VILLAGE OF MOUNT HOREB
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PUBLIC SAFETY COMMITTEE MEETING AGENDA
Monday, September 16, 2024 at 6:00 PM

Municipal Building Board Room
138 E. Main Street
Mount Horeb, WI

1) Call to order
   a. Consideration of July 15, 2024 Meeting Minutes
2) Public Comments – non-agenda items
3) Police Chief Report
   a. Staffing Update
4) Agenda Items
   a. UTV/ATV Routes Discussion
   b. Budget Presentation Update
   c. May 1st Update
5) Future agenda items
   a. Ordinances - Illegal Dumping and Compact Vehicle
   b. Intersections - 3rd and Front Street and Grove and Main Street
6) Meeting adjournment.

UPON REASONABLE NOTICE, EFFORTS WILL BE MADE TO ACCOMMODATE THE NEEDS OF DISABLED INDIVIDUALS THROUGH APPROPRIATE AIDS AND SERVICES. FOR INFORMATION OR TO REQUEST THIS SERVICE, CONTACT ALYSSA GAFFNEY, CLERK, AT 138 E MAIN STREET, MOUNT HOREB, WI (608) 437-9404.

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Public Safety Committee Minutes July 15, 2024

1) Call to order

Mike McNall, Ben Jones, Cathy Scott, Village Administrator Nic Owen, Police Chief Doug Vierck

a. Consideration of May 20, 2024 Meeting Minutes

Motion to Approve by McNall, Second by Scott – All Approve

2) Public Comments – non-agenda items –

None

3) Police Chief Report

Nothing to Report

4) Agenda Items

a. Present Budget Request

Chief Vierck presented his budget request and answered questions. The committee asked for more information on the Overtime Wages vs Staffing.

b. Update on Previously Discussed Items

Gave an update on the stop sign on private property and enforcement.

5) Future agenda items

Compact Vehicle Ordinance
May 1st Incident Update
UTV/ATV Ordinance
Illegal Dumping Ordinance
3rd and Front Street
Follow up on Budget

6) Meeting adjournment.

McNall Moves for adjournment. Scott seconds. All Approve

DRAFT

VILLAGE OF
MOUNT HOREB

AGENDA ITEM REPORT

MEETING DATE	PREPARED BY
September 16, 2024	

AGENDA ITEM # 4.a

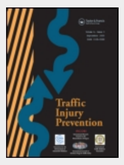
UTV/ATV Routes Discussion

BACKGROUND

RECOMMENDATION

ATTACHMENTS

1. All-terrain vehicle fatalities on paved roads, unpaved roads, and off-road Evidence for informed ro
2. All-Terrain Vehicles (ATVs) on the Road A Serious Traffic Safety and Public Health Concern Traffic
3. Should Fort allow ATVUTV use on city-owned streets Police chief weighs in - FortAtkinsonOnline
4. SVIAOnRoadOppositionPosition-2016



Traffic Injury Prevention ›
Volume 17, 2016 - Issue 4

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Original Articles

All-terrain vehicle fatalities on paved roads, unpaved roads, and off-road: Evidence for informed roadway safety warnings and legislation

Gerene M. Denning & Charles A. Jennissen

Pages 406-412 | Received 24 Feb 2015, Accepted 28 May 2015, Published online: 10 Mar 2016

Cite this article https://doi.org/10.1080/15389588.2015.1057280 Check for updates

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ABSTRACT

Objective: All-terrain vehicles (ATVs) are designed for off-highway use only, and many of their features create increased risk with roadway travel. Over half of all ATV-related fatalities occur on roadways, and nonfatal roadway crashes result in more serious injuries than those off the road. A number of jurisdictions have passed or have considered legislation allowing ATVs on public roadways, sometimes limiting them to those unpaved, arguing that they are safe for ATVs. However, no studies have determined the epidemiology of ATV-related fatalities on different road surface types. The objective of the study was to compare ATV-related deaths on paved versus unpaved roads and to contrast them with off-road fatalities. **Methods**: Retrospective descriptive and multivariable analyses were performed using U.S. Consumer Product Safety Commission fatality data from 1982 through 2012. **Results**: After 1998, ATV-related deaths increased at twice the rate on paved versus unpaved roads. Still, 42% of all roadway deaths during the study period occurred on unpaved surfaces. States varied considerably, ranging from 18% to 79% of their ATV-related roadway deaths occurring on unpaved roads. Paved road crashes were more likely than those on unpaved surfaces to involve males, adolescents and younger adults, passengers, and collisions with other vehicles. Both the pattern of other vehicles involved in collisions and which vehicle hit the other were different for the 2 road types. Alcohol use was higher, helmet use was lower, and head injuries were more likely in paved versus unpaved roadway crashes. However, head injuries still occurred in 76% of fatalities on unpaved roads. Helmets were associated with lower proportions of head injuries among riders, regardless of road surface type. Relative to off-road crashes, both paved and unpaved roads were more likely to involve collisions with another vehicle. The vast majority of roadway crashes, however, did not involve a traffic collision on either paved or unpaved roads. **Conclusions**: Although differences were observed between paved and unpaved roads, our results show that riding on either represented significantly greater dangers than riding off the road. Many vehicle warnings specifically mention the risks of paved but not unpaved roads, yet we found 23 states with half or more of their roadway deaths on unpaved surfaces. Safety warnings should explicitly state the dangers of roadway riding regardless of surface type. These data further support laws/ordinances greatly restricting ATV riding on all types of public roadways.

