14: Perform final reclamation recontouring of all disturbed areas, including access roads, to the original contour or a contour that blends with the surrounding topography.



APPENDIX

APPENDIX C: BUSINESS PLAN FOR BLM NORTH FRUITA DESERT CAMPGROUNDS DRAFT

Business Plan for BLM North Fruita Desert Campgrounds DRAFT



**United States Department of the Interior
Bureau of Land Management, Colorado
Grand Junction Field Office**

June, 2018

**Business Plan for
BLM North Fruita Desert Campgrounds
2018**

RECOMMENDATIONS, REVIEWS and APPROVALS

Recommended by:

/s/ Chris Pipkin

_____ Date

Outdoor Recreation Planner

Reviewed by:

_____ Date

Supervisory Outdoor Recreation Planner

Approved By:

_____ Date

Field Manager

This Business Plan was prepared pursuant to the “Federal Lands Recreation Enhancement Act, 2004” (P.L. 108-447) and BLM recreation fee program policy. It establishes future management goals and priorities for the Campground Program in the Grand Junction Field Office.

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**Amended Business Plan for
BLM North Fruita Desert Campgrounds
Recreation Use Permits
WBS# LVRDCO260000: North Fruita Desert Campgrounds**

Background and Authorities

This Business Plan Amendment has been prepared to meet the criteria defined in the “Federal Lands Recreation Enhancement Act, 2004” (FLREA). The Bureau of Land Management (BLM) originally began collecting fees for the recreational use of public lands under the authority of the Federal Land Policy and Management Act (1976), which is known as the “organic act”. The FLREA provides the BLM with the authority to collect an Expanded Amenity Recreation Fee for the recreational use of certain areas. FLREA allows collected Expanded Amenity Recreation Fees to be retained locally and furthermore outlines how revenues are to be used for such things as facility repair, maintenance, enhancement, interpretation, visitor information, visitor services, visitor needs assessments, signs, habitat restoration, law enforcement related to public use and recreation, and direct operating or capital costs associated with the Recreation and Visitor Services program. Each of the newly planned campgrounds will also have at least five of the requisite expanded amenities to qualify for the use of the fee: toilets, fire rings, tent/trailer spaces, access roads, collection of fees by an employee, reasonable visitor protection.

FLREA guidelines and the BLM 2930 Manual and Handbook require that each fee program have a business plan which thoroughly discusses fees and explains how fees are consistent with the criteria set forth in the Act. Business plans are to assist management in determining the appropriateness and level of fees, cost of administering fee programs, outline how fees will be used, and provide a structured communication and marketing plan. The primary purpose of the plans is to serve as public notification of the objectives for use of recreation fee revenues and to provide the public an opportunity to comment on these objectives. This Business Plan is subject to public review and is the Grand Junction Field Office’s official documentation in the event of an audit.

This Business Plan has been prepared to meet the criteria defined in the “Federal Lands Recreation Enhancement Act 2004” (P.L.108-447). The authorities and regulations for this Business Plan, including fee collection for Campground, are:

- **The Federal Land Policy and Management Act (FLPMA), 1976**, [Public Law 94-579], contains BLM’s general land use management authority over the public lands, and establishes outdoor recreation as one of the principal uses of those lands. Section 302 (b) of FLPMA directs the Secretary of the Interior to regulate through permits or other instruments the use of the public lands. Section 303 of FLPMA contains BLM’s authority to enforce the regulations and impose penalties.
- **The Federal Lands Recreation Enhancement Act (FLREA), 2004**, repealed applicable portions of the Land and Water Conservation Fund Act and replaced BLM’s authority to collect recreation fees in 2004. This current law authorizes BLM to collect recreation fees at sites that meet certain requirements, allows BLM to keep the fee revenues at the local

offices where they were collected, and directs how BLM will manage and utilize these revenues. FLREA also established the America the Beautiful – The National Parks and Federal Recreational Pass Program.

- 43 CFR 2930: Permits for Recreation on Public Land

This Business Plan has also been prepared pursuant to all applicable BLM recreation fee program policies and guidance, including:

- BLM Recreation Permits and Fees Manual 2930
- BLM Recreation and Fees Administration Handbook (2930-1 Handbook)

The BLM strives to manage recreation and visitor services to serve the diverse visitor outdoor recreation demands while helping to maintain sustainable setting conditions needed to conserve public lands so the visitors' desired recreation choices remain available. The BLM's goals for delivering recreation benefits from BLM-administered lands to the American people and their communities are:

- Improve access to appropriate recreation opportunities;
- Ensure a quality experience and enjoyment of natural and cultural resources; and
- Provide for and receive fair value in recreation.

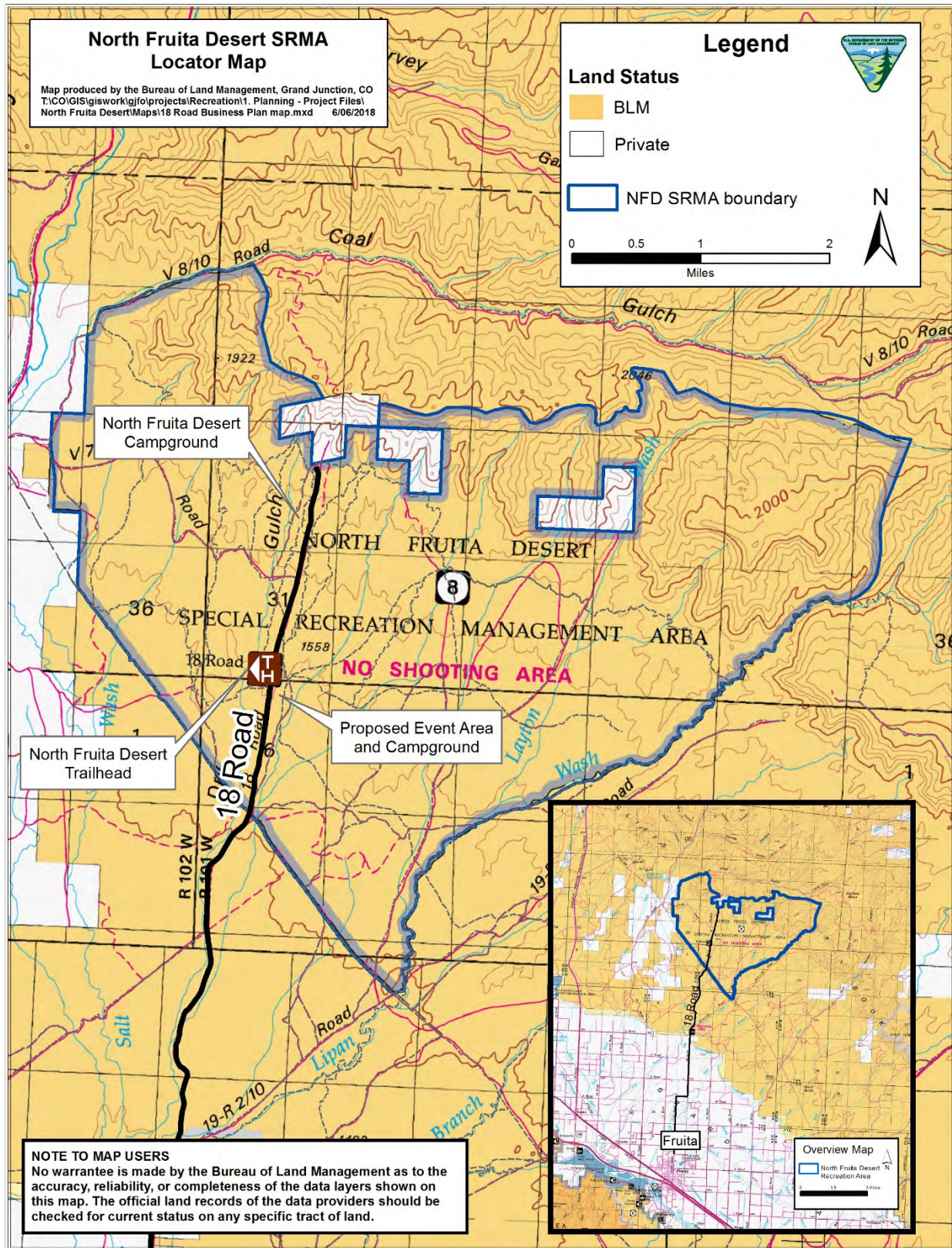
Introduction to the North Fruita Desert

Administrative Unit and Planning Area

The North Fruita Desert Special Recreation Management Area (NFD SRMA) comprises 11,600 acres and is located approximately 10 miles north of Fruita, Colorado, in the BLM Grand Junction Field Office (GJFO). It is one of five SRMAs and six Extensive Recreation Management Areas (ERMA) in the GJFO which consists of a total of 1,061,400 surface acres.

This Plan will focus on the NFD SRMA, and more specifically the corridor paralleling Mesa County Road 18 (18 Road), which runs south to north from the City of Fruita, and is the primary access route into the NFD SRMA. See Map 1 below.

Map 1 – North Fruita Desert Special Recreation Management Area Locator Map



Management Background

The 18 Road trail system and adjacent camping opportunities have grown from a little-known system of user-created trails and primitive dispersed campsites in the early 1990s, to a world-renowned mountain bicycling destination with both developed and undeveloped-dispersed camping opportunities with direct access to the trail system.

