

**Lewis County**

**Proposed Recreational Trails Plan**

**For ATVs**

**November 2007**

**Lewis County Recreational Trails Plan**  
**ATV Trails**  
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**EXECUTIVE SUMMARY**

**Overview**

Riding All Terrain Vehicles (ATVs) for recreation has become a highly visible and popular activity nationwide, in New York State and specifically in Lewis County. According to one industry source, *Powersports Business* and the *Motorcycle Industry Council*, sales of ATV's in the United States have grown 166% between 1995 and 2005. With an understanding that this significant growth in ATV sales will lead to a significant increase in demand for riding areas, the county hopes to provide a trail system that is sufficient to accommodate the riders who choose Lewis County.

The national trend has certainly been felt in the North Country. In 2006, there were 143,245 ATVs registered in New York State. 16,619 of these registrants, or 11.6 percent, were registered in the tri-county area of Lewis, Jefferson and St. Lawrence Counties. Additionally, 3,156 of those, or 2.2%, were registered in Lewis County. The importance of this activity to the area is highlighted by the fact that nearly twelve percent of the registered riders come from three counties that make up less than 1.5 percent of the state's total population. This is due to both the abundance of outdoor resources available to riders in Lewis County, as well as an existing backbone of county and town roads, DEC truck trails, and private trails that provide access to these resources. With these facts in mind, Lewis County Board of Legislators has determined that the County is especially suited for this activity and it would be a worthwhile endeavor to capitalize on its assets to create a countywide system to support the riding of All Terrain Vehicles.

Although the County understands the importance of providing this recreational opportunity for its residents, the County also hopes to attract non-residents that enjoy riding. Just as snowmobilers from all over the northeast flock to Lewis County when there is snow, the hope is that riders of ATVs will do the same when the snow is gone. Thus, the economic benefit the County receives from tourism during the winter could now be experienced year-round. The intent is to create a trail system that will be much like the snowmobile trails, connecting strategic and popular locations in order to maximize the economic impact, while at the same time, minimizing significant adverse environmental impacts. The well-established motorized recreation industry in the County has been a driving economic force throughout its massive winters for decades. However, the area has been experiencing shorter and shorter winter seasons in recent years. The potential loss of winter tourism could be off-set, at least in part, by the consequent longer ATV riding season. It is conceivable that ATV'ers will have the opportunity to ride and enjoy the County two or three times longer each year than snowmobilers.

The County recognizes its responsibility as a governmental agency, to develop a trail plan that will encourage, and to the extent possible manage, the responsible use of ATV's. Responsible use of ATV's is also the highest priority of the Lewis County ATV Association, as well as the New York State Off-Highway Recreational Vehicle Association (NYSORVA), a statewide ATV advocacy organization. It is the intent of the County to work in unison with such groups and others to ensure that the system outlined in this plan will be managed appropriately and provide for safe and enjoyable riding for residents and visitors alike while preserving the scenic, natural landscape that Lewis County is noted for.

### **Existing Conditions**

Currently and historically, the majority of riding in Lewis County is taking place on secondary, seasonal, and minimum maintenance dirt roads (see map 1). At one point in time, Lewis County had approximately 700 miles of these roads open to ATV traffic. At the writing of this document, the county has approximately 400 miles of these roads open. Riders also currently use approximately 40 miles of Department of Environmental Conservation (DEC) truck trails, which are open to ATV use. Although there are only approximately 25 miles of private trails currently open to the public, there is growing interest in expanding this network of trails among some property owners. No specific trails are presently available on State forests for ATV recreation, and the draft DEC ATV Plan from 2005 has not been adopted. Lewis County has no Federal forestland in the County with available facilities for ATVs.

Currently, of the seventeen towns in Lewis County, fourteen have roads open to ATV's or are considering opening roads, as follows:

- Seven towns have their entire Town roads open to ATV traffic.
- Three towns have portions of their town roads open to ATV traffic.
- Five towns have no town roads open to ATVs. Four of these towns had roads open to ATVs or have expressed interest in opening (or re-opening) roads to ATVs.
- Two towns have not expressed interest at this time in opening any roads to ATVs.

### **Creating the System**

The intent of this plan is to develop a system that provides access to several parts of the County that are appropriate for ATV activity. This system must also be set up as a loop in order to maximize functionality and to minimize impacts. It is also the intent of this system to encourage, to the greatest extent possible, off-road use of ATV's on a managed trail system. However, the use of connecting roads to complete the loop is unavoidable. Therefore, as the plan evolves over time, and more opportunities for public off road use arise, these additional elements will be incorporated. The Trail Plan will therefore be comprised of the following potential components:

- County Reforestation Lands
- DEC Truck Trails
- Private Trails
- Railroad Corridors
- Utility Corridors
- Recreation Easements
- Town Roads
- County Roads

The development of this system requires coordination among the stakeholders in each of the above categories. Without the full cooperation of these stakeholders, the strength of the system may be compromised.

The County understands that there are different legal standards involved in opening the above components to ATV traffic and will work within the law to make them available to ATV's.

### **Law Enforcement**

Lewis County is committed to the proper law enforcement for the proposed system. Currently, the County Sheriff's Department patrol trails and areas. As the trail system develops, it will be important to monitor the effectiveness of law enforcement agencies to determine any adjustments in manpower that may be necessary. Appropriate markings and signage will also support the safe operation of the system.

### **Regional Economic Benefits**

In order to quantify the economic impact of ATV use in the area, in June 2005, the Cooperative Tug Hill Council commissioned Camoin Associates (CA) to conduct an economic and fiscal impact assessment on ATV activity in the Tug Hill Region. In January 2006, Camoin Associates published the Tug Hill Region ATV Economic Impact Study for the Cooperative Tug Hill Council. In the Study, CA estimates that the total direct impact of ATV use on the Tug Hill economy includes \$23.1 million in sales for local businesses. Those local businesses were then able to support employment of 564 individuals who earn \$7.9 million in wages. The study also quantified the indirect and induced impacts of this spending. Indirect impacts include purchases by local businesses from other Tug Hill region producers of goods and services. Induced impacts are a factor of the wages that the businesses that benefit from the indirect impacts pay to their employees, who in turn, spend a portion of their earnings in Tug Hill. The indirect and induced impacts of ATV account for an additional \$12.2 million, supporting employment for 137 individuals who earn wages of \$3.5 million. Thus, the total economic impact of ATV spending in Tug Hill, as calculated by the sum of the direct, indirect and induced impacts, is approximately \$35.2 million supporting employment of 701 individuals.

