

Important Update

January 29, 2026



Proposed Amendment to AIA Regulations

The Board of the Arrowhead Improvements Association (AIA) wants to provide the Arrowhead owner community with an update on the current status of the proposed amendment to the AIA regulations related to the use of the AIA Filing Roads during the winter.

The Board also wants to share its appreciation to the AIA owners, that without exception, provided constructive and civil feedback, asked questions, made suggestions, sought clarification, and/or simply provided support for the proposed amendment to the AIA regulations. As a result of the feedback, it is deemed necessary for the Board to clarify some wording, be more explicit, and to incorporate feedback resulting in minor changes to the proposed amendment to the AIA regulations. In addition, the Board will share additional background and rationale that were considered while developing the proposed amendment. **Therefore, the special AIA Board Meeting scheduled for February 18th, 2026 is being postponed.**

The revised, proposed amendment to the AIA regulations, as detailed later in this document, is now available for additional feedback to be provided by owners to the AIA Board for an additional seven days. **All owner feedback should be submitted in writing via email to aiaowner1@gmail.com by February 24, 2026.** Once all owner feedback is considered and the verbiage is updated, the revised, proposed amendment to the AIA regulations will be published for the formal 30-day review as specified in [Article 12 of the current AIA Regulations](#). A new Special Board Meeting will then be scheduled.

Unfortunately, it appears there is an intentional effort by certain individuals and non-owners to distort and misrepresent the facts related to the proposed amendment that was previously published. Therefore, **the existing and current regulations pertaining to the use of motorized vehicles on the AIA Filing roads are provided below for reference.** These regulations have been, and continue to be, available online on the official AIA website (www.arrowhead1.org). **It is important to note that these existing and long-established regulations are more restrictive than the recently proposed amendment to the AIA regulations.** Any claims or misrepresentations that the proposed amendment to the AIA regulations was developed with any malice toward any individual(s) are blatantly false.

These are the **CURRENT** regulations:



ARTICLE 7. VEHICLES AND TRAFFIC CONTROL

2. TRAFFIC CONTROL ON FILING ROADS:

(C) The Board will annually establish a date to close Filing Roads to all motorized vehicle traffic except snowmobiles and all-terrain vehicles (ATVs and UTVs) with snow tracks that leave a light footprint.

(D) The maximum weight of the tracked vehicle and load capacity will not be more than 2,500 pounds. The maximum overall width, including tracks, will not be more than eighty (80) inches. Prior approval from Arrowhead Patrol is required before utilizing the above snow tracked vehicle at Arrowhead. Tracked vehicles that weigh more than 2,500 pounds must only be transported on a trailer throughout the subdivision.

(E) After the established closing date of the Filing Roads, it will not be permissible to operate cars, trucks, or any other motorized vehicles, except snowmobiles and approved tracked vehicles.

(F) All motorized vehicles, snowmobiles and tracked vehicles must stay on the designated marked trails and Filing Roads. This does not preclude AIA vehicles or utility maintenance vehicles, approved by AIA, from entering the Filing Roads to make emergency repairs on water or utility systems.

(G) All summer and winter vehicle traffic must yield and slow to pedestrian, bicycle traffic, horseback riders, snowshoes, and cross-country skiers at all times.

It should be self-evident that only snowmobiles and all-terrain vehicles (ATVs and UTVs) with snow tracks have previously been permitted. There has never been a precedent, nor does the AIA Board intend to set one, for the approved use of modified street-legal vehicles on the closed winter filing roads.

So why did the AIA Board decide last summer to revisit the regulations?

Primarily, the Board sought to determine if advances in technology, new ATV and UTV designs, or other factors (i.e., track designs) might merit an update to the regulations. Secondly, there was ambiguity in the current regulations, especially related to existing weight restrictions, that needed to be clarified. The Board has subsequently been asked to anticipate the use of snow bikes on the Filing Roads. **CONTINUED**



There were four primary considerations taken during the process to research, evaluate, and update the existing regulations. While not necessarily equally weighted, they were all deemed to be important:

1) It is important to retain the historical character of the community.

