Cherry Ridge-Campbell Mountain Wild Forest
Unit Management Plan Amendment

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INTRODUCTION

The Department of Environmental Conservation proposes to amend the Cherry Ridge - Campbell Mountain Wild Forest Unit Management Plan (UMP). The amendment includes proposals to improve access to recreational opportunities for persons with disabilities, proposed modification of the snowmobile trail system, and enhanced protection of the Beaver Kill.

Proposals to improve access to recreational opportunities originate from the consent decree in the litigation between Galusha, et al, Plaintiffs, vs. New York State Department of Environmental Conservation, et al, Defendants, and Adirondack Council, et al, Intervenor - Defendants.

Proposed changes to the snowmobile trail system will provide a community link with snowmobile trails on the Forest Preserve to a trail over private land allowing snowmobile riders access to the trail system from Downsville. It also seeks to connect a fragmented snowmobile trail system within the boundaries of the Cherry Ridge-Campbell Mountain Wild Forest. This may be accomplished by designating new sections of snowmobile trail over existing foot trails and old quarry or logging roads.

New real estate acquisitions have occurred on Horse Brook Road and on Old Route 17 along the Beaver Kill, increasing the Cherry Ridge-Campbell Mountain Wild Forest area by nearly 368 acres, to a total of 17,868 acres. The new acquisition includes nearly 45 acres in Sullivan County, Town of Rockland. The latter acquisition offers fishing access to the Beaver Kill and an opportunity to protect fishery habitat.

III. SPECIAL CONSTRAINTS AND ISSUES AFFECTING THE PLANNING AREA

A. General Constraints

The Americans with Disabilities Act (ADA) and Its Influence on Management Actions for Recreation and Related Facilities

The Americans with Disabilities Act (ADA), along with the Architectural Barriers Act of 1968 (ABA) and the Rehabilitation Act of 1973; Title V, Section 504, have had a profound effect on the manner by which people with disabilities are afforded equality in their recreational pursuits. The ADA is a comprehensive law prohibiting discrimination against people with disabilities in employment practices, use of public transportation, use of telecommunication facilities and use of public accommodations. Title II of the ADA applies to the Department and requires, in part, that reasonable modifications must be made to its services and programs, so that when those services and programs are viewed in their entirety, they are readily accessible to and usable by people with disabilities. This must be done unless such modification would result in a fundamental alteration in the nature of the service, program or activity or an undue financial or administrative burden to the Department. Since recreation is an acknowledged public accommodation program of the Department, and there are services and activities associated with that program, the Department has the mandated obligation to comply with the ADA, Title II and ADA Accessibility Guidelines, as well as Section 504 of the Rehabilitation Act.

The ADA requires a public entity to thoroughly examine each of its programs and services to determine the level of accessibility provided. The examination involves the identification of all existing programs and services and a formal assessment to determine the degree of accessibility provided to each. The assessment includes the use of the standards established by Federal Department of Justice Rule as delineated by the Americans with Disabilities Act Accessibility Guidelines (ADAAG, either adopted or proposed) and/or the New York State Uniform Fire Prevention and Building Codes, as appropriate. Each Unit Management Plan prepared by the Department will outline a proposed assessment process and a schedule for completing the assessment. This activity is dependent on obtaining an inventory of all the recreational facilities or assets supporting the programs and services available on the unit. The assessment will also establish the need for new or upgraded facilities or assets necessary to meet ADA mandates, consulting the guidelines and criteria set forth in the Adirondack Park State Master Plan. The Department is not required to make each of its existing facilities and assets accessible. The facilities or assets proposed in this UMP are identified in the "Proposed Management Recommendations" section.

The Americans with Disabilities Act Accessibility Guidelines

The ADA requires public agencies to employ specific guidelines which ensure that buildings, facilities, programs and vehicles as addressed by the ADA are accessible in terms of architecture and design, transportation and communication to individuals with disabilities. A

federal agency known as the Access Board has issued the ADAAG for this purpose. The Department of Justice Rule provides authority to these guidelines.

Currently adopted ADAAG address the built environment: buildings, ramps, sidewalks, rooms within buildings, etc. The Access Board has proposed guidelines to expand ADAAG to cover outdoor developed facilities: trails, camp grounds, picnic areas and beaches. The proposed ADAAG is contained in the September, 1999 Final Report of the Regulatory Negotiation Committee for Outdoor Developed Areas.

ADAAG apply to newly constructed structures and facilities and alterations to existing structures and facilities. Further, it applies to fixed structures or facilities, i.e., those that are attached to the earth or another structure that is attached to the earth. Therefore, when the Department is planning the construction of new recreational facilities, assets that support recreational facilities, or is considering an alteration of existing recreational facilities or the assets supporting them, it must also consider providing access to the facilities or elements for people with disabilities. The standards which exist in ADAAG or are contained in the proposed ADAAG also provide guidance to achieve modifications to trails, picnic areas, campgrounds, campsites and beaches in order to obtain programmatic compliance with the ADA.

