NEW YORK STATE

Department of Environmental Conservation

DIVISION OF LANDS & FORESTS

Jessup River Wild Forest

Amendment/Final SEIS

to the

2006 Jessup River Wild Forest Unit Management Plan/EIS *

Towns of Arietta, Indian Lake, Lake Pleasant and Wells

Hamilton County

DAVID A. PATERSON
Governor

ALEXANDER B. GRANNIS
Commissioner

* ***Proposed changes to the 2006 UMP are represented in red bold italics. Changes since the Draft UMP Amendment are represented in red underline bold italics. These changes are proposed to be added to the 2006 Jessup River Wild Forest Unit Management Plan to replace portions rescinded by the Department in July 2007.***

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Insert the following two pages after page vii of the August 2006 UMP

UMP Background Information and Update

The Draft JRWF UMP/DEIS was released for public review and comment in 2005. The Department revised that document in response to the comments received and prepared a final Draft UMP/FEIS for APA review and determination of compliance with the APSLMP. The FEIS was deemed complete and notice of its publication announced in the November 2, 2005 issue of the Environmental Notice Bulletin (ENB).

Public comments received by the APA on the proposed final Draft Jessup River Wild Forest UMP and the desire to insure the best possible future snowmobile trail system for the area, led the Department to consider various snowmobile trail configurations for the southern portion of the JRWF. The Department prepared a Draft Supplemental Environmental Impact Statement to the Proposed Final JRWF UMP/FEIS to address proposed changes to the snowmobile trail network in the towns of Lake Pleasant and Arietta. To inform the public about these changes, a meeting was held in Northville on March 22, 2006. Public input was used to refine the alternative analysis and the information was added to the plan, including a new Appendix 25.

The Notice of Completion of Final Supplemental EIS was announced in the June 21, 2006 issue of the ENB. On July 14, 2006, the APA determined that the Final Draft UMP/FEIS complied with the APSLMP. The Commissioner of DEC adopted the Final UMP/FEIS on September 20, 2006.

Status of the 2006 UMP/FEIS

On July 26, 2007, the Department rescinded those portions of the Jessup River Wild Forest UMP/FEIS and those portions of the associated SEQRA Findings related to the use of snowmobiles, including but not limited to the construction, modification or relocation of snowmobile trails, bridges and other facilities, and the use of motorized tracked grooming machines (other than snowmobiles) on snowmobile trails. This action was undertaken in accordance with the Stipulation and Order in the matter of Adirondack Mountain Club, et al. v. APA, DEC and OPRHP dated June 27, 2007.

With the exception of the rescinded snowmobile language, the 2006 JRWF UMP/FEIS continues to govern the Department's management of the state lands covered by the document. See: http://www.dec.ny.gov/lands/22599.html

Master Plan Issues

APA review of the Proposed Final Jessup River Wild Forest Unit Management Plan/FEIS for compliance with the Adirondack Park State Land Master Plan identified the need for the Agency Board to interpret key provisions of the Master Plan concerning snowmobile trails on State lands in the Park. Interpretation of the "no material increase" provision (Basic Guideline #4 for Wild Forest areas) by the Agency Board occurred during its meeting of March, 2008.

In November, 2009 the Adirondack Park Agency found the Department's "Management Guidance - Snowmobile Trail Siting, Construction and Maintenance on Forest Preserve Lands in the Adirondack Park" (Management Guidance) to be consistent with the APSLMP.

This document provides specific direction that affects the configuration and siting of Forest Preserve snowmobile trails, shapes the physical character of snowmobile trails and guides DEC administrative use of maintenance equipment and vehicles on these trails into the future. Within the APA resolution, DEC and the Agency have committed to the completion of all remaining Wild Forest unit management plans and the amendment of any previously approved plans as necessary for snowmobile trail planning.

2010 JRWF UMP Draft Amendment

The judge's stipulation and Commissioner recission of portions of the JRWF UMP prevented the implementation of any snowmobile trail proposal on these lands. The parties agreed, pending APSLMP conformance determinations by the APA, the Jessup River UMP/FEIS would be amended and reissued to reflect the determinations(s) in accordance with applicable law, including SEQRA. In order to address the rescinded snowmobile language and new management guidance, the Department developed a Draft Amendment to the plan.

