



Rutted and Ruined: A TV Damage on the Adirondack Forest Preserve

Reprinted 2013 Protect the Adirondacks

PROTECT 
THE ADIRONDACKS!

Rutted and Ruined: ATV Damage on the Adirondack Forest Preserve

Written by Peter Bauer

Photographs and Field Research by
John Davis, Bill Kitchen, Peter Bauer, and Todd Thomas

Reprinted 2013 Protect the Adirondacks



Reprinted 2012 Protect the Adirondacks
PO Box 769, Lake George, NY 12845
518.685.3088 info@protectadks.org www.protectadks.org

Originally published in 2003 by the Residents' Committee to Protect the Adirondacks
North Creek, NY, (C) Protect the Adirondacks, Lake George NY, 2013

(The Residents' Committee to Protect the Adirondacks and Association for the Protection of the
Adirondacks merged in 2009 to form Protect the Adirondacks)

Table of Contents

Rutted and Ruined: ATV Damage on the Adirondack Forest Preserve

Introduction:

ATV Damage is Widespread Across
the Adirondack Forest Preserve 3

Adirondack Park Agency and Department
of Environmental Conservation have done
little to stop ATV abuse 4

Impacts:

ATV Use Damages Road Surfaces and
Corridors, Soils, and Wetlands 7

Ever Widening Trails and Roads 9

Blazing Illegal New Trails through the
Forest Preserve 11

ATVs Routinely Trespass around Gates
and Barriers 15

Driving through Streams for the Fun of It 19

Trespassing onto Hiking and Snowmobile Trails,
and Unauthorized Roads 21

Vandalism of Forest Preserve Facilities to Gain
Access for ATV Use 22

Used and Abused Wild Forest Areas:

Independence River Wild Forest 23

Aldrich Pond Wild Forest 24

Watson's East Triangle Wild Forest 25

Black River Wild Forest 26

Ferris Lake Wild Forest 27

Wilcox Lake Wild Forest 28

Jessup River and Shaker Mountain Wild Forests 29

ATV Advertising Promotes Abuse of Natural
Resources and Wild Area 30

List of Forest Preserve Roads Opened to ATVs 32

Conclusion and Recommendations:

New York State Agencies Should Uphold
Existing Laws to Regulate ATV Use 33

Residents' Committee to Protect the Adirondacks:

Board of Directors and Staff Back Cover

Cover pictures: Row 1/Top row (left to right) Chubb Pond Road, Black River Wild Forest Area (damage by inholders and trespassers); Herkimer Landing Road, Black River Wild Forest (damage done by legal use); Mud Creek Road, Aldrich Pond Wild Forest Area (closed to ATVs in 2002 due to damage, but still used).

Row 2: Silvermine Trail, Independence River Wild Forest (illegal ATV use); Chubb Pond Trail, Black River Wild Forest (see above); Little Otter Creek Road, Independence River Wild Forest (damage done by legal use).

Row Three: Prentice Road, Watson's East Triangle Wild Forest Area (damage by illegal use); Glasgow Pond Road, Ferris Lake Wild Forest (damage by illegal use); Snowmobile Trail C8, Independence River Wild Forest (damage by illegal use).

Bottom: Boundary Road/Cage Lake Road, Five Ponds Wilderness Area and Aldrich Pond Wild Forest (damage done by legal use); South Lake Trail, Black River Wild Forest (damage done by legal use); Oxbow Lake Trail, Jessup River Wild Forest (damage by illegal use); Tyler Road, Aldrich Pond Wild Forest (damage by legal use).

Introduction

ATV damage is widespread across the Adirondack Forest Preserve

This report looks at the growing threat of All Terrain Vehicle (ATV) use on the Forest Preserve. The Residents' Committee to Protect the Adirondacks (RCPA) sees ATV use as perhaps the greatest threat to the ecological integrity and public enjoyment of the Adirondack Forest Preserve in the last forty years. Over the past several years the RCPA has received more comments from members and the public about ATV damage to the Forest Preserve than any other issue.