In response to rapid increases in visitation during the mid-1990s and early 2000s, the BLM designated the North Fruita Desert SRMA in the 2004 North Fruita Desert Management Plan. In 2002, the BLM constructed the North Fruita Desert Trailhead to accommodate day-use of the trail system. To manage the impacts from growing dispersed camping activities at the north end of 18 Road, the BLM closed the undeveloped/dispersed campsites and constructed a 37-site developed campground in 2005. Camping at the developed sites was free until 2012 when the BLM implemented a \$10/site/night fee system. In 2015 the BLM constructed 22 additional campsites within the footprint of the existing campground to meet the growing demand for camping opportunities. Camping is first-come, first-served only. Campers pay the campsite fee at a self-serve fee station by cash or check. All of the sites are within walking distance from one of four pit toilets. Camping is allowed only in designated sites, but there is currently no limit to the number of people or vehicles that can occupy a site.

As use has grown, the developed campground is consistently full during the spring and fall seasons, and overflow camping at dispersed/undeveloped sites has become more prevalent, especially in the basin directly east of the NFD Trailhead, resulting in ever-increasing impacts to that area.

In 2015, the GJFO completed a revision of its Resource Management Plan (RMP). In that plan, the boundaries of the NFD SRMA were redrawn, resulting in a smaller SRMA focused on the 18 Road bicycle trails and associated camping opportunities. In the NFD SRMA, the RMP (Resource Management Plan) limited camping to designated campgrounds and campsites, and required the use of firepans and portable toilet systems at designated-undeveloped sites. Lacking supplementary rules to enforce these restrictions, the BLM has not been able to enforce the restrictions, so dispersed camping has continued to proliferate in the overflow area near the trailhead.

The RMP also contains management actions to “construct additional developed camping opportunities to address camping demand”, and to “design and construct an event staging area and trail system to accommodate large-scale mountain bike races/events.”

Current Facilities in the North Fruita Desert SRMA

The primary recreation facilities and infrastructure within the NFD SRMA include:

- North Fruita Desert Trailhead – a gravel parking lot which accommodates approximately 80 vehicles, and is delineated with post & cable barriers, and contains a concrete two-room/seat CXT vault toilet, and a 20' x 20' shade shelter with a two-panel kiosk.
- 33 mile stacked loop singletrack mountain bike trail system.
- North Fruita Desert Campground which contains:

- Gravel access roads
- Four concrete CXT vault toilets
- 59 campsites with post & cable delineated parking spaces, concrete picnic tables, metal fire rings/grates
- Camp host site with concrete pad, water/septic system (2,000 gallon cistern, gravity-fed delivery, septic tank and leach field)
- Concrete/rock storage shed.

Figure 1: North Fruita Desert Trailhead on a busy spring weekend



Figure 2: Fee station at the entrance to the North Fruita Desert Campground



Figure 3: One of four concrete CXT vault toilets in the North Fruita Desert Campground



Figure 4: Typical Campsites in the North Fruita Desert Campground



Map 2: Current campsites and facilities at North Fruita Desert Campground

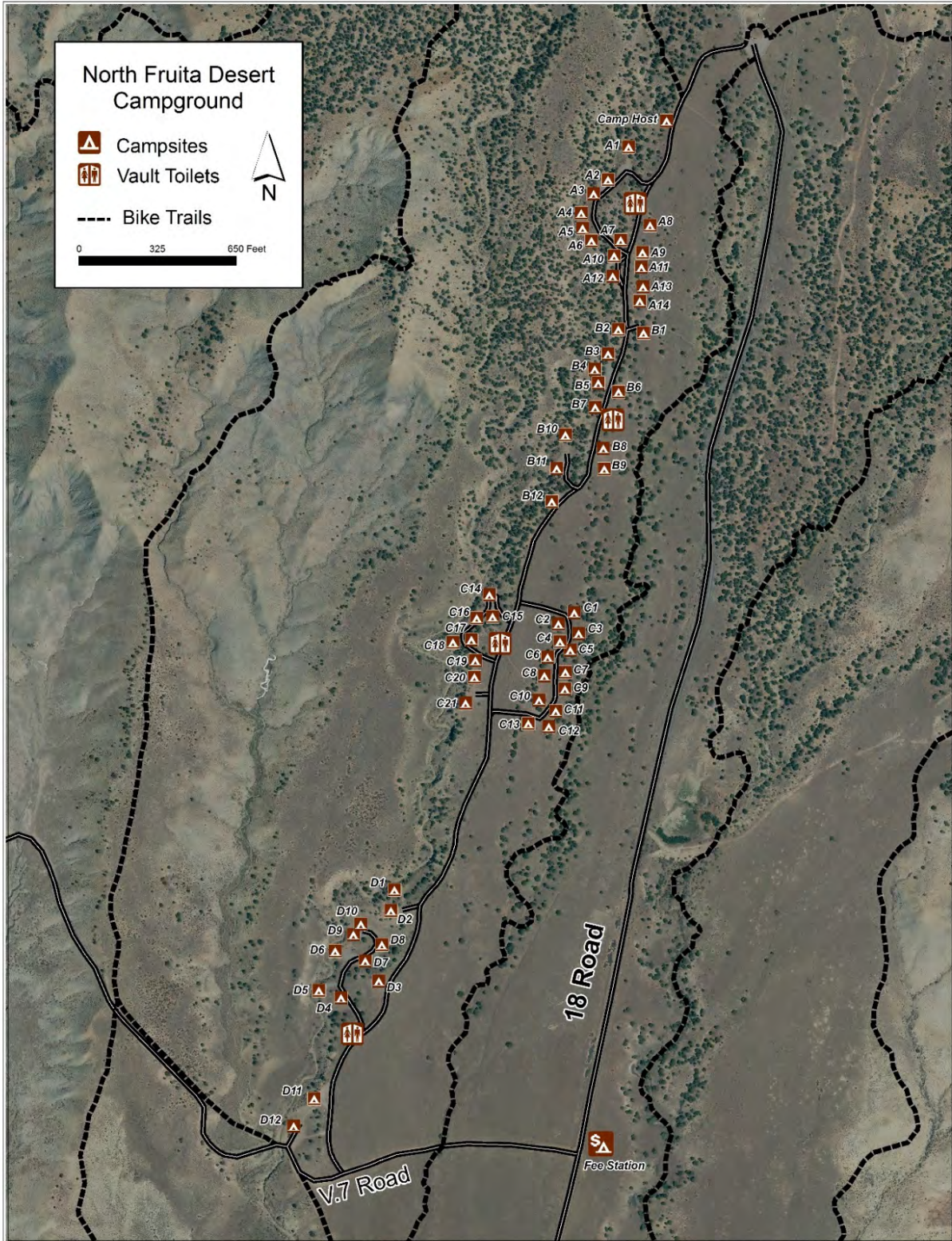


Figure 5: Campground expansion in 2015



Proposed Development of New Fee Site – Campground/Event Area

The BLM GJFO is proposing to construct a new campground and event staging area approximately one mile south of the existing North Fruita Desert Campground in the basin where unregulated overflow camping is currently occurring. This new development is described in detail in NEPA document DOI-BLM-CO-S080-2018-0037-EA. The following components of the proposed action in that document that are directly relevant to this fee proposal include:

- Constructing up to 85 campsites within and around the perimeter of the 19 acre event area. Approximately 30 of these campsites in the interior of the event parking area would be back-in RV sites with up to four shared common areas containing picnic tables and fire rings (not all individual sites would have picnic tables or fire rings). This would allow flexibility for using this space for parking or other event-related needs. These sites would also be available for tent campers if other sites are not available.
- Constructing up to 65 campsites between 18 Road and the south end of the 19 acre event area.
- Installing up to seven vault toilet buildings (CXT brand or similar product – one to two rooms each with one toilet per room).
- Installing up to 21,000 linear feet of fencing or other barriers (e.g. smooth wire fence, post and cable, large boulders). This fencing/barrier installation would be used to delineate campsites and event area facilities. Perimeter fencing would also be installed if monitoring indicated that separation of recreation activities and livestock grazing was necessary to minimize conflicts between these two resource uses.
- Installing up to three shade shelters/gazebos (400-600 square feet each – e.g. shelters at Kokopelli Trailhead and North Fruita Desert Trailhead) within the 19-acre event area.
- Installing up to three fee stations (kiosks, fee tubes, Recreation.gov reservation system) within the event/camping area footprint.
- Installing a campground host site with concrete pad, water/septic system (2,000 gallon cistern, gravity-fed delivery, septic tank and leach field)

Implementation of the actions described above would likely be accomplished in phases as funding became available. A portion of the fee revenue from the existing NFD Campground would be used to initiate construction of new campground facilities at this site, and to begin implementation of the new fee system proposed in this business plan.

It is important to note that the proposed development described here is conceptual. The actual number and configuration of campsites and other campground facilities is subject to change based on feedback from public and agency scoping, and as more specific engineering and site design work is completed.

