

ATV Regional Trail Connector Pilot



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Today

- Background
- Overview of ATV Pilot Program
- Partnership Engagement
- Business Process
- Monitoring Plan
- Continued Outreach Plan
- Preliminary Observations

“New” Forest Users



“New” Forest Users



Background

- Act 56 of 1985: registrations required with DCNR
- Trails opened in the 1990s
- Illegal riding: top management problem
 - >2,000 miles unauthorized trails
- 2003 moratorium policy
 - 270 miles ATV trails
- Shift to family-style riding
 - 5 : 1 :: UTVs : ATVs



Background

- Since 2002, DCNR has invested \$12 million
 - 51 ATV related grants,
 - 20 planning projects,
 - 5 land acquisitions,
 - 13 projects to build trails/facilities for ATV riding
 - 7 projects to purchase equipment (maintenance/construction).



Background

- 2017: Renovo connector feasibility study
 - Numerous challenges
- 2018: Fiscal code mandate
 - Construct Bloody Skillet – Whiskey Springs
 - Implement Northcentral ATV Initiative
 - Unable to complete
- Motorized recreation specialist hired
March 2020



2020 ATV Policy revision and Fiscal Code

- DCNR ATV Policy

- Rescinds 2003 moratorium
- Consider expansion of existing trails
- Constructing strategic connectors
- May designate portions of SF roads
- Acquire new lands specifically for motorized recreational use.

- Fiscal Code Amendment

- Assess the northcentral region
 - Susquehannock, Tioga, Sproul, Elk, Moshannon
- Authorized a “tag fee”
- Engage with stakeholders
- Monitor
 - Report to GA by 2023
- Open for 2021 riding season

ATV Management Principles

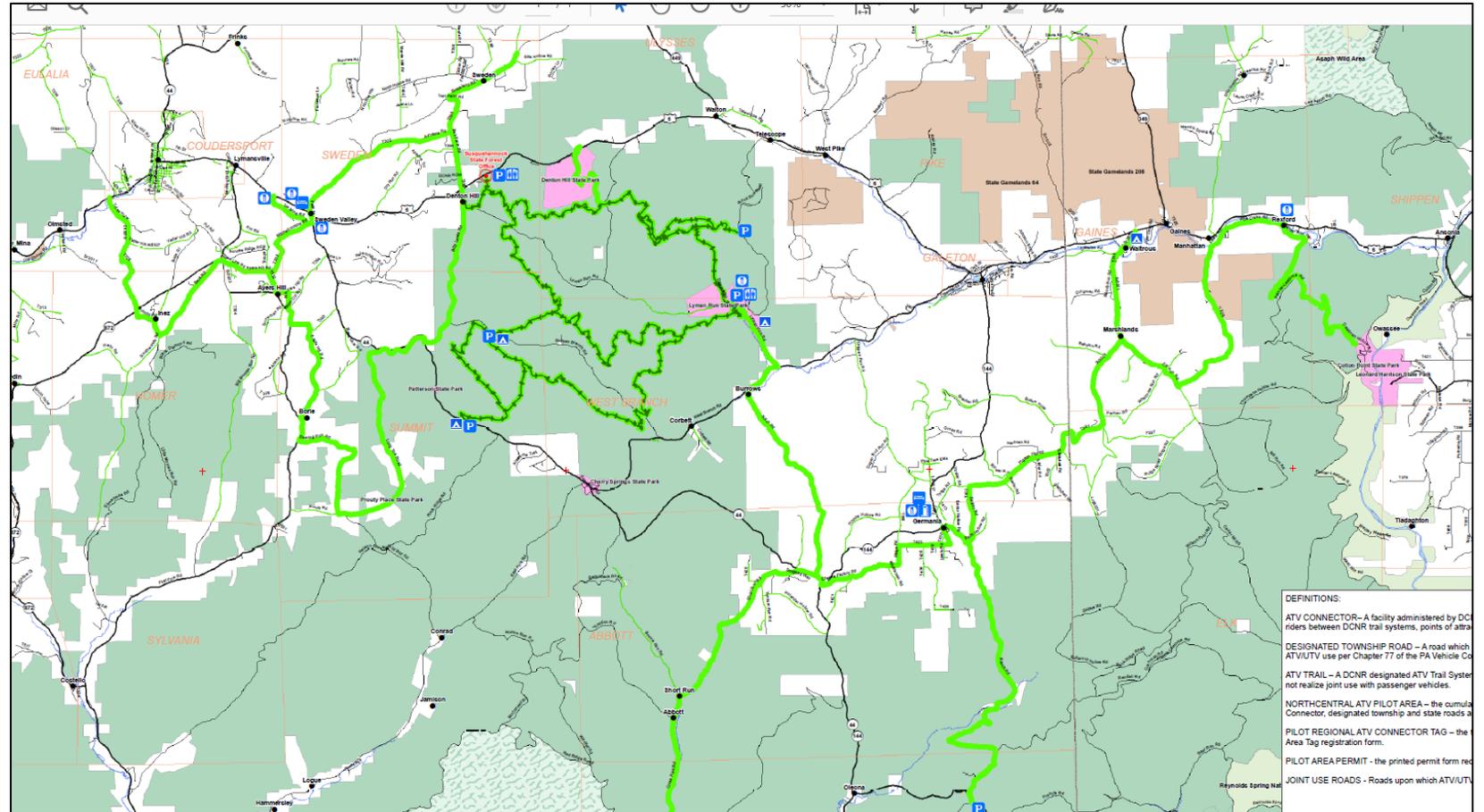
- Ecosystem Management
 - Constitutional responsibility
- Low-density/ dispersed recreation
- Compatible ATV use
- Co-location whenever possible
- Road use
 - Widespread use of SF roads is not compatible
 - May evaluate case-by-case

