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STATE OF NEW YORK
EXECUTIVE DEPARTMENT
ADIRONDACK PARK AGENCY
P. O. BOX 99
RAY BROOK, NEW YORK 12977
(518) 891-4050

Fulton - ~~J.C./Glenn~~
R. Bendick
a c -
G. Lee

93 OCT 26 A10:49

October 21, 1993

Honorable Thomas C. Jorling
Commissioner of Environmental
Conservation
50 Wolf Road
Albany, NY 12233

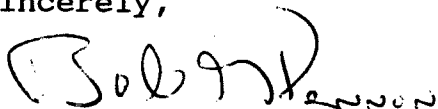
Dear Commissioner Jorling:

Re: Generic Bicycle Amendment
for Completed Wild Forest
Unit Management Plans

This will confirm that at its October 15 meeting the Adirondack Park Agency unanimously determined the above amendments to the Fulton Chain Wild Forest, Cranberry Lake Wild Forest, Grass River Wild Forest, Hammond Pond Wild Forest, Lake George Wild Forest (Black Mountain section), and the Independence River Wild Forest unit management plans designating 136.2 miles of bicycle trail comply with the guidelines and criteria of the Adirondack Park State Land Master Plan for Wild Forest Areas.

This is a big first step in addressing an important recreation issue and we look forward to the promulgation of rules and regulations implementing the State Land Master Plan restriction on Wilderness Use. The Agency also expressed concern that impact issues associated with bicycle use be studied, as required by the APA/DEC Memorandum of Understanding addendum adopted this past February, to provide further guidance in trail selection.

Sincerely,



Robert C. Glennon
Executive Director

RCG:nmh:csz

cc: John R. Collins, Jr.
Elizabeth Thorndike
Peter S. Paine, Jr.
Robert L. Bendick, Jr.
Thomas R. Monroe
Thomas Brown

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R

~~To~~/Dennis

STATE OF NEW YORK
 EXECUTIVE DEPARTMENT
ADIRONDACK PARK AGENCY
 P. O. BOX 99
 RAY BROOK, NEW YORK 12977
 (518) 891-4050

M E M O R A N D U M

TO: Agency Members and Designees
 FROM: Charles W. Scrafford *W*
 DATE: October 7, 1993
 SUBJECT: Generic Bicycle Amendment for Completed
 Unit Management Plans

Attached for your review are proposed amendments to six Wild Forest unit management plans designating bicycle trails. The units and the miles of trails proposed to be designated are:

- | | |
|---|-------------------|
| 1. Fulton Chain | 23.6 miles |
| 2. Cranberry Lake | 13.7 miles |
| 3. Grass River | 6.7 miles |
| 4. Independence River | 49.7 miles* |
| 5. Lake George (Black Mountain Section) | 29.7 miles |
| 6. Hammond Pond | <u>12.8 miles</u> |
| | 136.2 miles |

The amendment package is being submitted as provided for in the Adirondack Park Agency/Department of Environmental Conservation Memorandum of Understanding adopted early this year.

All trails in the six units were reviewed by Department staff to exclude those which are predominantly steep (over 15% slope) or where conflicts with other users is expected to be high. Seasonally wet trails will be closed where necessary to minimize impacts to the trail. In the six units the identified trails will be marked for bicycle use and their use will be limited to those trails and roads open to public operation of motor vehicles. In other Wild Forest units all trails and roads open to the public will remain open to bicycle use, unless specifically closed by the Department, for the three year study period provided for in the APA/DEC MOU. It is anticipated that unit management plans for additional Wild Forest units will be completed by the end of that period and that the study will identify trails for designation.

*There are 15.5± additional miles of continuous horse trails open to bicycles on adjoining reforestation areas outside the Adirondack Park and 10.6± miles of DEC roads open to motor vehicles within the Independence River Wild Forest unit.

After review and consultation with the Department, staff recommends that the Agency find that the proposed amendments comply with the guidelines and criteria of the Adirondack Park State Land Master Plan.

Staff would also like to call your attention to the efforts of ANCA and ADK, in cooperation with the LA Group and with input from DEC, in publishing a list of trails open to bicycles. This list was available to the public in May of this year and will be updated based on information provided by users and other interested parties. The list (attached) is a preliminary listing and is not intended to be an inclusive. Rather it is intended to direct users to suitable areas and provide a framework for user comments. In doing so the effort has identified approximately 800 miles of trails. The efforts of Warren County and Franklin County should also be recognized. Copies of each county's brochure are attached for your information.

CWS:nmh:csz
Attachments

Generic Bicycle Amendment for Completed Adirondack
Forest Preserve Unit Management Plans

Plans to be amended:

1. Fulton Chain Wild Forest
2. Cranberry Lake Wild Forest
3. Grass River Wild Forest
4. Hammond Pond Wild Forest
5. Black Mountain Section, Lake George Wild Forest
6. Independence River Wild Forest

The revised 1986 Adirondack Park State Land Master Plan contains guidelines for the use of "all terrain bicycles" on Forest Preserve lands. The Master Plan requires that use of such bicycles in Wild Forest areas be specifically addressed in individual unit management plans (UMP's). This addendum will update the above-listed existing UMP's to allow bike use only on certain environmentally suitable trails. Trails and trail systems deemed suitable and which have potential for bicycle trail designation are described below. Prior to designation and signing of individual bike trails, mitigational measures will be taken where necessary to ensure minimal environmental impact and safe use. Trails, which are wet during the spring or late fall, will be closed where necessary to protect trail tread or the surrounding environment. The public will be informed of trail locations, conditions and level of difficulty through publications, signing and personal contact. All roads, in Forest Preserve areas, open for public operation of motor vehicles are open for bicycle use as well. Trails to be designated have been screened to exclude those with predominant slopes in excess of 15% or those where conflict with other users is expected to be high. Designated trail will be marked for bicycle use.

To avoid any future unintended legal complications, we will use a broader definition of bicycle, rather than all-terrain bicycle, which is;

"Bicycle shall mean a vehicle with two or more wheels, a steering handle, a saddle seat and pedals by which it is propelled"

In addition to text descriptions of the trails/trail systems proposed for bicycle use, maps showing these trail segments are attached. Several trail segments are described that provide bike access to points of interest and are not intended to provide long distance transit opportunities.

Fulton Chain Wild Forest

1. Safford Pond Trail - From Orvis Parking Area to N. Shore Rondaxe Road via vicinities of West Pond, Safford Pond and Goose Pond, 4.50 Miles.

This marked snowmobile trail has some steep sections and seasonally wet areas that raise its level of difficulty to where riders may have to push or carry their bikes.

2. Moose River Spur Trail - This short spur from the Safford Pond Trail near Rondaxe Lake is primarily dry and fairly level although only .1 mile in length on Forest Preserve land, it would withstand bicycle use.

3. Limekiln Rd. Ski Trail including Third Lake Creek Trail to South Shore Road to Route 28

Conditions vary from high and dry to seasonally wet in some areas. (7.0 miles)

4. Bubb Lake Foot Trail

From Moss Lake Trail to Route 28 (2.2 miles) - Some seasonally wet areas and short steep sections on Onondaga Mountain near Route 28.

