

LHV Park and Recreation District Trails Survey Results

July 31, 2026

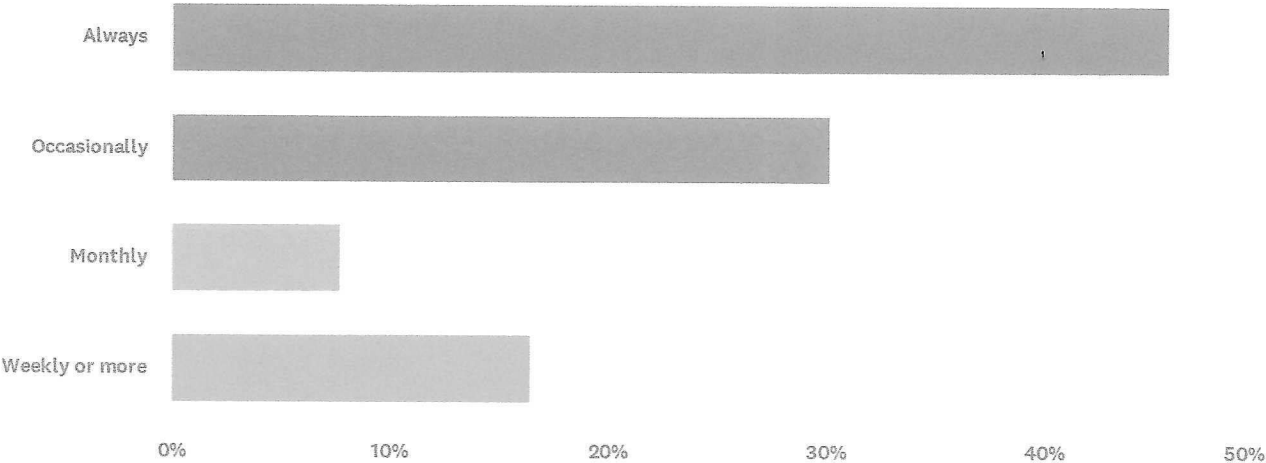
Thank you to everyone who participated. A couple of items to point out:

1. We sent surveys to everyone on the tax rolls who contributes to the District property taxes. Taking away duplicates, there were 364 letters/surveys sent out.
2. Submission results were:
 - a. 7 letters were returned as undeliverable
 - b. 8 letters/surveys were returned with no address so will not be counted as we cannot confirm District tax payor
 - c. That leaves 349 surveys available, and we had 220 surveys returned for a return rate of 63% which is quite good.
3. Question #1 which are the addresses will not be published in results, and at the end of this document is the synopsis of the written comments from Question #8.
4. Survey results:
 - a. 62% of respondents use the trail system weekly or more.
 - b. 77% of respondents are **NOT** in favor of opening all trails to multi-use
 - c. 65% of respondents are **NOT** in favor of opening some of the trails to multi-use
 - d. 65% of respondents would be OK with a multi-use trail somewhere else beside the current trail system (53% yes, 12% indifferent)
 - e. 58% of respondents indicate they would be inclined to use the current trails **LESS** if they were multi-use, only 19% would use them more as multi-use.
 - f. 97% of respondents had their households in concurrence with survey answers.
 - g. The actual survey monkey graphs for the questions 2 - 7 follow.
5. Items to know which came from comments:
 - a. The trail system is open to the public. It is not reserved for residents. As a Title 32 Taxing District we cannot close them off to anyone who wishes to use them. As a government entity we do carry liability coverage though our exposure for these types of trails is minimal. Use of trail systems such as these, no matter the type of use, is generally considered use at own risk.
 - b. Current regulations are on the honor system. The Board has no real enforcement authority. We would recommend gentle reminders to those who do not use the trails appropriately. We do not encourage confrontational engagements. The Sheriff is unlikely to make trail rules enforcement a priority.

- c. The Board is trying to gauge the wishes of the tax payors of the District. Constructive comments are welcome. Vile and derogatory comments are counter-productive and will not be tolerated. People are entitled to their opinions, but we do expect civility in discussions.