The above statistics make a case for trail development as an economic engine. Lewis County hopes to ensure that the above spending and job creation continues. The County

also hopes to develop a trail system that will help to increase these numbers, creating more jobs and more wealth in Lewis County.

### **Trail Monitoring, Maintenance, and Mitigation**

Lewis County is committed to the implementation of a monitoring and maintenance plan that will mitigate environmental impacts. This plan includes an annual monitoring program that will identify any social, physical, and biological impacts that may be occurring along trail segments, evaluate these impacts, and carry out the necessary work to mitigate these impacts. This monitoring plan will also be used to prioritize maintenance work and evaluate the need for trail rerouting or closure, if necessary.

The level of use for different segments of the trail will be estimated by periodically conducting user counts and comparing the number of riders per mile, per day, to established trail capacity standards, such as those set forth by the American Motorcyclist Association (AMA). This information will then be used to guide trail management decisions such as maintenance schedules, new trail establishment, trail rerouting, trail closure, or other actions as deemed appropriate.

### **Conclusion**

Lewis County has a large ATV riding population, a strong ATV club membership, and the only regional NYSORVA chapter in the state. Packaged with strong economic benefits, emphasizing the natural beauty of the County, and with fewer and fewer dedicated ATV riding areas in the State, a dedicated ATV trail system is needed within the Lewis County infrastructure.

The ATV trails that currently exist on public lands within Lewis County are an example of a non-managed trail network that was established throughout 25-years of ATV riding in Lewis County. What the County hopes to establish is a proactive managed system that is comprehensive in make-up and will evolve as time goes on. The plan will be elastic, establishing guidelines to add to the system as needed or as opportunities present themselves.

## Goals and Objectives

The following goals and objectives reflect the need to preserve, enhance, and develop trails and access for countywide ATV usage:

### **Goal #1**

#### **Ensure the Continuity of the ATV Trail System Countywide.**

- Actions
  1. Follow the NYS Vehicle and Traffic Law when opening public roads to ATV Traffic.
  2. Develop a comprehensive list of proposed and potential trails within Lewis County -

The list will also be outlined using GPS/GIS technology. The list will include but not be limited to private trails, DEC truck trails, private and public play areas, County and town roads, utility easements and lands (railroad corridors, power line corridors and others), town property and recreational easements
  3. Develop a trail system with designated travel routes that will be appropriately signed, patrolled and marketed.

Through appropriate signage, mapping and marketing, the County intends to develop a system of designated trails throughout various parts of Lewis County. The goal is to create a system that provides the best experience for riders by specifically identifying trails that reach strategic and popular locations throughout the County.
  4. Monitor existing conditions as well as future needs in an effort to maintain the continuity of the system.

The County must always be forward thinking in its planning and identify existing or future threats to existing or proposed trails. In this way the County will be able to provide alternatives so that critical links within the system are not compromised.
  5. Prioritize the importance of improving existing trails or legalizing proposed trails.

The County must determine which trails/roads are integral to the system and at what stages they should be improved or added.

### **Goal #2**

#### **Develop and maintain ATV trails in an environmentally sound manner.**

- Actions
  1. Perform a complete environmental review of the proposed trail system.

The County must complete a State Environmental Quality Review to identify potential adverse impacts of the trail system and to outline mitigation where necessary and appropriate.
  2. Ensure that the DEC is involved in setting protocols for development and maintenance of Town, County and private trails.
  3. Consult with the Adirondack Park Agency for trails to be located within the Adirondack Park.
  4. Establish a strategy for funding the development and maintenance of these trails well into the future.

The County must work with the Towns and other partners to seek out funding sources for the long-term benefit of the system.

5. Establish rules and regulations regarding ATV usage on all trails, whether on public or private property. .

The County, in consultation with its environmental engineers, will develop system-wide and site appropriate rules and regulations for the purpose of mitigating unnecessary damage to the environment. This could include, by way of example, limiting usage on County reforestation lands to existing logging roads and trails, avoiding stream crossings but where such are unavoidable, establishing specific design criteria that will protect the environment, and avoiding protected wetlands altogether.

5. Establish rules for evaluating future trail segments to ensure that environmental issues are properly addressed prior to adopting these segments into the Lewis County system.

6. Establish strict monitoring standards that will assure timely investigation of trail conditions and responsive maintenance.

### **Goal #3**

#### **Develop a Countywide ATV System that is Safe for Riders and Residents.**

- Actions
1. Work with the Lewis County Sheriff's Department to develop a strategy to provide for strong enforcement of the trail system.

This would include incorporating a strong educational component for the users and the development of a standardized document outlining Lewis County ATV policy and regulations.
  2. Properly sign and mark all elements of the designated trail system.

The county must be diligent in ensuring that riders know where the trail is and hazards must be identified.
  3. Patrol trail and non-trail areas.

There will be areas of the trail system that appear to be trails that will not be opened, such as private trails not part of the trail system, but which connect to the trail system on private lands where the trail system crosses. Patrolling these and the trail system will be important to ensure safety. Currently the Lewis County ATV Association is implementing a safety and information patrol in the different club regions of the County. These patrols will be highly visible club members riding the different regions, reminding users of our County's available ATV recreation trail system and of the rules and regulations. The goal is to also encourage non-club members to support the ATV association by joining a club, and offer any information and assistance the rider may need.
  4. Provide adequate parking for vehicles and trailers  
ATV riders must trailer their vehicles to a trailhead, thus sufficient parking must be provided to accommodate the demand.

#### **Goal #4**

#### **Develop the Countywide ATV System in a Manner that will Maximize Economic Benefits for the County through Increased Tourism.**

- Actions

1. Establish a Signature Trail Destination.

A Signature ATV Trail Destination is an ATV-friendly community/region that is supported by its municipalities, businesses and trail management organization. Lewis County will provide high quality, managed trail system that operates for a minimum of 6 months/year and is connected to its tourism suppliers, attractions and amenities.

2. Establish a trail system that appeals to a wide range of users.

The County must develop a system that appeals to those that like to ride on a diverse terrain, while maintaining the environmental integrity of such areas. The more diverse the trail system, the more riders will be attracted.

3. Connect strategic and popular locations.

Trails systems are popular as much for the challenge and enjoyment of the trails as they are for the stopping points. If the trail system includes popular spots as hubs, the system will be more successful.