5. Moss Lake Circuit Trail - This trail loops from the Moss Lake Trailhead completely around Moss Lake to point of beginning. (Yellow - 2.50 Miles) This trail was originally built by the former owners as a bridle path with an 8-12 foot wide gravel surface, and its design provides for dual use to a greater degree than most trails. Horseback use of this trail is relatively light and allowing both of these normally conflicting uses appears justified. Both recreational uses are currently in effect with no apparent problems.

6. Razorback Pond Foot Trail - Topography and drainage are extremely variable on this trail and its use for bicycles will be limited seasonally to expert riders desiring a challenge. (1.9 miles) It is not expected that use will be very heavy.

7. Raquette Lake Railroad Bed Snowmobile Trail - 3.4 miles - Ideal truck-trail like conditions.

8. Ellis Road - South Shore Road to existing system in Moose River Plains Unit (2.00 Miles). Excellent truck-trail conditions. This road is currently used as a snowmobile trail and appears in the D.E.C. brochure, 'Snowmobiling in New York State.' This usage will be retained and appropriate signs will be erected. A five car parking area and a registration booth will be provided at a suitable location adjacent to the existing gate, as a part of the Ellis Road up-grading project." There could be some motor vehicle conflict with bicycle use from the South Shore Road to the recommended parking area, but this is an excellent biking opportunity.

Cranberry Lake Wild Forest

1. Burntbridge Pond Snowmobile Trail (7.1 miles) - Old railroad bed and logging roads. Generally flat and in relatively good condition. Bikes shouldn't damage the bed significantly. Conflict with hikers also using this trail instead of nearby Five Ponds Wilderness trails should be minimal as a result of trail width. Minimal impact because of generally good roadbed.

2. Peavine Swamp Ski Trail (4.0 miles) - First mile is old logging road. It then becomes a single track trail cut out for skiing. The final mile returns to old logging roads. Several short steep sections. Some rough and limited wet segments may require pushing or carrying bikes.

3. Wanakena Road Snowmobile Trail (2.6 miles) - Old roadbed. Flat. Presently flooded in part by beavers. No conflicting use anticipated. Minimal impact because of generally good roadbed.

Grass River Wild Forest

1. Grass River Wild Forest Logging Road (2.0 miles) - Gravel road used by department and closed to public. Generally flat. One small hill. Possible conflict with heavy hiker traffic, in the first mile. No impact. Good road.

2. Harper Falls Road (0.5 mile) - Old roadbed with seasonally wet segments and one steep hill. Possible conflict with light hiker use.

3. Stone Dam Road (4.2 miles) - Old roadbed. Generally flat. Very rough. Trail head parking may need to be improved as use grows.

Hammond Pond Wild Forest

1. Crowfoot Pond Trail 2.5 miles
2. Hammond Pond - Bloody Pond Trail - 2.5 miles
3. Schroon River Road (Fish Weir Access Road) 1 mile
4. Berrymill Flow Trail - 1.5 miles
5. Eastmill Flow - Round Pond - Trout Pond - 5.3 miles

The first three of these trails are old roads having gentle topography and a firm base. While they are wet seasonally their basic alignment and construction are such that erosion and resource degradation will not be a problem. Both trails are wide enough that conflicts between bikes and other use groups will be minimal.

The Crowfoot Pond trail, was originally laid out as a snowmobile trail and still serves that use. While it too may be seasonally wet, it's design and construction are such that resource degradation and erosion will not be a problem.

The Eastmill Flow-Round Pond-Trout Pond trail is somewhat more challenging and is best for experienced riders.

These trails were selected as potential bike trails because they would not pose any significant environmental problems while still providing a recreational opportunity for all terrain bicycle enthusiasts. The trails are short but all have an interesting scenic destination.

Black Mountain Section, Lake George Wild Forest

Almost all the trails in the unit are designated for use by horses and snowmobiles. Even though they are all currently open to bicycle use, levels of use are fairly low. In general, the trails are not heavily used by any user group. No conflicts between bicyclists and other user groups have been reported to the local forest ranger.

It is proposed that all trails in the unit, except those leading to popular mountain summits, be designated for bicycle use. The total length of trails to be designated is 38.4 miles, according to map wheel. It is not expected that designation will significantly increase bicycle use of the unit's trails.

Some of the trails to be designated are fairly level and smooth, others somewhat steep and rough. Although some of them undoubtedly will not attract much bicycle use, it is considered desirable to designate them and leave the decision whether to use them up to individual cyclists.

It is not expected that the level of bicycle use resulting from designation will have a significant impact on the physical condition of trail surfaces. In general, the trails likely to be more heavily used are those which were constructed as carriage roads. Their surfaces have withstood years of horse use without significant deterioration. Trails with less stable surfaces are more remote and steep, factors which will naturally limit use to levels below the capacity of the trails to withstand such use.

PROPOSED BICYCLE TRAILS

Influencing River Wild Forest	Miles	Soil Type	Slope	Drainage	Actual/Potential Conflicting Uses	Mitigational Measures Needed	Reason for Selection	Environmental Impact Impact
1) Farther Pond Loop	3.9	Adams Nauwberg Scarboro	Level to Gently Rolling	Good to Excessive	Minimal other use except by hunters in fall	None	Establish loops w/ MVT's & Public Roads Provide recreational opportunity access to streams and ponds	Some very minimal rutting of trailbed No erosion expected
2) North Crossover Snowmobile Trail	2.4	Colton	Gently Rolling	Excessive	Same as above	None	Same as above	Same as above
3) East Bridge Trail	2.3	Greenwood- Cathro Brayton- Bannemora Adas	Level to Gently Rolling	Poor to Excessive	Same as above	None	Same as above	Same as above
4) Mt. Top Road (E. of Mt. Top Club)	1.5	Brayton- Bannemora	Rolling	Fair	None	None	Same as above	Minimal, most wet areas corduroyed
5) Sunday Slide Trail	.9	Nauwberg	Rolling	Good	None, mainly used as a snowsled trail	None	Same as above	Minimal, should produce no rutting
6) Silver Mine Trail	5.6	Brayton- Bannemora Potsdam- Crary	Rolling	Good to Poor	Same as above	None	Provide N-S connector to allow longer ATB trips	Some rutting, no erosion expected on wet sections, limited use expected
7) Pine Lake Trail	3.3	Brayton- Bannemora Potsdam- Crary	Shallow to moderate slope	Good to Poor	Minimal, other than use by hunters in fall	None	Establish loops w/ MVT's & public roads, access to streams & ponds, evidence of use	Minimal rutting, no erosion expected
8) Pico Mt. Trail	4.1	Brayton- Bannemora Potsdam- Crary	Shallow to moderate slope	Good to Poor	Same as above	None	Same as above	Same as above
9) Glenfield RR Trail	3.0	Hamade Railbed	Flat	Excellent	Occasional use for hiking by abutting owners	None	Short Loop near cottage colony	None
10) Boundary Trail	.7	Adas	Flat	Excessive	Potential w/ hikers	None needed, will monitor	Currently used for biking by adjacent cottage colony	None
11) Otter Creek Horse Trail Segments (Forest Preserve Miles)							Provide interconnected loops, some evidence	Essentially none, low erosion potential. Horse