Starting in the summer of 2001, RCPA staff and volunteers began an inventory of many of the Wild Forest Areas in the Adirondack Forest Preserve to catalogue damage caused by ATVs. In early 2003, the RCPA obtained, through a Freedom of Information Act request to the Department of Environmental Conservation (DEC) (which took the DEC 17 months to answer), a list of 52 "roads" that the DEC had "opened" to ATVs across the Adirondack Forest Preserve. The RCPA looked at the areas where these 52 roads are located in the summer of 2003 and found a total of 63 roads "signed open" for ATV use (the DEC uses the sign on the right to mark roads open to ATVs). RCPA's findings this summer, and over the past three years, are not pretty. Many of the roads "opened" to ATV use by the DEC have suffered significant natural resource damage. We also found a tremendous amount of trespassing on roads not "opened" to ATVs, and on horse, hiking, and snowmobile trails throughout the Forest Preserve.

The RCPA has concluded that ATV use is very different from that of other motor vehicles. Simply put: ATVs can go, and do go, where other motor vehicles, such as a Ford Taurus or Chevy Suburban,



The DEC has posted this sign on all roads they have opened for ATV use in the Forest Preserve.



*Top: surveying damage from ATVs on the Prentice Road in the Watson's East Triangle Wild Forest Area.
Right: ATVers ready to go in the Independence River Wild Forest Area.*



cannot travel. Because ATVs can go where other motor vehicles cannot their impacts are very different. RCPA fieldwork found nine main negative impacts from ATV use in the Forest Preserve:

1. ATV use destroys road and trail surfaces and Forest Preserve facilities, such as bridges, and causes soil and wetlands damage in ways that other motor vehicles do not; see pages 7-8.
2. ATV use creates deep ruts and mud pits on roads and trails that become impassable. It seems that ATVs are often ridden for the backwoods riding experience where one can make the mud fly and tear up an area. This damage makes a road difficult to travel for other users. See pages 7-8.

3. Roads and trails are widened by other ATV users to avoid the damaged, impassable areas, which causes further damage to the corridor's natural resources and wild character. See pages 9-10.
4. Wild forest character and the Forest Preserve experience are damaged by ATV use. Non-motor vehicle users that use the roads and trails damaged by ATVs find their Forest Preserve experience undermined. See pictures on pages 7-29.
5. ATVs regularly leave designated roads to illegally blaze new trails through the Forest Preserve. See pages 11-14.
6. ATVs regularly trespass around gates and boulders that are erected to control motor vehicle traffic. See pages 15-18.
7. ATVs regularly drive through streams, creeks and wetlands for sport rather than use bridges that provide motor vehicles with access over a stream, creek or wetland. See pages 19-20.
8. ATVs regularly trespass on snowmobile trails, designated roads that prohibit ATV use, and foot paths that intersect with roads that have been designated for ATV use. See pages 21.
9. ATV use has led to vandalism of Forest Preserve facilities, such as gates that control access. See page 22.

These impacts are particular to ATVs and have been perpetrated across the Adirondack Forest Preserve, though they are most pronounced in the western and southern Adirondacks. Other motor vehicles simply cannot drive off roads and damage wild areas like an ATV can. RCPA includes pictures from eight Wild



Forest areas in the Adirondack Forest Preserve in this report that have been hard hit by ATV use, both authorized by the DEC and illegal. See page 23 for pictures from the Independence River Wild Forest area; page 24 for the Aldrich Pond Wild Forest Area; page 25 for the Watson's East Triangle Wild Forest Area; page 26 for the Black River Wild Forest Area; page 27 for the Ferris Lake Wild Forest Area; page 28 for the Wilcox Lake Wild Forest Area; and, page 29 for the Jessup River and Shaker Mountain Wild Forest Areas.

This damage is significant and the State of New York is facing a stiff bill to remediate and rehabilitate these roads and trails that have suffered from damage due to ATV use. Even more troubling is that the agencies responsible for protecting the natural resources of the Adirondack Forest Preserve and managing public use have deliberately turned a blind eye towards the impacts and continue to allow ATVs damage to occur without any environmental review or assessments of the impacts.

Adirondack Park Agency and Department of Environmental Conservation have done little to stop ATV abuse

Over the past decade there has been a remarkable and highly effective partnership between the DEC and Adirondack Park Agency (APA) to enable and support the expansion of ATV use of the Forest Preserve through their combined outright refusal to act seriously on this issue. The DEC has refused, despite numerous calls from the public, to release a comprehensive policy for management of public ATV use in the Adirondack Forest Preserve. The DEC has been telling the RCPA and others that this policy will be released for over two years. For its part, the APA has forsaken its status as an independent agency that makes management and planning decisions for the Forest Preserve. In 2002, the RCPA submitted a Request for a Declaratory Ruling to the APA seeking interpretations of the Adirondack Park State Land

Master Plan (APSLMP) regarding ATV use in the Forest Preserve. The APA refused to make a ruling on this request, thus refusing to confront the issue of ATV damage to the Adirondack Forest Preserve.