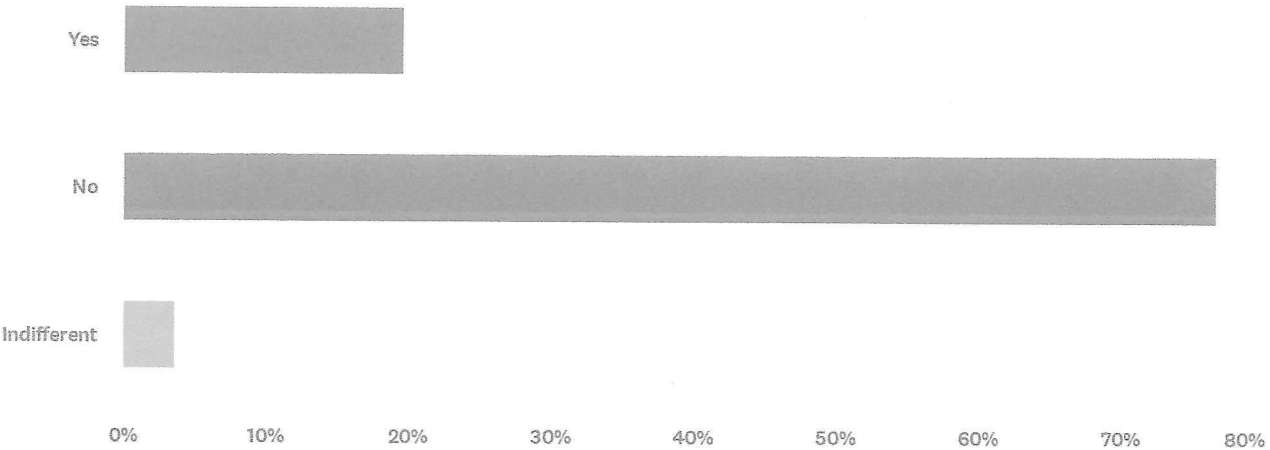
Q2 219 responses

1. How often do you use the Loghill Village Park and Recreation District trails system?



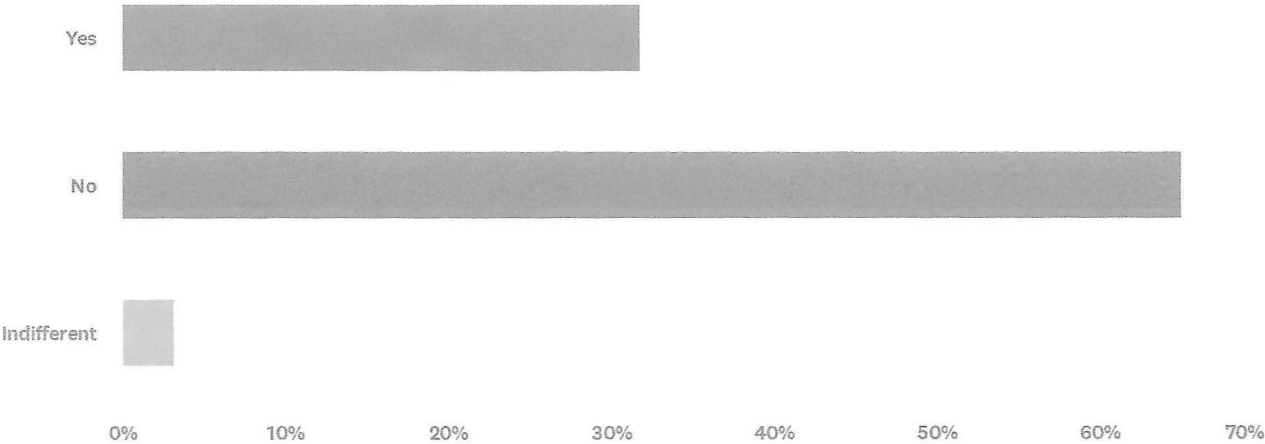
Q3 219 responses

The trails system is currently pedestrian use only. Would you be in favor of making the system multi-use to share with bikes and horses?