From the information
 loops, some guidance
 of use

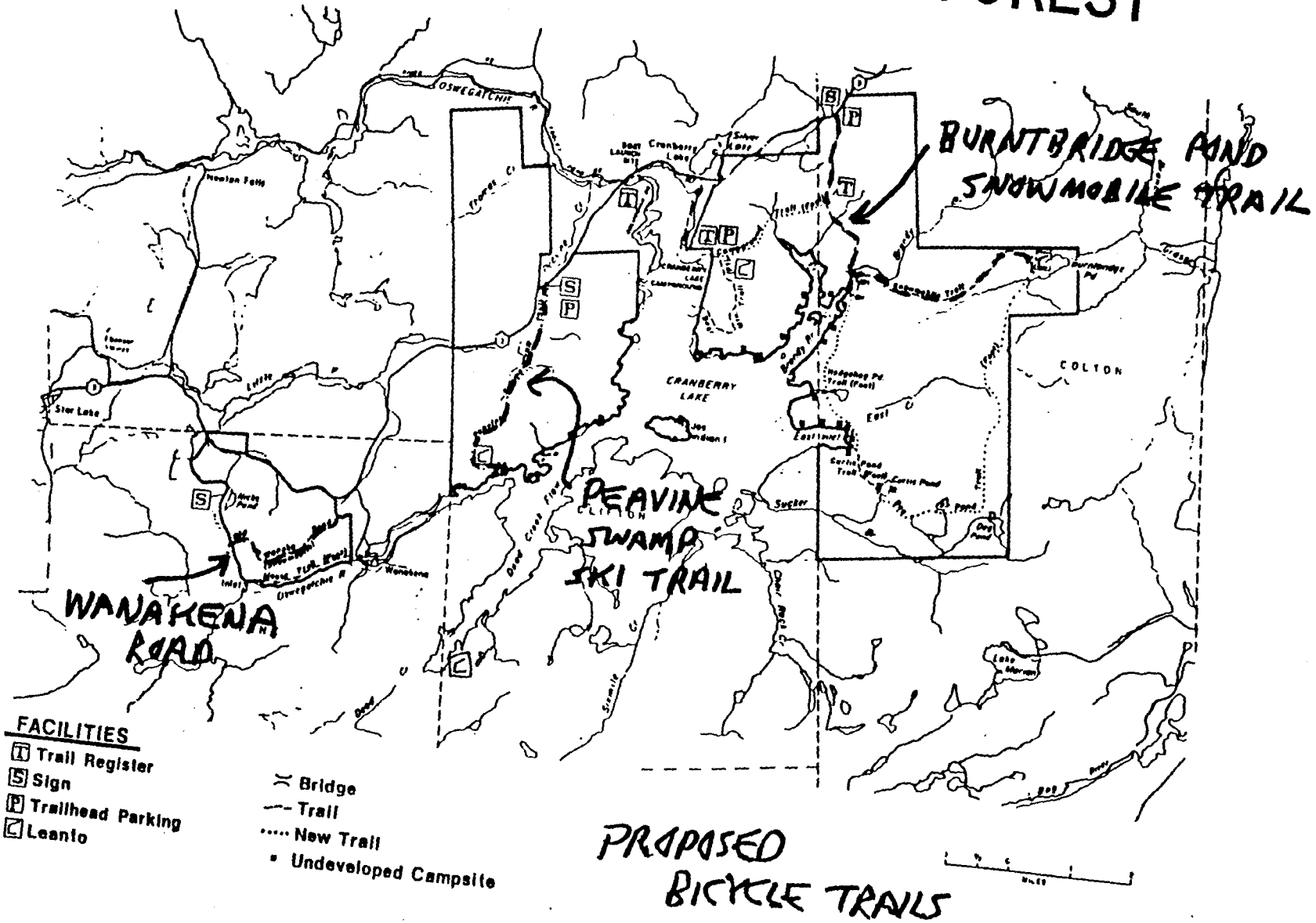
Essentially none, low
 erosion potential. Horse
 travel does not bother
 site

(l) Bear Creek Trail	1.0	Adams-Croghan Adams	Flat to moderately steep	Excessive	Potential conflict w/horses, illegal ATV use	None needed, will monitor & continue ATV enforcement		
(m) Blueberry Trail	2.9	Colton	Sloping to gently sloping	Excessive	Same as above	Same as above	Same as above	Same as above
(n) Crooked Creek Trail	1.3	Colton Adams-Croghan	Level to gently sloping	Excessive	Same as above	Same as above	Same as above	Same as above
(o) Juniper Trail	.3	Adams-Croghan	Level	Excessive	Same as above	Same as above	Same as above	Same as above
(p) Fletcher Trail	3.6	Adams-Croghan Colton	Level	Excessive	Same as above	Same as above	Same as above	Same as above
(q) Herring's Pond Trail	1.4	Adams-Croghan	Level	Excessive	Same as above	Same as above	Same as above	Same as above
(r) Eudrop Trail	.8	Adams-Croghan	Level	Excessive	Same as above	Same as above	Same as above	Same as above
(s) Fragline Trail	.8	Adams	Sloping to steep	Excessive	Same as above	Same as above	Same as above	Same as above
(t) Elbow Trail	.4	Adams	Level to gently sloping	Excessive	Same as above	Same as above	Same as above	Same as above
(u) Cleveland Lake Trail	.8	Adams-Croghan	Level	Excessive	Same as above	Same as above	Same as above	Same as above
(v) Beach Hill Trail	1.1	Adams-Croghan	Level	Excessive	Same as above	Same as above	Same as above	Same as above
(w) Payne Lake Trail	1.1	Adams Adams-Croghan	Level to gentle slope	Excessive	Same as above	Same as above	Same as above	Same as above
(x) Frost Pocket Trail	1.2	Adams Adams-Croghan	Level	Excessive	Same as above	Same as above	Same as above	Same as above
(y) Proceeding Trail	.6	Old gravel roadbed	Level	Excessive	Same as above	Same as above	Same as above	Same as above
(z) Chase Creek Trail	2.7	Adams-Croghan	Level	Excessive	Same as above	Same as above	Same as above	Same as above
(aa) Pitcher Pond Trail	1.4	Adams-Croghan	Level to gentle slope	Excessive	Same as above	Same as above	Same as above	Same as above
(ab) Twin Ponds Trail	.7	Adams-Croghan	Level to gentle slope	Excessive	Same as above	Same as above	Same as above	Same as above