ADAAG Application

Current and proposed ADAAG will be used in assessing existing facilities or assets to determine compliance to accessibility standards. ADAAG is not intended or designed for this purpose, but using it to establish accessibility levels lends credibility to the assessment result. Management recommendations in each UMP will be proposed in accordance with the ADAAG for the built environment, the proposed ADAAG for outdoor developed areas, the New York State Uniform Fire Prevention and Building Codes, and other appropriate guiding documents. Until such time as the proposed ADAAG becomes an adopted rule of the Department of Justice, the Department is required to use the best information available to comply with the ADA; this information includes, among other things, the proposed guidelines.

VI. PROPOSED MANAGEMENT ACTIONS

J. ADA Settlement Decree Projects

C23 - Construct vehicle bridge on Trout Pond Road to access Trout and Mud Ponds; stabilize road by installing water diversion bars.

The Cherry Ridge - Campbell Mountain Wild Forest in Delaware County is identified as a location for the establishment of various facilities to improve access to persons with disabilities. This is stated in the Order on Consent in the litigation of Galusha et al. vs. New York State Department of Environmental Conservation, et al., United States District Court, Northern District of New York, Civil Action Number 98-CV-1117.

Exhibit C. of the Decree lists accessibility projects to be undertaken on Wild Forest units in the Forest Preserve. The roads identified in this settlement project must also be designated for motor vehicle use by persons with disabilities under **Commissioner's Policy - 3 (CP-3), Motor Vehicle Access to State Lands Under Jurisdiction of the DEC for People with Disabilities**. This policy clarifies the Department's authority to issue temporary revocable permits (TRPs) to provide motor vehicle access to certain State lands under the jurisdiction of the Department for qualified people with disabilities. It includes criteria which will be used to determine if a person qualifies for such TRPs. The policy also establishes a procedure for the appeal of TRPs which have been denied, suspended or revoked.

The roads identified in this decree are currently designated as administrative access roads for the use of motor vehicles, under **Commissioner Policy -17 (CP-17), Administrative Use of Motor Vehicles and Aircraft in the Forest Preserve**. The current Unit Management Plan identifies them on page 11, Item I., **Roads –Administrative**, as;

1. ***Administrative jeep trail from Russell Brook parking area to Trout Pond***

2. ***Administrative jeep trail from Russell Brook parking area to Mud Pond***

The current UMP specifies stabilization of the administrative access road to Mud Pond by establishing water bars where needed. Both administrative access roads are used as foot trails and snowmobile trails, and receive periodic maintenance. Maintenance is performed to limit the harmful effects of surface run-off that causes erosion on the trail surface and sedimentation in streams and ponds. Maintenance activities may include grading of the trail surface, cleaning and repair water bars, and pruning of vegetation extending into the road/trail opening.

Conceptual Use Plans are prepared annually to describe the nature and extent of administrative motor vehicle use by Department personnel for stewardship activities. Department personnel from the Division of Operations use motor vehicles for access to Mud Pond and Trout Pond when they transport materials and equipment for routine maintenance of facilities. Bureau of Fisheries personnel use motor vehicles to access Trout Pond and Mud Pond for activities including fish stocking, spawning box maintenance, and water chemistry sampling. Forest Rangers from the Bureau of Public Protection may use these roads for routine patrols, and are exempt from the procedural requirements of CP-17. These roads are also marked as Foot Trails and Snowmobile Trails.

CP-3 designation is requested for the Administrative Access Roads to Mud Pond and Trout Pond identified above.

Parking areas will be designated and constructed for three (3) full-sized four wheel drive vehicles at Trout Pond, near the new lean-to, and for two (2) full-sized four wheel drive vehicles near Mud Pond. A minimum amount of trees may be cut to accommodate this construction. Tree cutting will be performed under LF-91-2 - Final Policy - Cutting and Removal of Trees in

the Forest Preserve (Formerly LF 84-2) and O&D Memo #84-06 - Establish a policy regarding the prohibition of cutting, removal, or destruction of trees and other vegetation on all Forest Preserve Lands pursuant to Article XIV of the Constitution of New York.

This road system will not be plowed to remove snow accumulation, and motorized access, under CP-3, will not be permitted from October 15 to May 15. Motor vehicles will be limited to a speed limit of five miles per hour to minimize conflicts of motor vehicle traffic upon hikers and other users of the Wild Forest and to minimize wear and tear upon the trail surface.

In order to protect the Wild Forest setting, the condition of the forest and ground vegetation, trail surface, and remote parking areas will be monitored for any adverse impacts. No more than three (3) CP-3 authorized vehicles will be permitted at Trout Pond, at any time. No more than two (2) CP-3 authorized vehicles will be permitted at Mud Pond, at any time. Authorized travel destinations under CP-3 are limited to the parking areas at Trout Pond and Mud Pond . Currently a locked barrier is in place to control motor vehicle access. It will remain in place and keys to the lock will be issued to individuals who have a valid CP-3 permit.

Project C23 calls for the construction of a motor vehicle bridge across Russell Brook to provide motor vehicle access to Trout Pond and Mud Pond. A bridge existed at Russell Brook and was washed out during the flood of January, 1996. Currently a snowmobile/pedestrian bridge is in place and isn't suitable for full sized motor vehicle use by CP-3 permit holders. The motor vehicle bridge was not replaced and administrative access, under CP-17, by motor vehicle is accomplished by using a shallow ford downstream from the snowmobile/pedestrian bridge.