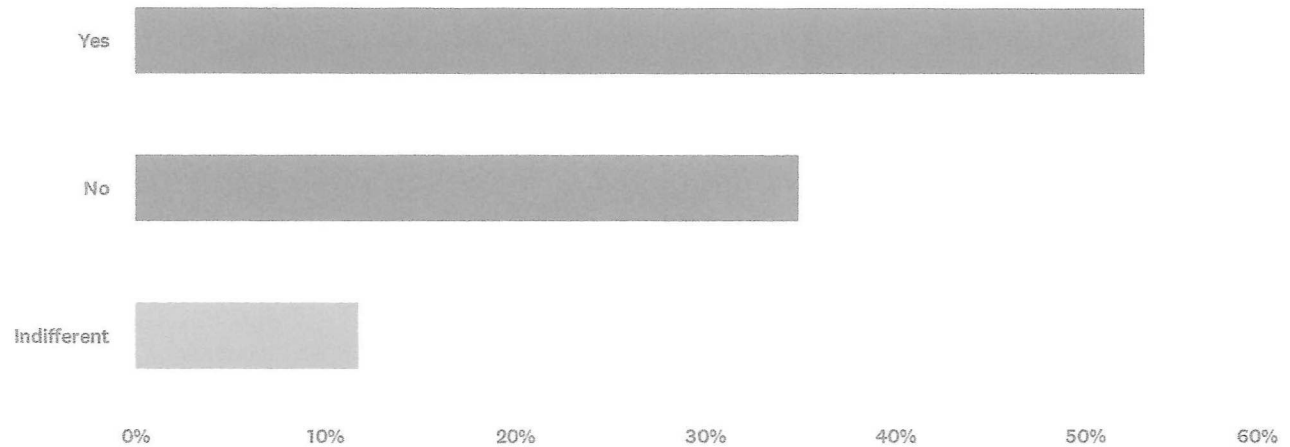
Q4 220 responses

Some trails are more amenable to multi-use than others. Would you be in favor of making some trails multi-use but keeping others pedestrian only?



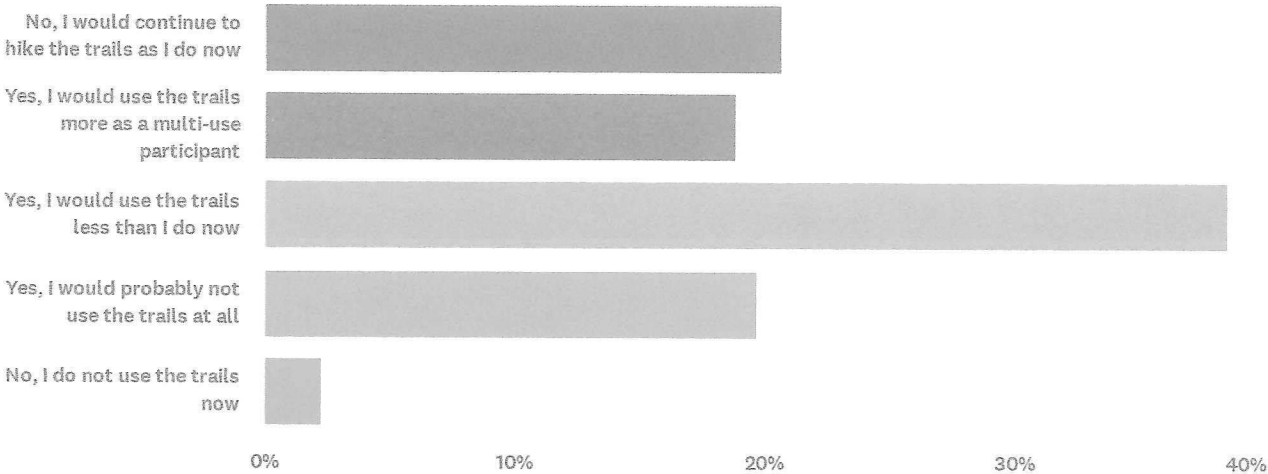
Q5 220 responses

If the District were able to identify areas to make additional trails that would be multi-use, would you be in favor of the District developing those areas as multi-use but keeping the current system as pedestrian only?



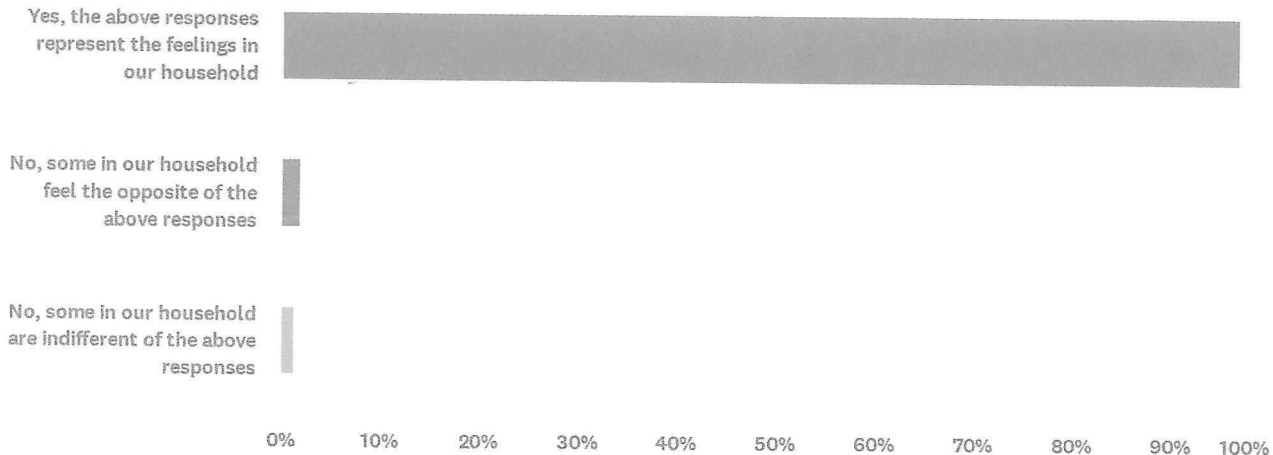
Q6 218 responses

If the Board decides to open the trails to multi-use, would that affect your use of the trail system?