KEYWORDS: all-terrain vehicles | traffic safety | road surface types | crash mechanisms | injury prevention | public policy

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All-Terrain Vehicles (ATVs) on the Road: A Serious Traffic Safety and Public Health Concern ›
Gerene Denning et al.
Traffic Injury Prevention
Published online: 21 Dec 2012

Pediatric and adolescent injury in all-terrain vehicles ›
Gerene M. Denning et al.
Research in Sports Medicine
Published online: 24 Apr 2018

Injury mechanisms in fatal Australian quad bike incidents ›
A. S. Mcintosh et al.
Traffic Injury Prevention
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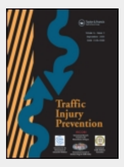

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All-Terrain Vehicles (ATVs) on the Road: A Serious Traffic Safety and Public Health Concern

Gerene Denning, Charles Jennissen, Karisa Harland, David Ellis & Christopher Buresh

Pages 78-85 | Received 06 Jan 2012, Accepted 08 Mar 2012, Published online: 21 Dec 2012

Cite this article https://doi.org/10.1080/15389588.2012.675110

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Abstract

Objectives: On-road all-terrain vehicle (ATV) crashes are frequent occurrences that disproportionately impact rural communities. These crashes occur despite most states having laws restricting on-road ATV use. A number of overall risk factors for ATV-related injuries have been identified (e.g., lack of helmet, carrying passengers). However, few studies have determined the relative contribution of these and other factors to on-road crashes and injuries. The objective of our study was to determine whether there were differences between on- and off-road ATV crashes in their demographics and/or mechanisms and outcomes of injuries.

Methods: Data were derived from our statewide ATV injury surveillance database (2002–2009). Crash location and crash and injury mechanisms were coded using a modification of the Department of Transportation (DOT) coding system. Descriptive analyses and statistical comparisons (chi-square test) of variables were performed. Multivariate logistic regression analysis was used to determine relative risk.

Results: 976 records were included in the final analysis, with 38 percent of the injured individuals from on-road crashes. Demographics were similar for crashes at each location, with approximately 80 percent males, 30 percent under the age of 16, and 15 percent passengers. However, females and youths under 16 were over 4 times more likely to be passengers ($P \leq 0.0001$), regardless of crash location. Compared to those off-road, on-road crash victims were approximately 10 times more likely to be involved in a vehicle–vehicle collision ($P < 0.001$), 3 times more likely to have a severe brain injury ($P < 0.001$), and twice as likely to have suffered major trauma ($P < 0.001$). Adult operators in on-road crashes were also twice as likely to test positive for alcohol as those off-road ($P < 0.05$). Helmet use significantly reduced the odds of sustaining a brain injury and on-road victims were only half as likely to be helmeted ($P < 0.01$).

Conclusions: More than 1 in 3 on-road crashes involved a collision with another vehicle, suggesting that ATVs on the road represent a potential traffic safety concern. Of note, helmets were associated with reduced risk for the number and severity of brain injuries, providing further support for the importance of helmet use. Finally, even controlling for helmet use, on-road crash victims suffered more major trauma and severe brain injuries than those off-road. Overall, our data reinforce the importance of laws restricting ATV road use and the need for effective enforcement, as well as the need to increase user education about ATV road-use laws and the dangers of riding on the roads.