Construction of the motor vehicle bridge constitutes the maintenance of an existing facility rather than the addition of a new facility. The bridge is listed in the current Unit Management Plan for the Cherry Ridge - Campbell Mountain Wild Forest in the inventory of facilities. Its construction will replace the bridge identified on page 10 of the current UMP, identified as "**Bridges - Road**", located

"1. Between Russell Brook Parking and the intersection of Russell Brook and Mud Pond trail system."

The current snowmobile/pedestrian bridge will be removed and a new motor vehicle bridge constructed approximately thirty feet (30') downstream from the eastern end of the existing bridge. The bridge will cross Russell Brook at a right angle and the hydraulic opening will be adequate for the watershed. Measures to minimize siltation in Russell Brook will be in place prior to initiating any construction activity.

C31 - Develop accessible campsite and privy at Trout Pond, including motor vehicle access

Project C31 in the Galusha Order on Consent mandates the establishment of an accessible

campsite and privy at Trout Pond, using criteria for accessible campsites, fire rings, privies and pathways in ADAAG. In 2001 a lean-to was constructed northeast of Trout Pond, near the junction of the Mud Pond Trail and Administrative jeep trail from Russell Brook parking area to Trout Pond. It replaced the lean-to that was removed from the southwestern shore of Trout Pond. It was built to comply with ADAAG and has an accessible privy near it. It will be accessible by motor vehicle when the Trout Pond Trail is designated as an accessible road under Commissioner's Policy 3 (CP3).

C32 - Develop two (2) accessible campsites and privies at Russell Brook

There are several primitive campsites near Russell Brook Road that are within 150 feet of a road. Camping at these locations is permitted because the sites were designated by Department Forest Rangers. These sites are designated by placing a small disk marked with a tent icon at the site. A typical site consists of a small, relatively flat space for a tent, and a stone fire ring.

Two of the designated campsites near Russell Brook Road were chosen for Order on Consent project C32. Part 1 and Part 2 of a Long Environmental Assessment Form were completed and a Negative Declaration prepared for these projects. An ENB Notice was published on August 27, 2003. Work on the two projects was started in the Fall of 2003 and will be completed in 2004. Each site will consist of an accessible tent pad, accessible pit privy, steel fire ring and accessible path connecting the site with roadside parking.

K. Develop Snowmobile Trails where appropriate from old Town Roads and logging roads, and designate portions of Hiking Trails for use by snowmobiles.

An expansion of the snowmobile trail system is proposed. The current snowmobile system has a total length of approximately 23 miles. This new proposal will increase the snowmobile trail system 4.4 miles to a new total length of 27.4 miles

This proposal is consistent with the **Catskill Park State Land Master Plan** which identifies Forest Preserve lands classified as Wild Forest compatible with the development of snowmobile trails in combination with foot trails.

The **Catskill Forest Preserve Public Access Plan (CFPPAP)** addresses snowmobile trail development. Several recommendations are listed for trail development in the **CFPPAP**. These include development of community links and identification of old roads that can be used by snowmobile riders, horseback riders, mountain bike riders, people with disabilities, and hikers.

The proposals include the following (see maps following page 9)

1. A new trail *(approximately 2.75 miles, named the Jackson Trail by the local snowmobile*

club) connects access from private land near the Village of Downsville to the Campbell Mountain Trail. This community link offers a route to services located in Downsville. Portions of it are located on abandoned Town Roads or quarry/logging roads. Future developments may link Downsville to the Snowmobile Corridor Trail System.

Designate the following hiking trail segments (#2 and #3 below) for use by snowmobiles:

2. The Campbell Mountain Trail from Route 206 (Cat Hollow) easterly over Brock Mountain to join with its western extremity, currently designated as a foot trail and snowmobile trail. *(approximately 2 miles increase)*

3. The Pelnor Hollow Trail from its intersection with Little Spring Brook Trail southerly to approximately 5/8 mile north of the Pelnor Hollow lean-to. It is designated as a hiking trail and snowmobile trail south of that location to the Pelnor Hollow Road. *(approximately 2.2 miles increase)*

   Both of these trail sections (#2 and #3) will need short re-routes to avoid steep slopes. A minimum amount of tree cutting may be required for the re-routes. Where trail re-routes are needed, the slopes are in the range of 30% to 50% and have active erosion. It is prudent to relocate these sections of trail where slopes may be maintained at 10% or less and the effects of harmful erosion minimized, or more easily controlled. Tree cutting associated with trail relocation will be performed under LF-91-2 - Final Policy - Cutting and Removal of Trees in the Forest Preserve.

   No significant conflicts between hikers and snowmobile riders are anticipated. Hiking use as documented by trail register statistics from 2002 and 2003 show peak hiking use during Spring, Summer and Autumn. In those two years there were 2076 and 2213 registered hikers, respectively. The table on page 13 shows relatively low hiker registration from December through March (148 hikers and 82 hikers respectively), which generally corresponds with the period when snow cover may be adequate for snowmobile use.