4. Create material that is easy to understand and useful for visitors (Signs & Brochures)

The trail system must be marketed properly. Easily understandable information on a dedicated website (RIDELewisCounty.com) and marketing brochures will help. It is essential that the County publish and distribute information. The information will include detailed maps along with area information.

5. Market the trail system heavily within a 500 mile radius.

Studies have shown that ATV riders will typically travel up to ten hours to reach their destination, so it is imperative that marketing be targeted to people within this distance.

6. Encourage local businesses to provide packages for out-of-town riders.

Businesses that participate in promotions have a greater chance of reaping the financial benefits.

#### **Outcome**

If the above goals are achieved, the County of Lewis will have put in place the first comprehensive full-scale trail system in our region. It is anticipated that this system, when fully functional, will attract tourists from other areas in the northeast. The economic impact of such an endeavor would be beneficial to our region. The County has the resources to complete this task but must have the help of many partners.

This system will potentially include private trails, public and private ATV areas, county and town roads, and county reforestation lands. The system is set up in a deliberate manner, providing connections to appropriate destinations including lodging and open non-trail areas.

## **ATV Trail System Management**

This ATV Trail System will be made up of trails both on public and private lands. The trails on the public lands will be open to non-motorized uses such as mountain biking, hiking, skiing and dog sledding. The non-motorized use of the trails which use private lands will be left up to the individual landowners' discretion.

### ***A. Administration***

1. This trail system will be open to off-highway vehicles (OHVs) limited to quads and motorcycles. Full-size vehicles will be allowed on designated routes, which will be signed as shared-use roads.
2. Opportunities by type of vehicle (full-size, ATV, and motorcycles) will be identified on maps and signs that are made available to the public.
3. All motorized vehicles will be required to stay on designated trails, roads, and trailhead areas.
4. The trail system will be designed to target and accommodate local and regional use for long weekend visits. This includes adequate mileage, a variety of loop opportunities, and a variety of trail difficulties.
5. Trails will be rated for difficulty levels, which will be indicated on signs and maps. See Appendix A for trail difficulty specifications.
6. Site-specific and seasonal closures of trails or portions thereof may occur in order to perform maintenance, minimize soil displacement, protect public safety, protect other resources, or other management needs, which may arise.
7. Unauthorized/user created trails within or adjacent to the established trail system will be rehabilitated as part of the maintenance program.
8. Annual maintenance needs will be determined by the physical monitoring component of the monitoring plan. Refer to Appendix C for the monitoring plan. Trails will be maintained as needed to protect resources and maintain design standards.
9. Trail maps will be provided at all trailheads, kiosks, Department of Economic Development offices and other appropriate outlets. The maps will provide information on regulations, signing, ethics, safety, and other material deemed appropriate.
10. Lewis County Department of Economic Development staff will provide input to interdisciplinary teams planning other activities in the area.

## ***B. Education and Law Enforcement***

1. The education and enforcement program will be based on the Four E Concept: Engineering, Education, Enforcement, and Evaluation. See Appendix B for the Education and Enforcement Plan.
  - Engineering design involves effective signing, barriers and fencing or other engineering structures or methods.
  - Education deals with the prevention of violations through visibility, information, maps and other brochures, patrols, and a variety of communication media.
  - Enforcement emphasizes public education and gaining compliance but citations may be issued when conditions warrant. Promoting strict enforcement is important to achieve public support and protection of resources. This means limiting opportunities for either inadvertently or deliberately violating rules or regulations through proper trail design, facility information and signage.
  - Evaluation means that the trail system will continually be monitored for the effectiveness of the education and enforcement program. It is the County's intent to be proactive in making necessary adjustments. Monitoring will also occur for maintenance needs, level of use, and impacts to resources.
2. Trail maps will be developed and will be provided at the trailhead and other access points as necessary. The maps will also be widely distributed locally to clubs, OHV dealers, chamber of commerce, or any other appropriate areas.
3. Information about the trail system will be included on the Lewis County Department of Economic Development website.
4. A "know before you go" hotline phone number will be established that provides information regarding trail conditions, closures, or other pertinent information. Lewis County Chamber of Commerce has a hotline number already established.
5. Key features of the enforcement and education program will be resource protection, sensitive resources, multiple uses on public land, and tread lightly principles such as: Show respect for others and the land by treading lightly, if you carry it in, carry it out, supervise young or inexperienced riders, ride in authorized areas and stay on designated trails, wear eye and body protection, ride with a buddy, wear a helmet, get qualified training.
6. If education, enforcement, and maintenance does not adequately protect sensitive resources or features and further mitigation would not be effective, a trail could be rerouted or closed.

7. The Lewis County Department of Economic Development will actively work with other county departments in regards to agreements for law enforcement, emergency services, equipment, training, rescue plans, and funding sources for these.
8. A pro-active volunteer program will be implemented. Volunteers will be utilized to help implement, maintain, and monitor the trail system under the guidance of the Lewis County Department of Economic Development.

### ***C. Maintenance***

1. Maintenance will be based upon results of the physical monitoring portion of the monitoring plan found in Appendix C. This will be used to prioritize and direct seasonal maintenance needs.
2. Trails will be maintained as needed to protect resources, maintain design standards, and insure public safety. Lewis County Department of Economic Development recreation staff will ensure that appropriate maintenance is performed in a timely and effective manner.
3. Trail Management Objectives will be used to determine the frequency and level of maintenance. Please see Attachment A for Trail Management Objectives and Maintenance Guidelines.

### ***D. Monitoring***

The purpose of monitoring in association with this trail system is to monitor for change and provide that information to responsible County personnel to allow them to make decisions about management strategies based on the relationship of desired conditions to current conditions. See appendix C for the Monitoring Plan.

1. In order for a monitoring plan to be effective it must contain the following key components:
  - Be a developed system so that it may be followed in the future,
  - Valid, reliable, and repeatable data collection,
  - Feasible and cost effective to implement,
  - Provide data that is useable for other projects
  - Able to record changes over time, and
  - Provide information for managerial decisions.
2. If monitoring reveals the need to close or relocate a trail or portion thereof, an equivalent trail may be relocated within the project area. Specific environmental evaluations of this trail corridor would be undertaken, in compliance with the checklist of necessary reviews and evaluations included in the DGEIS, prior to any new trail construction.
3. If monitoring indicates that a decline in user experience or resource impacts are occurring due to increased use of the trail system, the Department of Economic

Development will assess the need to implement a system designed to help specifically disperse the flow of riders throughout the system.