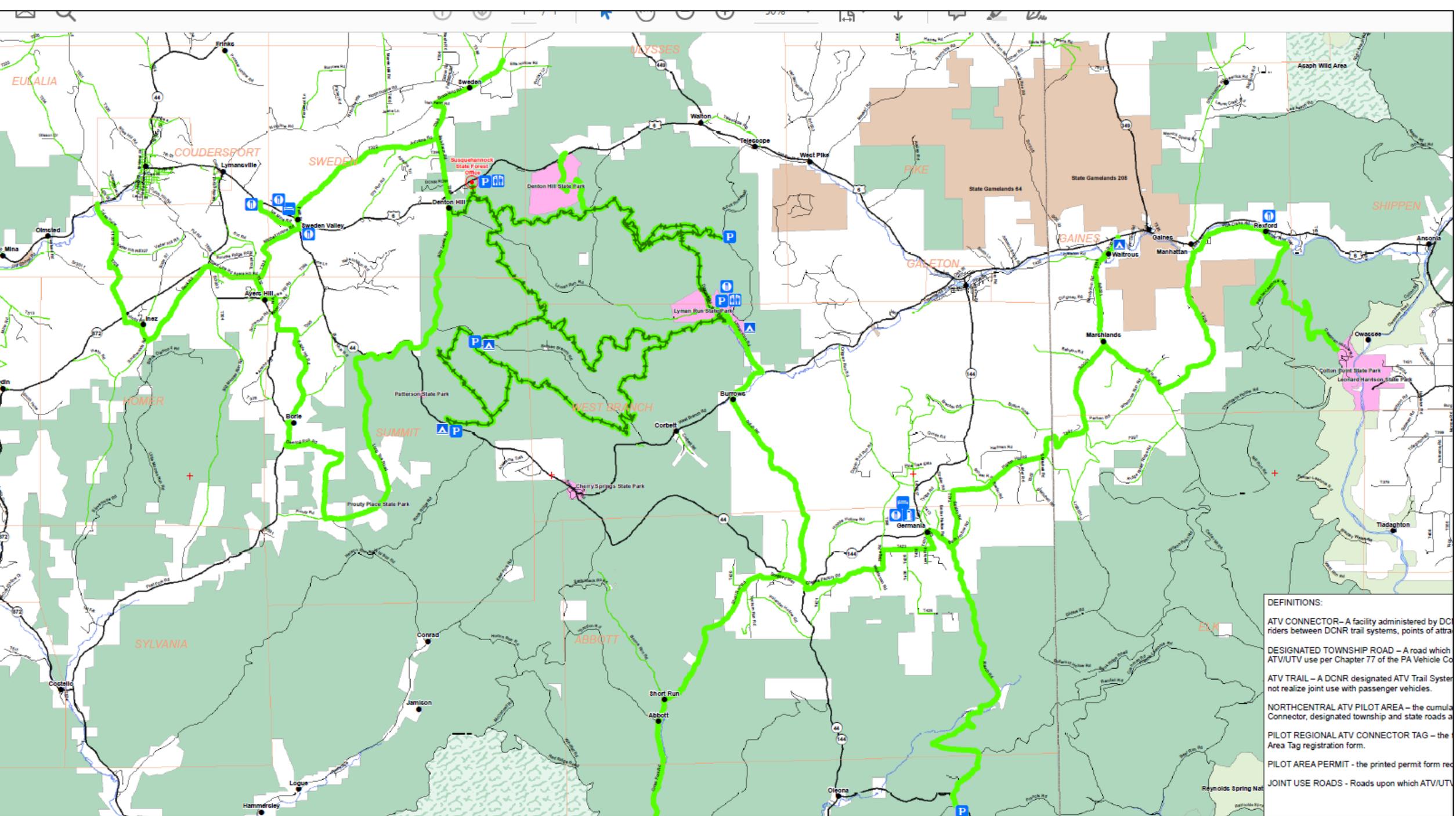
Regional ATV Goals

- Connectivity!
- Connect trail systems to trail systems
 - Four SF trail systems in northcentral
- Provide real nature-based experience for users
- Connect riders to local businesses
- Long systems
 - Not “stacked loop” systems

What is an ATV Regional Trail Connector Pilot Area Program?

- Connections
- Long-distance, regional riding
- Contribute to local economies
- Multiple partners
- Minimize impacts





DEFINITIONS:

ATV CONNECTOR—A facility administered by DCNR that provides a link for riders between DCNR trail systems, points of attraction, and other recreational areas.