4. The Snowmobile Trail that leads from Morton Hill Road to the Forest Preserve Boundary *(approximately 2.1 miles)* shall be decommissioned as a Snowmobile Trail. Dead-end Snowmobile Trails don't conform to the Policy for Snowmobile Trails in the Forest Preserve (ONR-2).

5. The short section of Snowmobile Trail *(approximately 0.5 miles)* on the old Dry Brook Road will be decommissioned west of Mud Pond.

Impacts upon Whitetail Deer are not considered to be excessive because the proposed trails aren't located in Deer Wintering Areas.

Currently there are two small parking areas on the Cherry Ridge-Campbell Mountain Wild Forest that are used to park snowmobile trailers. They are located on Campbell Brook Road and Campbell Mountain Road. These may be expanded if needed to accommodate more parking for automobiles towing snowmobiles. The parking area on Cat Hollow may be plowed also, to increase parking for trailers.

L. Develop Fishing Access Parking for the Beaver Kill along Old Route 17 on recent real estate acquisitions and protect fishery habitat.

The recent acquisition along the Beaver Kill is upstream from Horse Brook, a tributary stream. The Bureau of Fisheries has established a parking area surrounded by boulders for fishing access. It also blocks motor vehicle access over two old farm lanes. The parking area will have a fishing access sign and kiosk to inform users about responsible stewardship of Forest Preserve land and any special regulations for the use of the facility. An established path will be maintained to provide easy foot access to the river.

There are several man-made facilities that don't conform with Master Plan Management Guidelines for Wild Forests. They may pose a potential public safety hazard and fishery habitat concern.

An old foundation is located near the fishing access parking. A portion of its structure is above ground. An archaeological review should be performed to determine if it has historic concern. If it is deemed to be a historic structure it will be stabilized and retained, if not, it will be removed.

A pond with an eroded, leaking earthen dam was located west of the old foundation. It contributed warm water to the Beaver Kill, which is undesirable for the maintenance of optimal trout habitat and posed a hazard to public safety. The earthen dam was removed and the former natural wet area will be allowed to develop naturally.

SCHEDULE FOR IMPLEMENTATION

Year 1

1. Designate the Administrative Access Road to Trout Pond as CP-3 road from Russell Brook Road to its junction with Mud Pond Trail past the spawning box and construct parking for three full sized motor vehicles.
2. Designate the Administrative Access Road to Mud Pond as CP-3 road from its junction to a designated parking near Mud Pond and construct parking for two full sized motor vehicles.
3. Layout and mark the new snowmobile trail connecting Downsville with the Campbell Mountain Trail.
4. Perform an Archaeological review of the ruins on the new acquisition.
5. Perform engineering assessment for motor vehicle bridge across Russell Brook.
6. Layout re-routes for the Campbell Mountain Trail and Pelnor Hollow Trail for snowmobile use.
7. Construct motor vehicle bridge across Russell Brook.

Year 2

1. Construct trail re-routes on the Campbell Mountain Trail and Pelnor Hollow Trail and mark the trail for snowmobile use.
2. De-commission the dead-end snowmobile trail that runs from Morton Hill Road to private land.

Year 3

1. De-commission the snowmobile trail west of the new trail junction north of Mud Pond to the boundary on the old Dry Brook Road.
2. Perform an inventory of all the recreational elements comprising the programs available on the unit.
3. Assess the level of accessibility provided to people with disabilities for each of the programs and services located on the Cherry Ridge-Campbell Mountain Wild Forest.

Trail Register Statistics for 2002 and 2003 - Cherry Ridge-Campbell Mountain Wild Forest

Location	Register #	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec	Total
HOLIDAY & BERRY BROOK ROAD	R44	5	3	11	12	29	25	41	33	29	19	25	1	233
RT 206 CAT HOLLOW	R45	3	9	17	23	30		45	37	15	22	18	1	220
RUSSELL BROOK	R48	24	20	24	120	192	13	415	282	123	97	40	8	1358
MUD POND TRAIL	R50	4	8	8	17	68	2	102	54	9	12	14	1	299
CAMPBELL BROOK	R63					13	0	18	11	9	31	20	1	103
2002 Total		36	40	60	172	332	40	621	417	185	181	117	12	2213

Location	Register #	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec	Total
HOLIDAY & BERRY BROOK ROAD	R44	0	2	5	8	37	43	57	57	46	32	21	5	313
RT 206 CAT HOLLOW	R45	1	1	2	37	28	23	33	28	37	47	13	8	258
RUSSELL BROOK	R48	6	7	18	139	125	104	192	284	63	103	94	10	1145
MUD POND TRAIL	R50	1	0	0	3	35	34	31	62	28	35	11	0	240
CAMPBELL BROOK	R63	1	1	1	2	4	28	17	15	8	15	15	13	120
2003 Total		9	11	26	189	229	232	330	446	182	232	154	36	2076

Summary of Comments and Department Response for the Cherry Ridge-Campbell Mountain Unit Management Plan Draft Amendment - October 22, 2004

Motorized Vehicle Use/CP3 Designation/Project C23

1. **Presence of motor vehicles will ruin wilderness experience at Trout Pond. Support the motorized access for persons with disabilities.** The area surrounding Trout Pond is classified as Wild Forest in the Catskill Park State Land Master Plan. Motor vehicles are permitted under Commissioner Policy-17 (CP-17) for administrative use on specific roads within lands classified as Wild Forest. Commissioner Policy-3 (CP-3) permits persons with qualifying disabilities to use a motor vehicle under a permit to provide access to Department facilities and programs. This motor vehicle access is limited to the same roads described above in Commissioner Policy-17. Also, the CPSLMP provides at page 36 that steps to improve access to Wild Forest areas may be taken when public access to and enjoyment of such an area if inadequate.