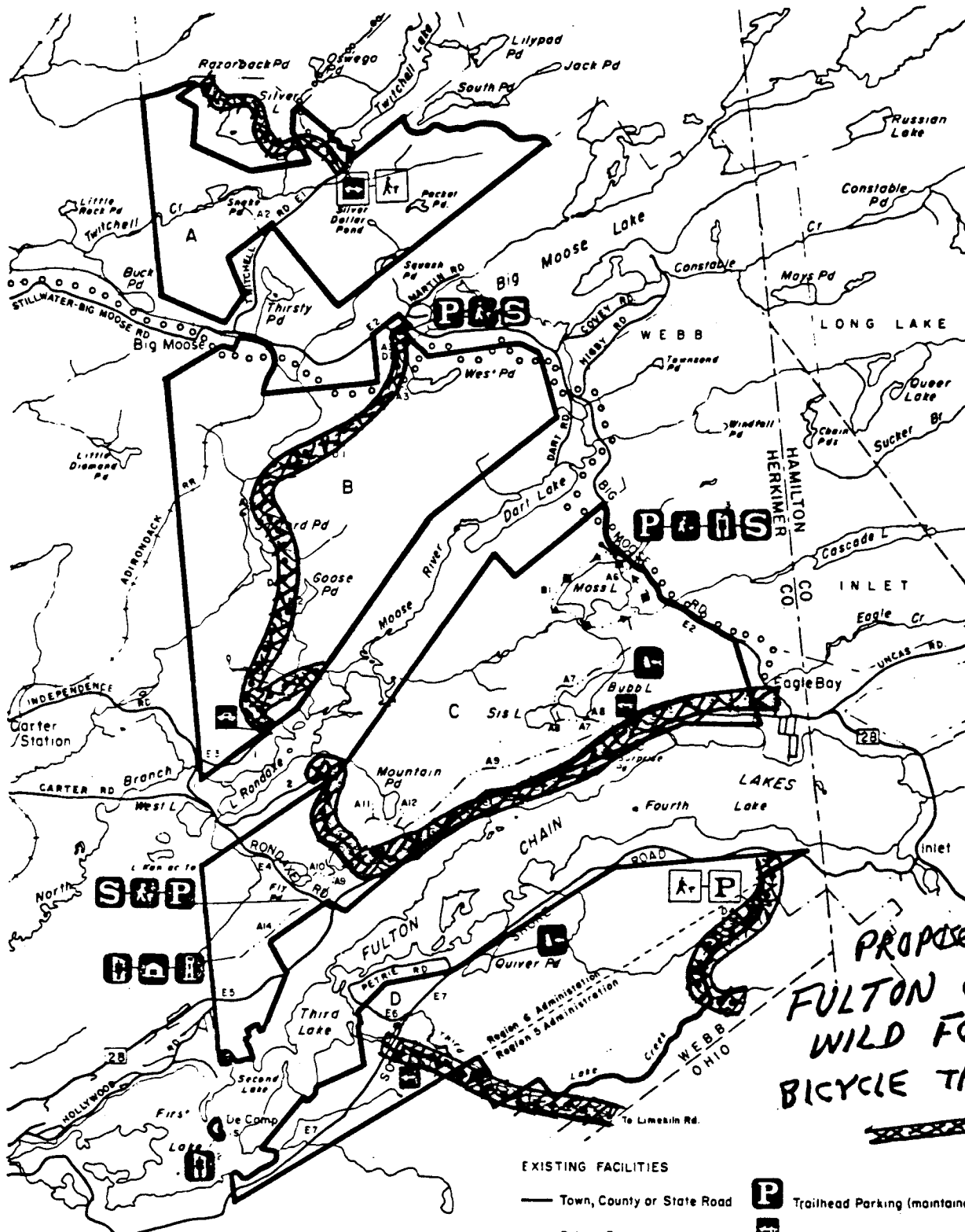
(Notes: There is approximately 15.5 additional miles of continuous horse trail open to bicycle use on State Reforestation Areas Lewis 034 and Lewis 035, plus approximately 10.6 miles of the horse trail on Forest Preserve roads open to motor vehicles and .4 miles on public roads)

CRANBERRY LAKE WILD FOREST

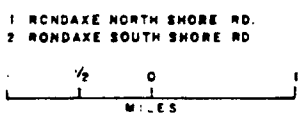
Appendix G
Facilities



FACILITIES



**PROPOSED
FULTON CHAIN
WILD FOREST
BICYCLE TRAILS**



- | | |
|--------------------------------|-------------------------------|
| A1 RAZORBACK POND TRAIL | B1 MOSS LAKE CIRCUIT TRAIL |
| A2 SNAKE POND TRAIL | C1 LAKE CROSSOVER TRAIL |
| A3 WEST POND TRAIL | D1 SAFFORD POND TRAIL |
| A4 SAFFORD POND TRAIL | D2 GOOSE POND SPUR TRAIL |
| A5 SAFFORD POND INLET TRAIL | D3 MOOSE RIVER SPUR TRAIL |
| A6 MOSS LAKE TRAIL | D4 ELLIS ROAD |
| A7 BUBB LAKE-SIS LAKE TRAIL | E1 TWITCHELL ROAD |
| A8 BUBB & SIS LAKE SPUR TRAILS | E2 BIG MOOSE ROAD |
| A9 SCENIC MOUNTAIN TRAIL | E3 RONDAXE LAKE (IN SHORE) RD |
| A10 FLY POND SPUR TRAIL | E4 RONDAXE ROAD |
| A11 CORK MOUNTAIN SPUR TRAIL | E5 NYS ROUTE 28 |
| A 2 MOUNTAIN POND SPUR TRAIL | E6 PETRIE ROAD |
| A 3 MOUNTAIN POND SPUR TRAIL | E7 SOUTH SHORE ROAD |

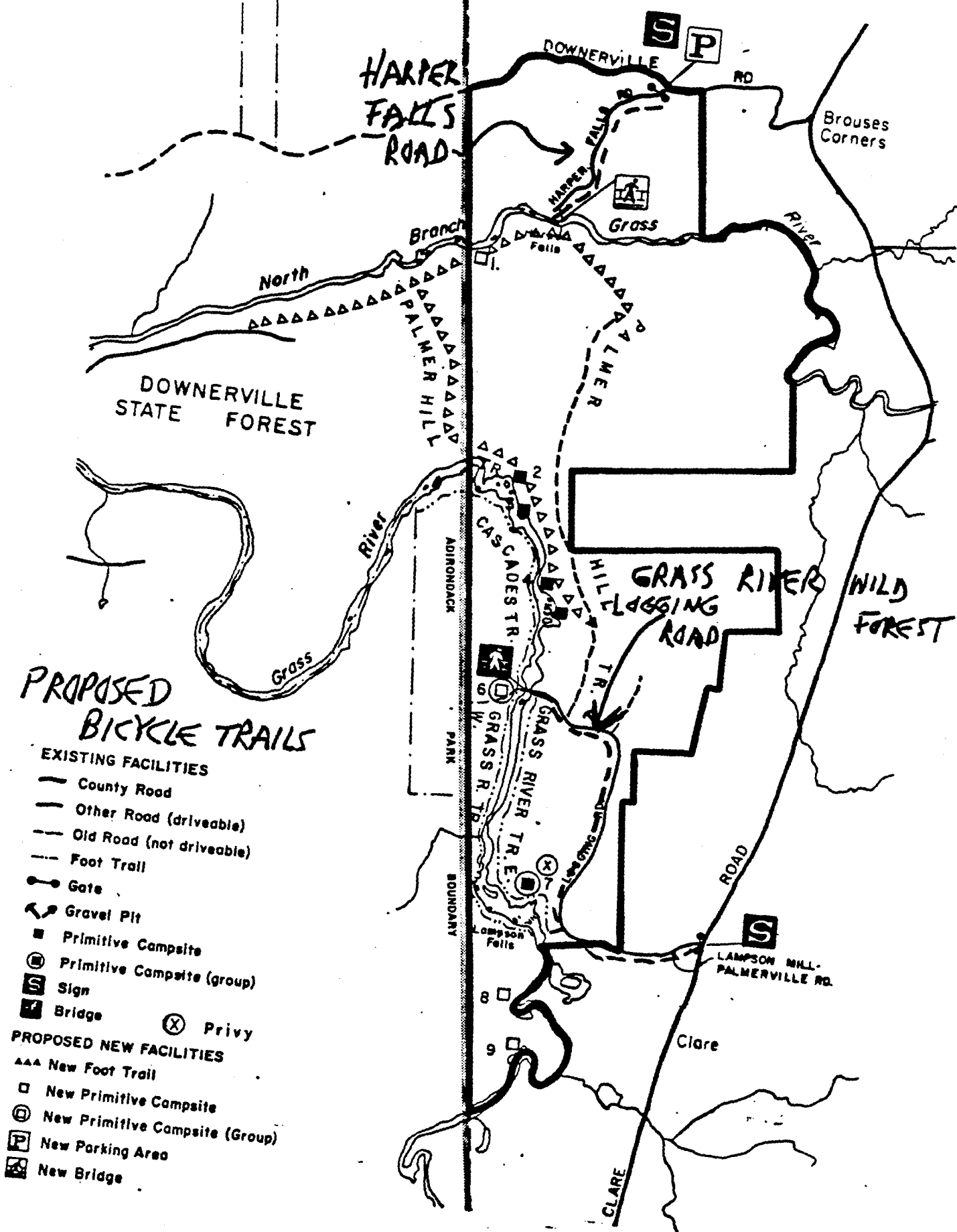
- EXISTING FACILITIES**
- Town, County or State Road
 - - Other Roads
 - - Foot Trail
 - Snowmobile Trail (DEC)
 - ⊙⊙⊙ Town Snowmobile Trail (Former Raquette Lake RR bed)
 - ◀◀◀ Horse Trail
 - ◆◆ Ski Trail
 - Gate
 - Barricade