Winter vehicles have historically been limited to snowmobiles and smaller, off-highway vehicles (OHV) such as ATVs and UTVs. These winter "toys" have always been representative of the AIA community. It was recognized that a majority of the community members wanted to maintain the atmosphere of a winter wonderland where adventure and recreational fun are paramount. However, the evolving availability of new UTV models by OHV (off-highway vehicle) manufacturers that increasingly approach the size, weight, and drivetrain design of street-legal vehicles were raising concerns about their impact on the character of the community and whether they posed an increased safety risk. Previous AIA Boards have had this under discussion in prior years as a growing concern.

2) Speed

All multitrack vehicles are not identical. The ability of the Arrowhead community to enforce speed regulations is challenging at any time of the year. Unfortunately, not all owners, guests, renters, vendors, or contractors can be counted on to follow the 20 mph posted speeds. This becomes an even greater concern during the winter when visibility, snow conditions, early darkness, road conditions, and large groomers on the roads can present additional challenges.

Historically, the maximum speed of ATV and UTVs with tracks that have belt or chain drivetrains has been constrained by limits of the drive system. However, new OHV models now being introduced are incorporating drivetrains and transmissions like cars/trucks/SUVs. Increasingly, larger, more powerful OHV vehicles are being designed for higher speeds and do not have low-range transfer cases designed specifically for higher torque applications, especially in deep snow.

In general, street-legal SUV/truck drivetrains are primarily engineered for versatile, comfortable on-road driving at highway speeds, with moderate off-road capability. They often feature automatic AWD or selectable 4WD with higher gear ratios and much larger engines built for on-road speeds. In contrast, utility OHV drivetrains prioritize extreme durability, low-speed torque, articulation, and low-range gearing. As a result, street-legal vehicles with tracks are easily capable of speeds in excess of 50 mph.

Another concern, particularly of street-legal vehicles simply modified with tracks, is their durability on snow. They are more prone to overheating, mechanical failure, and being disabled on the Filing Roads where their removal during the winter can be a challenge. Most of these modified vehicles, even 4WD SUVs, are not designed for continuous or extended low-speed, high-torque applications. They also require different types of tracks (e.g., Mattracks vs Camso), designed for higher speeds which pose other safety and reliability issues.

3) Width

The total width, track edge to track edge, is important to ensure that vehicles can safely pass pedestrians and oncoming traffic, especially on what can be narrow or less-defined winter roads. Two 80" tracked UTVs going past each other with two feet between them and one foot margin to the edge of the road require approximately 18' of width. Our groomers do not pack the roads at the edge and the soft roadside is not available for passing. Vehicle width is also particularly important when pedestrians, skiers, or snowshoers may not be able to move to the side of the road in heavy snow or when the roads are narrow or not well-defined. Finally, the width is also especially important when vehicles encounter a winter groomer on the Filing Roads.

4) Weight

This may be the most misunderstood factor, and yet, often receives a disproportionate amount of emphasis. The AIA Board performed a lot of research when considering whether to revise the weight limit for tracked vehicles.

Historically, it was believed that vehicle weight had a major influence on the surface impact or damage that a tracked vehicle would do to the groomed snow on the Filing Roads. If the Filing Roads were damaged (e.g., severely rutted) it could impact their ongoing maintenance/drivability or potentially lower the frost line (or frost depth) underneath the Filing Roads. The latter being a concern because of water lines that could freeze without the additional insulation of packed snow on the roads.

Vehicles with properly designed and sized tracks and driven at moderate rates of speed, distribute their weight on a pounds per square inch basis in a manner that poses little risk to snow-packed roads. Comparisons were done between several types of vehicles, including snowmobiles, OHVs, heavy groomers, and tracked construction equipment (i.e., skid steers), and it was determined the pounds per square inch differences were not significant.