Map 3 – Conceptual layout for proposed new campground and event area (place holder – build new map)

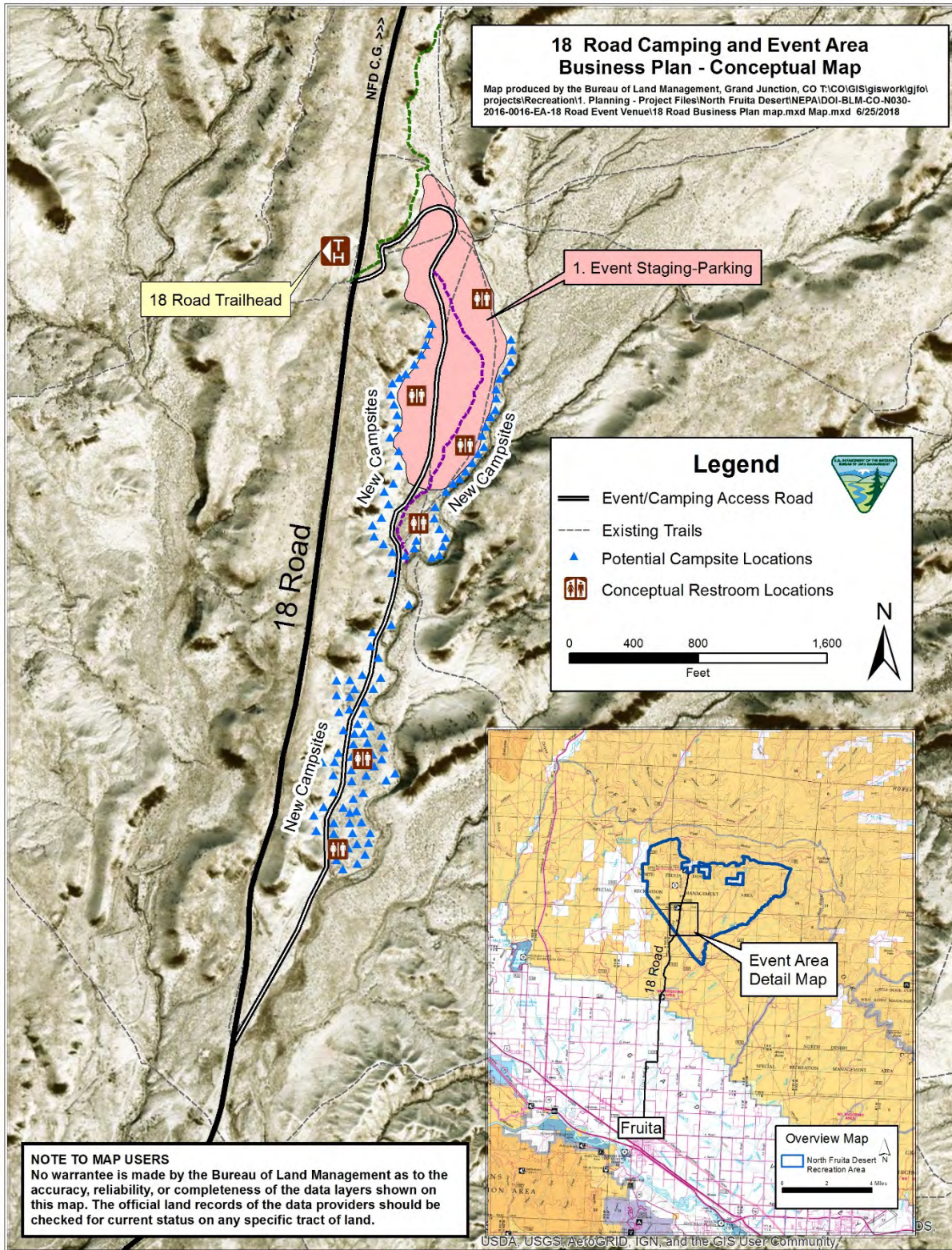
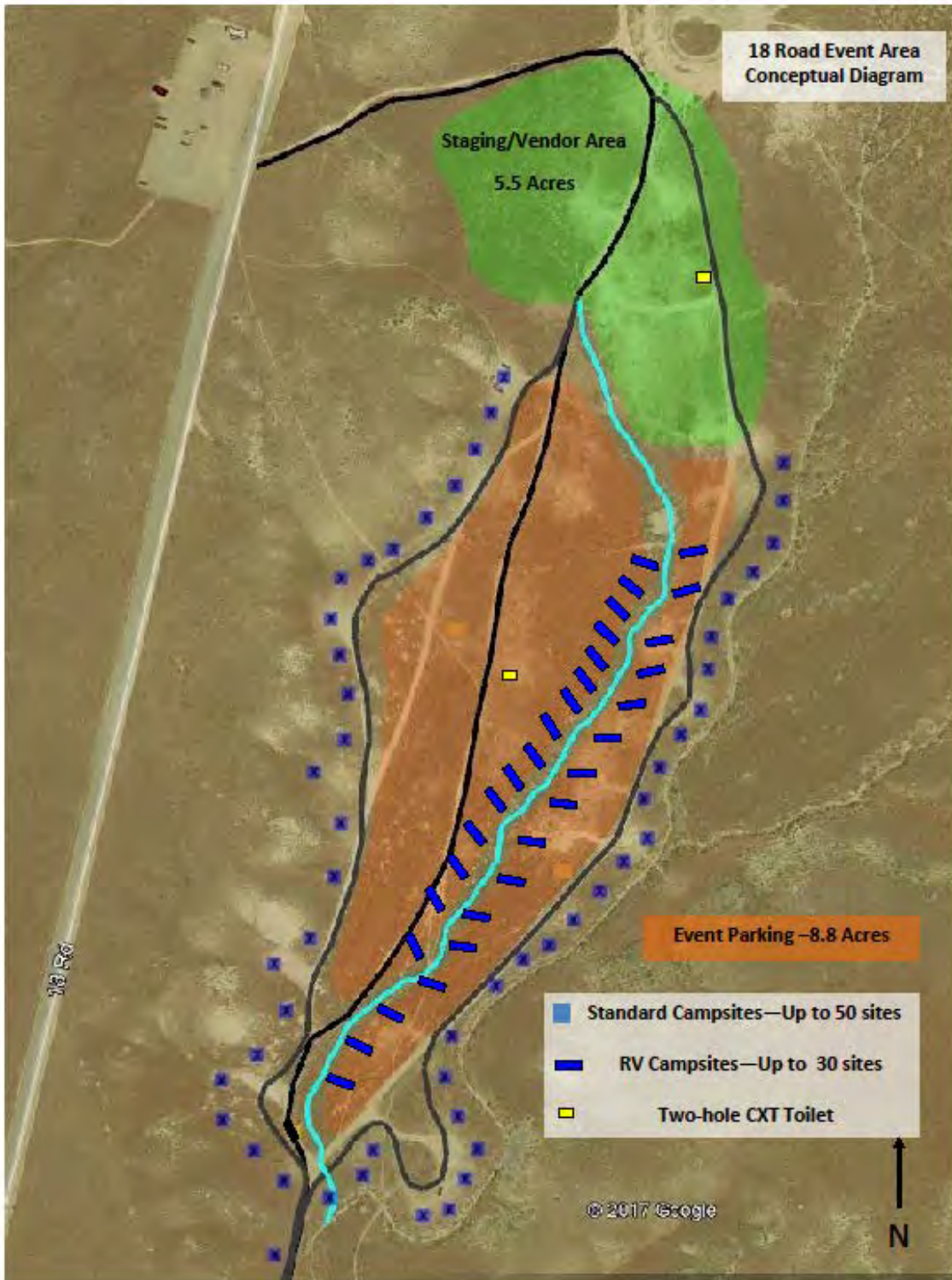


Figure 6: Overflow camping area and location of proposed event area and campground during 2018 Fruita Fat Tire Festival



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Map 4: Conceptual layout of the northern portion of the proposed campground and event area



Applicable Land Use Plans

The management focus in the NFD SRMA is on mountain bicycling and camping. The 2015 GJFO RMP details these recreation objectives and management actions for the SRMA. See the citations below for RMP decisions and guidance relevant to this business plan.

Grand Junction Field Office Record of Decision and Approved Resource Management Plan (August 2015):

REC-SRMA-OBJ-08 (North Fruita Desert SRMA):

*Through the life of this plan, manage the SRMA to be a tourism-based recreation area, providing singletrack bicycling trail opportunities accommodating a range of skill levels (beginner, intermediate and advanced) that can be marketed by stakeholders and partners as a **family-focused mountain biking destination with close proximity to camping**. Manage the SRMA for the following targeted recreation activities, experiences and outcomes:*

***Activities:** The targeted activities for the SRMA are **mountain bicycling and camping**.*

REC-SRMA-MA-33 (North Fruita Desert SRMA):

Desired Recreation Setting Characteristics:

“Operational (access, visitor services, management controls):... Visitor use fees may be charged to support infrastructure and services (trailhead, campground and event facilities, ...).”

REC-SRMA-AU-60 (North Fruita Desert SRMA):

Camping restrictions:

To reduce resource impacts and conflicting user interactions:

- Limit camping to designated campgrounds and campsites.
- Limit the number of people and/or vehicles allowed at each campsite.
- Require the use of portable toilet systems and firepans at designated undeveloped sites.

REC-SRMA-MA-35 (North Fruita Desert SRMA):

Comprehensive Trails and Travel Management:

Design and construct an event staging area and trail system to accommodate large-scale mountain bike races/events.

REC-SRMA-MA-39 (North Fruita Desert SRMA):

Construct additional developed camping opportunities to address camping demand.

The 18 Road trail system is one of three major mountain bike trail systems managed by the BLM Grand Junction Field Office. The other two systems, the Kokopelli Loops in the McInnis Canyons

National Conservation Area (MCNCA) west of Loma, and the Lunch Loops Trail System southwest of Grand Junction, do not offer camping opportunities directly adjacent to the trails. Consequently, many visitors traveling to the area to experience trails camp at the NFD Campground, at campgrounds/campsites in Rabbit Valley (MCNCA), or in the Saddlehorn Campground in Colorado National Monument.

NFD SRMA Demographics and Visitation

Demographics and Use Patterns

Campground fee envelope data (zip codes) and anecdotal information from BLM staff indicates that visitors to the North Fruita Desert campground, undeveloped campsites, and trail system come from all over the United States, Canada, and some overseas locations. Large numbers of users come from communities on the Eastern Slope/Front Range of Colorado, the Wasatch Front in Utah, and Colorado high country locations like Summit County, Aspen, Telluride and Steamboat Springs. The trails in the Grand Valley provide good riding opportunities when conditions are less conducive to riding elsewhere in the region. During the busy spring and fall riding seasons, out-of-county (Mesa County) visitors outnumber local visitors to the area, but the area is also popular as a close-to-home destination for local riders throughout the year. Many NFD visitors' travel itineraries also include visits to other nearby trail systems in the Grand Valley, and Moab area.