ATV riding as an activity on the Forest Preserve has been around since the mid-1980s, but grew in popularity in the mid-1990s. Prior to the ATV boom in the mid-1990s, there were some Forest Preserve roads damaged by 4-wheel-drive trucks. The 1986 Independence River Wild Forest Unit Management Plan cites some abuse from motor vehicles and ATVs. As ATV riding became a popular sport, the damage to the roads and trails of the Forest Preserve rose commensurately. At this critical point in time the DEC and APA failed to meet this new challenge.

The costs of inaction are high because the rehabilitation of damaged areas, roads and trails will be expensive for the State of New York. As evidenced by the pictures throughout this report, the State of New York, and the APA and DEC, in particular, have responded poorly. In the early 1990s mountain biking rose in popularity in the Adirondacks and enthusiasts were riding many roads and trails across the Forest Preserve. This led to user conflicts and some natural resource damage. Acting with prescience to protect the Forest Preserve's natural resources, the APA developed and published an addendum to the 1986 APA-DEC "Memorandum of Understanding on Forest Preserve Management" dealing specifically with use of mountain bikes on the Forest Preserve. This policy sets the rules for where mountain bikers can and cannot ride and, by and large, has worked very well. At the time the mountain bike policy was approved by the APA, the APA still acted as an independent agency that was the lead agency for Forest Preserve management. Unfortunately, it appears, this is no longer the case.

A comprehensive ATV policy is badly needed to guide use in the Adirondack Forest Preserve. Such a policy should ideally be developed by the APA, similar to the mountain biking policy, but the APA has abdicated its role as the lead agency for long-term planning and policy for the Adirondack Park. In its place the DEC has instituted a schizophrenic approach. The RCPA has identified 63 roads in DEC Region 6, which includes the western third of the Adirondack Park, opened by the DEC to ATVs. (A list of roads opened to ATVs is listed on page 32.)

DEC Region 5, which includes the eastern 2/3 of the Adirondack Park, does not contain any roads "open" for ATVs, though in many places, such as the Ferris Lake Wild Forest Area, ATV riders operate with impunity. The DEC central office has largely left this issue to the regions.

The collective decisions by the APA not to confront this issue, and the DEC to delegate it to the regions, has left the public confused and made enforcement difficult for the DEC. The void in leadership on this issue has allowed ATV riders to ride freely across many parts of the Adirondacks and do enormous damage to the roads, trails, and natural resources of the Forest Preserve.

Because ATVs have such a negative impact on the ground over which they ride, ATV riding opportunities should be tightly regulated in the Forest Preserve. The problem with ATVs is that they destroy the



ground over which they are driven. And, by doing so they leave scars that will be visible for a generation, eroding public use and enjoyment for all who follow. While some ATV riders tell the RCPA that the problem is with "a few bad apples" and they and their ATV organizations practice good stewardship of public lands, one only has to visit an ATV dealer, read the ads for ATVs or visit ATV club websites to see plainly that ATVs are made to make the mud fly, shred and conquer the earth, and ride over everything in their path. Please see some of these ads at the end of this report on pages 30-31.



NOTE:
Throughout this report all pictures of roads that have been opened for ATV use will be indicated with the sign above.

A recent Yamaha ad shows an ATV rider with mud splashing over the machine's fenders. The ad reads "The road to Heaven is paved in mud." A Kawasaki ad shows an ATV rider in a stream and reads "Lewis and Clark didn't discover everything." A recent Polaris ad shows an ATV rider completely covered in mud and the ad reads, to the pounding tune of a popular rock song, "Might as well face-it you're addicted to MUD." Another Polaris ad shows an ATV going up a mountain and reads "The world's best machine for the world's worst terrain." Kawasaki runs an ad that shows a bowl of dirt and leaves and writes "Hope You Like Trail Mix." ATVs are turning the Adirondack Forest Preserve into trail mix.