Keywords: all-terrain vehicles | off-road motor vehicles | motor vehicle crash | traffic safety | injury prevention | rural health

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Journal of Agromedicine
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Acknowledgments

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CITY COUNCIL GOVERNMENT

Should Fort allow ATV/UTV use on city-owned streets? Police chief weighs in

EDITOR JULY 26, 2023 3008 VIEWS 15

By Ryan Whisner

Fort Atkinson Police Chief Adrian Bump, during a recent meeting of the Fort Atkinson City Council's Ordinance Committee, expressed his opposition to the adoption of an ordinance permitting the use of ATVs on city streets.

During a meeting of the Ordinance Committee, held July 6, city staff was directed by committee members to draft an ordinance which would allow the use of ATV/UTVs on city-owned streets.

Once completed, the draft will next return to the committee, and additionally, the city council, for discussion and possible approval.

During the committee meeting, Bump expressed several concerns regarding the use of the all-terrain vehicles on public roadways.

Prefacing his concerns, Bump noted that, upon his arrival as the city's police chief, he understood his responsibilities to include focusing on activities that "make this community safe, improve the quality of life and ensure security for our citizens and the people that come here."

Addressing the Ordinance Committee, Bump said: "I don't believe that an ordinance like this complements any of those things that our police department is trying to achieve every day."

The chief said he was opposed to any ordinance authorizing ATV use on Fort Atkinson city streets.

"I worry about injury and death on our streets that if we pass this ordinance could happen and I don't want that on my conscience," he said. "I think there's a lot of things that we need to think about if we go down this road."

Bump said he believed ATVs were not intended for use on public roads.

"They weren't built with equipment that is meant for roadway travel," he said, specifically citing the regular low-pressure tires on such machines and the lack of such safety and general driving features such as speedometers, horns, headlights, turn signals or taillights.

The chief also noted that there are no laws in place that require the use of a helmet or the wearing of eye protection when operating an ATV.

Bump said that ATVs produce, in his estimation, more exhaust and can be louder than regular motor vehicles.

"We're going to have increased complaints most likely, because it's a different sound, even if it's not loud," he said.

Bump said that Fort Atkinson is not a northern Wisconsin community, further noting that he did not believe Fort Atkinson had a business demographic that complemented ATV and UTV use.

"We don't have a trail system and tourism that's based around it and our community does not have any businesses that complement ATVs and UTVs," he said. "We don't have an ATV dealer or parts business. We're not going to be adding a benefit to local businesses that are going to see any increase and serve as a destination for ATV riders."

Citing online research, the chief admitted that anyone could find stats or information in support of permitting ATV use on public roadways or in opposition to it.

"When I go out and do research, I'm finding a lot of things that aren't positive," Bump said. "The ATV Safety Institute doesn't even support the option of driving them on the road. Their number two safety rule is never ride on paved roads, except to cross when done safely and permitted by law."

Among his primary concerns, he said, are provisions within state law which allow 12-year-olds to meet the requirements for the operation of an ATV.

Citing the development of an ordinance in Fort Atkinson, he asked: "If there is an ordinance, what are the age restrictions going to be? Right now, a 12-year-old child can ride one."

The chief noted that some fifth- and sixth-grade students are 12.

"Are we going to allow them to drive those to school" Or (are we) going to have to worry about ATVs arriving at elementary school because that's their transportation to school? I hope not, but that is a plausible thing that could occur."

Other concerns expressed by Bump included what he perceived as a lack of state enforcement regarding requirements for a driver's license or insurance.

"They (ATV operators) don't have to have insurance, yet, if you drive a vehicle in Wisconsin, you must have insurance on your vehicle," he said, asking: "What is the impact that'll have?" He offered concerns revolving around crashes between insured and uninsured drivers, including those with property damages and injuries.

Additionally, he said, an ordinance allowing ATV/UTV use on city-owned streets would have an impact on the daily administration of such services as law enforcement, fire, and EMS.

"There's going to be things that they're going to have to deal with if we have accidents or injuries," he said. "It's going to impact DPW (the Department of Public Works) because they're going to have to deal with the signs and how we do it. There's going to be an effect there in a lot of different areas."

The chief also questioned how officers would enforce the different versions of traffic violations and the impact it might have on municipal court.

Specifically, drunken driving laws apply differently to ATV operators than they do to regular motor vehicle operators due to the lack of driver's license requirements, he said.

"We already have an OWI issue in this community and this county," Bump said. "It's something our officers do daily."

No state law impacts the issue of open intoxicants in or on an ATV or UTV, he added.