In 2017 an intercept survey was conducted by the Natural Resource Center at Colorado Mesa University at three popular mountain biking trails in Mesa County. 68.5% of the respondents were visiting from outside of the county.

The NFD trail system and camping opportunities are popular with young families due to the close proximity of campsites to a trail system offering many beginner and intermediate level mountain bike trails, as well as some more challenging riding opportunities. Large groups (10-15 people) using one or more campsites are also common in the campground.

Visitation

The entire region has grown in popularity for a wide range of recreation activities and opportunities. Demand for camping opportunities has followed that growth trend. Visitation in this region occurs throughout the year, while the busiest seasons occur in the Spring and Fall. Estimated annual recreation visitation to the North Fruita Desert is based on traffic counter data and field monitoring. The BLM expects the upward trend in recreation visitation to continue for the foreseeable future.

In addition to monitoring by BLM staff and volunteers (e.g. campground hosts), the BLM uses data from two traffic counters, as well as campground fee envelopes, to record visitor use in the NFD SRMA. One counter is located near the cattleguard where 18 Road first crosses onto BLM-administered lands. The second counter is located approximately one mile south of the NFD Trailhead near the intersection of 18 Road and the overflow camping access road. This counter configuration, along with campground fee envelope data, provides a distinction between use in the

North Desert Extensive Extensive Recreation Management area (ERMA) and the NFD SRMA day-use and overnight use at the campground.

Table 1: Total visitors at the NFD Trailhead

Year	NFD Trailhead
2017	65,297
2016	71,943
2015	77,325
2014	61,214
2013	64,960

Note: Starting in 2016 the GJFO began refining visitor use data collection methods to more accurately estimate visitor use. The lower use estimates in recent years are likely the result of this new methodology (i.e. older data *may* have been falsely high).

Table 2: Comparison of visitor use numbers from other trail systems near the NFD

	Recorded Visits			
Year	Rabbit Valley (MCNCA)	Mack Ridge (MCNCA)	18 Road TH (GJFO)	Utah Rims (Moab BLM)
2017	35,089	73,268	65,297	40,533
2016	26,342	74,728	71,943	37,303
2015	31,062	65,586	77,325	34,700
2014	28,189	64,110	61,214	30,174

On weekends during the Spring (mid-March to late May) and Fall (mid-September to late October) the 59 sites in the developed campground are rarely vacant, and often more than one group will squeeze into single sites due to inadequate numbers of campsites, and a lack of specific regulations on how many people and/or groups are allowed at each site. Consequently, campers' vehicles frequently completely fill campsite parking spaces and spill onto the access road, sometimes impeding traffic on the road. See photos below

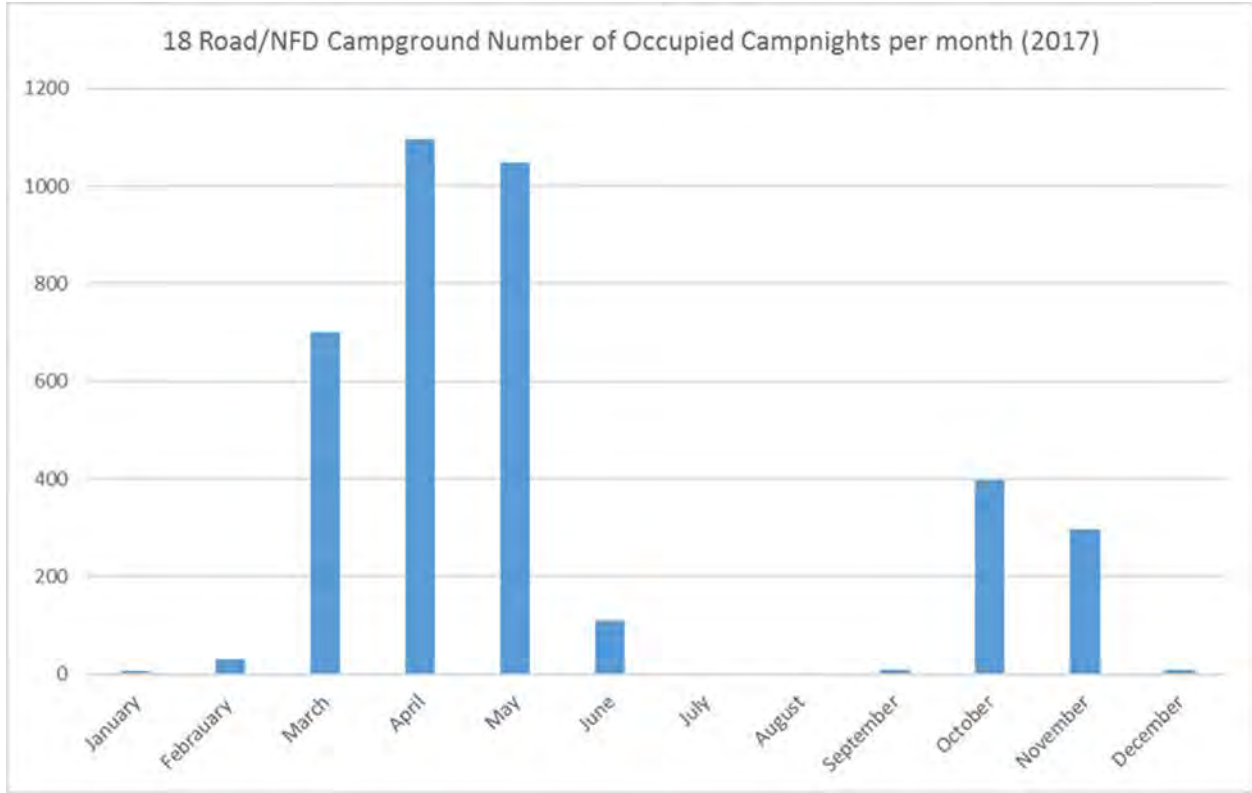
During the peak season, 50-75 groups are commonly observed camping outside the developed campground, primarily in the basin southeast of the NFD Trailhead. Campers in the overflow area typically use the two vault toilets at the NFD Trailhead. On weekend mornings it is not uncommon for 6-8 campers to be lined up waiting to use one of the two toilets.

Visitors camping in the area camp by a number of different means, including tent camping, and a variety of different R.V. types – from tent trailers, pick-up camper tops and vans to large (30'+) stand-alone units and truck-trailer rigs. The developed campground was designed to primarily accommodate tent camping and small vehicle/trailer campers. Larger vehicles/rigs utilized the larger developed sites if they're available, or they use the undeveloped dispersed area. The BLM has observed a steady upward trend toward larger camping rigs.

Figure 7: Crowding and parking capacity issues on a typical spring or fall weekend



Figure 8: Number of occupied campsites per month at the NFD Campground (2017)



Campground Fee Revenue

In 2017, the BLM collected \$47,044 in fees from the NFD Campground.

Table 3: Annual fee revenue generated at the North Fruita Desert Campground

Year	Revenue
2017	\$47,044
2016	\$45,294
2015	\$42,530
2014	\$31,121

Proposed Recreation Fee Rates

The BLM Grand Junction Field Office proposes to amend the current North Fruita Desert Campground Business Plan in order to modify the camping fee at the existing campground, and to implement a fee system at a new proposed campground.

Expanded Amenity Recreation Fee

Pursuant to REA and the implementing regulations at 43 CFR 2933, fees may be charged for overnight camping where specific amenities and services are provided. Under Section 6802(g)(2) of the REA, the camping areas listed above qualify as sites where visitors can be charged an “Expanded Amenity Recreation Fee.”

All sites would have:

1. Tent or trailer spaces
2. Access road
3. Toilet facilities
4. Fee collection by an employee or agent of the BLM
5. Devices for containing a campfire
6. Picnic tables

Proposed Fee Changes at Existing NFD Campground

The BLM GJFO is proposing to change the fee structure, vehicle limitations and group size limitations for camping in the 59 designated campsites in the North Fruita Desert Campground. These proposed changes are intended to provide better camping opportunities, manage the impacts from camping to the area’s resources (e.g. vegetation, soils and water quality), and to receive fair market value for the campground’s amenities.

The proposed changes at the existing campground include:

- Raising the standard campsite fee from \$10 per night to \$20 per night
 - Each \$20 site fee would allow for two vehicles, and 10 people per site
 - Truck/trailer combinations count as one vehicle
- Designating some sites where extra vehicles (beyond the initial two) are allowed for an additional \$10 per night fee
- Transition to a campsite reservation system using Recreation.gov
 - Require campsite reservation using Recreation.gov during peak spring and fall use seasons (March 15 – May 31, September 1 – November 15)
 - Recreation.gov reservation fee (currently \$10) would be charged in addition to the site fees outlined above

Recreation.gov is a national reservation system that provides reservation management services for recreation sites around the country. The system is funded by a \$10 fee per transaction for campsite reservations. Customers using the system would pay this fee. Reservations for multiple nights are only charged one \$10 transaction fee.

Proposed Fees at the New Proposed Campground/Event Area

The proposed new campground would include the same six expanded amenities as the existing North Fruita Desert Campground. However, the setting would be different since there are no trees for shade or privacy, and the campground is further from the center of the existing trail system (future trail development may provide a trail network based out of this location). For that reason, the BLM proposes two different fee options for consideration. Those two options (option 1 and option 2) are described below.