DESIGNATED TOWNSHIP ROAD — A road which is designated for ATV/UTV use per Chapter 77 of the PA Vehicle Code.

ATV TRAIL — A DCNR designated ATV Trail System. ATVs are not to realize joint use with passenger vehicles.

NORTHCENTRAL ATV PILOT AREA — the cumulative area of the Connector, designated township and state roads and other roads.

PILOT REGIONAL ATV CONNECTOR TAG — the tag used for registration in the Area Tag registration form.

PILOT AREA PERMIT - the printed permit form required for use in the area.

JOINT USE ROADS - Roads upon which ATV/UTV use is permitted.

What is an ATV Regional Trail Connector Pilot Area Program?

- Opened on July 16th
- Last day to ride: September 26th (Sun)
- Next year: Memorial Day to last weekend in September
- May expand by connecting to Haneyville ATV trail in Tiadaghton SF (Lycoming/ Clinton counties)

Business Process

- Permits:
 - \$40: resident registration
 - \$60: non-resident registration
- Permits available via mail or walk-in
 - Application available online





Reservations [↗](#)



State Forests



Find a Trail [↗](#)



Grants



Geology



Find Local

[DCNR](#) > [Recreation](#) > [What to Do](#) > [ATV Riding](#) > ATV Regional Trail Connector Pilot

ATV Regional Trail Connector Pilot

ATV enthusiasts can find a new opportunity for riding trails in northcentral Pennsylvania that comprise the ATV Regional Trail Connector Pilot.

As the term "pilot" suggests, the Regional Trail Connector is a new program that connects ATV riding opportunities on existing trails overseen by different governing authorities.

ATV riders will have the unique opportunity for long-distance travel by permit on:

- Designated state forest trails and roads
- Designated local (township, borough) roads
- Specific state routes in the region

2021 Pilot Riding Area

The 2021 ATV Regional Trail Connector Pilot area spans Potter and Tioga counties, but does not include the entirety of both counties.

For riding area details, please see the:

Additional Information

[ATV Trail Pilot GIS Map](#)

[ATV Trail Pilot Area Printable Map \(PDF\)](#)

[ATV Trail Pilot Permit Application \(PDF\)](#)

[ATV Trail Pilot Brochure and Map \(PDF\)](#)

[ATV Trail Pilot Program FAQs \(PDF\)](#)

[ATV Trail Pilot Signs \(PDF\)](#)

[Know Before You Go -- Riding the Susquehannock ATV Trail Video \[↗\]\(#\)](#)

Partnership Engagement

- Township miles – 195 miles
 - PDOT miles – 11.76 miles
 - SF road miles – 7.01 miles (Z1/Z2 roads)
 - SF trail (snowmobile trails, behind gates) miles – 4.55 miles (T8/Z3)
 - Susquehannock ATV trail (existing) – 45.5 miles
-
- 250 mile system

Partnership Engagement

- Tourism/ economic impact
 - Gas stations
 - General stores
 - Restaurants
 - Dealerships
 - Points of interest





THIS STATE FOREST ROAD
IS **CLOSED** TO ATV'S
NOT DISPLAYING THE
ATV CONNECTOR PASS DECAL



Tells off-road riders that they are on a designated trail



Indicates the direction to go to stay on the designated trail.

Monitoring

- Importance articulated in Fiscal Code and SFER
- Report due to General Assembly 2023
- Monitoring along framework of sustainability
 - Ecological
 - Social
 - Economic/ Managerial
- Continually adapt

Monitoring

- Ecological
 - Rogue/ unauthorized trails
 - Baseline inventory/ closure complete
 - Sensitive trail segment survey
 - Sensitive native plant habitat survey
 - Invasive plant surveys



Monitoring

- Social
 - Recreational use and sound monitoring
 - Document non-motorized and motorized recreation
 - Model and estimate ATV-related sounds
 - Evaluate effects of ATV-related sound on recreationists
 - Law enforcement actions
 - Stakeholder and public engagement
 - RA-NR-ATV-PILOT@pa.gov



Monitoring

- Economic/ Managerial
 - Department staff and materials tracking
 - Economic impact analysis
 - Impacts on local EMS



So Far...

- 1,350 permits issued
- “Minor” enforcement issues
 - Helmets, registrations, closure
- No serious safety issues
- “Moderate” use levels
 - Lyman Run SP “business as usual”
- Positive anecdotes from businesses
- Some townships dissatisfied with volume issues around residences
- Rangers spread thin
- Some complaints about the walk into Colton Point SP
- Concern about potential impacts to Pine Creek Valley
- Split support/ opposition from email account

Continued Outreach Plan

- Continue to engage with Potter County Task Force
- Continue to monitor email
- Meet with Advisory Committees
- Public webinar
- Video
- Surveys
 - Targeted
 - E.g., camp lessees
- Continual website management

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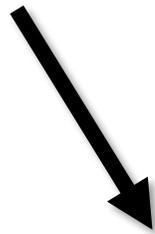
Creating Stewards and Advocates



Recreation



Education



STEWARD

Questions?