The proposed UMP Amendment is limited in scope, addressing snowmobile related facilities and proposals only and is not intended to re-open or update any other part of the plan. The Management Guidance will supercede previous management strategies resulting in some changes to proposals in the previously approved UMP. Key changes to the 2006 UMP/FEIS proposed in the Draft Amendment include:

- ***Replacement of original, outdated snowmobile trail and snowmobile plan language.***
- ***Assignment of new trail class to individual snowmobile trails not proposed for closure.***
- ***Revision of snowmobile trail proposals to ensure those trails proposed to remain open or proposed for construction are not located in remote interior areas as per the Management Guidance.***
- ***Revision of snowmobile trail proposals to ensure trails that fail to comply with trail siting criteria outlined in the Management Guidance are closed to snowmobiling.***
- ***Revision of language in the "no material increase" part of the plan.***
- ***Clarification that the mostly roadside snowmobile trail between Speculator and Lewey Lake adjacent to NYS Route 30 will be a Class II community connector trail, with a future UMP amendment to address relocations to avoid ice crossings of Lewey and/or Indian lakes.***
- ***Addition to Section IV-D of information on the UMP Amendment process.***

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Insert the following page after page 113 of the August 2006 UMP

- Competitive group recreational activities.
- Survey (land, seismic, geodetic and mineral) projects.
- Public road maintenance.
- Construction and maintenance of recreational trails or other outdoor recreational facilities.

A review of records in the Northville DEC sub-office from the 1930's to the present was conducted to document the chronology of non-renewable TRPs issued for past activities for the JRWF.

Table XI-1 - Temporary Revocable Permits (other than highways or utilities)*

DATES	LOCATION	PERMITTED USE	PERMIT HOLDER
1947	Courtney 500 Acre Tract	Road Crossing	Adjoining landowner
1949	Lot 33, Township 2, T&C Purchase	Road Crossing	Whitman Lumber
1951	Lot 21, Township 15, T&C Purchase	Spring	Adjoining landowner
1953	Lot 36, Township 1, T&C Purchase	Road Crossing	Camp of the Woods
1954	Township 32, T&C Purchase	Road Crossing	Adjoining landowner
1954	Lots 152 and 153, Oxbow Tract	Road Crossing	Adjoining landowner
1954	Township 10 (northwest corner)	Road Crossing	International Paper
1955	Lot 7, Townships 10 and 29, T&C Purchase	Road Crossing	Reynolds Lumber
1962	Sub-lot 3, Lot 4, Townships 10 & 29, T&C Purchase	Road Crossing	International Paper
1957 - 1980	Township 32, T&C Purchase	Road Crossing	Finch, Pruyn & Co.
1988	Overacker Tract, Township 1, T&C Purchase	Water Line Blowoff Pipe	Town of Wells
1992 - 1995	Lot 33, Township 2, T&C Purchase	Road Crossing	International Paper
1994	Township 1, T&C Purchase	Road Crossing	Logger
1995	Sacandaga Lake and Lake Pleasant	Data collection	Fish & Wildlife Service
1995	Lot 108, Township 15, T&C Purchase	Road Bridge	International Paper

* More current research projects under TRP are identified in Section II-H.

Additional TRPs are annually issued to the towns of Indian Lake, Lake Pleasant, Arietta, and Wells for the maintenance of area snowmobile and cross country ski trails in compliance with Department standards. ***The Management Guidance specifies in greater detail allowable maintenance and the types of groomers allowed on area snowmobile trails.***

Insert the following page after page 120 of the August 2006 UMP

Scenic and Recreational Rivers - Appropriate sections of designated rivers within the unit and river corridors will be managed in accordance with APSLMP guidelines and 6NYCRR Part 666. The use of motorboats on recreational rivers may be permitted as determined by DEC.

Policy Guidance:
DEC policy has been developed for the public use and administration of Forest Preserve lands. Select policies relevant to the management of this unit include;

- Administrative Use of Motor Vehicles and Aircraft in the Forest Preserve (CP-17)
- Standards and Procedures for Boundary Line Maintenance (NR-91-2; NR-95-1)
- Tree Cutting on Forest Preserve Land (O&D #84-06)
- Cutting and Removal of Trees in the Forest Preserve (LF-91-2)
- Division Regulatory Policy (LF-90-2)
- Adopt-A-Natural Resource (ONR-1)
- Policies and Procedures Manual Title 8400 - Public Land Management
- Fish Species Management (Liming EIS, Division of F&W Generic EIS, Comprehensive Plan for Fish Management)
- Motor Vehicle Access to State Lands Under the Jurisdiction of DEC for People with Disabilities (CP-3)
- ***Management Guidance - Snowmobile Trail Siting, Construction and Maintenance on Forest Preserve Lands in the Adirondack Park, November 2009***
- Adirondack Subalpine Forest Bird Conservation Area- Management Guidance