When the mud flies, the Forest Preserve loses. In the spring of 2002, the DEC closed the Mud Creek Road in the Aldrich Pond Wild Forest Area (see above). This road was torn apart from one end to the other over eight miles by ATV riders. Like many other Forest Preserve roads the Mud Creek Road was unable to support ATV use and was destroyed. Soils were compacted, drainage systems destroyed, road corridor vegetation degraded - all permanent scars on the public Forest Preserve. These ATV scars will be with us for a long time; scars from skidder trails are still visible on Forest Preserve lands purchased 50 years ago. In the summer of 2003, ATV riders tore down the gate (see page 22) that blocked access to the Mud Creek Road and now ride freely. There are a number of other damaged roads that should be closed across the Forest Preserve.

ATV riding opportunities in the Forest Preserve should be limit-

ed to certifiably disabled individuals who use ATVs for genuine access, under a state program, to the Forest Preserve that they could not otherwise attain, and not for the pleasure of riding. The RCPA signed the *Galusha v. NYS* lawsuit settlement and supports controlled and responsible use of ATVs on designated roads in the Forest Preserve for disabled individuals to use ATVs to access areas of the Forest Preserve. If there is found to be damage from this use, then it should be discontinued.

ATV riders ask "Where can we ride, if not the Forest Preserve?" RCPA says "Only on gravel roads that have been designed to withstand such use and are somehow fortified to prevent leaving the road to trespass into wild areas." There are few such roads in the Forest Preserve. Other public lands suitable for ATVs are commercial timber lands where NYS has purchased a conservation easement (though many foresters oppose ATV because they destroy needed roads and trample the forest understory curtailing tree regeneration). These lands contain extensive road systems and generally receive limited public, non-motorized recreational use. ATV riders that simply want to make the mud fly and destroy land should stay on their own property or purchase their own lands and open their own ATV riding parks. ATVs do not ride lightly over the earth. These machines cause considerable damage to natural resources. Those who buy these machines for recreational use should have places in mind where they can ride before they make their purchase.

On page 33, the RCPA lists a number of recommendations to Governor Pataki, the APA and DEC, the State Legislature, and all who care about the Adirondack Park to stop ATV abuse and protect the Forest Preserve. Look closely at the pictures throughout this report. See the specialized impacts of ATVs on the Forest Preserve. I think you'll come to agree with me that ATV abuse is the greatest threat to the Forest Preserve that we've faced in a generation and must be stopped.

Sincerely,

Peter Bauer

Executive Director

Residents' Committee to Protect the Adirondacks

Impacts: ATV Use Damages Road Surfaces and Corridors, Soils, and Wetlands



Top left: Rut damage from illegal ATV use on South Lake Trail, Black River Wild Forest. Top right: ATV damage through a wetland on the Prentice Road, Watson's East Triangle Wild Forest Area (DEC has opened this road to ATVs despite the fact that no UMP has ever been prepared for this area and no environmental impact assessment was performed). Bottom left: ATV damage on the Herkimer Landing Road, Black River Wild Forest; trespass on Glasgow Road, Ferris Lake Wild Forest; trespass on Brandy Lake Trail, Black River Wild Forest.

Impacts: ATV Use Damages Road Surfaces and Corridors, Soils, and Wetlands (2)



Top left: destruction of walking bridge by ATVs at Stewart's Landing, Ferris Lake Wild Forest Area. Right: Hiking and snowmobile bridge ruined on the Brandy Lake Trail by ATV use. Bottom left: Illegal ATV use on the Baldwin Springs Road, Wilcox Lake Wild Forest. Middle: Note foot bridge destroyed on what was once a hiking trail on the Glasgow Road, Ferris Lake Wild Forest Area. Right: ATV damage along the "boundary line trail" between the Five Ponds Wilderness and Aldrich Pond Wild Forest Area near Gage Lake.

Impacts: Ever Widening Trails and Roads



Top left: Chubb Pond Trail, Black River Wild Forest Area; Top right: Big Otter Lake Trail Road, Independence River Wild Forest Area. Bottom (left to right): Trail widening on the Confusion Flats Road, Independence River Wild Forest; Proceeding Trail, Independence River Wild Forest; Glasgow Road in the Ferris Lake Wild Forest Area (ATVs are prohibited on this road).