***E. Special Use Events***

1. The County will develop regulations for special events where the ATV trail system is to be used.
2. For example, competitive motorized events will not be permitted anywhere within the County trail system. Motorized events will be limited to non-competitive touring events or rally-style events. Non-motorized events, competitive and non-competitive will be permitted when and where appropriate. Examples of some non-motorized events are: mountain bike races, cross country ski races, dog sled races.

**SECTION 2: Engineering**

***A. Trail Design***

1. Future trails will be 50” or less in width when possible, and will accommodate motorcycles and quads following the trail difficulty guidelines outlines in appendix A.
2. All trails will be two-way. Learner loops, kiddie loops, or other specialized trails may be one-way.
3. Generally, turnouts will not be constructed.
4. In locations where trails cross roads, trail crossings will be designed to cross at a 90-degree angle, or as close to a 90-degree angle as possible and provide maximum sight distance. Trail alignment will be designed to slow the riders and reduce visual impacts.
5. Any user-created trails that are not part of the designated trail system will be closed and rehabilitated immediately.
6. Soils exhibiting the potential for unacceptable levels of displacement or dust levels would be hardened or stabilized with gravel, concrete blocks, or other means. This does not mean that fill will be placed within wetlands, their buffers or other environmentally sensitive area.
7. Trails will be designed following guidelines established by the United States Forest Service, the National Off-Highway Vehicle Conservation Council, the International Mountain Biking Association, or the American Motorcycle Association.
8. New trail construction will be designed to avoid sensitive areas, whenever possible. If avoidance is not possible, mitigation measures will be employed.

9. Vegetation removal will be to the minimum extent possible and managed for safety including sight distances.
10. Existing roads that are currently impacting resources at unacceptable levels would be re-routed or improved to reduce impacts
11. Signing will follow the New York State Office of Parks, Recreation and Historic Preservation Snowmobile Unit Sign Plan as much as possible. Other North Country OHV trail system managers would be encouraged to follow this sign plan in order to maintain consistency for ease of use. Please see Attachment D for the NYS OPRHP Snowmobile Sign Plan.
12. Trails will be designed to reduce user speeds and promote safety.

### ***B. Facility Design***

1. Informational kiosks will be located at trailheads and other appropriate locations. These structures will offer information on interpretive opportunities, general area regulations, maps, noxious and invasive species control, wildlife, , and other issues. Whenever possible, native materials will be employed to blend with the setting of the kiosks.
2. Trailheads will be of a primitive design with few facilities. Restrooms may be installed as deemed necessary. Trailheads will be designed to accommodate larger vehicles towing trailers.
3. Practice loops may be provided adjacent to the trailheads that will be fenced where needed. This will provide beginners and young riders a place to practice their skills before heading out on the trail in an acceptable area.
4. The perimeter of the trailhead would be fenced where needed to prevent user created expansion and impacts.

### ***C. Roads and Engineering***

1. If skidder roads are converted to trails, narrowing and the use of natural features would be incorporated into the trail design when possible, in order to increase trail diversity, reduce vehicle speeds, and minimize visual resource impacts.
2. Existing roads that are utilized as part of the designated trail system will be signed as Shared Use Roads.
3. Trail closures will be conducted utilizing one or several mechanisms such as signing, gating, blocking, obliterating or camouflaging. Each closure will be evaluated individually to insure the most appropriate methods are employed.

***D. Private Land***

There are existing trails currently in use across privately owned land within the County. These trails may become part of the Trail System eventually. The policy and process for accepting a private trail into the Trail System will be outlined in the generic environmental impact statement. No new trail construction will cross private land unless an agreement, right-of-way or easement is in place.

***E. Signing***

Adequate and well thought out signing will be provided at all trailheads and throughout the trail system following the sign plan adopted from the New York State Parks, Recreation and Historic Preservations snowmobile Unit signage manual found in Appendix D.

## **Trail Maintenance Objectives and Maintenance Guidelines**

The purpose of trail maintenance is threefold: protect user safety; maintain the trail in a condition where the width, depth, drainage, and control of the riders are adequate to protect adjacent resources; and keep the trail within the parameters of the designed trail management objectives.

Maintenance needs are dynamic as they are constantly changing and growing. This plan outlines the work anticipated to meet the above objectives, but at no time will a large trail system be in a condition of being 100% maintained. Trails will require periodic maintenance to ensure continued rideability and compliance with the criteria set forth in this plan. Some trail treads will be in very good condition, some will be in good condition, and some will be in poor condition. Those in poor condition will be identified and placed on the maintenance plan, unless there is a safety or resource concern that dictates immediate attention.

### **Trail Management Objectives:**

#### ***General***

1. The user will be provided a variety of quality trail experiences that produce a high fun factor. This can be accomplished by providing a mix of tight trails and open trails that provide a variety of settings, appropriate speeds, and challenges.
2. A trail experience will be provided, not a highway experience. This will be accomplished through tighter alignment, narrower clearing, leaving more obstacles in the trail, and other methods that produce slower speeds. Available trees and brush would be taken advantage of to make the trail as curvilinear as possible.
3. Trails will be designed and located, to the extent possible, in a manner that maximizes the views of the region's outstanding natural features and take advantage of changes in settings, vegetation, soils, and topography.
4. Trails will be constructed and maintained, to the extent possible, to blend with the topography by curving and flowing with the natural contour. They will be self-draining where possible with rolling grades where possible. Where grades cannot be rolled, erosion-controlling structures will be installed. Removal of vegetation, rocks, and other features will be kept to a minimum.
5. Safe riding practices will be promoted. It is recognized that accidents and personal injury are inherent risks and there is often a fine line between a hazard and an obstacle or experience that requires challenge or technical skill. Generally, a natural feature will not be considered a hazard as long as the skill

required does not exceed the difficulty level of the trail. Any feature that creates an obvious potential hazard will be removed or mitigated.

### ***Trail Treads***

1. Trail treads when constructed, will be constructed 50” or less depending upon difficulty level. Narrow treads and narrow clearing reduces speed and increases the trail experience. Reducing speeds increases safety, reduces trail maintenance because moguls develop slower, and increases the amount of time users are on the trail.
2. All trails will be two-way use except where undesired. This helps to reduce speeds by forcing the trail user to be defensive; other users should be anticipated around every turn. This also helps to create a trail experience rather than a racetrack experience.