The Department also maintains policy to provide guidelines for the design, location, siting, size, classification, construction, maintenance, reconstruction and/or rehabilitation of dams, fireplaces, fire rings, foot bridges, foot trails, primitive camping sites, road barriers, sanitary facilities and trail heads. Other guidelines used in the administration of Forest Preserve lands are provided through Attorney General Opinions, Department policy memos, and Regional operating procedures.

DEC is currently developing policies for ATV Access on Public Lands and Forest Preserve roads. For more information on the proposed ATV policy refer to: http://www.dec.state.ny.us/website/dlf/publands/atv.html.

Guidance and Clarification Documents:

- Guidelines for Motor Vehicle Use Proposals in Wild Forest UMPs Memorandum - 7/25/2001
- ***Management Guidance - Snowmobile Trail Siting, Construction and Maintenance on Forest Preserve Lands in the Adirondack Park, November 2009***

SEQR - The recommendations presented in this unit management plan are subject to the requirements of the State Environmental Quality and Review Act of 1975. All proposed management activities will be reviewed and significant environmental impacts and alternatives will be assessed.

Insert the following page after page 137 of the August 2006 UMP

- **Public Notification Process** - In a couple of cases, individuals wrote that they were not adequately informed about proposals. Of concern to many people was the possibility of last-minute changes to the plan without adequate public input.

Public Input and Comment on the 2010 Amendment
Following the release of the UMP Amendment on January 14, 2010, the initial public comment deadline date of February 19th was extended to March 29th to allow the public additional time to respond. Written comments consisted of petition signatures (32 businesses and 1284 signatures), 153 emails, 221 letters, and 1 fax. The Town of Arietta supervisor, as part of the public comment process submitted a power point presentation showing photographs of aerial views of several frozen waterbodies along with slides identifying concerns over some of the amendment proposals. Six additional letters were received on April 1, 2010 after the official deadline.

While the proposed 2010 UMP Amendment was limited in scope, addressing snowmobile related facilities and proposals only, there were a few public comments outside the limited scope of the amendment. They included one comment on the North Country National Scenic Trail, seven comments on snowmobile trail registration funding changes, one comment on Forest Preserve roads, and one comment on the Indian Lake dam.

- ***Snowmobiling - With the exception of the petition signatures, approximately 84% of the written comments were of a "form letter type" with some people adding notes or elaborating on specific proposals. While there was general support for the addition of land-based trails connecting to and from Speculator, the need to close some existing snowmobile trails was questioned. It was suggested that the proposed snowmobile trail closures were unnecessary under the management guidance and would isolate residents, visitors, and businesses that traditionally had access to the trail system. Generally the public suggested the Oxbow-Sacandaga Lake trail be open at least as a class I trail to provide access to population centers and services, the closure of lake access trails be rescinded, the Moffitt spur trail be upgraded to a Class II trail for groomer access, and that adequate maintenance be conducted on trails proposed for closure until new trails are built. There were either/or comments concerning the Page Street trail suggesting a classification of Class II to allow tracked grooming or leave the trail as it is along the edge of the road. Some "individual" comments contained general messages like don't close any trails or leave things the way they are. A few comments opposed parts of the amendment based on APSLMP issues, definition of forest interior and trail classes, and concerns over potential crossings of rare and sensitive habitats.***

In addition to the APA board meeting on January 14th, 2010, a presentation on the JRWF Amendment was also made to the Forest Preserve Advisory Committee. Department staff also contacted some local government officials, highway department and NYS DOT staff, OPRHP, National Grid, snowmobile club members, and interested private parties to discuss specific proposals. Informal meetings were also held with local officials and representatives from the NYS Snowmobile Association and environmental groups to discuss key issues raised during the public comment period and alternatives for addressing these issues in the amendment. In some cases, public participation resulted in the proposal of new facilities or removal of existing facilities. (See DEC comment and response section in Appendix 11 for more specific details.)