Impacts: Ever Widening Trails and Roads (2)



Top left: trail widening on the Prentice Road, Watson's East Triangle Wild Forest Area. Right: trail damage on the Otter Lake Trail, Black River Wild Forest. Bottom left: Black Creek Lake Road, Black River Wild Forest Area; Herkimer Land Road, Black River Wild Forest Area. Trail widening from illegal ATV use on the Baldwin Springs Road, Wilcox Lake Wild Forest.

Impacts: Blazing Illegal New Trails through the Forest Preserve



Top left: Illegal trail off Catspaw Lake Road, Independence River Wild Forest. Right: Illegal trail off Bear Pond Road, Watson's East Triangle Wild Forest. Bottom left: Illegal trespass on the Upper South Pond Trail, Watson's East Triangle Wild Forest. Right: Illegal trail off Little Otter Creek Road, Independence River Wild Forest.

Impacts: Blazing Illegal New Trails through the Forest Preserve (2)



Top left: Illegal trail off North Crossover Trail, Independence River Wild Forest. Right: Illegal trail off Steam Mill Road, Independence River Wild Forest. Bottom left: Illegal trail to the West Canada Creek off the Haskell Road, Black River Wild Forest area. Right: Illegal trail off the Herkimer Landing Trail Road, Black River Wild Forest.

Impacts: Blazing Illegal New Trails through the Forest Preserve (3)



Top: Illegal trail into Five Ponds Wilderness Area from the Bear Pond Road. ATVs make new trails along Glasgow Pond, Ferris Lake Wild Forest Area.
Middle left: Illegal new trail off the Jackworks Road, Aldrich Pond Wild Forest.

Impacts: Blazing Illegal New Trails through the Forest Preserve (4)



Middle: ATV playground off the Mud Creek Road, Aldrich Pond Wild Forest. Right: ATVs use an illegal road off North Lake Road, Black River Wild Forest. Bottom left: Illegal trail, Glasgow East Road, Ferris Lake Wild Forest; Middle: Illegal new trail off South Lake Road, Black River Wild Forest.

Impacts: ATVs Routinely Trespass around DEC Gates and Barriers



Top left and right: ATVs go around two gates in the Independence River Wild Forest: on the Pine Lake Trail; gate off Mt. Tom Road. Bottom left and right: ATVs go around gate via a stream crossing to reach the Panther Pond Trail; ATVs go around gates on Streeter Lake Trail, Aldrich Pond Wild Forest.

Impacts: ATVs Routinely Trespass around DEC Gates and Barriers (2)



Top left and right: ATVs go around two gates on the old railway corridor, Debar Mountain Wild Forest. Bottom pictures from the Black River Wild Forest: gate on the Remsen Falls Trail; another gate on the South Lake Trail.

Impacts: ATVs Routinely Trespass around DEC Gates and Barriers (3)



Top left and right: ATVs go around gates in the Black River Wild Forest on the Wolf Lake Landing Road and Woodhull Lake Trail. Bottom left: Another gate on the Woodhull Lake Trail. Right: a gate on the Brandy Lake Trail, Black River Wild Forest.

Impacts: ATVs Routinely Trespass around DEC Gates and Barriers (4)



Top left and right: two pictures of gates along the Brandy Lake Trail, Black River Wild Forest. Bottom left: Pleasant Lake/Vly Trail, Ferris Lake Wild Forest. Right: ATVs pass another gate on the Crystal Lake Trail in the Independence River Wild Forest.

Impacts: Driving through Streams for the Fun of It



ATV riders often prefer to drive around bridges and splash through streams. Top left: Basket Factory Road, Independence River Wild Forest Area. Top right: Catspaw Lake Road, Independence River Wild Forest Area. Bottom left: ATVs illegally use the Pine Lake trail and drive through the stream. Bottom right: Bridge on the Haskell Road, Black River Wild Forest Area.

Impacts: Driving through Streams for the Fun of It (2)



ATV riders often prefer to drive around bridges and splash through streams. Top left: Herkimer Landing Road, Black River Wild Forest Area Top right: Herkimer Landing Road Extension, Black River Wild Forest Area. Bottom left: bridge off Glasgow Road, Ferris Lake Wild Forest. Right: ATVs illegally drive through a stream next to a bridge on the Baldwin Springs Road, Wilcox Lake Wild Forest Area.