Proposed fees for the new campground development include:

- Campsite fee:
 - Option 1 - \$20 per night for standard sites; \$15 per night for interior RV/group sites with shared picnic tables and fire rings (not all individual sites would have picnic tables or fire rings)
 - Option 2 - \$15 per night for standard sites; \$10 per night for interior RV/group sites
 - Each individual site fee allows for two vehicles, and 10 people per site
 - Truck/trailer combinations count as one vehicle
- Designating some sites where extra vehicles (beyond the initial two) are allowed for an additional \$10 per night fee
- Implementation of a campsite reservation system using Recreation.gov
 - Require campsite reservation using Recreation.gov during peak spring and fall use seasons (March 15 – May 31, September 1 – November 15)
 - Recreation.gov reservation fee (currently \$10) would be charged in addition to the site fees outlined above

Summary of Fee Proposals for NFD Business Plan Amendment

The proposed amendment to the Business Plan would:

- Increase the nightly individual campsite fees from \$10.00 per site per night to \$20.00 per site per night at all sites in the existing NFD Campground
- Authorize the collection of fees at a new campground
 - Establish a fee schedule of either \$20 per site per night (option 1) or \$15 per site per night (option 2) at newly developed sites
 - Charge a fee of \$15 per site per night (option 1) or \$10 per site per night (option 2) for less developed RV/group use sites with shared common areas with picnic tables and fire rings (not all individual sites would have picnic tables or fire rings)
- Limit standard sites to two vehicles and 10 people per site
- Designate some sites which allow for additional vehicles with a \$10 per vehicle per night fee
- Establish a campsite reservation system using Recreation.gov to be used during peak spring and fall use seasons (April 1 – May 31, September 1 – October 31)

Furthermore, the Grand Junction Field Office seeks permission to raise the nightly campground fee at both the existing NFD Campground, and at any new developed sites (described above) to

\$25.00 per night per site if and when the Consumer Price Index rises by 20% from the time of approval of this plan

Projected New Campground/Event Area Development Costs

Full build-out of the campground and event area infrastructure described above would cost an estimated \$1,397,919. See Table 4. Construction of the proposed facilities would likely be accomplished in phases as funding became available. Potential funding sources include:

- Fee revenue from the existing NFD Campground
- Fee revenue from initial campsite development in the new campground
- Fees collected from event organizers and outfitter/guides using the SRMA area under a BLM Special Recreation Permit
- Partnerships with local municipalities, businesses and organizations
- State and Federal grants
- Congressionally appropriated funds

Table 4: Projected Campground/Event Area Development Costs

Projected Costs to Develop New Fee Site		
Item	Quantity	Cost
Vault Toilet	4	\$170,000
Post-and-Cable	21,000 ft.	\$199,500
Fire Pit	95	\$23,750
Picnic Tables	95	\$95,000
Grade and Shape	120 sites	\$196,716
Engineering time	12 weeks	\$28,800
New Road	1 mile	\$50,000
Camp host site w/water/septic	1	\$20,000
	Total	\$783,766

Projected Costs to Develop New Event Area		
Item	Quantity	Cost
Vault Toilet	3	\$90,000
Grade and shape	5 acres	\$81,965
Gravel	10 acres	\$399,300
Shade Shelter	3	\$38,088
Engineering time	2 weeks	\$4,800
	Total	\$614,153

Grand Total:	\$1,397,919
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Operating Costs for Existing NFD Campground

The BLM GJFO maintains infrastructure that supports operation of the North Fruita Desert Campground. To ensure the cleanliness and safety of the facilities A BLM recreation staff employee, with help from a volunteer campground host, performs the following facility maintenance duties at the NFD Campground:

- Clean four vault toilets using a high pressure spray wash system (performed weekly during peak use seasons)
- Paint and repair restroom facilities as needed
- Remove ash, charcoal and trash from 59 metal campfire rings as needed
- Wash, paint and repair picnic tables as needed
- Spray herbicide to control weeds around campground facilities

In 2017, this recreation staff employee visited the NFD campground and trailhead facilities 29 times to clean and stock toilet paper in the restrooms, for an estimated total of 137 hours.

In addition to routine cleaning and stocking, vault toilet facilities incur expenses for the following maintenance needs:

- Contractor pumps sewage from vault as needed – currently, once per year per facility on average. Appropriated funds from the GJFO's annual maintenance and operational costs account cover contracts for toilet pumping and other maintenance expenses.
- Toilet paper, garbage bag and cleaning supply purchases

Campground fees are also used to fund other campground-related expenses, including:

- Volunteer campground host support
 - Processing and payment of per diem reimbursements
 - Maintenance of host site water and septic system
 - Delivery of water to cistern as needed
- Fee collection and processing
 - Weekly retrieval of fee envelopes from onsite fee boxes
 - Stocking empty fee envelopes as needed
 - Counting and depositing cash and checks from fee envelopes
- Government vehicles and equipment used for patrols
 - Pickup trucks
 - Custom truck-trailer rigs with pressure washing system
 - Skid steer loader, forklift and other specialized equipment
- Resource and visitor use monitoring
- Law enforcement
- Campground and road design, construction and maintenance support from BLM Colorado State Office Engineering program.
- Annual road maintenance (e.g. grading and graveling)
- Campground planning and administrative support
 - Managerial support
 - Recreation planner support

- Visitor information services – responding to inquiries about the campground
- Office overhead

Table 5: Annual costs to maintain visitor services for the North Fruita Desert Campground

Service Provided	FY 2017 Costs
Operations/Visitor Services	
Personnel	\$1,072
Vehicles	\$515
Equipment	\$0
Materials & Supplies	\$383
Misc.	\$438
Campground host	\$7,044
Water for campground host	\$1,140
Seasonal Employee	\$0
Law Enforcement	
Personnel	\$10,580
Annual Maintenance	
Personnel	\$2,811
Vehicles	\$1,031
Equipment/Repairs/Maintenance	\$5,855
Weed Treatments	\$854
Vault Toilet Pumping	\$2,652
Cooperative Agreement (WCCC)	\$5,000
Collections	
Personnel	\$4,270
Materials & Supplies	\$30
TOTAL	\$43,675



Figure 9 – Recreation employee utilizes the high-pressure hot water system to maintain facilities

Future Expenditures for On-going Campground Services

Priority expenditures for the NFD Campground include all aspects of maintaining current levels of service to campers. This includes maintaining a standard of cleanliness that would promote visitor health and safety. The level of service includes answering questions from campers on the phone and in person, on-site patrols and fee collection, government vehicle costs, regular maintenance of campground facilities including the toilets, fire grills, bulletin boards, fee tubes, and campground roads. In 2017, the BLM GJFO spent \$22,513 in fee revenue to operate the NFD Campground. This figure represents a baseline campground operating cost estimate, and does not include any increase in services or improvements to the infrastructure at the existing NFD Campground. In 2015, for example, the BLM spent \$53,148 in appropriated funds when, in addition to routine maintenance, the GJFO invested surplus fee revenue to develop 22 new campsites in the existing NFD Campground.

The revenue derived from the proposed fee increase would be used primarily for the maintenance of existing services to campers, and facility upgrades. The additional funding would also help pay for implementation and maintenance of a campground reservation system (Recreation.gov). Maintenance includes ongoing replacement or major repair of aging campground facilities, such as fire grills, picnic tables, site posts and toilet buildings that deteriorate through heavy use and/or vandalism. Fee revenue would also be used to develop additional campsites and facilities in the current overflow camping area, and to fund trail development and maintenance on the trail system that draws campers to the area. Projected fee revenue from the existing NFD Campground under the proposed fee structure is expected to be approximately \$96,000 (double current revenue) annually at current compliance levels (estimated 75% of campers pay site fees), and \$122,000 at a 95% compliance rate. A higher compliance rate would be expected due to the proposed reservation system, and increased funding to support BLM staff and/or volunteer compliance checks. This would be enough money to continue maintenance and operations at the current level if appropriated monies disappeared.

To the degree available, and consistent with maintaining an adequate fund balance, some fee revenues would be used to upgrade campground facilities, and to help fund new recreation facilities in the NFD SRMA, like the new campground and event area proposed in this business plan, as well as construction and maintenance of trails adjacent to the campgrounds.

Projected Operating Costs for Proposed New Campground/Event Area

Once the new campground infrastructure is constructed, and campers and event participants begin using the facilities, maintenance needs and per site operating costs will be similar to that of the existing NFD Campground (see above for description of maintenance needs). New maintenance costs would include maintenance of the event area parking lot and shade shelters. See Table 6.

Table 6: Projected annual costs to maintain visitor services for the full buildout of the proposed campground developments.

Service Provided	Projected Costs
Operations/Visitor Services	
Personnel	\$1,072
Vehicles	\$515
Equipment	\$0
Materials & Supplies	\$500
Misc.	\$600
Campground host	\$14,088
Water for campground host	\$2,280
Seasonal Employee	\$21,382
Law Enforcement	
Personnel	\$15,870
Annual Maintenance	
Personnel	\$7,730
Vehicles	\$7,217
Equipment	\$5,855
Materials & Supplies	\$2,750
Weed Treatments	\$3,921
Vault Toilet Pumping	\$8,250
Cooperative Agreement (WCCC)	\$5,000
Collections *	
Personnel	\$0
Materials & Supplies	\$0
TOTAL	\$97,030

* Contracted reservation system would eliminate collections costs.