### ***Clearing***

1. An acceptable clearing width (see trail difficulty guidelines in Appendix A) will be maintained in order to further reduce speeds and provide a natural experience. Safety will not be compromised. Green limbs and flexible brush that encroach within the clearing limits will generally be left in place if they do not unduly infringe on sight distance or form a safety hazard.

### ***Signing***

1. Quality signing and mapping will be provided to promote visitor safety and user knowledge of their location. Signing on the ground that matches information on maps and vice-versa will be emphasized.
2. Signing will be kept to a minimum to increase the trail experience and improve aesthetics. Reassurance markers will be placed after each junction, at all road crossings, and at any point where there may be confusion as the continuing direction of the trail. Stop and Stop Ahead signs will be used as needed where trails cross other trails or roads.
3. Signage will be adapted from NYS OPRHP Snowmobile signage regulations, as well as other OHV trail systems in the area including the St. Lawrence and Jefferson County’s systems. To the extent possible sign colors (county specific), shapes, and messages will be consistent throughout the trail systems.
4. Travel management signs will be placed at trailheads and other key areas to inform the public, which uses are allowed on particular trails and other regulations.

## **Trail Maintenance Guidelines**

### ***General Maintenance***

1. All maintenance will be completed in a timely manner as they arise, dependent on the availability personnel, equipment, and appropriate weather to effectively perform the work.
2. A Trail Patrol Program will be setup by the Lewis County ATV Association that would assist with day-to-day maintenance such as pruning of vegetation and the picking up of litter. They would also assist in identifying maintenance needs and reporting this back to the Lewis County Department of Economic Development and Recreational Trails Department.

### ***Trail Tread Maintenance***

1. Results of physical monitoring as outlined in the monitoring plan will direct annual trail maintenance and the trails/areas to be worked on and the recommended treatments. All maintenance performed will be recorded in a maintenance log to facilitate future planning and accounting of the maintenance work performed.
2. Trail condition surveys and monitoring will be performed to identify maintenance needs. Any undue hazards that are identified will be treated as a priority.
3. Trail grooming will be performed on high use trails to slow the growth of moguls and deter the degradation of trail surfaces. Before moguls have developed to the point that users ride off to the side of the trail, the trail will be scheduled for reconstruction.
4. It is extremely important not to over-maintain the trails. These are trails, not roads, so they must be challenging and interesting.
5. Any off-trail tracks will be restored to a natural state or obliterated whenever practicable.
6. Garbage and litter along roads, trails, and in trailheads will be picked up to maintain a neat, clean, professional appearance.

### ***Clearing Maintenance***

1. Dead, inflexible limbs will be pruned during regular maintenance. To the extent possible, pruned limbs should be cut flush with the trunk.
2. The hauling out of debris and logs should be performed on quads, not full size vehicles to ensure that adequate width and turning radius is maintained.
3. Debris, logs, and other cut material should be placed strategically to prevent shortcutting the trail or to deter off-trail use.

4. Logs meeting the specified obstacle height (see trail difficulty guidelines in Appendix A) may be left in place provided they are solid, do not move or roll, and are nearly perpendicular to the trail.
5. Trees that are leaning over the trail or suspended over the trail may be left in place if they are more than 6-8 feet above the trail tread and there is adequate sight distance in both directions to see and react to the potential obstacle.

### ***Signing Maintenance***

1. Any trail signs that are vandalized would be replaced as soon as practicable. Replacing safety and regulatory signs will be a priority.

**Appendix A: Trail Difficulty Guidelines  
(Rec Connect Sustainable OHV Trails Guide)**

(These guidelines are to assist in design, construction, maintenance and signing)

	Easiest	More Difficult	Most Difficult
<u>Grade:</u>			
Typical Grade	<20%	<25%	<30%
	Grades shall roll and not be sustained		
Max. Pitch:			
Grade	15% - 25%	20% - 30%	>30%
Length	200'	300'	300'
<u>Clearing:</u>			
Width	60" to 72"	50" to 60"	50" (maximum)
Height	7'	6'	6'
Helmet and Leg Slappers	Few	Many	Common
<u>Tread:</u>			
Width (minimum):			
Sideslope <25%	50"	50"	50"
Sideslope 25%-70%	60" to 72"	60"	50"
<u>Surface:</u>	Some roots or rocks; obstacles rarely exceed 6-8" and are imbedded solidly in tread; obstacles generally on tangents; tread plane relatively flat with 15% max outslope for short sections; sweeping curves and some circular climbing turns; more open alignment with circular longer radius curves; sand acceptable and some sections of slippery clay or loose material.	Many roots or rocks; obstacles rarely exceed 8-10" and may be loose; obstacles on tangents and some on curves; tread plane flat to irregular with 25% max outslope for short sections and longer sections with less outslope; climbing turns and some circular switchbacks; sections of tight alignment with circular short and long radius curves; sand acceptable and long sections of slippery clay or loose material.	Many roots or rocks; many obstacles exceed 10"; obstacles on tangents and curves; tread plane very rough and irregular with long sections exceeding 25% outslope; non-circular climbing turns and switchbacks; long sections of very tight alignment with non-circular curves; entire trail may be soft sand, slippery clay, loose material or mud.
<u>Exposure:</u>	Minimal Potential Injury	Potential Injury	Potential Injury

## **Appendix B: Lewis County Trail System Education and Enforcement Plan**

The intent of the education and enforcement program is to gain compliance from users and educate them regarding responsible OHV use. Most often rules are violated out of ignorance not out of spite or malicious intent and the philosophy of this plan reflects this. Engineering and education will be the primary tools to gain compliance; law enforcement will be secondary.

The education and enforcement program will be based on the Four E Concept: Engineering, Education, Enforcement, and Evaluation. Engineering and Education will be the primary means for gaining compliance from users. Enforcement is secondary.

- Engineering means limiting opportunities for either inadvertently or deliberately violating rules or regulations through proper trail design, facility design, effective signing, barriers and fencing or other engineering structures or methods.
- Education deals with the prevention of violations through visibility of enforcement personnel, information, maps and other brochures, patrols, and a variety of communication media.
- Enforcement emphasizes public education and gaining compliance but citations may be issued when conditions warrant. Strict enforcement is important to achieve public support and protection of resources.
- Evaluation means that the trail system will continually be monitored for the effectiveness of the education and enforcement program and be proactive in making necessary adjustments. Monitoring will also occur for maintenance needs, level of use, and impacts to resources.