Impacts: Trespassing onto Hiking and Snowmobile Trails, and Unauthorized Roads



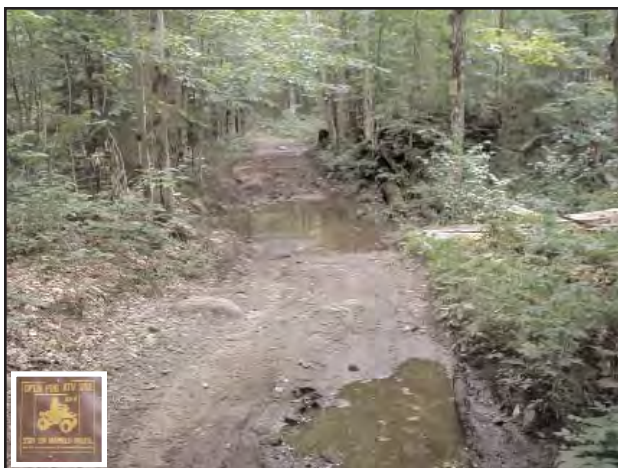
Top left: ATVs drive past sign that prohibits public ATV use on a road off of the Bear Pond Road, Watson's East Triangle Wild Forest. Right: ATVs have abused the Primitive Corridor along the "Boundary Trail" between the Five Ponds Wilderness Area and the Aldrich Pond Wild Forest. Bottom (left to right): Trespass on Otter Lake-Pine Lake Trail, Independence River Wild Forest; ATVs illegally use the Pico Mountain Snowmobile Trail, Independence River Wild Forest; ATVs use Smith Road Trail, Independence River Wild Forest Area.

Impacts: Vandalism of Forest Preserve Facilities



Top left: Stewarts Landing Bridge, Ferris Lake Wild Forest. Stop sign torn out, dumped into the stream. Gate cut so that it no longer works to control motor vehicle use. Right: Gate destroyed on Mud Creek Road, Aldrich Pond Wild Forest. This road was closed by DEC due to severe damage in 2002. Bottom left: Gate destroyed on Streeter Lake trail, Aldrich Pond Wild Forest. Middle: Spot where destroyed gate was is now regularly passed today by ATVs; inset downed STOP sign, Silvermine Road, Independence River Wild Forest. Right: registration kiosk destroyed at Panther Pond Road, Independence River Wild Forest Area.

Used and Abused: Independence River Wild Forest Area



Top left: ATV damage to the Silvermine Trail in a wetland area. Top right: ATV damage on the Big Otter Lake Road. Bottom (left to right): damage from ATVs on the Copper Lake Road; ATV damage on the Sunday Lake Road; ATV damage on the Little Otter Creek Road.

Used and Abused: Aldrich Pond Wild Forest Area



Top left: Mud Creek Road (road closed in 2001; gate destroyed summer 2003). Top right: illegal route off Maple Hill Road. Bottom left: ATV tracks in a wetland off of the Jackworks Road. Middle: South Creek Road. Right: Tyler Road.

Used and Abused: Watson's East Triangle Wild Forest Area



Top left: ATVs illegally ford river off of the Grassy Pond Trail. Top right: ATV damage on the Number 1 Trail Road. Bottom left: illegal ford off of the Mullins Flow Road. Middle: ATV damage on the Prentice Road. Right: ATV damage on the Wolf Pond Road.

Used and Abused: Black River Wild Forest Area



Top left: ATV damage ruts road in a wetland area on the Chubb Pond Trail. Right: Herkimer Landing Road. Bottom left: ATV damage on the Black Creek Lake Road. Middle: Damage from ATV trespass on the South Lake Trail. Right: ATV damage on the Bear Creek Road.

Used and Abused: Ferris Lake Wild Forest Area



Top left: Damage from illegal ATV use on the Crystal Lake Road. Right: Illegal ATV use has damaged the Glasgow Road East. Bottom left: Illegal ATV use on Glasgow Road. Middle: ATV damage has widened the Mussey Road Trail. Right: Illegal ATV use on the Waters Mill Pond Trail.

Used and Abused: Wilcox Lake Wild Forest Area



ATV use is prohibited in the Wilcox Lake Wild Forest Area. Top left: Damage from illegal ATV use on the Baldwin Springs Road. Right: damage on the East Stony Creek Trail. Bottom left: Damage from ATV use on the East Bend Trail. Middle and right show examples to ATV damage on the Baldwin Springs Road.