Q7 220 responses

Even though only one response per household is allowed, does everyone in your household feel the same?



LHV Park and Recreation District Trail Survey

Summary of Written Comments

Of the 150 comments submitted, the great majority addressed whether the District's currently pedestrian-only trails should be opened to bikes and/or horses. A minority were procedural (thanks to the Board, requests for clarification) rather than a stated position and are not counted below.

Comments in Favor of Multi-Use

A minority of respondents supported opening the trails, or at least building new trails, for bikes and/or horses. Several framed the change as a matter of fairness and neighborliness, arguing the trails should be shared with all residents rather than reserved for one group's preference, and some pointed out that Loghill Village's original 1975 dedication certificate designated the trails for "hiking and equestrian trails and similar uses," which they read as already permitting non-motorized multi-use. Supporters cited practical benefits: local bike trails would spare residents (and especially children learning to ride) the 20-minute drive to the RAT system in Ridgway, and would add recreational value and amenities to the community. Several were experienced land-use or recreation professionals who offered to help identify safe routes, and one detailed comment from a horse owner and former USFS recreation employee argued the existing trails need little modification for equestrian use and volunteered to scout and flag routes. Accessibility was a recurring theme, with a few respondents — including one who relied on trail access to recover from surgery after a recent knee replacement — asking that e-bikes or adaptive bikes be permitted for residents with disabilities. A common thread among supporters was that with clear signage, defined right-of-way rules, and community etiquette, conflicts between user types could be managed.

Comments Opposed to Multi-Use

The large majority of respondents opposed converting the existing trails, and this group's concerns clustered around a consistent set of themes. Safety was the most frequently cited issue: many trails are narrow with blind corners and switchbacks, and respondents worried about high-speed bike collisions with hikers, children, dogs, and older residents (several noted the community's older demographic explicitly), as well as horses spooking at off-leash dogs or fast-moving bikes. Trail degradation and maintenance were nearly as common a concern, with commenters describing rutting, erosion, and washouts they had personally observed on other multi-use trails (the RAT and Telluride systems were repeatedly cited as cautionary examples), and questioning whether the District or HOA has the funding, staffing, or legal authority to maintain trails to a higher standard. Enforcement was a related and frequent worry: several noted that current rules (leashed dogs, no bikes) already go unenforced, and doubted the District could police multi-use rules, speed, or e-bikes and other motorized vehicles that they feared would inevitably follow. Liability was raised repeatedly, including one lengthy

comment from an adjacent property owner citing bicycling and horseback-riding injury statistics and detailing property-damage, trespass, and insurance concerns. Many respondents also valued the trails' current quiet, low-traffic character as a primary reason they moved to or purchased property in Loghill Village, and feared that multi-use would attract non-resident traffic, parking problems, noise, and crowding similar to what has happened at other popular Western Slope trail systems (Blue Lakes was mentioned several times). Horse manure was frequently raised as a nuisance issue distinct from other objections. A number of commenters felt existing regional facilities (particularly the RAT trail system and county roads) already serve cyclists and equestrians adequately, so conversion here is unnecessary.

Middle Ground / Conditional Positions

A meaningful subset of comments did not fit cleanly into "for" or "against." The most common conditional position, offered many times, was support for building **new, separate** trails for bikes and/or horses while keeping the existing pedestrian trails as they are — several respondents felt this would satisfy new demand without compromising safety or trail character. Others supported one use but not the other: a fair number were open to bikes but not horses (citing manure and unfamiliarity with horse behavior), while a smaller number felt the reverse, that horses would be compatible but bikes would not (citing speed and erosion). A few suggested time- or day-based separation of user groups, directional or one-way trail designs, or keeping certain trails (the Escarpment trail in particular) pedestrian-only regardless of what happens elsewhere.

Relative Weight of Comments

Opposition to converting the existing trails to multi-use was the dominant position by a wide margin — roughly two-thirds or more of substantive responses expressed clear opposition. Comments unambiguously supportive of multi-use conversion were a small minority, on the order of one in ten. The remainder, representing a meaningful share of responses, expressed conditional or partial support — most often for new, separate trails for bikes and/or horses, or for one use (commonly bikes) but not the other (commonly horses) — rather than for converting the existing pedestrian network wholesale. Safety, trail maintenance/erosion, and enforcement were the three most frequently cited concerns among opposing and conditional comments alike.