Insert the following 29 pages after page 194 of the August 2006 UMP

Multiple Use Trails

A "multiple-use trail" is a trail that is designed to accommodate a wide variety of recreational activities. Trail uses could include, but are not necessarily limited to snowmobiling, horseback riding, and/or all terrain bicycling in addition to primitive uses such as walking, hiking, backpacking, jogging, or running. This type of trail is marked with snowmobile, horse, bicycle, and/or in some instances foot trail markers. It can also be marked with a combination of markers showing the trail use combinations such as snowmobile/bike, snowmobile/bike/horse/foot, etc. With the exception of trail segments along roads in intensive use campgrounds and facilities within highway right-of-ways, Forest Preserve multiple use trails can vary from narrow ATB trails to Class ***II*** snowmobile trails. (See Appendix 13 for complete list of trail classifications.)

All Class I and Class II trails (as noted below) will be constructed and maintained in accordance with the Management Guidance: Snowmobile Trail Siting, Construction and Maintenance on Forest Preserve Lands in the Adirondack Park (Management Guidance.) These standards have been developed to ensure any work on these trails is conducted in a manner that eliminates or minimizes any environmental impacts, snaking through the wild landscape of the Adirondacks in a natural fashion. The standards will be followed and reflected in the development of Snowmobile Trail Work Plans in order to preserve the trail-like character of snowmobile trails while ensuring they are appropriately safe to ride. These Snowmobile Trail Work Plans will be developed by DEC in consultation with APA. As noted in the Management Guidance, only careful use of appropriate low-impact equipment will be approved, as determined by a "minimum requirement" decision making approach set forth in the Snowmobile Trail Work Plan. Work on these trails will be conducted during optimal environmental conditions and in a manner that will not contribute to any potential degradation of the wild forest setting. All work will be done with appropriate DEC oversight.

Class VII trails (Horse Trails) are routes of travel designated for equestrian use with an eight foot maximum width. Trails shall be built and maintained to standards sufficient to prevent or minimize
erosion. Water bars or broad-based dips will be installed as needed. Trail tread on wet or soft soils will be hardened.

Class IX trails (All Terrain Bicycle) are routes of travel designated for bicycle use that may vary from easy, dirt-surface roads, to winding forest paths to narrow, challenging single track trails. Wherever practical, trails will be maintained according to International Mountain Bike Association (IMBA) standards. (See Appendix 14)

Class II (Community Connector Trails) - Snowmobile trails or trail segments that serve to connect communities and provide the main travel routes for snowmobiles within a unit are Community Connector Trails. These trails are located in the periphery of Wild Forest or other Forest Preserve areas. They are always located as close as possible to motorized travel corridors, given safety, terrain and environmental constraints, and only rarely are any segments of them located further than one mile away from the nearest of these corridors.

They are not duplicated or paralleled by other snowmobile trails. Some can be short, linking communities to longer Class II trails that connect two or more other communities.

Class I (Secondary Snowmobile Trails) - All other snowmobile trails that are not Community Connector Trails are Secondary Snowmobile Trails. These trails are located in the periphery of Wild Forest and other Forest Preserve areas where snowmobile trails are designated.[*] They may be spur trails (perhaps leading to population areas and services such as repair shops, service stations, restaurants and lodging), short loop trails or longer recreational trails. If directly connected to Class II trails, new and rerouted Class I trails are always located as close as possible to – and no farther than one mile from – motorized travel corridors. If not directly connected to Class II trails, they are generally located within one mile of motorized travel corridors, although some – with high recreational value – may be located beyond one mile and may approach a remote interior area.

Snowmobile Use on Roads
Designated snowmobile routes can exist on Forest Preserve roads. Within the JRWF, the proposed Round Pond Brook trail (Alt-B) will require the designation of 0.1 mile of the Round Pond Road for snowmobile use between the Big Brook Road and easement lands. DEC management of all such roads for motor vehicle use, including snowmobiles, is guided by "CP-38 Forest Preserve Roads" policy.

The DEC system of snowmobile trails has been used by the NYS Office of Parks, Recreation, and Historic Preservation (OPRHP) to identify a snowmobile trail corridor system within the unit as part of OPRHP's statewide snowmobile trail network. OPRHP's snowmobile trail classification plays a major role in the amount of funding available for grooming and trail maintenance. ***The Management Guidance*** utilizes a different trail classification system and standards than that of OPRHP. Trails designated by OPRHP as snowmobile "corridor" or "secondary" trails are eligible for OPRHP funding to support maintenance and grooming. Unfunded snowmobile trails may be kept clear to their allowed width only where the cutting of trees or other woody growth over three inches DBH is not necessary.