While the higher weight of a vehicle when combined with excessive speeds does pose a greater safety risk, the AIA Board's decision to maintain a maximum weight limit was influenced more by the concerns associated with the difficulty of removing a disabled vehicle from a Filing Road. Older OHVs at the time the previous regulation was adopted generally had a dry weight well below the existing 2,500 lbs. weight limitation. Due to additional weight from enclosed cabs, HVAC systems, larger interiors etc., many of the newer UTVs approach or slightly exceed the previous restriction. Unfortunately, some of the newer models and future anticipated UTVs (such as the Polaris 1500) significantly exceed the historical and also the proposed increased limit. **CONTINUED**



The revised weight limit proposed by the Board in the first review period was ambiguous because it did not specify the way in which the weight would be measured or determined. As a result of feedback, the limit will be modestly reduced to reflect the dry weight (not curb weight) of a vehicle, information that is typically specified and provided by manufacturers. There is currently no intent or ability to weigh and determine curb weight or loaded weights of individual vehicles.

Additionally, the Board has chosen to incorporate language that clarifies the intent of the regulations and to head off potential issues associated with larger/faster UTVs coming to the market in the future that are essentially becoming SUVs in all but name.

The newest version of the proposed and updated regulations is provided below.

The changes also reflect and incorporate some of the recent feedback from the owner community.

*Updated Amendment
to Review!*

ARTICLE 7. VEHICLES AND TRAFFIC CONTROL

2. TRAFFIC CONTROL ON FILING ROADS:

(C) The Board will annually establish a date to close the Filing Roads to all motorized vehicle traffic and wheeled trailers except snowmobiles, electric snow bikes, and all-terrain vehicles (ATVs and UTVs) with snow tracks that also meet and comply with design including weight restrictions in subsection (D) below.

(D) Winter Vehicle Specifications (1) Only ATVs and UTVs designated as OHVs (off-highway vehicles) that are designed and manufactured specifically for off-highway use are permitted. (2) The OHVs must have belt or chain driven drivetrains. (3) The maximum dry weight of the tracked vehicle, as specified by manufacturer, will not exceed 3,500 pounds. (4) The maximum overall width of the vehicle, including tracks, will not be more than eighty (80) inches. All winter motorized vehicles must be registered and stickered by Arrowhead Patrol before use on the Filing roads as referenced in Article 7.(1).(A) & 7.(1).(B). (5) Small utility trailers with total weight including cargo less than 2000 pounds may be pulled behind approved winter vehicles, providing the trailer is riding on skis sufficient to prevent damage to the groomed roads. Trailers on wheels are not permitted once the Filing Roads are closed for winter traffic.

(E) After the established closing date of the Filing Roads, it will not be permissible to operate cars, trucks, or any other motorized vehicles, except approved tracked vehicles as specified previously. Under extraordinary circumstances the Filing Roads might be temporarily reopened, in which case non-tracked vehicles would be permitted to use the roads.

(F) All motorized vehicles, snowmobiles, electric snow bikes, and tracked vehicles must stay on the designated marked trails and filing roads. These regulations do not preclude AIA vehicles or utility maintenance vehicles or machines, approved by AIA, from utilizing the Filing Roads to make emergency repairs on water or utility systems or emergency tree removal or to remove or rescue disabled or stranded vehicles.

(G) All summer and winter vehicle traffic must yield to pedestrians, bicycle traffic, horseback riders, snowshoers, and cross-country skiers at all times. Individuals should also try not to impede normal vehicle flow.

Note: The reference to Arrowhead Patrol will be updated when all the references are changed to Arrowhead Outreach in the future.

The AIA Board and Community Are Concerned About the Civility and Inappropriate Communications Related to the Proposed Amendment to the AIA Regulations.

Multiple community members have expressed concern about recent communications and social media posts that not only contain inaccurate and factual errors, but are also inappropriate, uncivil, or are simply intended to be inflammatory or defamatory. AIA Board members, collectively and individually, have been insulted, defamed, and misrepresented by statements and posts made by individuals that have no official standing in the Arrowhead Improvements Association. They are not property owners in spite of false claims to the contrary. They are tenants on a property within the community. Instead of taking personal responsibility for decisions that were made in violation of existing regulations, or seeking to use formal and responsible processes to submit feedback or seek temporary relief, they decided to undertake a social media campaign using aggressive, inappropriate, defamatory, and misleading false statements, and intimidation as an attempt to influence the AIA Board and mislead AIA owners.