Used and Abused: Jessup River and Shaker Mountain Wild Forest Areas



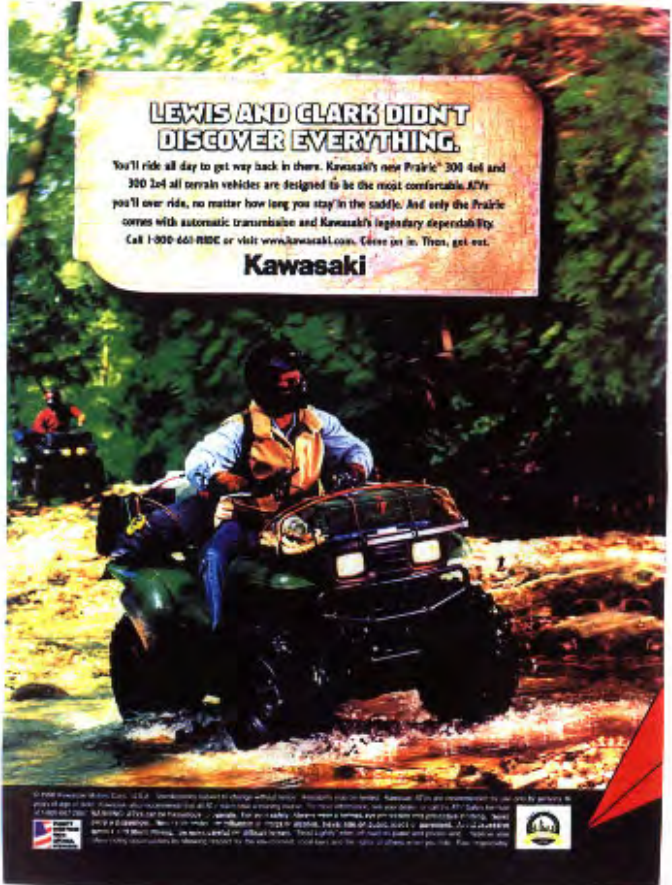
Top left: Oxbox Lake Road, Jessup River Wild Forest. Right: Illegal ATV use has damaged the Irving Pond Trail, Shaker Mountain Wild Forest. Bottom left: Oxbox Lake Road, Jessup River Wild Forest. Middle: ATVs drive around gate on the Irving Pond Trail, Shaker Mountain Wild Forest Area. Right: Trail is widened by illegal ATV use on the Irving Pond Trail.

ATV Advertising Promotes Abuse of Natural Resources



ATV ads promote abuse of natural resources. Left: Is the road the Heaven paved in mud? Yamaha promotes ATV use that abuse natural resources. Right: Polaris tells ATA riders "MIGHT AS WELL FACE IT YOU'RE ADDICTED TO MUD" in its promotion to ATV riding as a mud sport. The Forest Preserve should not be used as a mud sport to be chewed up.

ATV Advertising Promotes Abuse of Natural Resources (2)



Left: Kawasaki features ads that show destroyed forest systems as "trail mix" and ATVs driving in streams. The Forest Preserve should not be turned into trail mix.

Forest Preserve Roads Opened to ATVs

Black River Wild Forest

1. Black Creek Lake Road
2. Bear Creek Lake Road
3. Dam Road
4. Haskell Road
5. Herkimer Landing Road
6. Milk Can Trail
7. Mill Creek Road
8. West Creek Road
9. Wolf Lake Landing Road

Independence River Wild Forest

10. Bailey Road
11. Basket Factory Road
12. Beach Mill Road
13. Big Otter Lake Road
14. Blue Jog Road
15. Cats Paw Lake Road
16. Cleveland Lake Road
17. Confusion Flats Road
18. Copper Road
19. Elbow Road
20. Evies Pond Road
21. Extra Road
22. Fish Pond Road
23. Florence Pond Road
24. Fletcher Road
25. Hiawatha Road
26. Hinchling Pond Road
27. Lake Spur Road
28. Little Camp Road
29. Little Otter Creek Road
30. Long Pond Spur Road
31. McCarthy Road
32. Mihalyi Road
33. Mt. Tom Road
34. Old Number 4 Road

35. Payne Lake Road
36. Pitcher Pond Road
37. Quick Lake Road
38. Shingle Mills Road
39. Shortcut Road
40. Smith Road
41. Steam Mill Road
42. Stony Lake Road
43. Sunday Lake Road
44. Trailor Road