Acknowledging that many of his concerns could be addressed within an ordinance, the challenge is to still maintain conformity with state law, he said.

Bump also wondered about the percentage of city residents who own or operate an ATV or UTV.

"Is this ordinance just an opportunity to positively impact a majority of our community, or just the preference of a small percentage of our community?" he inquired.

"I just want to make sure that we, as decision-makers, do things that are best for our community, not just things that align with our personal preference. That's where I'm hung up is we can't do things because we prefer it, it needs to be what is best for our community and I hope we don't lose sight of that," he said.

Bump also expressed concerns about the potential cost of allowing ATV/UTV use on city streets, asking: "Where do we come up with the money to address this when we're already dealing with not much surplus in what we're doing every day?"

He noted that there would be signage to install and potential training for law enforcement officers and court personnel.

"How do we kind of put that all into perspective and why is this, with all that in mind, why is this what's good for our community?" Bump asked. "I think you have a lot of things to overcome with an ordinance and you have a lot of things you have to think about and consider, so if you do implement this as a city council, you do it correctly and appropriately, without losing sight of all the different pitfalls that are before us," he said.

A story about the draft ordinance as discussed during the early July Ordinance Committee meeting is here: https://fortatkinsononline.com/ordinance-committee-to-draft-atv-utv-use-on-city-streets-proposal/.

Fort Atkinson Police Chief Adrian Bump

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EDITOR

Previous article
Ordinance Committee to draft ATV/UTV use on city streets proposal

Next article
Jefferson County Health Department advises residents about potential health issues and heat alerts

15 Comments

Patricia Ogren July 26, 2023 at 11:36 am
I fully agree with Police Chief Bump.
REPLY

Maxine Crotteau July 26, 2023 at 3:55 pm
I too totally agree with police chief Bump! Jefferson has passed the ok several weeks ago, and as you stated, Chief Bump, no turn signals is the one thing I noticed, but haven't driven there too often! No insurance is a big, big one! Far as I know, they don't even need license, which means they don't help with upkeep of streets!
REPLY

Andy Dudzek July 28, 2023 at 5:01 am
Maxine, all drivers need to be 16 years or older with a valid driver's license and insurance. Some of the comments from the police chief are false, 12 year olds driving won't be driving to elementary school.
REPLY

Nathan Friedl July 28, 2023 at 12:27 pm
Maxine, current Wisconsin gas tax is .309 or almost 31 cents. That tax revenue is used for roads and infrastructure. Anything that fills up at the gas station helps pay for the upkeep of streets. So yes, these vehicles do help pay for those things.
REPLY

John Drake July 27, 2023 at 10:23 am
I totally disagree with the Chiefs comments. First off Jefferson passed there ordinance in Sept. of 2022 and the roads opened Oct 2022. According to the Jefferson PD. there have been very few issues with ATV's and UTV's on the Jefferson City streets. The Sheriffs Dept. has seen very few issues also. The information provided by the Chief is inaccurate info, refer to state statue 23.33 that became law March 4th of 2020. Any driver of an ATV or UTV on streets must have a valid drivers license and proof of insurance. Any driver 16-18 years old must wear a helmet. The 12 year old rule only applies to private property. I personally challenge the Chief on any of his comments including tires, exhaust etc. The largest issue with this is the education of the general public. Our club held an event April 1st at Rob's we invited the whole village of Johnson Creek to educate them on these machines. The DNR was there in support of ATV and UTV riding based on the current laws. We have had zero issues in Johnson Creek as well. Again, refer to 23.33 for the full statue and laws.
REPLY

John Drake July 27, 2023 at 11:24 am
First I would like to know why my original reply has been deleted. The Chiefs statements are inaccurate in his reasoning for being against this ordinance. Please refer to State statue 23.33 for the correct information.
REPLY

editor July 27, 2023 at 11:42 am
Hi John, none of your comments have been deleted. I have just begun approving comments this morning, and I see you have sent two comments.
REPLY

John Drake July 27, 2023 at 11:44 am
It appears my original reply was deleted.
REPLY

editor July 27, 2023 at 11:47 am
I assure you, I have not deleted any of your comments. I reserve the right to do so, of course, but I believe I have approved both of the comments that you have submitted. K
REPLY