Maintenance of Fund Account Balance

It is critical to maintain a positive fund balance in the recreation fee accounts, including that derived from campgrounds, so that the BLM can provide required services, quickly address threats to public health and safety, and allocate some revenue for future investments in campground infrastructure. In normal budget years, regular non-fee program appropriated funds are not available for seasonal employee labor, on-going purchasing, or project work until more than half of the fiscal year has elapsed. A positive fund balance, or working capital fund, is necessary for the recreation program to provide program services to campers throughout the year.

Continuity of Operations

Providing high-quality developed camping opportunities like those available at the North Fruita Desert Campground is important to the livelihood of local communities. BLM-managed campgrounds in Mesa County benefit the economy of local communities in the Grand Valley. Visitors using the North Fruita Desert Campground support many local businesses, including restaurants, grocery stores, gas stations, bike shops and more. The City of Fruita, Colorado, for example, has embraced outdoor recreation on nearby public lands as an economic driver, and as a quality of life amenity. Therefore, maintaining current camping facilities and services, and developing new camping opportunities is a key component to BLM's successful partnerships with local communities. Continuing to collect, invest, and save fee revenue will help insulate the benefits of NFD camping opportunities from unexpected or sudden loss of appropriated funds or a decline in fee revenue.

Analysis of Recreation Fee Rates

This section uses both the cost recovery fee calculation method, and describes the fees charged by other offices and/or agencies for campground use, and identifies differences and similarities in services offered.

Cost Recovery Fee Calculation Method

Fee rates are based on the concept that revenues should cover a program's operating costs where direct benefits are provided to users.

Table 7: Costs of Operating the Campground Program

Service Provided	FY 2018 Costs	Projected Costs upon Full Development
Operations/Visitor Services		
Personnel	\$7,000	\$23,123
Vehicles	\$515	\$6,701
Equipment	\$0	\$0
Materials & Supplies	\$100	\$500
Misc.	\$0	\$0
Law Enforcement		
Personnel	\$10,580	\$15,474
Annual Maintenance		
Personnel	\$15,240	\$17,913
Vehicles	\$2,062	\$3,093
Equipment	\$500	\$500
Materials & Supplies	\$1,250	\$4,680
Weed Treatments	\$275	\$826
Vault toilet pumping	\$3,750	\$6,750
Collections:		
Personnel	\$0	\$5,760
Materials & Supplies	\$0	\$60
TOTAL	\$41,272	\$85,380

Table 8: Annual projected fee revenue

Annual Fee Revenue	FY 2018 Final Total	FY 2019 Projected	FY 2020 Projected	FY 2021 Projected	FY 2022 Projected	FY 2023 Projected	FY 2024 Projected
Site or Pass Type							
Joufflas	\$0	\$17,472	\$17,472	\$17,472	\$17,472	\$17,472	\$17,472
RV/Trailer Group Use	\$0	\$0	\$34,944	\$34,944	\$34,944	\$34,944	\$34,944
Knowles Overlook	\$0	\$4,992	\$4,992	\$4,992	\$18,720	\$18,720	\$18,720
High North	\$0	\$0	\$0	\$0	\$0	\$0	\$18,720
ISRP	\$0	\$5,850	\$3,900	\$3,900	\$1,950	\$1,950	\$0
Total Annual Revenues	\$0	\$28,314	\$61,308	\$61,308	\$73,086	\$73,086	\$89,856

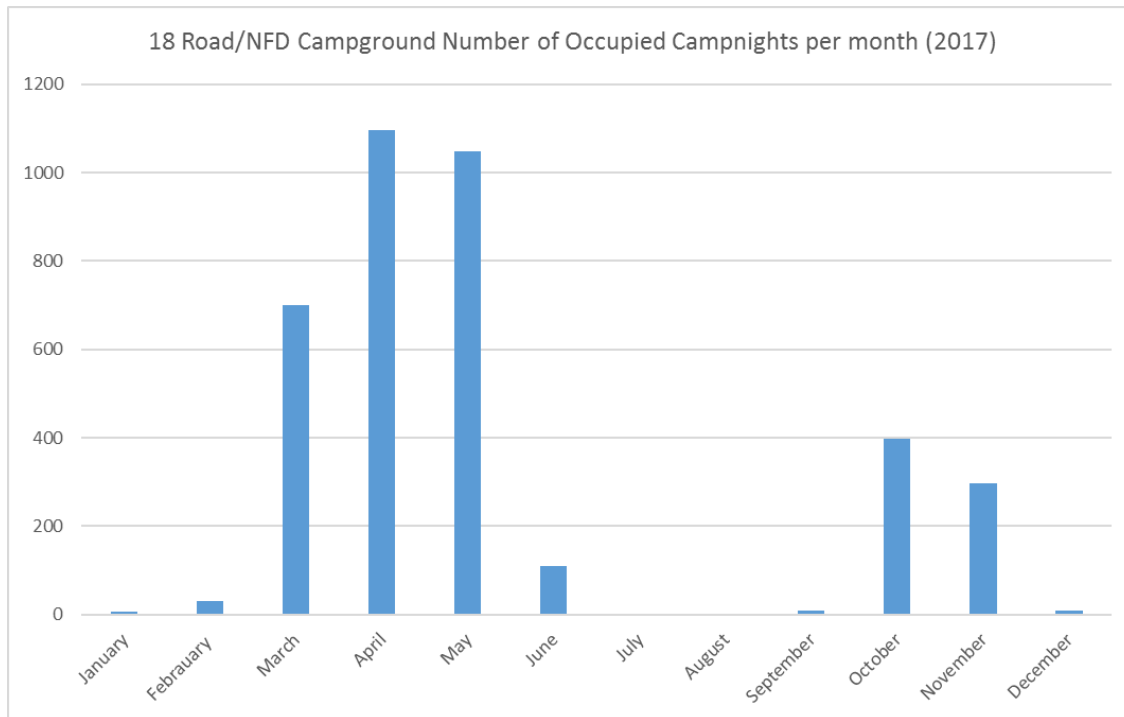
Methodology for projected fee revenue at Expanded Amenity Fee sites:

To estimate projected fee revenue, the BLM used 2017 camping data from the North Fruita Desert Campground to estimate the number of occupied camp-nights/year. The data indicates that over the course of the year approximately 22% of the total possible camp-nights (number of campsites multiplied by 365) were occupied in 2017. Using this data, the following steps yield the projected fee revenue for the campground:

1. Multiply the number of proposed campsites by 365.

2. Calculate 22% of that number to get the projected number of occupied camp nights per year (This is based on actual fees collected. This factors in discounts from the America the Beautiful – National Parks and Federal Recreational Lands Pass).
3. Multiply by the proposed fee rate.

Figure 10: Number of occupied camp-nights per month at the NFD Campground (2017)



Positive Fund Balance Maintenance

The GJFO strives to maintain a positive fund balance to have the flexibility to obtain matching funds in applying for grants, effect emergency repairs, provide long-term stability for staff services, provide capability to meet unanticipated costs or to take advantage of unforeseen opportunities to improve services, and to use revenues to provide future recreation infrastructure to support visitor use. In addition, the fund balance could cover expenses in the case of reduced fee revenue due to unforeseen circumstances, such as natural disasters and environmental or economic change. The GJFO needs the ability to retain services to support the local economy during anticipated times of uncertainty. The fund balance will be managed as a working capital fund, with the goal of investing in facilities and services that will promote program growth consistent with visitor demand through the generation of increased revenue.

Priorities for future expenditures

- The continuation of on-going campground services

- Campground improvements that benefit visitors and improve BLM operations
 - Develop new campground infrastructure (e.g. new campsites, restroom facilities, shade shelters)
 - Develop and maintain trail systems directly adjacent to the campgrounds
- Maintaining the program fund account balance
- Reducing program dependence on annual appropriated funding

Fair Market Value Fee Calculation Method

The Fair Market Value assessment approach compares the fees charged at similar campgrounds in the Grand Junction and Moab areas that are being administered by federal and state land management agencies, as well as privately operated campgrounds.

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Table 9: Comparison of campground fees in the Grand Junction and Moab areas

Campground Name	Agency	Campground Fee(s)	Amenities Offered
McInnis Canyon National Conservation Area, Rabbit Valley campgrounds	Grand Junction BLM	(Proposed) \$20 per site for two vehicles. \$10 for each additional vehicles at group sites (up to five total). \$5 per vehicle for the Individual Special Recreation Permit for dispersed camping.	Vault toilets, picnic tables, fire grates.
18 Road/North Fruita Desert	Grand Junction BLM	\$10 per site per night (proposed \$20)	Vault toilets, picnic tables, fire grates.
Saddlehorn Campground	National Park Service, Colorado National Monument	\$20 per site per night, plus monument entrance fees (\$5-\$15).	Flush toilets, drinking water, picnic tables, charcoal-only grills, up to 40 feet, two ADA accessible sites.
James M Robb-Colorado River State Park	Colorado Parks and Wildlife	\$28 for full-hookup trailer site with electric; \$18 for tent site; plus park entrance fees (\$7 daily).	Flush toilets, drinking water, showers, trash receptacles, picnic tables, fire grates.
Spruce Grove Campground	US Forest Service, Grand Mesa National Forest	\$12 per site per night	Vault toilets, picnic tables, fire grates, pull through parking spaces up to 45 feet.
Jumbo Campground	US Forest Service, Grand Mesa National Forest	\$18 per site per night; \$6 per night electric fee	Flush and vault toilets, drinking water, picnic tables, fire grates, parking spaces up to 60 feet, three ADA accessible sites.
Goose Island Campground	Moab BLM	\$15 per site per night (proposed \$20).	Vault toilets, picnic tables, fire grates, shade structures.
Lone Mesa Group Site	Moab BLM	\$100 per night	Capacity for maximum of 30 people, 10 RV's and 10 tents. Vault toilet, picnic tables, fire grates and shade structures.
Juniper (Arches) - Group	National Park Service	11-22 campers = \$100 23-33 campers = \$150 34-44 campers = \$200 45-55 campers = \$250; Plus entrance fees	Flush and vault toilets, drinking water, picnic tables, fire grates.
Devil's Garden (Arches) - Standard	National Park Service	\$25 per site per night; Plus entrance fees	Flush and vault toilets, drinking water, picnic tables, fire grates.
Squaw Flat (Canyonlands) - Standard	National Park Service	\$20 per site per night; Plus entrance fees	Flush and vault toilets, drinking water, picnic tables, fire grills.
Warner Lake Campground	US Forest Service, Moab Ranger District	\$10/night for single unit, \$50/night for the group site, and the cabin rents for \$50/night.	Vault toilets, picnic tables, fire grates.
KOA - Grand Junction	Private	\$40 per site per night	Flush toilets, drinking water, picnic tables, fire grates, electricity, sewage disposal.