- PROPOSED FACILITIES**
- - - New Foot Trail
 - ○ ○ New Snowmobile Trail

- P** Trailhead Parking (maintained)
- ⊙** Unmaintained Parking
- A** Trail Register
- T** Fire Tower
- H** Observer's Cabin
- P** Pit Privy
- F** Fish Barrier Dam
- S** Major Sign

- A** New Trail Register
- P** New Parking Area

RIVER WILD FOREST FACILITIES



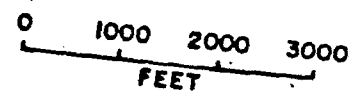
PROPOSED BICYCLE TRAILS

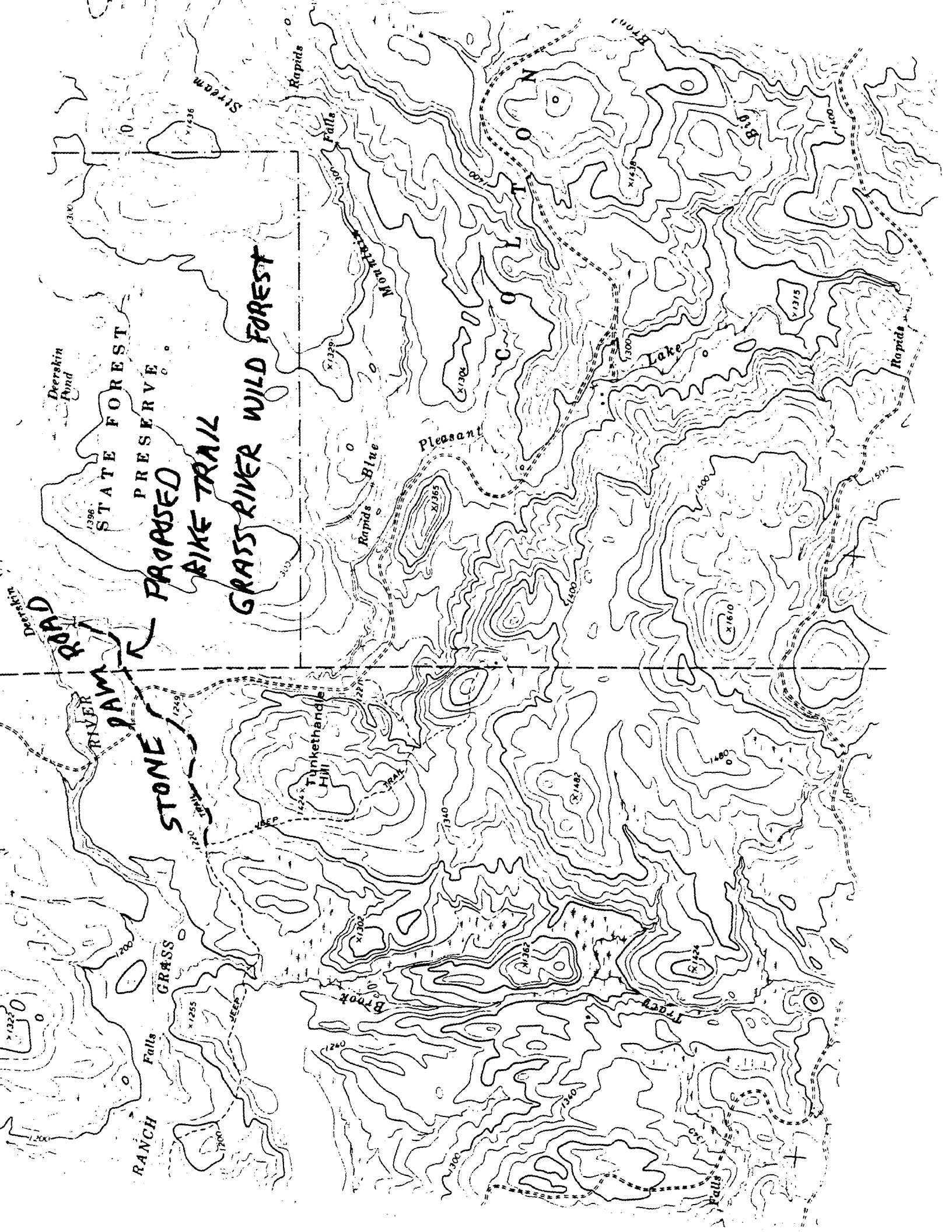
EXISTING FACILITIES

- County Road
- Other Road (driveable)
- Old Road (not driveable)
- Foot Trail
- Gate
- Gravel Pit
- Primitive Campsite
- Primitive Campsite (group)
- Sign
- Bridge
- Privy

PROPOSED NEW FACILITIES

- New Foot Trail
- New Primitive Campsite
- New Primitive Campsite (Group)
- New Parking Area
- New Bridge