2. **Support access to recreation for persons with disabilities but Trout Pond is not an appropriate location. Bear Spring Mountain Wildlife Management Area has developed recreational facilities at Launt Pond that would be a better location for improving access to persons with disabilities. Support the disabled accessible campsites at Russell Brook.** The Department agreed to improve access to primitive recreation facilities or opportunities in the Galusha Consent Decree. The agreement included the projects identified on page 3 in the UMP amendment. The campground and day-use facilities at Launt Pond and Spruce Grove, in the Bear Spring Mountain Wildlife Management Area, are only open to persons who pay a day-use or overnight camping fees. The Cherry Ridge-Campbell Mountain Wild Forest, where Russell Brook Road, Trout Pond and Mud Pond are located is open year round at no fee to anyone.

3. **It would be too expensive to pave Russell Brook Rd. versus improving access at Bear Spring Mountain (Launt Pond).** The Department of Environmental Conservation doesn't intend to pave Russell Brook Road, which is maintained by the Town of Colchester. The locations for accessibility projects were determined in the Consent Decree referred to above.

4. **Not possible to limit motor vehicle or ATV use to only people with disabilities.** The gate barring motor vehicle access to the Trout Pond and Mud Pond Administrative Access Roads will remain locked. Holders of valid CP-3 permits for this location will receive a key to the gate. They will not be permitted to provide anyone else with the key. ATV access will not be permitted for CP-3 permit holders. Access will be via only car or truck.

5. **Improving Administrative Access Road will be costly and environmentally damaging.** The Administrative Access Roads will receive periodic maintenance to keep them passable by full-size four wheel drive vehicles. This includes maintenance of structures like waterbars, dips, culverts and ditches to keep them clean and effective at moving water off the surface of the road. There are no plans to make the roads wider or smoother to accommodate typical passenger cars that may have inadequate ground clearance for the existing road conditions. We anticipate that a minor amount of trees will have to be cut to create parking areas for two motor vehicles near Mud Pond and three motor vehicles at Trout Pond.

6. **Access is limited because Russell Brook Road is a seasonal road.** CP-3 access will be limited based upon the seasonal nature of Russell Brook Road, which isn't maintained from December 15 through April 15. Operation of motor vehicles on Administrative Access Roads to Trout Pond and Mud Pond, under CP-3, will not be permitted from October 15 through May 15.

7. **Improving access will be in conflict with steps DEC has taken to limit vehicle access and overuse.** Page 5 of the draft UMP amendment states "In order to protect the Wild Forest setting, the condition of the forest and ground vegetation, surface of the trail, and remote parking areas will be monitored for any adverse impacts. No more than three (3) CP-3 authorized vehicles will be permitted at Trout Pond, at any time. No more than two (2) CP-3 authorized vehicles will be permitted at Mud Pond, at any time. Authorized travel destinations under CP-3 are limited to the parking areas at Trout Pond and Mud Pond. Forest Rangers, Assistant Forest Rangers, and Trail Crew Members report the conditions of facilities to Forest Preserve Managers and plans are developed to address deterioration or chronic problems. Users are encouraged to follow Leave-No-Trace Principles through information boards at trailheads and parking areas. These concepts are also promoted by Forest Rangers and Assistant Forest Rangers who have the most contact with groups and individuals who use the Forest Preserve. They also issue camping permits and enforce the rules and regulations for public use.

Snowmobile Trails

1. **Against the 4.4 miles increase in snowmobile trails. Support the increase in snowmobile trails.** The operation of snowmobiles and designation of snowmobile trails in Wild Forests is permitted under the 1987 Catskill Park State Land Master Plan. Development of snowmobile trail links to communities is encouraged in the Catskill Forest Preserve Public Access Plan, adopted in 1999. An increase in total snowmobile trail length isn't an objective of the draft amendment. The objectives are to create the community link via the Jackson Trail and to connect a fragmented snowmobile trail system within the boundaries of the Cherry Ridge-Campbell Mountain Wild Forest. The current UMP designated approximately 23 miles of snowmobile trails on foot trails, Administrative Access Roads and old woods roads.

2. **Snowmobiles have plenty of trails to ride on the Cherry Ridge-Campbell Mountain Wild Forest (no more are needed). Snowmobiles have too few trails to ride on the Cherry Ridge-Campbell Mountain Wild Forest (more are needed).** The total length of snowmobile trails available for riding may not provide an accurate assessment of the potential for their use. Some of the snowmobile trails may provide only a very local opportunity for riding trails yet offer no viable connector to the other trails. Designation of the portion of the Campbell Mountain Trail over Brock Mountain and the northern portion of the Pelnor Hollow Trail connect the eastern and western trails in the Cherry Ridge-Campbell Mountain Wild Forest. Two trails that will be decommissioned are both dead-end trails and have no permitted access over the privately owned land.