John Drake July 27, 2023 at 11:54 am
Thank you

Nathan Friedl July 27, 2023 at 11:34 am
I completely disagree with the Chief. Basically all of Jefferson County both county highways, towns, and cities have been and are open to ATV/UTV travel. Those towns and cities will report little to no issues. These machines are very safe to operate within the city as proven day after day all across the state of Wisconsin. These machines are very convenient for running errands, traveling to work and back, going to the grocery store, etc. They have very good gas mileage. These machines are less impact on roads and infrastructure as they weigh less that cars and trucks. The ordinance will not allow for 12 year old's to drive on the roads, that section of state statute 23.33 relates to trail use. I would be more concerned about a 16 year old driver in a truck or a car than on an ATV or UTV. How is it that these machines are operating safely all across our state but they can not be in the city of Fort Atkinson. Keep in mind, these are expensive machines. The average age demographic of ownership is between the age of 45 and 60.
REPLY

Michael Schuette July 27, 2023 at 5:18 pm
I have to disagree Chief Bump. Most of the opposition points above are an opinion, Or parts of information with specifics left out either erroneously or or on purpose. example: 12 year olds driving. If an ordinance for this is going to have a daily impact on Police ,Fire and EMS, wouldn't that mean they we would have issues daily? I would think that some statistics from areas that already have this open around the size of Fort Atkinson could be obtained and would be able to help get a grasp of what to expect from the impact side of things instead of an opinion. will there be issues? more than likely, as there is when anything, However I have seen in other communities that impact has been minimal to nothing. I also completely disagree with the comments about not creating revenue for businesses. with the clubs in the surrounding area alone, other communities are benefiting from meetings, gatherings and other events that are drawing lots of revenue to local businesses . Businesses in Fort Atkinson are missing this opportunity. If we were to have the ordinance may be we could draw dealers or parts stores or other businesses in to Fort Atkinson, which could possibly help the tax issue in this city, and quite possibly if both happened, i believe that Would help the limited surplus that he is concerned about. As for the Signage cost I have seen local clubs all across the state donate money to pay for the cost of the signs
REPLY

John Drake July 27, 2023 at 8:14 pm
See state statue 23.33. Insurance required, drivers license required and Jefferson opened Oct 2022 with no issues to date. Public education of the rules is severly lacking when blinded by the Chiefs opinion.
REPLY

Nathan Friedl July 28, 2023 at 9:39 am
It is disappointing to see so much conjecture and even miss information in this article. It is understandable some in the general public might not be familiar with this mode of transportation but it is a bit concerning to have a high ranking city official take such an opposing position to basic freedom and liberty. What are we being protected from? I guess in the end we are being protected from law abiding tax paying freedom loving citizens who may want to travel the roads they pay for in the vehicle of their choice. You will be required to be 16 or older and hold a valid drivers license. You will have to have insurance. A 16 year old today can get behind the wheel of a truck or car that can go faster, weighs significantly more, and can cause much greater damage than ATV's/UTV's. Logic would tell you these vehicles are safer in that respect. In the end this is not really about a mode of transportation. It is about freedom and liberty in a country that was born from that idea.
REPLY

Thomas Ames July 28, 2023 at 4:22 pm
I submitted a comment here previously that didn't appear, so if this is a duplicate, I apoligize.
First, I want to thank Chief Bump for his service to local law enforcment, but I strongly disagree with his opinions regarding ATV/UTV use on city streets.
The biggest obstacle in this issue is fear of the unknown, and inaccurate or misleading information feeds into that fear. You can go to this website: http://www.jeffersoncountywi.gov and enter atv in the search line on the home page, and read the county ordinace. This is the template that virtually every municipality in the county is using and it will answer the majority of the chief's concerns.
I am a member of the Jefferson Half Mile ATV Club. Our club has worked closely with local municipalities since 2004, first gaining access for ATV/UTV use on roads in the Towns of Aztalan and Jefferson in 2005. Since then, thanks to the hard work of a lot of people in our cub and several other local clubs and individuals, it is now legal to operate ATVs and UTVs on virtually every town road and county highway in Jefferson County, and on the streets of the cities and villages of Jefferson, Lake Mills, Waterloo, Johnson Creek, Sullivan, Palmyra, and Whitewater. Is it even logical to think that the leaders of all these communites are wrong? If significant problems were going to occur, they would have manifested themselves somewhere during the last 18 years, and they simply have not.
My last point is on demographics. The owners and operators of these machines are not the local pack of teen-somethings doing wheelies up and down main street. They are successfull people middle age and older (I'm 70) who have the financial ability to pay 20, 30, $40,000 ANDMORE for a machine simply for their recreational enjoyment. I don't think any local Fort business wants to see those machines (and those wallets) loaded on trailers and heading somewhere else in the state or even somewhere else in Jefferson County.
Thank you
Tom Ames
REPLY

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Specialty Vehicle Institute of America

POSITION IN OPPOSITION TO ON-ROAD OPERATION OF ATVs

The Specialty Vehicle Institute of America (SVIA) is the national not-for-profit trade association representing manufacturers and distributors of all-terrain vehicles (ATVs) in the United States. SVIA's major goal is to promote the safe and responsible use of ATVs.