### **1. Engineering**

- The engineering component of the Education and Enforcement Plan will be tied directly to the physical monitoring portion of the monitoring plan.
- Monitoring will indicate problem areas and managers will look at why this problem is occurring and if there is an engineering remedy.
- Trail design, facility design, effective signing, barrier and fencing or other structures or methods may be effective in addressing rule or regulation violations.

### **2. Education**

- Education will focus on providing information to users so that they know the rules and regulations of the area and what type of behavior is expected while recreating on this trail system. The information is intended to not only gain compliance on this trail system, but to influence behaviors while recreating elsewhere. This will be distributed to the public through various forms of media including maps, kiosks, interpretation stations, an 800 hotline number, Lewis County Department of Economic Development website, and signing throughout the trail system.

- Media dispersed to the public will contain the following information wherever appropriate.
  - Welcoming remarks and introduction to the trail system
  - Operator responsibilities including Tread Lightly ethics, regulations that apply for the area, and safety precautions.
  - Include locations of trails, trailheads, access roads, and status of roads throughout the trail system.
- Signing to be found throughout the trail system (see Appendix D for the Sign Plan).
  - Fire Restrictions
  - Contact information for emergency services, Lewis County Department of Economic Development, other land management agencies in the area.
  - Where to find additional information such as hotline number, website, Recreational Trails Department within the Department of Economic Development.
  - Interpretive information

#### Maps

- Trail maps will be provided at the trailheads and other access points as necessary. The maps will also be widely distributed locally to clubs, OHV dealers, chamber of commerce, or any other appropriate outlet.

#### Kiosks

- Kiosks will be located at trailheads and other key access points as necessary. Kiosks will contain the information listed above including maps but will also be an avenue for current information including current closures, restrictions, or special events.

#### Hotline

- An 800 number hotline will be setup by the Lewis County Department of Recreational Trails, that will provide the most current information available including current closures, restrictions, special events, trail conditions, and weather.

#### Website

- A website will be setup by the Lewis County Department of Economic Development that will provide all of the information listed above including maps but will also be an avenue for current information including current closures, restrictions, special events, trail conditions, and weather.

#### Interpretation

- The interpretation education program will be included on maps, websites and kiosks.

- The program will have three focus areas.
  - Environmental resources including proper behavior in the woods and on the trails and invasive plant species.
  - Cultural resources including the history of the areas on the Trail System and proper treatment of cultural resources.
  - Wildlife resources including deer, bear and Indiana bat resources in the area and user ethics regarding wildlife.

### 3. Enforcement

- A volunteer trail patrol program will be setup by the Lewis County ATV Association. This program will train volunteers in contacting the public and will focus on educating the public and peer enforcement of rules and regulations. These volunteers will not have the capability to write tickets but will be trained in dealing with confrontation and reporting incidences. Volunteers will be active during busy weekend periods in order to contribute to Lewis County presence on the trail system.
- The Lewis County Department of Economic Development and Recreational Trails Department is actively working with other county departments in regards to memorandum of understandings and agreements for law enforcement, emergency services, equipment, training, rescue plans, and funding sources for these.

### 4. Evaluation

- This will be tied directly with the social and physical monitoring as outlined in the monitoring plan. The results of that monitoring will be evaluated for any necessary adjustments in the education and enforcement program.

## **Appendix C: Lewis County OHV Trail System Monitoring Plan**

The purpose of this monitoring plan is to monitor for change and provide that information to land managers to allow them to make decisions about management strategies based on the relationship of desired conditions to current conditions. While human impacts may change the nature of a recreation site, the amount of change tolerated on any site is a managerial decision. Informed managerial decisions allow for the creation of sustainable recreation environments; however, effective decisions can only be made within an informed framework of social, physical, and biological site data collection.

In order for this to be effective, the framework of this monitoring plan must include the following key components:

1. A developed system so that it may be followed in the future.
2. Valid, reliable, and repeatable data collection.
3. Feasible and cost effective to implement.
4. Able to record changes over time, and
5. The provision of information for managerial decisions.

It is critical to understand that a recreation impact monitoring program is based on long-term trend analysis. The on-site monitoring occurs at a predetermined time and provides a “snapshot” of the social, physical, or biological indicators at that particular time. These “snapshots” become managerial benchmarks over time for decision processes related to on-site recreation prescriptions.

This monitoring plan is organized into three categories; Social, Physical, and Biological. Within each of these categories specific monitoring items are identified based on managerial and public interest. For these items monitoring prescriptions are outlined along with potential thresholds and adaptive management strategies.

### **SOCIAL:**

Basic questions of interest to management related to social components of the Lewis County OHV Monitoring Plan include:

- How much use is occurring on the trail system?
- How much use and where is use occurring elsewhere in the county?
- Who are our users?
- What benefits are our users seeking?
- What are the user motivations to visit Lewis County OHV Trail System?
- What problems have the users encountered and what managerial actions do the users recommend?

Survey and monitoring approaches:

- Trail counter data will be collected from key locations throughout the trail system. Count and time of count will be the primary measure for trail counter

data. This data will be collected with assistance from the Lewis County Sheriff's Department and the NYS DOT.

- Web based surveying with initial on-site user contacts will be developed through the Lewis County Chamber of Commerce. Survey distribution may be through the mail or over the internet.

#### Timeframe for Monitoring:

##### Baseline

- Trail counter data will be collected beginning at project inception to determine baseline use levels both within the County Reforestation areas and in other popular OHV areas of the County.

##### After Baseline Monitoring Period:

- Trail counter data will be collected annually to determine use levels of the trail system with both permanent and moveable counters, and to determine the projects impacts on levels of use in the popular OHV recreation locations in the County.
- Web based surveying will be conducted the first year following opening and every two years thereafter. Once all interested Towns in the County have been implemented into the Trail System, surveying will then be conducted every five years, or as necessary.

#### List of Social Indicators for Survey:

- Number of Users/Group
- User Types (Family, Friends, Organized Group, etc.)
- Length of Stay
- Frequency of Visits to Lewis County OHV Trail System
- First Time vs. Returnee
- Home Location
- Benefits/Motivations/Expectations Met
- Economics (\$ Spent - Food, Gas, Lodging, Other)
- User Encounters (Less Than, More Than, About Expected)
- Problems Encountered While at Lewis County OHV Trail System
- Recommendations for Lewis County Department of Economic Development Management

#### Thresholds:

- Thresholds for social indicators will be developed based upon use levels negatively impacting recreation users as indicated by negative feedback from user surveys.
- Results from use level monitoring in conjunction with results from physical and biological monitoring will be considered as an indication for a need for social adaptive management strategies as well.