BLM Grand Junction Field Office (GJFO) campgrounds have been either free (Rabbit Valley) or relatively inexpensive (\$10/night at North Fruita Desert and Mud Springs Campgrounds). Steadily increasing demand for camping experiences, requires the BLM to continually invest more time

and money into facility maintenance – cleaning and pumping vault toilets, stocking toilet paper, and cleaning fire pits.

It would be injudicious to assume that appropriated money will remain constant and that the NFD campgrounds could depend on this source of income indefinitely.

If the proposed fees were implemented, services would continue to be offered at a high level. Without changes to the fee system, the frequency of cleaning and maintenance could be reduced as costs continue to rise. In addition, surplus fee revenues could be used to gradually improve campground infrastructure (improve road access, treat weeds, gravel campsites, replace substandard toilets, add tent pads, replace degraded fire pits, add shade shelters, and enhance adjacent trail systems).

The proposed fees are consistent with other regional campground fees with similar amenities and, combined with the addition and expansion of developed campgrounds to the fee structure, would help provide operating capital for the maintenance and improvement of the North Fruita Desert SRMA.

Impacts from changing or not-changing recreation fee rates

The following is an analysis of potential impacts or conditions that could result from either modifying and adding fees, or not modifying and adding fees in the North Fruita Desert SRMA.

Modifying and adding fees at the existing and proposed campground facilities

Impacts to recreation visitors

If the proposed fees and campground developments were implemented, services would continue to be offered in the existing North Fruita Desert Campground and ongoing maintenance costs would be covered. Fee revenue would allow facilities to be repaired and replaced as needed to maintain human health and safety. In addition, some fee revenue could be used to gradually improve campground facilities as part of routine upgrades. Substandard fire pits and picnic tables could be replaced, and amenities such as tent pads and shade structures could be added.

The proposed vehicle and group size limits would reduce crowding in the campground which would minimize long waits to use the restrooms, and would reduce the incidences of vehicles blocking roadways.

Implementing a campsite reservation system would allow overnight visitors to ensure that they will have a place to camp, in contrast to the current situation where campers often arrive at the campground only to find all of the sites occupied, forcing them to look elsewhere for a site – usually in the de facto overflow area (where new campground/event area is proposed), or an undeveloped dispersed site further from the trails. The reservation system would allow recreationists to better plan their visit by letting them choose appropriate sites for their group size, vehicle type, and location preferences. The reservation system would also increase fee

payment compliance, thereby increasing revenue that can be reinvested in campground maintenance, infrastructure and trail development/maintenance.

Visitor use monitoring data indicates that there is increased demand for camping experiences on BLM-administered lands. Additional camping facilities and increased fee revenue would increase camping capacity, and would allow those campgrounds to be more self-sustaining.

The proposed changes would eliminate the opportunities that currently exist for free undeveloped dispersed camping within the NFD SRMA. BLM personnel have also received feedback that some visitors desire to camp in the undeveloped sites so they can have their dog(s) off leash since there aren't official restrictions on this outside of developed facilities. Visitors desiring these types of opportunities would be displaced to other areas adjacent BLM-administered lands with less restrictive camping regulations (e.g. 16 Road and Coal Gulch) which are further from the main 18 Road trail system.

Regardless of whether the changes proposed here are implemented, the dispersed camping currently occurring in the area will change since the GJFO Resource Management Plan specifies that all camping (including undeveloped camping) in the NFD SRMA is limited to designated sites, and requires the use of a fire pan and portable toilet system. No designated undeveloped sites have yet been established, and those regulations have not yet been enforced.

Impacts to the environment

Well-designed and managed campgrounds, like those proposed here, provide high quality recreation opportunities in areas with high levels of visitation, while reducing negative impacts to natural and cultural resources. The North Fruita Desert currently has a great deal of “dispersed camping” occurring in undeveloped areas without toilets or proper fire containment. Visitors drive off-road wherever a flat spot can be found. Campsites are being created, rock fire rings are multiplying, and the visual impact of dispersed camping diminishes the scenery that many people have come to see. Campers generally do not bring portable toilets, so human waste is proliferating in desirable camping areas. The same dispersed campsite is often used at least 50+ nights per year. When the site gets dirty or is already occupied, campers often create new campsites, thus broadening the environmental impact.

By limiting camping activities to developed campgrounds, human waste generated by campers would be contained and processed properly at approved facilities; Campfires would be contained in metal rings, enhancing fire safety and reducing visual impacts of rock fire rings throughout the landscape; Vegetation would be less damaged as camping activities are contained to sites that are designed for camping; less time would be spent by BLM staff picking up garbage at dispersed camping sites adjacent to 18 Road.

The proposed campsite reservation system would help the BLM better manage the number of people and vehicles using the campground. By allowing visitors to know whether sites are available prior to driving up 18 Road, the reservation system would limit the number of visitors who arrive onsite and find no vacant sites then damage resources by pioneering new campsites.

Socioeconomic Impacts, including low-income populations

The socioeconomic data on visitors to BLM lands in the North Fruita Desert area is uncertain. However, BLM monitoring indicates that most visitors that camp in the NFD SRMA are there to ride mountain bikes on the area’s trail systems, and to camp with family and friends. Anecdotal observations, as well as recent social research, indicate that the majority of the recreationists visiting the area are relatively affluent. The BLM anticipates that increasing fees and implementing new camping fees is unlikely to deter most visitors from camping at the developed sites.

In 2017 an intercept survey was conducted by the Natural Resource Center at Colorado Mesa University at three popular mountain biking trail systems in Mesa County (18 Road, Lunch Loops and Kokopelli). 68.5% of the respondents were visiting from outside of the county. The household income of all those surveyed is the following:

Table 10: Household income of those mountain biking in Mesa County

Less than \$25,000	7.14%
\$25,000 - \$50,000	10.48%
\$50,000 - \$75,000	12.86%
\$75,000 - \$100,000	15.24%
\$100,000 - \$125,000	19.05%
\$125,000 - \$149,999	12.38%
More than \$150,000	22.86%

The same survey asked participants to calculate their average spending inside Mesa County during their visit:

Table 11: Average spending inside Mesa County per family group visiting mountain bike trails

Lodging	\$133.46
Gasoline	\$60.43
Other Transportation (repairs, parking, etc)	\$7.06
Shopping and Gifts (clothing, sporting goods, souvenirs, etc.)	\$36.06
Entertainment	\$9.65
Food, meals, and drink (purchased at restaurants, bars, etc.)	\$111.40
Groceries (purchased at supermarket/convenience store)	\$46.92
Tourist Services (Jeep tours, boat rentals, bike rentals, outfitters, etc.)	\$10.92
Other	\$21.30
Total	\$437.25

The results of these surveys indicate that mechanized recreation is not an inexpensive pursuit and participants are expecting and willing to pay a particular amount to recreate at a desired location that would require overnight travel.

Also, BLM campgrounds would offer a low-cost alternative to staying at a hotel in Fruita or Grand Junction. This low cost alternative is particularly important where groups of families and friends can enjoy the amenities of the North Fruita Desert campgrounds at a relatively low cost.

Impacts to low-income populations are not expected to be high, as there is ample opportunity for free dispersed camping at other areas managed by the Grand Junction Field Office as well as on US Forest Service land. Furthermore, there is a 50% discount on camping fees afforded to seniors and those with disabilities.

NOT adding fees and NOT adding the proposed campground developments

Impacts to Recreational Users

Failure to implement the proposed modifications to the fee structure, vehicles per site limits, group size limits and implementation of a campsite reservation system in the existing North Fruita Desert Campground and the unofficial overflow camping area would perpetuate the crowding and capacity issues currently observed in the area during peak-use seasons. Additionally, infrastructure maintenance, repair and replacement, and/or development of new facilities would be postponed or canceled.

Without implementation of the proposals in this business plan, the frequency of cleaning and maintenance could be reduced as rising expenses are not commensurate with the BLM's available resources.

BLM personnel frequently hear concerns from visitors about the high levels of use, and the difficulty in finding a campsites during peak-use seasons. Conversations between BLM staff and visitors to the NFD SRMA have also revealed that many visitors are willing to pay higher campsite fees if those fees will be invested into more intensive management of the area. Without the added revenue from the proposed fees and new campground developments, the BLM would not be able to adequately address this visitor feedback. By not addressing these issues, it would become more difficult for the BLM to prevent further decline in the social settings desired by visitors, and defined in the GJFO Resource Management Plan.