Tens of millions of ATV users ride their ATVs in a safe and appropriate manner every day. In addition to their popularity for responsible outdoor recreation, they are tremendously useful products and have become an essential tool for farmers, law enforcement officials, the military and others.

The majority of accidents and injuries are caused by misuse of the ATV. Ninety-two percent of ATV-related fatalities involve behaviors that the Industry warns against in its rider education programs, in all literature and on vehicle labels. These behaviors include children riding adult-sized ATVs, operating on paved roads, operating without a helmet or other protective safety gear, carrying passengers on single-rider ATVs and operating under the influence of alcohol.

ATVs are designed, manufactured and sold for off-road use only. On-road vehicles must be manufactured and certified to comply with U.S. Department of Transportation Federal Motor Vehicle Safety Standards (FMVSS). These safety standards consist of extensive and detailed compliance requirements. Since ATVs are not intended to be used on-road, they are not designed, equipped or tested to meet such standards. Permitting on-road use of ATVs, including modified ATVs, would be in conflict with manufacturers' intentions for their proper use, and would be contrary to federal safety requirements.

The Insurance Institute for Highway Safety has analyzed U.S. Department of Transportation's Fatality Analysis Reporting System (FARS) data on ATV rider fatalities occurring on public roads. In 2013, the most recent year for which the data is available, 319 ATV riders were killed on public roads. This is an increase from 2012 when 304 riders were killed on public roads and from 2011 when there were 305 ATV rider fatalities occurring on public roads. Eighty-nine percent of the fatalities occurring on public roads were on rural roads. Of those, sixty-eight percent were on minor roads.

ATV fatalities occurring on public roads comprise a significant portion of total ATV-related fatalities, as reported by the Consumer Product Safety Commission. If ATVs could be kept off of public roads, as urged by SVIA and as contained in our Model State ATV Legislation, a large percentage of ATV-related injuries and deaths would be prevented.

CPSC's *2014 Annual Report of ATV Deaths and Injuries*, the most recent available, found that estimated ATV-related fatalities have declined each year from 2007 through 2014 but noted that data collection for 2012-2014 is ongoing. As a percentage of total ATV-related fatalities, on-road fatalities were an alarming 48.7 percent of the total in 2011 (the latest year of complete data available from CPSC). This is even though ATVs are not manufactured for or intended to be operated on highways and vehicle labels and owner's manuals clearly warn against such use.

Imagine the progress that could be made in reducing ATV-related injuries and deaths if states were to enact and enforce laws to prohibit ATV use on highways.

Riding on public roads introduces the possibility of the ATV colliding with a car or truck, an obviously dangerous situation. Another CPSC study of 3,200 ATV-related deaths that occurred between 1985 and

1996 found that the most frequently reported hazard pattern (56 percent of all ATV incidents) involved collisions and 35 percent of these involved collisions with motorized vehicles.

SVIA emphasizes that ATVs are not designed, manufactured, or in any way intended for use on public streets, roads or highways and urges that on-highway use of ATVs be prohibited and that law enforcement efforts be strengthened to eliminate this dangerous practice.

It should be noted that for purposes of prohibiting ATV use on public roads, SVIA does not consider such public thoroughfares as logging roads, woodland trails or other unimproved ways to be public streets, roads, or highways and the prohibition on allowing on-road use of ATVs should not be meant to apply to a road that is part of a designated trail system permitting ATV operation.

VILLAGE OF
MOUNT HOREB

AGENDA ITEM REPORT

MEETING DATE	PREPARED BY
September 16, 2024	

AGENDA ITEM # 4.b

Budget Presentation Update

BACKGROUND

RECOMMENDATION

ATTACHMENTS

None

VILLAGE OF
MOUNT HOREB

AGENDA ITEM REPORT

MEETING DATE	PREPARED BY
September 16, 2024	

AGENDA ITEM # 4.c

May 1st Update

BACKGROUND

RECOMMENDATION

ATTACHMENTS

None