Adaptive management strategy:

- Modify user survey to include on-site surveys and increase frequency to determine specific reasons for negative feedback.

Potential mitigation:

- Consider limitations on use or seasonal restrictions.
- Modify trail system or management strategy based upon results from surveys.

### **PHYSICAL:**

Basic questions of interest to management related to physical components of the Lewis County OHV Monitoring Plan include:

- What are the recreational impacts to the resource base related to OHV use of the trail?
- How significant are the recreation impacts on the Lewis County OHV Trail System?
- Are the recreation impacts increasing, decreasing, or staying the same?
- How do we know when to implement recreation management prescriptions on-site to protect the integrity of the resource base?
- What are our immediate maintenance needs?
- What are the solutions to the identified problem?

Survey and Monitoring Approaches:

- Physical impact monitoring will include on-site data collection and web-based analysis including Problem Assessment Areas (noted with a → below) and Interval Assessment (noted with a □ below) data collection.
- Recreation monitoring will include GIS Coordinates, Digital Images, and Assessment of Indicator Variables.

Timeframe for Monitoring:

Baseline:

- Following construction completion but prior to the opening of each trail area to public use a problem assessment area and interval assessment data collection study will be performed. This will include GIS coordinates, digital images, and assessment of indicator variables.

After Baseline Monitoring:

- Problem assessment area and interval assessment data will be collected once annually. This includes GIS coordinates, digital images, and assessment of indicator variables. This data will identify and prioritize annual maintenance needs.

List of Physical Indicators for Lewis County OHV Trail System:

- Designated Trailheads
  - Elements of Use vs. Over-Use
  - Standard Recreation Impacts
  - Impacts Beyond the Trailhead Limits

- Undesignated Trailheads
  - Elements of Use vs. Over-Use
  - Standard Recreation Impacts
  - Impacts Beyond the Trailhead Limits
- Designated Pull-Out Areas
- Off Trail Impacts
  - History/Frequency/Destination Factors
- Road/Trail Intersection Impacts
  - Full Size Vehicle Intrusions
- Excessive Trail Impact Areas (Rutting, Erosion, Blow-Outs)
- Stream/Wash Crossings (entry/exit/bed)
- Grades
  - Cross-Cutting Trails
- Open Areas
  - Trails/Tracks
  - Other Recreation Impacts
  - Vegetative Damage
- Rehabilitation Areas Along Trail
  - Materials (Small site restoration - plantings)
  - Success/Non-Success
- Other Recreation Impacts Noted Along the Trail:
  - Campsites/Day Use Areas/Barren Cores
  - Campfires
  - Machine Debris
  - Sign Damage
  - Other Vandalism
- Trail (Interval Assessment Every 2 Miles)
  - Pull-Outs (formal vs. informal)
  - Width of Trail
  - Depth of Trail
  - Excessive Sandy/Silty Conditions
  - Rutting
  - Soil Erosion
  - Multiple Trails
  - Development of Play Areas
  - User Created Trails (Off Trail Impacts) - Frequency/History
  - Invasive Plants (Trail Edge)
  - Boundary Violations (Private Lands)

Thresholds:

- Thresholds for physical indicators will conform to the parameters defined in the DGEIS.

Adaptive management strategy:

- Carry out maintenance activities as necessary to conform to the mitigation measures outlined in the DGEIS.

**BIOLOGICAL:**

Basic questions of interest to management related to biological components of the Lewis County OHV Monitoring Plan include:

- What are the recreational impacts to the plant and wildlife resource base related to OHV use of the trail system?
- How significant are the recreation impacts on plant and wildlife resources from the Lewis County OHV Trail System?
- Are these impacts increasing, decreasing, or staying the same?

Survey and monitoring approaches:

- Biological impact monitoring will include on-site data collection
- Biological impact monitoring will include the recording of GIS Coordinates and the production of Digital Images

Timeframe for Monitoring:

- Annually

Thresholds:

- Thresholds for biological indicators will conform to the parameters defined in the DGEIS.

Adaptive management strategy:

- Carry out remedial activities as necessary to conform to the mitigation measures outlined in the DGEIS.

## **Appendix D: Sign Plan General Information**

This sign plan is intended as a guide in designing and purchasing signs and materials for this trail system. The County's goal is to develop a sign plan that provides a consistent and easily recognizable series of signs and at the same time is flexible in light of variable site conditions.

The purpose of using trail signs is to direct the flow of ATV traffic, inform ATVers of trail characteristics, and provide information necessary to fully enjoy the trail riding experience. Civil or criminal liability can result if ATVers operate with willful disregard for such signs, and cause property damage, injury, or death. The guidance provided to ATVers by trail signs should not be construed as reducing the ATVer's responsibility to operate their machines in a safe and prudent manner. Similarly, ATVers should be aware that sign theft is a problem, so they should not assume that every object is properly identified with a sign. Trail signs and markers are essentially safety tools. They should be used with care and caution to make ATV riding enjoyable and more fulfilling.

### **Trail Signing Overview**

Proper use of signs must be applied to all feeder, connector, main, and other moderate to heavy volume trails. It is necessary to properly use regulatory, warning, information, and identification signs, as well as field stakes.

Use of these signs will make the trail easy to follow and identify throughout agricultural fields and other open areas. Numbered junction signs, coordinated with ATV maps, positioned at all trail junctions on the trail system to give the user a bearing. Other signs identify designation points and necessary services such as repairs, lodging, food, and fuel.

The sign layout strategy is to allow touring ATVers who are not familiar with the area to navigate easily and with complete confidence, as well as, enhance the safety and enjoyment of the ATV rider.

### **Objectives, Purposes, and Roles**

Recognizing the objectives and purposes of signing and the role of the participants will help provide the guidance for a well signed trail system.

### **Trail Signing Objective**

It is the goal of Lewis County to work with Jefferson and St. Lawrence Counties to achieve a comprehensive and uniform system of trail signing across the Tri-County area.