Deerskin Pond
STATE FOREST PRESERVE

PROPOSED BIKE TRAIL
GRASS RIVER WILD FOREST

STONE RIVER

RANCH

GRASS

Falls

Brook

Tinkethandle Hill

Rapids Blue

Pleasant

Lake

Rapids

Tree Falls

Big Lake

COLORADO

MILK CREEK

Stream

Rapids

Trail

Deerskin

RIVER

10

1325

1300

1255

1200

1270

1240

1396

1300

1320

1300

1300

1300

1365

1400

1480

1482

1362

1424

1480

1610

1500

1315

1400

1400

1500

1480

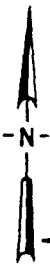
1400

EXISTING FACILITIES

HAMMOND MND
WILD FOREST

KEENE
PROPOSED BICYCLE
TRAILS

XXXXXXX



EASTMILL FLOW
- ROUND POND -
TROUT POND

ELIZABETHTOWN

MORIAN

CROWFOOT MND
TRAIL

NORTH HUDSON

BERRY MILL FLOW
BASS LAKE LOOP

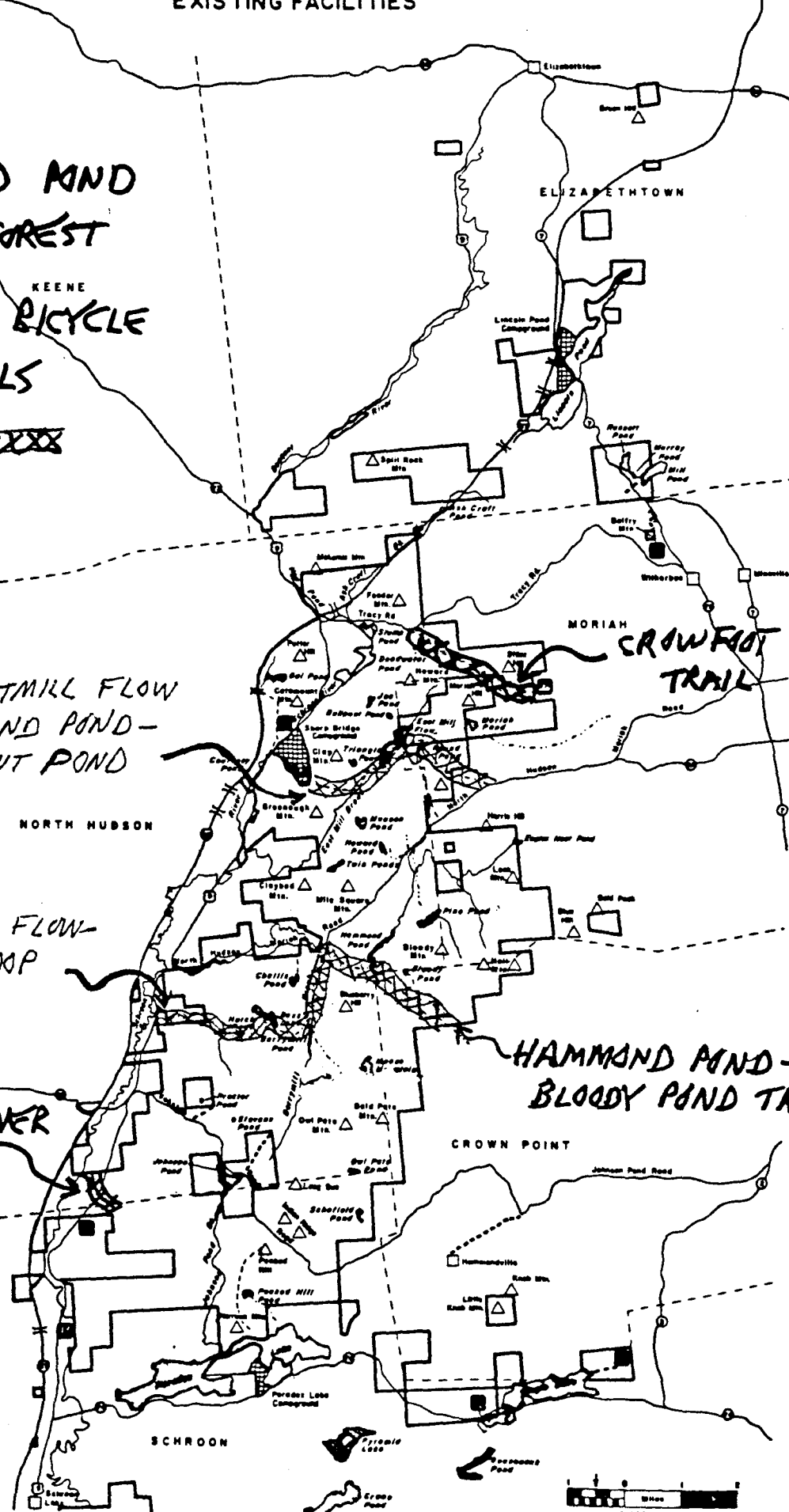
HAMMOND MND -
BLOODY POND TRAIL

SCHROON RIVER
FISH WEIR
TRAIL

CROWN POINT

SCHROON

- Wild Forest Boundary
- Intercom Use Boundary
- Water Access Site
- Compost
- Fire Tower
- Pipe Barrier
- Lake or Pond
- River or Stream
- Shedding
- Parking
- Road (hard surface)
- Unimproved Road
- Shaded Fuel Trail
- Unmarked Path
- Seasonable Trail
- Den
- Loam Pit
- Production Underpass