[*] Snowmobile trails may also be located in some Primitive areas and in Wilderness areas within 500 feet of the Wilderness boundary.

Table XVIII - Multiple use trails (Existing, Closed, and Proposed snowmobile trails)

TRAIL NAME	**1972 [1] MILEAGE**	Existing Trail Mileage (2005)	Trail Mileage to be Opened (+) or Closed (-) in UMP	**POST-UMP MILEAGE**	Net Post-1972 Gain (+) or Loss (-)	**TYPE**	**CLASS [2]**
Old Pre-1972 Snowmobile Trails No Longer Used for Snowmobiling							
Gilman Lake to the north	1.5 miles	NA	0 miles Re-open	1.5 miles	0	Old Snowmobile Trail	Closed, to be reopened. II, [3] See ~~Dunning Pond - IP~~ ***Gilman-town trail***
Mud Lake Trail ~~***Eastern part of Alt E, Option 3***~~	2.4 miles	NA	0 miles Re-open	2.4 miles	0	Old Snowmobile Trail	Closed, to be reopened. II, [3] See Fish Mt. trail
Indian Clearing Trails	1.7 miles	NA	NA	0 miles	-1.7	Old Snowmobile Trail	Closed to snow-mobiles
Panther Pond Trail	1.2 miles	NA	NA	0 miles	-1.2	Old Snowmobile Trail	Closed to snow-mobiles

TRAIL NAME	1972 [1] MILEAGE	Existing Trail Mileage (2005)	Trail Mileage to be Opened (+) or Closed (-) in UMP	POST-UMP MILEAGE	Net Post-1972 Gain (+) or Loss (-)	TYPE	CLASS [2]
Mossy Vly Trail	2.7 miles	NA	NA	0 miles	-2.7	Old Snowmobile Trail	On IP property after land exchange
Unnamed Willis Mt. Segment	0.5 miles	NA	NA	0 miles	-0.5	Old Snowmobile Trail	On IP property after land exchange
Existing Snowmobile Trails to Remain Open							
Bear Trap Brook Trail (C8)	0 miles	1.4 miles, open after 1972	0 miles	1.4 miles	+1.4	Snowmobile - Corridor [3]	***II, [1]***
Fall Lake Trail (C4) northern part ***(from Piseco-Perkins Clearing Trail and Fish Mt. Trail)***	***0.6 miles***	***0.6 miles***	0 miles	***0.6 miles***	0	Snowmobile - Corridor [3] [Proposed for ATB and equestrian designation]	***I, [3]***
Fawn Lake Trail (C4) eastern part (from Fish Mt. Trail and Fawn Lake)	***1.0 miles***	***1.0 miles***	***0 miles***	***1.0 miles***	***0***	***Snowmobile - Corridor [3] [Proposed for ATB designation]***	***II, [3]***
Lawrence Farm Trail (C4)	0 miles	0.4 miles, open after 1972	0 miles	0.4 miles	+0.4	Snowmobile - Corridor [3]	***II, [1]***

TRAIL NAME	1972 [1] MILEAGE	Existing Trail Mileage (2005)	Trail Mileage to be Opened (+) or Closed (-) in UMP	POST-UMP MILEAGE	Net Post-1972 Gain (+) or Loss (-)	TYPE	CLASS [2]
Old Telephone Line Trail western part (from IP lands to NYS Route 30)	0 miles	2.0 miles, open after 1972	0 miles	2.0 miles	+2.0	Snowmobile [3] [Proposed for ATB and equestrian designation]	***II, [3] Spur to Perkins Clearing Rd will be Class I***
Oxbow-Spy Lake Trail (C8) ~~***western part (from NP trail to private boundary)***~~	***0 miles***	***2.8 miles***	***0 miles***	***2.8 miles***	***2.8***	***Snowmobile - Corridor [3]***	***II, [1]***
~~***Oxbow-Spy Lake Trail (C8) eastern part (from NP trail to private boundary near Oxbow Lake)***~~	~~***0 miles***~~	~~***0.5 miles***~~	~~***0 miles***~~	~~***0.5 miles***~~	~~***0.5***~~	~~***Snowmobile - Corridor [3]***~~	~~***I, [1]***~~
Piseco-Perkins Clearing Trail (C4/C8) southern part (between private land and Fall Lake intersection)	***1.0 miles***	***1.0 miles***	***0 miles***	***1.0 miles***	***0***	***Snowmobile - Corridor [3] [Proposed for ATB and equestrian designation]***	***I, [3]***