The objective of trail signing is to:

- Enhance the safety of person, vehicles, and property
- Improve travel within and between trail systems
- Increase comfort and confidence in navigating the County trail systems

- Standardize and promote recreational ATV riding

## **The Purpose of Trail Signs**

The purpose of ATV trail signs is to:

- Regulate the flow of traffic along the trails
- Warn riders of trail characteristics and unexpected objects
- Provide information necessary to the enjoyment of the recreation

## **Recommendations and General Guidelines for ATV Trail Signing**

Taken from the New York State Office of Recreation, Historic Preservation  
Snowmobile Unit Signage Manual

The methods used to mount trail signs vary depending on the intended permanence of the installation and landowner considerations, such as trails on state lands. The following points provide guidance in selecting an appropriate mounting method to suit many circumstances.

- Obtain permission from landowner before mounting any signs.
- Compliance with signing guidelines for trails on any state lands is subject to provisions of permits issued by each respective state land manager. This includes the Canal Corporation, DEC, and Parks.
- Except for informational and guide signs, trail signs must be reflective.
- It must be remembered that the trail will be used for travel in both directions, separate, and often different, signing is required for each direction of travel.
- Signing is often done by persons who are familiar with the trail and who know where they are and where they are going. When putting up signs, imagine that you have never been in this area or on this trail before. Try to picture what signs would be necessary to get you safely to your destination.
- Have your signage reviewed by someone less familiar with the area to identify locations that need improvements. The trail inspection program would provide trail maintenance organizations with valid feedback on signage operations.
- Place signs as early in the spring as possible and remove promptly at the end of the season. This reduces vandalism, potential trespass, and conserves sign life by reducing exposure to the elements. This is also to alleviate confusion with the snowmobile signage in snowmobile season.
- Overuse of signs should be avoided. To avoid clutter and confusion, only trail signs authorized by the trail regulating agency should be allowed. Signs posted by businesses should be carefully controlled by the trail operator. Only trail signs meeting standards for shape, color, size, and reflectorization should be allowed on trails. This avoids clutter and confusion.
- Extra regulatory and warning signs should be carried on grooming equipment and by patrollers to replace those which have been vandalized.
- Wherever possible, maintain existing sign formats to limit the amount of obsolete inventory.
- Maintain as much similarity as possible to road signs.
- Maximize consistency with the trail signing standards for all other ATV trails.

- Use an existing mounting object, such as a fence post, only if it is within the recommended sign location window and the permission of the owner has been obtained.
- If more than one sign is used at the same location, they should be placed vertically with the most important sign on top. Stop signs always convey the most important message.
- Trail signing should be done by a small group of people familiar with trail signing guidelines to retain as much uniformity as possible. Individuals signing the trail should also coordinate placement of signs with trail groomer operators.
- Informational signs may be placed on the trail, by trail-side businesses, but these signs should conform to the standard color and shape.
- Extra signs should be made available to replace missing or vandalized signs.
- Mounting signs on live trees is NOT recommended. If it is the only alternative, use aluminum nails. Ensure that all nails are removed when the signs are removed.
- On posts, use bolts or screws instead of nails to reduce vandalism and theft.
- When installing a signpost for one direction, also install a signpost on the opposite side of the trail. Use this parallel signpost for an appropriate sign or attach reflective material on the top of the post if no sign is necessary.
- No trail sign should be placed more than 8 feet from the edge of a trail.
- Place trail signs to the right of the trail to conform with the rider's familiarity with the placement of highway signs. Avoid installing signs on the back of signposts intended for the ATV operator traveling in the opposite direction. Install a reflective material for the back of each signpost to make it visible for the operator traveling in the opposite direction.
- Posts are preferred for the proper placement of regulatory, caution, and stop signs. When allowed by the landowner, signs may be attached to trees that are appropriately located and within 8 feet of the groomed trail surface.
- The line of sight from the driver to the sign must be clear for the entire distance through which the sign is intended to be viewed. This requires routine monitoring.

## **Trail Sign Placement**

This section provides basic information on how ATV signs should be placed and installed.

### **Sign Positioning**

A critical part of sign mounting understands how a reflective sign works. A good analogy is to think of signs as mirrors. To maximize nighttime visibility of the sign, it must be placed at eye level and perpendicular to the direction of travel on the trail. This placement also ensures that the sign is visible over a long period, so that the rider has a chance to understand the message and to react accordingly.

### **Sign Posting Distances-**

What is the proper distance before an object to place a warning sign? There are several factors involved in calculating the minimum posting distance including:

- Speed of the ATV when the sign is initially visible to the operator

- Sign legibility or recognition
- Decision making time
- The coefficient of friction between the tires and ground
- Comfortable braking distance

## Warning Signs

The intent of warning signs is to allow the ATV to be brought to a complete stop before the trail condition. In some cases, a complete stop is not necessary, but it is suggested that the posting distance be sufficient for a complete stop in the event it is necessary. The factor with the greatest effect on the calculation for posting distances is the speed of the vehicle when the operator first sees the sign. With this reason in mind, the following sign placement distance table is based on speed in miles per hour. It becomes the sign crew's responsibility to estimate the common appropriate speed on the portion of the trail where the signs are being installed.

The purpose of the table is to give a recommended minimum distance and an acceptable range rather than a specified distance.

## Warning Sign Placement

Average Anticipated Speed on the Trail	Recommended Minimum Distance from Sign to Hazard or Stop
25 mph	150 to 200 feet
35 mph	250 to 300 feet
45 mph	350 to 400 feet

## Trail Marker Signs

### Sign Specifications

The following schedule of standard signs provides guidance as to the format, appearance, and color. It is expected that some variance may exist between manufacturers as to icons used, fonts employed, etc. The interest of the sign is the message that the sign conveys to the rider, not its absolute conformance to these guidelines.

### Warning Signs

Warning signs are a primary means of protection for ATVers on the trail. They are designed to alert the user of conditions that may require special attention. Warning signs imply and make aware of existing trail conditions. Examples of these signs are Stop Ahead, Bridge Ahead and Object Markers.

### Regulatory Signs

As the name implies, regulatory signs regulate the movement of ATVs along the trail system in a safe and orderly fashion. Failing to comply with the intent of a regulatory

sign could have legal consequences. Examples of these are: speed limit signs, no ATVing, stay on the trail, and trail closed signs.

### **Identification and Informational Signs**

Identification signs provide riders with important details such as trail routing and direction, junction identification for orientation, Information signs, such as location of amenities and distances to destinations contribute greatly to the enjoyment of both the local and touring ATVers.

Overall, the main point to keep in mind while signing your trails is to keep it simple and minimal. Sign the hazards, and make sure you can follow the map, and the map follows what is on the ground.