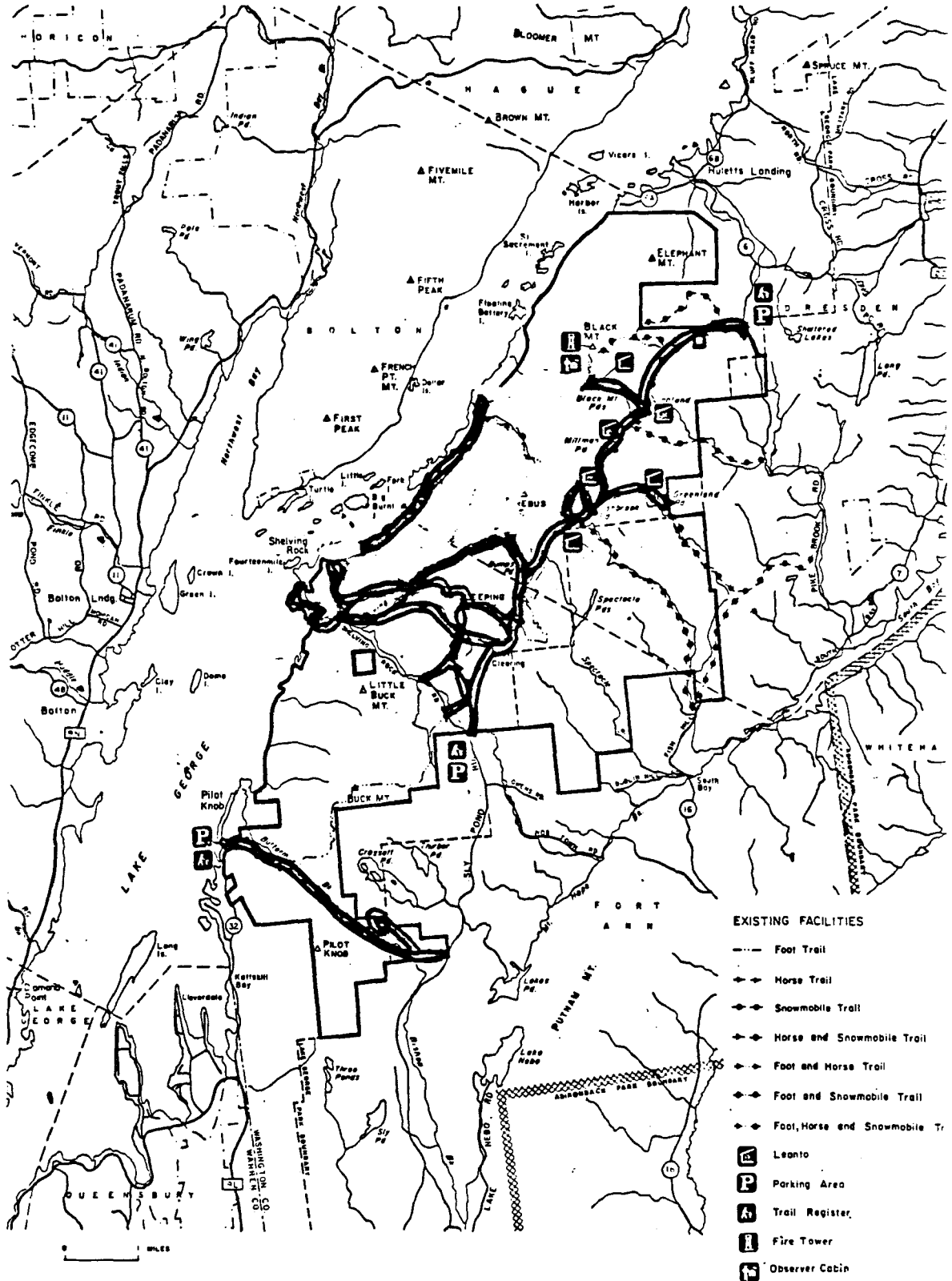


875 DEC 11 04 547

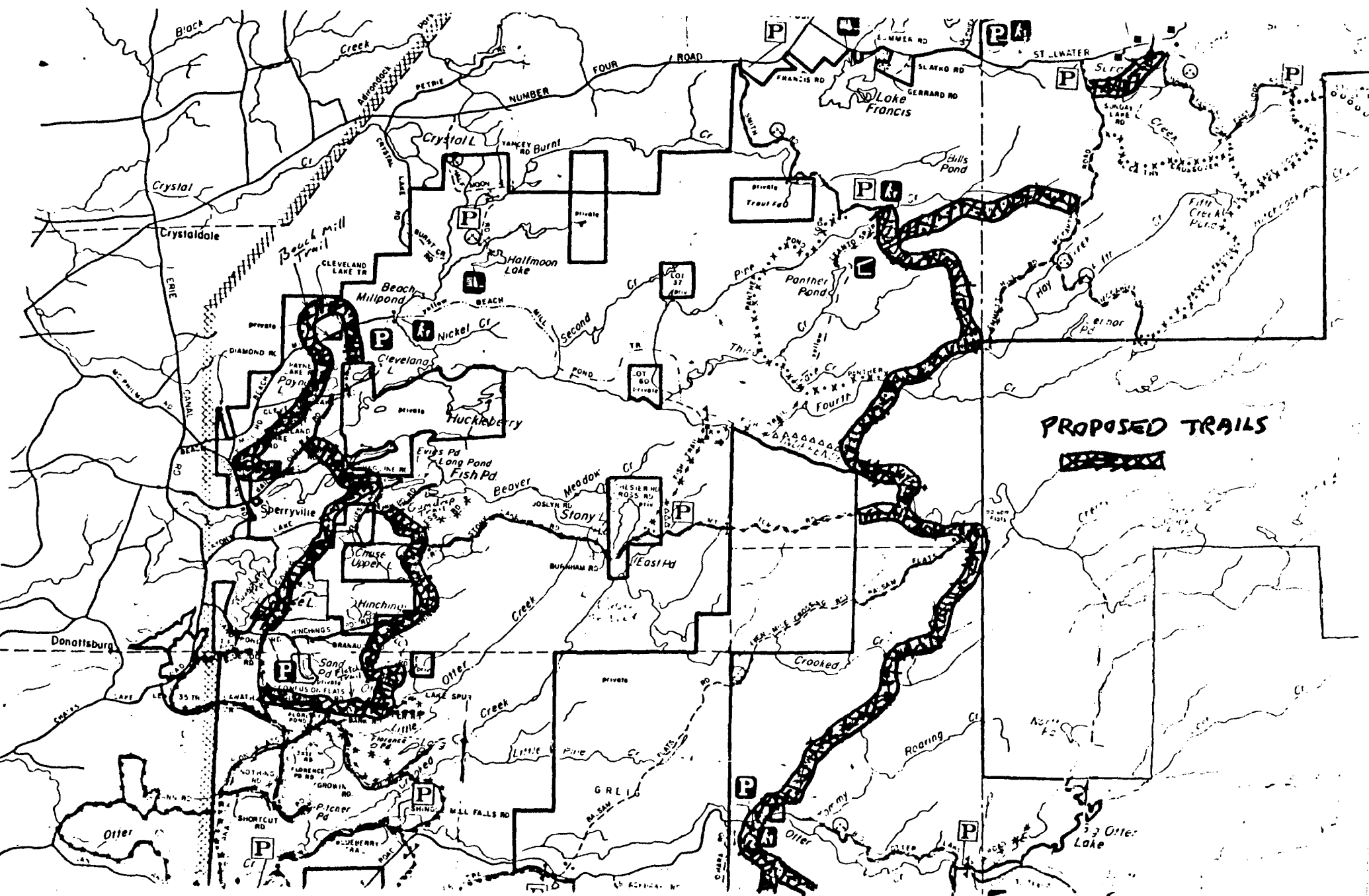
FACILITIES

LAKE GEORGE WILD FOREST BLACK MOUNTAIN SECTION

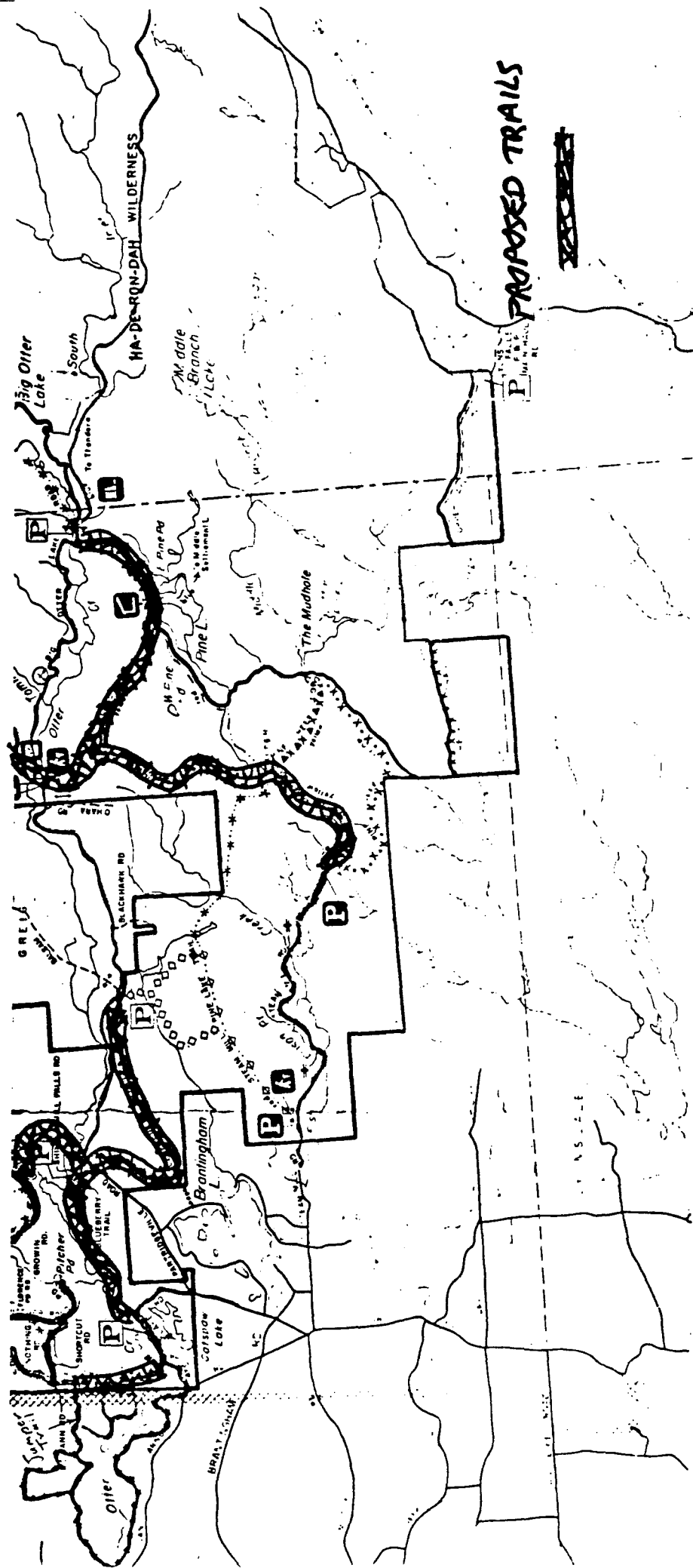
**PROPOSED
BIKLE
TRAILS**



INDEPENDENCE RIVER WILD FOREST BIKE TRAILS (ADDITIONAL TRAIL SEGMENTS SHOWN ON OTTERCREEK HORSE TRAIL MAP)



INDEPENDENCE RIVER WILD FOREST BIKE TRAILS (ADDITIONAL TRAIL SEGMENTS SHOWN ON OTTERCREEK HORSE-TRAIL MAP)

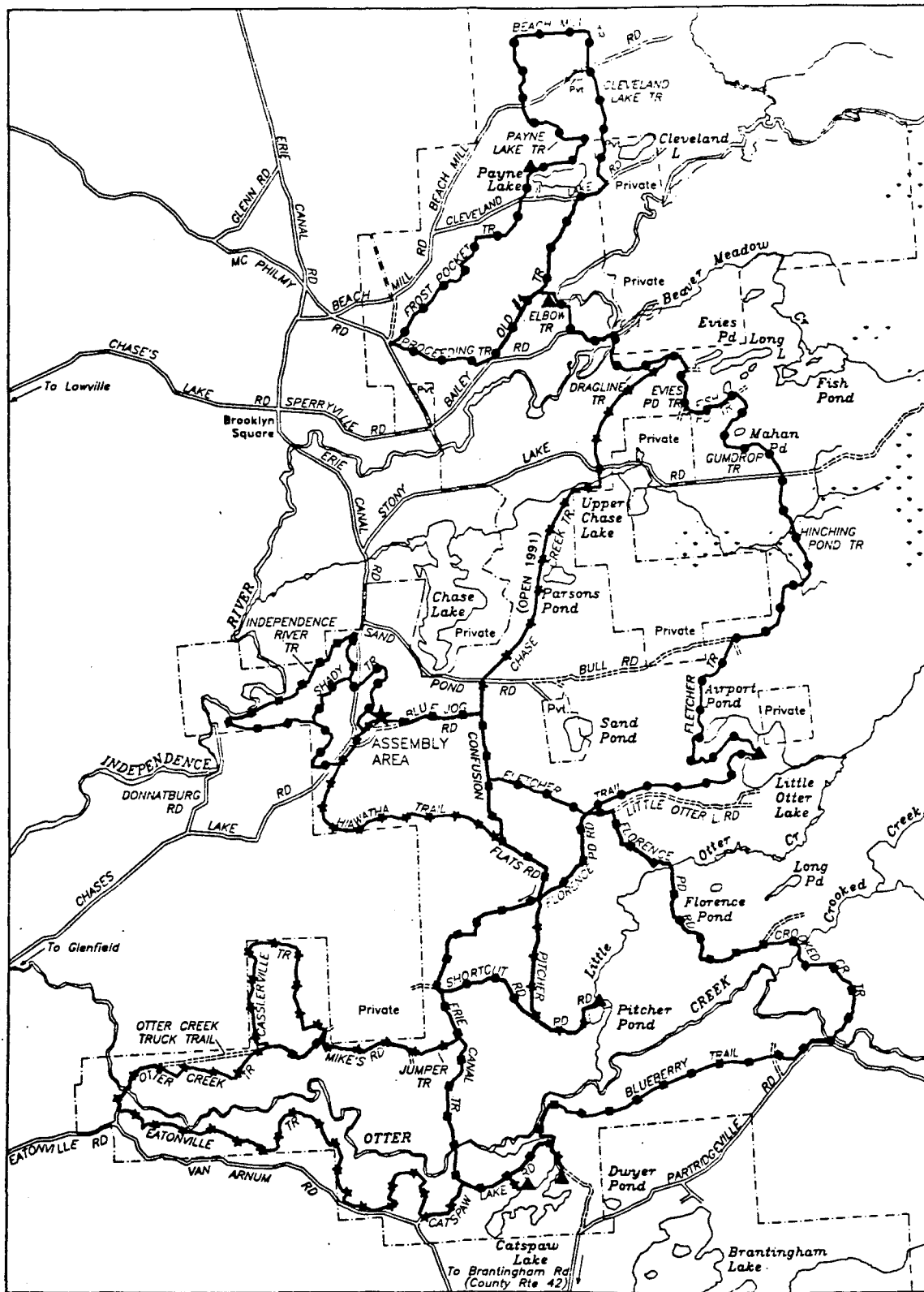


PROPOSED TRAILS

LEGEND

County 403C	PROPOSED NEW FACILITIES	PROPOSED FACILITIES REMOVAL
<ul style="list-style-type: none"> Designated Campsite Designated Campsite (Group) Trailhead Parking Foot Launch Range Headquarters Fire Tower Fire Observer's Cabin 	<ul style="list-style-type: none"> New Snowmobile Trail New Ski Trail New Foot Trail Existing Snowmobile Trail Added to Foot Trail System New Parking Area New Trail Register New Barricade 	<ul style="list-style-type: none"> Close Road or Road Snowmobile Trail Close Snowmobile Trail Close Foot Trail Convert Snowmobile Trail to Foot Trail Convert Foot Trail to Ski Trail New Horse Trail

OTTER CREEK HORSE TRAIL SYSTEM



PROPOSED BIKE TRAILS

- | | | | |
|--|---------------|--|---|
| | Red Trail | | Assembly Area
Parking, stalls, water |
| | Blue Trail | | Scenic Point |
| | Yellow Trail | | State Land Boundary |
| | Public Road | | Wetlands |
| | Jeep Road | | |
| | Trail on Road | | |