TRAIL NAME	1972 [1] MILEAGE	Existing Trail Mileage (2005)	Trail Mileage to be Opened (+) or Closed (-) in UMP	POST-UMP MILEAGE	Net Post-1972 Gain (+) or Loss (-)	TYPE	CLASS [2]
Rudeston Hill Trail (C8) eastern part ~~(between Fish Mt. Trail and Oxbow Lake)~~	*0.3 miles*	*0.3 miles*	*0 miles*	*0.3 miles (will become part of Fish Mt. Trail)*	*0*	*Snowmobile - Corridor [3]*	*II, [3]*
Rudeston Hill Trail (C8) western part (from Fish Mt. Trail to private land)	*0.9 miles*	*0.9 miles*	*0 miles*	*0.9 miles*	*0*	*Snowmobile - Corridor [3]*	*I, [1]*
Perkins Clearing - Lewey Lake Trail (C8) [6]	*1.0 mile (estimated)*	*2.0 mile (estimated)*	*0 mile*	*2.0 mile (estimated)*	*+1.0 mile (estimated)*	*Snowmobile - Corridor [3]*	*II, [3]*
Oxbow-Sacandaga Lake Trail (C4)[4] (between Fish Mt. Road and private land to the east)	*0 miles*	*0.3 miles, open after 1976*	*0 mile*	*0.3 miles*	*+0.3 mile*	*Snowmobile - Corridor [3]*	*II, [3]*
Oxbow-Sacandaga Lake Trail (C4)[4] (between private land and Fish Mt. Road)	*0 miles*	*0.5 miles, open after 1976*	*-0.5 miles*	*0.5 miles*	*+0.5 mile*	*Snowmobile - Corridor [3]*	*I, [1]*

TRAIL NAME	1972 [1] MILEAGE	Existing Trail Mileage (2005)	Trail Mileage to be Opened (+) or Closed (-) in UMP	POST-UMP MILEAGE	Net Post-1972 Gain (+) or Loss (-)	TYPE	CLASS [2]
Existing Snowmobile Trails to Be Closed to Snowmobiling							
Abandon Mossy Vly spur trail	0 miles	1.2 miles, open after 1972	-1.2 miles	0 miles	0	Snowmobile	To Be Closed
Crow Hill Trail (C8)	0 miles	0.5 miles, open in 1975	-0.5 miles	0 miles	0	Snowmobile - Corridor [3]	***II***, [1] To Be Closed, relocated
Piseco-Perkins Clearing Trail (C4/C8) northern part (between Fall Lake intersection and easement lands)	***5.4 miles***	***5.4 miles***	***-5.4 miles***	***0 miles***	***-5.4***	***Snowmobile - Corridor [3] [Proposed for ATB and equestrian designation]***	***Proposed IX***
Dunning Pond Trail (Previous S48)[4]	4.6 miles	4.6 miles	-4.6 miles	0 miles	-4.6	Snowmobile [3] -rehabilitate - Proposed for foot and ATB designation]	Proposed IX
Fall Lake Trail (C4) southern part (section between Fish Mt. Trail and Oxbow Lake)	***0.5 miles***	***0.5 miles***	***-0.5 miles***	***0 miles***	***-0.5***	***Snowmobile - Corridor [3]***	

TRAIL NAME	1972 [1] MILEAGE	Existing Trail Mileage (2005)	Trail Mileage to be Opened (+) or Closed (-) in UMP	POST-UMP MILEAGE	Net Post-1972 Gain (+) or Loss (-)	TYPE	CLASS [2]
~~*Rudeston Hill Trail (C8) eastern part (between Fish Mt. Trail and Oxbow Lake)*~~	~~*0.2 miles*~~	~~*0.2 miles*~~	~~*-0.2 miles*~~	~~*0 miles*~~	~~*-0.2*~~	~~*Snowmobile - Corridor [3]*~~	~~*]*~~
Oxbow-Sacandaga Lake Trail (C4)[4] (Small segment between Oxbow Lake and private land)	*0 miles*	*less than 0.1 miles, open after 1976*	*less than 0.1 miles*	*0 miles*	*0*	*Snowmobile - Corridor [3]*	
Fawn Lake Trail (C4) western part (section between Piseco-Perkins Clearing Trail and Fawn Lake)	*2.6 miles*	*2.6 miles*	*-2.6 miles (mileage includes closing of spur to Sacandaga Lake)*	*0 miles*	*-2.6*	*Snowmobile - Corridor [3] [Proposed for ATB designation]*	
Old Telephone Line Trail eastern part (from NYS Route 30 to Indian Lake)	*0 miles*	*1.8 miles, added in 1981*	*-1.8 miles to be closed (mileage includes closing of spur west of NYS Route 30)*	*0 miles*	*0*	*Snowmobile [3] [Proposed for ATB and equestrian designation]*	*Proposed IX .*