There has been an intentional and calculated effort on social media to define and control a false narrative about why the regulations were being updated, the intent or rationale behind the revisions, and the motives of the AIA Board. The AIA Board appreciates the owners that have chosen to understand the facts and not to be engaged and manipulated by these efforts.

Thank You,

AIA Board of Directors
AIAOwner1@gmail.com



The proposed amendment to the AIA regulations originally posted on January 18, 2026 and SHOWN BELOW, is now OUTDATED. Please reference the LATEST VERSION of the proposed amendment on PAGE 3 OF THIS PDF.

OUTDATED

PROPOSED AMENDMENT

Amendment Part 1. The Board proposes that Article 7, Section 2 of the Regulations be amended and restated in its entirety as follows (additions noted in **bold**):

2. TRAFFIC CONTROL ON FILING ROADS:

- (A) The Board established a speed limit for the Filing Roads in Arrowhead at twenty (20) miles per hour. All motorized vehicles shall be operated in a manner deemed reasonable and prudent for existing road conditions and pedestrian traffic. Snowmobiles shall be utilized in a safe manner at the posted speed limits and in conformance with the applicable Federal and State laws and regulations.
- (B) Vehicle parking on Filing Roads is prohibited except with the permission of Arrowhead Patrol.
- (C) The Board will annually establish a date to close Filing Roads to all motorized vehicle traffic except snowmobiles and all-terrain vehicles (ATVs and UTVs) with snow tracks that leave a light footprint **off-highway vehicles that are designed for use over snow and that run on a track or tracks and/or a ski or skis while in use over snow. All vehicles must be registered in accordance with Section 1 of this Article 7.**
- (D) The maximum weight of the tracked vehicle and load capacity will not be more than ~~2,500~~ **4,000** pounds. The maximum overall width, including tracks, will not be more than eighty (80) inches. ~~Prior approval from Arrowhead Patrol is required before utilizing the above snow-tracked vehicle at Arrowhead.~~ Tracked vehicles that weigh

OUTDATED

more than ~~2,500~~ **4,000** pounds must only be transported on a trailer throughout the subdivision.

- (E) After the established closing date of the Filing Roads, it will not be permissible to operate cars, trucks, or any other motorized vehicles, except ~~snowmobiles and approved tracked vehicles~~ **off-highway vehicles that are designed for use over snow and that run on a track or tracks and/or a ski or skis while in use over snow. Examples of permissible vehicles include snowmobiles and tracked OHVs. Vehicles which are not designed for use over snow are not permissible, regardless of how such vehicles have been modified.**
- (F) All **permissible** motorized vehicles, ~~snowmobiles and tracked vehicles~~ must stay on the designated marked trails and Filing Roads. This does not preclude AIA vehicles or utility maintenance vehicles, approved by AIA, from entering on the Filing Roads to make emergency repairs on water or utility systems.
- (G) All summer and winter vehicle traffic must yield and slow to pedestrian, bicycle traffic, horseback riders, snow shoers, and cross country skiers at all times.
- (H) Operators of ATVs, UTVs, motorcycles, snowmobiles and tracked vehicles are subject to the same traffic regulations and rules for safe operation as those required for other larger street vehicles.
- (I) Appropriate traffic control signs will be posted at the direction of the Board for the safety of all Owners and their guests.
- (J) **Nothing in these Regulations shall prohibit bona fide emergency services vehicles from traveling on Filing Roads.**

Amendment Part 2. The Board proposes that the following line item in the fine schedule in Article 9, Section 1(F) be restated as follows (additions noted in **bold**):

- ~~• Operating street vehicle after road closure:
\$150~~
- **Operating impermissible vehicle during road closure:
\$500**

Except as set forth above, no other changes to the Regulations are proposed at this time.

THIS NOTICE IS DATED: January 18, 2026.