3. **Expanded trail system for snowmobiles increases the opportunity for illegal ATV use.** Illegal ATV use is a law enforcement issue. Persons who ride ATV's on Town Roads, or on any Forest Preserve land do so illegally. Illegal ATV access is occurring at points where existing foot trails/snowmobile trails cross town roads and from neighboring privately owned land. In some cases the operators of ATV's are cutting their own trails, or clearing brush from old woods

roads and riding them to connect with the marked trails on the Forest Preserve. The proposed snowmobile trail only creates one new entry point to the unit from the periphery.

4. **Snowmobile use isn't destructive but ATV use is destructive.** Public ATV use on Forest Preserve land isn't being proposed in this amendment. The current administrative use under Commissioner Policy-17 which authorizes the use of motor vehicles and motorized equipment on Administrative Access Roads and for the maintenance of conforming structures and improvements will continue.

5. **Do not support the decommissioning of the two dead-end snowmobile trails because it is possible that these trails offer access to the snowmobile trail system.** The dead-end trails are not accessible from privately owned land. The landowners in both cases do not permit snowmobiles to cross their land to gain access to the snowmobile trails located in the Cherry Ridge-Campbell Mountain Wild Forest. It is Department Policy (ONR-2) to close dead-end snowmobile trails in the Forest Preserve.

6. **Why close the two dead-end snowmobile trails and open the Jackson Trail, which also crosses privately owned land?** The landowner that borders the Cherry Ridge-Campbell Mountain Wild Forest to the north has given permission to ride snowmobiles over his land on the old town road. If the landowner withdraws that permission, it may result in the closing of the snowmobile trail.