TRAIL NAME	1972 [1] MILEAGE	Existing Trail Mileage (2005)	Trail Mileage to be Opened (+) or Closed (-) in UMP	POST-UMP MILEAGE	Net Post-1972 Gain (+) or Loss (-)	TYPE	CLASS [2]
Proposed New Snowmobile Trails							
Proposed Crow Hill Relocation	NA	NA	less than 0.1 miles	less than 0.1 miles	+less than 0.1	Snowmobile - Corridor [3]	***II***, [1]
Proposed ~~Dunning Pond-IP~~ Gilmantown Trail	***NA***	***NA***	***+0.5 miles***	***0.5 miles***	***+0.5***	***Snowmobile - Corridor [3]***	***II, [3]***
Proposed Fish Mountain Trail	NA	NA	***+7.1 miles***	***7.1 miles***	***7.1***	Snowmobile - Corridor [3]	***II, [3]***
Proposed Fish Mountain Spur	***NA***	***NA***	***+0.8 miles***	***0.8 miles***	***0.8***	***Snowmobile - Corridor [3]***	***II, [3]***
Proposed Mud Lake ~~Spur~~ Trail	NA	NA	+0.4 miles ***(new trail north of Perrys Clearing)***	0.4 miles	+0.4	Snowmobile - Corridor [3]	***II***, [3]
Proposed Moffitt Beach ~~Campground Spur~~ Trail (0.5 miles on IU lands, 0.4 miles on JRWF)	***NA***	***NA***	***+0.4 miles***	***0.4 miles***	***0.4***	***Snowmobile - Corridor [3]***	***I, [3]***

TRAIL NAME	1972 [1] MILEAGE	Existing Trail Mileage (2005)	Trail Mileage to be Opened (+) or Closed (-) in UMP	POST-UMP MILEAGE	Net Post-1972 Gain (+) or Loss (-)	TYPE	CLASS [2]
Proposed Brister Brook Trail (***includes*** part east of NYS 30)	NA	NA	+1.6 miles +0.1 miles	1.6 miles 0.1 miles	1.6 +0.1	Snowmobile - Corridor [3]	***II***, [3]
~~***Proposed Page Street Trail***~~	~~***NA***~~	~~***NA***~~	~~***+0.5 miles***~~	~~***0.5 miles***~~	~~***+0.5***~~	~~***Snowmobile - Secondary***~~ [3]	~~***I, [3]***~~
Proposed Rudeston Hill Access Trail	NA	NA	+0.3 miles	0.3 miles	+0.3	Snowmobile - Secondary	***I, [1]***
Proposed Round Pond Brook Trail Alt-B	NA	NA	+2.0 miles	2.0 miles	+2.0	Snowmobile - Secondary [3]	***I, [3]***
Adjusted Snowmobile Trail Mileage	**27.9 miles [1]**			***30.3 miles [5]***	***Net Gain of 2.4 miles***		

[1] This pre-1972 snowmobile trail mileage is based upon DEC records and Snowmobile Trails in New York State publication dated 1972. The exact locations of some pre-1972 snowmobile trail were not known and the method used in the past to determine trail distance could not be determined. To address the discrepancy between trail length measured in the field by rolatape and other trail measurement methods, DEC and APA staff jointly reviewed existing documents, staff communications, and maps to arrive at the estimated 27.9 miles of pre-1972 snowmobile trail mileage. The mileage figures in this table are based on map measurements and were developed for planning purposes only. Most existing trails were measured more accurately on the ground, with mileage shown in Appendix 2.