Aldrich Pond Wild Forest

45. Frenchmans Road
46. Jackworks Road
47. Maple Hill Road
48. Mullins Flow Road
49. Mud Creek Road (Wagonbox Trail)
50. Shannon Road
51. South Creek Lake Road
52. Streeter Lake Road
53. Tyler Road

Watson's East Triangle Wild Forest

54. Bear Pond Road
55. Buck Pond
56. Creek Road
57. Deep Cuts Road
58. Mullins Town Road South
59. No. 1 Road
60. Spring Creek Road
61. Tied Lake Road
62. Tunnel Road
63. Wolf Pond Road



ATVs pass around another gate in the Independence River Wild Forest.

Recommendations to Control ATV Damage on the Forest Preserve

1. All 63 roads opened to ATVs, and any others that have also been opened, shall be closed to ATVs immediately pending a legal and environmental review. No roads shall be reopened unless done so through the UMP process.

2. APA Commissioners shall approve a policy and develop regulations on ATV Use in the Adirondack Forest Preserve. This policy shall include a statement that:

- a. A SEQRA generic Environmental Impact Statement shall be performed for each potential road considered for opening to ATVs, including an inventory of the current environmental condition of the road.
- b. A legal analysis for how each potential road considered for opening to ATVs shall be performed regarding compliance with the NYS Vehicle & Traffic Law and Environmental Conservation Law.
- c. A program for control of ATV trespass for each potential road considered for opening to ATVs shall be mandatory.

3. A biological inventory and rehabilitation plan shall be completed by the DEC, subject to APA approval, to plan rehabilitation and restoration of all areas damaged by ATV use in the the Independence River, Aldrich Pond, Watson's East Triangle, Black River, Cranberry Lake, Ferris Lake, Shaker Mountain, Jessup River, Lake George, Wilcox Lake, DeBar Mountain, and Taylor Pond Wild Forest areas.

4. Within 1 year, DEC shall hire five new Marine and Off Road Vehicle Enforcement (MORE) Teams and station them regionally throughout the Adirondack Park. Special emphasis shall be focused on the Independence River, Aldrich Pond, Watson's East Triangle, Black River, Cranberry Lake, Ferris Lake, Jessup River, Lake George, Wilcox Lake, DeBar Mountain, and Taylor Pond Wild Forest Areas of the Forest Preserve.

5. The APA Policy on ATV Use in the Forest Preserve shall be incorporated in the APA-DEC MOU within six months of its approval by the APA Commissioners.

6. The Draft Watson's East Triangle UMP should be released by the DEC for an official Public Hearing.

7. UMP Amendments for the Independence River, Aldrich Pond, and Black River Wild Forest areas should be prepared for official Public Hearing.

8. No road shall be opened in the future in a Wild Forest Area of the Forest Preserve to ATVs without completion of a generic EIS and a UMP and Amendment to a UMP.

9. State legislation should be passed requiring ATV registration, insurance, and placement of large, easily readable license plates. This law should also include impoundment authority of all ATVs caught trespassing on public or private lands.

December 2003



Board of Directors

Charles Clusen
Chair

Lorraine Duvall
Dale Jeffers
Michael Wilson
Vice-Chairs

Kenneth Strike
Secretary

David Quinn
Treasurer

Nancy Bernstein
Anya Bickford
John Caffry
Dean Cook
John Douglas
Mary Lou Doulin
Robert Glennon
Evelyn Greene
Sidney Harring
Robert Harrison
Bill Healy
Peter Hornbeck
Maryde King

Charles Morrison
Peter O'Shea
Marilyn Sargent
Abbie Verner

Peter Bauer
Executive Director

Reprinted 2013 Protect the Adirondacks



Rutted and Ruined: ATV Damage on the Adirondack Forest Preserve

Reprinted 2012 Protect the Adirondacks
PO Box 769, Lake George, NY 12845
518.685.3088 info@protectadks.org www.protectadks.org

Originally published in 2003 by the Residents' Committee to Protect the Adirondacks
North Creek, NY(C) Protect the Adirondacks, Lake George NY, 2013

(The Residents' Committee to Protect the Adirondacks and Association for the Protection of the Adirondacks merged in 2009 to form Protect the Adirondacks)