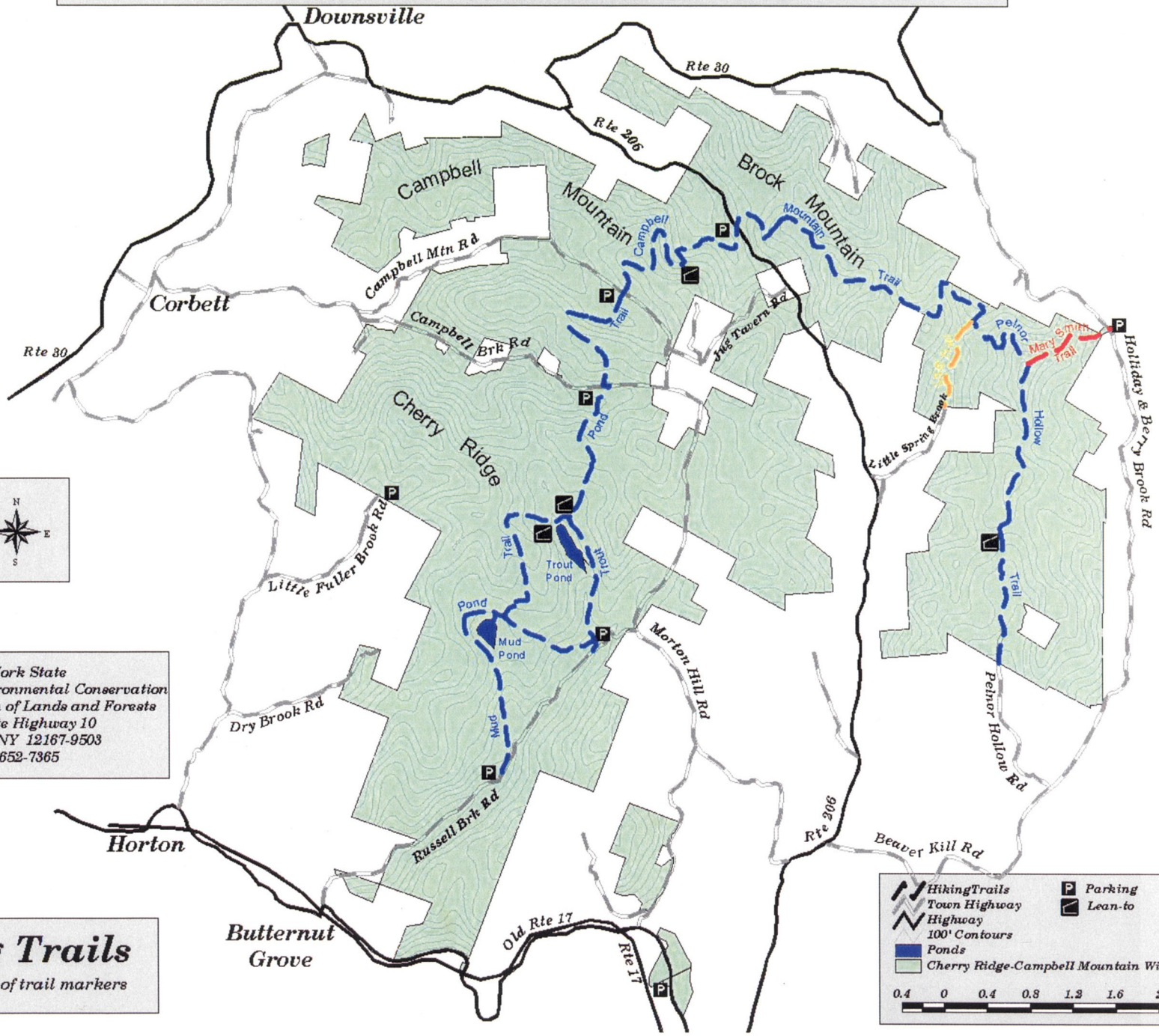
Equestrian Trails

1. **Allow equestrian and hiking use of snowmobile trails in the off-season.** Currently hikers may use snowmobile trails year round. The portion of the Jackson Trail that crosses privately owned land is only open for the operation of snowmobiles. Permission has not been granted to allow all users to cross privately owned land. Equestrian use may be considered during a complete revision of the unit management plan.

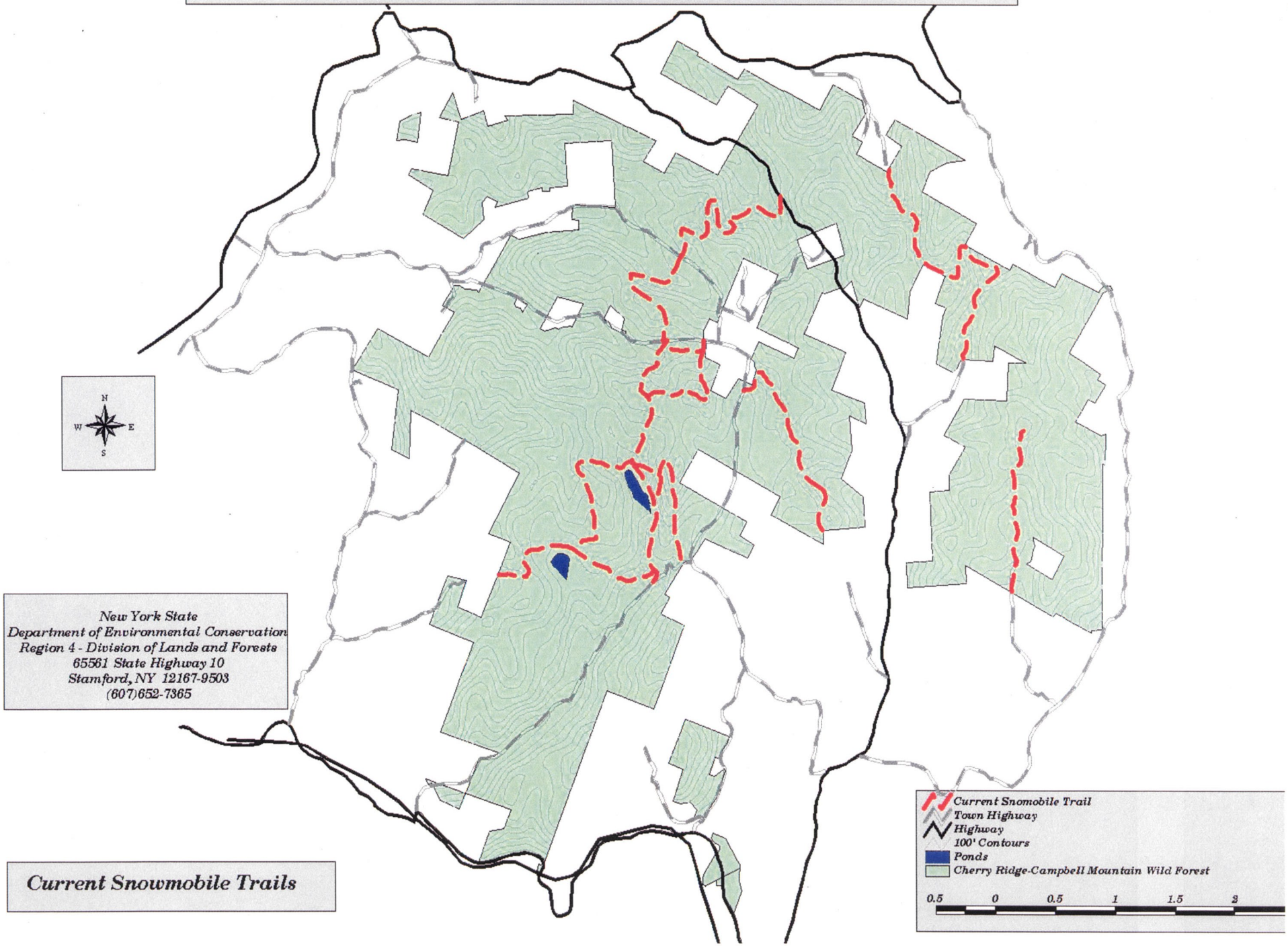
Solicitation for Comments

1. **Only a few local residents were notified about the draft amendment to the Cherry Ridge-Campbell Mountain Wild Forest Unit Management Plan. This land belongs to, and is used by people from all of New York State.** A total of 363 individuals and groups were contacted to inform them of the draft amendment to the Unit Management Plan. A list of 72 individuals or groups who have a particular interest in management on this Wild Forest has been maintained. The draft amendment was sent to 28 members of this list via e-mail. The others from this list received a direct mailing. There are 270 individuals or groups whom own real estate parcels that border the Cherry Ridge-Campbell Mountain Wild Forest. They received a summary of the draft amendment and contact information to ask questions about the draft, or to make comments. The Forest Preserve Advisory Council received the draft amendment via e-mail. A notice was published in the Environmental Notice Bulletin of the availability of the draft amendment for review, and the announcement of a 30-day comment period.