Impacts to the Environment

Failure to implement the proposed fee modifications and management strategies would result in continued developments maintain the campground program would likely result in the continued expansion of parking areas and dispersed campsites, as well as the creation of new social trails, all of which result in trampling of vegetation, soil compaction and increased erosion. The accumulation of human waste and proliferation of campfire rings in the undeveloped overflow area would continue to degrade the area's natural resources, and would negatively impact human health and safety by increasing the risk of biohazard exposure and wildfires.

Socioeconomic Impacts, including those to Low-Income Populations

Not modifying fees at the existing campground, and implementing the proposed campground developments and fees would essentially keep the situation static, thus having little economic impact to those recreating in the NFD SRMA.

Nonmarket Values and Benefits

The term nonmarket values refers to the benefits individuals attribute to experiences of the environment or uses of natural and cultural resources that do not involve market transactions and therefore lack prices. Examples include the benefits received from wildlife viewing, hiking in a wilderness, camping in a semi-wild setting with friends and family, or recreational hunting. Nevertheless, such values are important to consider because they help tell the entire economic story. Estimates of nonmarket values supplement the estimates of income generated from commodity uses in order to provide a more complete picture of the economic implications of proposed resource management decisions.

Economists measure nonmarket use values by estimating the “consumer surplus” associated with these activities. Consumer surplus is defined as the maximum dollar amount, above any actual payments made, that a consumer would be willing to pay to enjoy a good or service. For instance, hikers pay a market price for gasoline used to reach a trail, but may pay nothing to use the trail. Similarly, campers may pay a fee for this activity, but may be willing to pay more due to the “free” economic benefit accruing to this experience. Any amount that a recreationist would be willing to pay to use this otherwise free or underpriced resource represents the nonmarket consumer surplus value of that resource to that consumer.

Nonmarket use values have been studied extensively for a wide variety of recreation “goods.” A recent study¹ commissioned by the U.S. Forest Service (USFS) examined studies designed to measure consumer surplus for a wide variety of recreation activities that typically occur on USFS lands, including camping at developed sites. Although the examined studies show a large degree of variation across geographies, they do show considerable degrees of consumer surplus for the studied activities. In regard to the current project, the authors determined that camping in developed campgrounds on USFS land produced an average consumer surplus of \$46.47 per visitor day. This represents the amount of benefit campers are receiving *above and beyond* the actual fee charged. Although one may quibble with the various methodologies these studies employ, it is clear that recreationists are deriving value well beyond the fees charged.

Public Outreach

As part of this proposal to modify the existing campground fee and develop a new fee campground, the BLM Grand Junction Field Office will conduct the following outreach efforts to notify the public of its opportunity to review and provide comments:

- Post the Draft Business Plan on the BLM Colorado websites;
- Publish a news story in the *Grand Junction Sentinel*;
- Issue a News Release to statewide print and broadcast media.
- Post the fee increase proposal at existing campgrounds

1

Prior to modifying existing fees and/or building and charging fees at the new campground, the following outreach will occur:

- Publishing a Notice of Intent in the *Federal Register*
- Publishing news stories about the *Federal Register* Notice of Intent
- Posting *Federal Register* notice near each of the existing campgrounds and at the entrance kiosks/information displays

The BLM will post at the different campgrounds how collected fees are spent.

References

Casey, Tim; Castaneda, Cory; Perry, Nathan. 2018. Grand Valley Public Trails Systems Socio-Economic Study Mesa County, Colorado.

Rosenberger, Randall S.; White, Eric M.; Kline, Jeffrey D.; Cvitanovich, Claire. 2017. Recreation economic values for estimating outdoor recreation economic benefits from the National Forest System. Gen. Tech. Rep. PNWGTR-957. Portland, OR: U.S. Department of Agriculture, Forest Service, Pacific Northwest Research Station



APPENDIX

APPENDIX D: COPMOBA MAP





REFERENCES

BLM/IMBA Guidelines for a Quality Trail Experience, 2017

Bureau of Land Management (BLM). 2015. Proposed Resource Management Plan and Final Environmental Impact Statement. Grand Junction Field Office. March 2015.

BLM National Sign Handbook, 2016

City of Fruita Parks, Open Space and Trails Master Plan, 2009

Colorado's Statewide Comprehensive Outdoor Recreation Plan, 2014










Colorado Parks and Wildlife (CPW). 2006a. Bookcliffs DAU D-11 Herd Management Plan (Deer). Prepared by Stephanie Duckett, Colorado Division of Wildlife.



Colorado Parks and Wildlife (CPW). 2006b. Yellow Creek DAU E-10 Herd Management Plan (Elk). Prepared by Stephanie Duckett, Colorado Division of Wildlife.

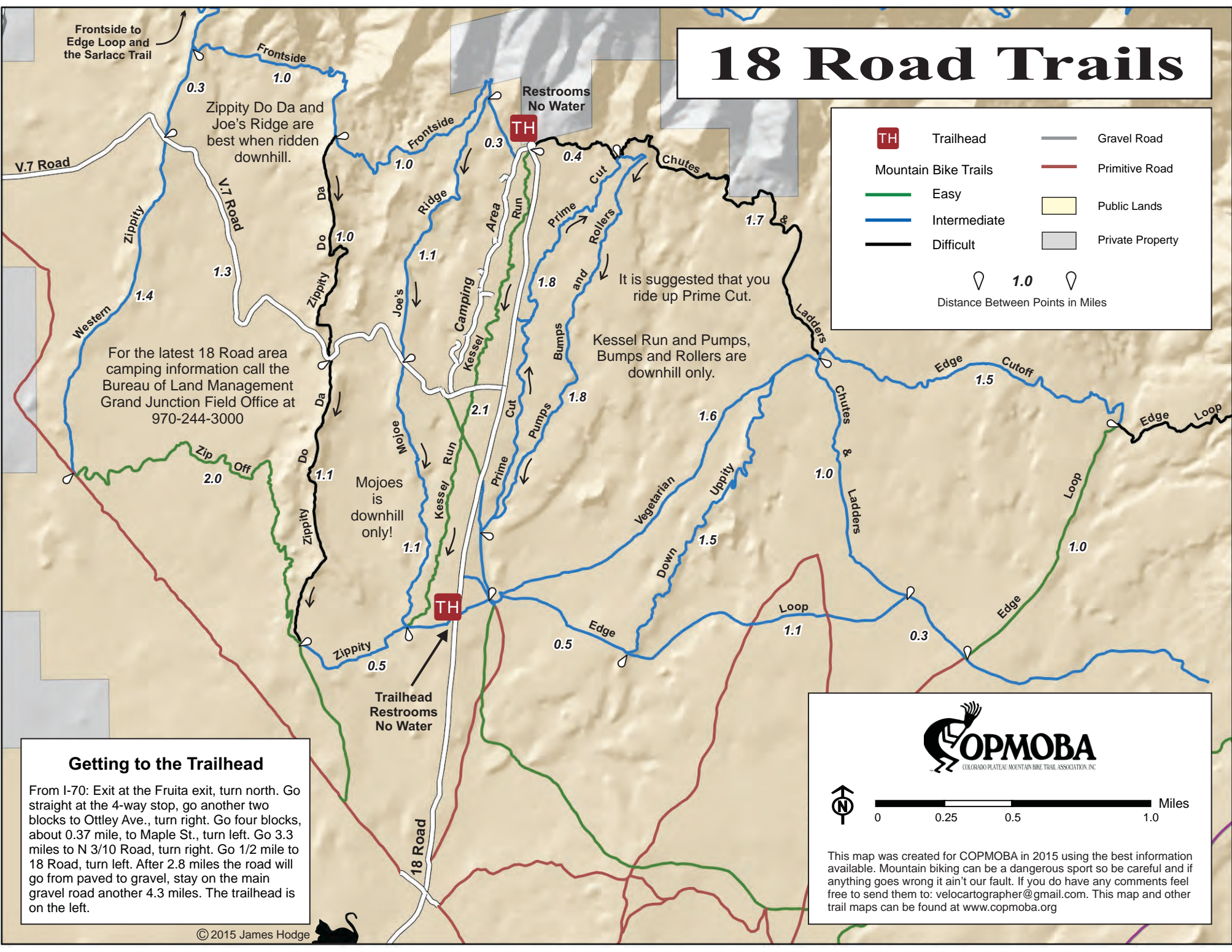
IMBA Grand Valley Strategic Trails Plan, 2018

USFS Standard Trail Plans and Specifications, 2014

18 Road Trails

	Trailhead		Gravel Road
	Mountain Bike Trails		Primitive Road
	Easy		Public Lands
	Intermediate		Private Property
	Difficult		

 1.0 
 Distance Between Points in Miles



For the latest 18 Road area camping information call the Bureau of Land Management Grand Junction Field Office at 970-244-3000

Zippity Do Da and Joe's Ridge are best when ridden downhill.


It is suggested that you ride up Prime Cut.

Kessel Run and Pumps, Bumps and Rollers are downhill only.



Mojoes is downhill only!

Getting to the Trailhead

From I-70: Exit at the Fruita exit, turn north. Go straight at the 4-way stop, go another two blocks to Ottley Ave., turn right. Go four blocks, about 0.37 mile, to Maple St., turn left. Go 3.3 miles to N 3/10 Road, turn right. Go 1/2 mile to 18 Road, turn left. After 2.8 miles the road will go from paved to gravel, stay on the main gravel road another 4.3 miles. The trailhead is on the left.



COPMOBA
COLORADO PLATEAU MOUNTAIN BIKE TRAIL ASSOCIATION, INC.

0 0.25 0.5 1.0 Miles

This map was created for COPMOBA in 2015 using the best information available. Mountain biking can be a dangerous sport so be careful and if anything goes wrong it ain't our fault. If you do have any comments feel free to send them to: velocartographer@gmail.com. This map and other trail maps can be found at www.copmoba.org