Cherry Ridge-Campbell Mountain Wild Forest



Cherry Ridge-Campbell Mountain Wild Forest



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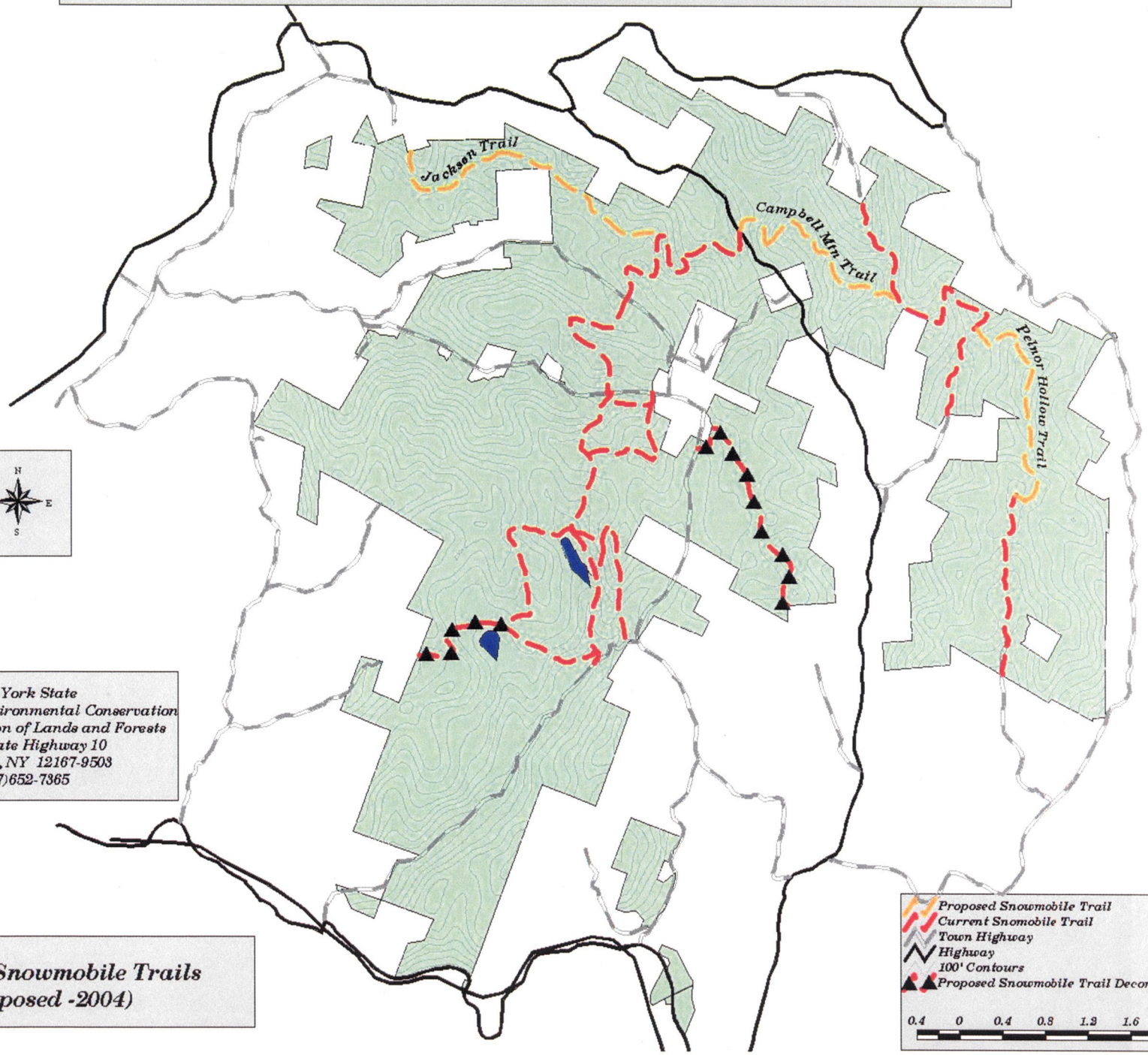
Current Snowmobile Trails

Cherry Ridge-Campbell Mountain Wild Forest



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Amended Snowmobile Trails
(Proposed -2004)

Proposed Snowmobile Trail
Current Snomobile Trail
Town Highway
Highway
100' Contours
Proposed Snowmobile Trail Decommission

0.4 0 0.4 0.8 1.2 1.6 2 Miles