[2] Classification descriptions can be found in Appendix 13. Number after class refers to expected maintenance standard based upon expected or designated use: [1]-snowmobile only, [2]-snowmobile and foot, [3]-snowmobile and all other legal uses, [4]-all terrain bicycles and foot

[3] All or portions of these trails are part of current OPRHP "corridor or secondary trails" and signed with OPRHP markers. After construction of the proposed community connector trails, the OPRHP designation is likely to change for some of these trails. All maintenance will be conducted following the Management Guidance in accordance with each trail class.

[4] To comply with the Management Guidance, the Dunning Pond ~~and Oxbow -Sacandaga Lake~~ trail~~s~~ and portions of the ***Oxbow -Sacandaga Lake,*** Fawn Lake, Fall Lake, ~~Rudeston Hill~~ and Piseco - Perkins Clearing Trails will be closed to snowmobiles. ***As described in the Management Guidance, the redesignation of some existing snowmobile trails as either Class I, Secondary Trails or as non-snowmobile trails (such as foot trails or horse trails) for non-motorized recreational uses has been guided by the primary goal to provide a net benefit to the Forest Preserve through reconfiguring the trail system and revising trail management practices.*** Existing trails will not be closed until ~~once~~ the new proposed trails are constructed ***(and, for the small segment between Oxbow Lake and private land, when this trail is relocated on private land.)***

[5] Post-UMP mileage refers to snowmobile mileage after all proposed trail construction, relocation, and closure, and includes mileage of existing trails that will remain open.

[6] A total of approximately 4.2 miles of this snowmobile trail is located adjacent to or in very close proximity to NYS Route 30. ***While a large portion of this trail is believed to be along the road shoulder or within the DOT ROW, the extent of snowmobile trail within DOT lands has not been established in the field and was estimated for inclusion in the table. Based upon personal correspondence with the local forest ranger, the original roadside snowmobile trail is believed to have been in existence pre-1972. This roadside trail was re-opened to snowmobiles in 1994 (including a new 800 foot trail relocation to allow for a safe stream crossing) pursuant to the APA/DEC Memorandum of Understanding. Portions of the trail are believed to cross JRWF lands. For planning purposes 2.0 miles was estimated for the trail length over JRWF lands, including a section of trail on the west side of NYS Route 30 south of Mason Lake. The choice of a preferred alternative to connect Speculator with Indian Lake avoiding Lewey Lake and Indian Lake crossings, if possible, will be decided through a UMP amendment.***

Note: Trails that will have portions closed to snowmobiling are listed in both the trails to remain open and trails to close columns depending on the future status of the particular trail segment. A total of approximately 1.3 miles of "old town road" that crosses JRWF lands is also a designated snowmobile trail. This portion of the Wells-Speculator Trail is not under DEC jurisdiction and is maintained by the town. This snowmobile use does not count against the mileage cap due to the probable public highway status.

Snowmobile Trails

Present Conditions:

Snowmobiling is a major recreational industry in NYS attracting many users to areas with suitable snow cover within the Adirondack Park. The basis for long-term, quality snowmobiling is a well designed and constructed trail system. The State recognizes the importance of snowmobiling to communities within Adirondack Park and to those who enjoy this increasingly popular sport. The Department recognizes the assertion by local communities that development of snowmobile trail networks has the potential to increase economic benefits for communities in New York State.

On May 4, 1995 the Hamilton County Board of Supervisors passed a resolution that requested DEC policy be amended to allow all snowmobile trails, where feasible to be widened to a maximum 12 foot width. This resolution was based upon economic and safety reasons. Hamilton County's winter economy is dependent to a large degree on public recreational use of the snowmobile. County officials believe that the ability to provide safe, well maintained trails in order to compete with other regions such as Canada and Maine, is dependent on wider trails to accommodate better grooming equipment. The opinion of the board of supervisors and Hamilton County Planning Department is that DEC's policy was established based on the types of snowmobiles used in the 1970's and is no longer appropriate today. Environmental groups argue that the APSLMP requires that snowmobile trails "have essentially the same character as a foot trail" and that wider trails may also be unconstitutional. Proper trail layout will minimize the need for physical alteration of the trail during construction to help ensure both "community connector" and "secondary" snowmobile trails will retain essential characteristics of foot trails.

Most of the JRWF trails were developed in the 1960's when snowmobiles were narrower in width and capable of traversing more rugged terrain. Today's machines are generally heavier and wider and are much more dependent on a groomed trail surface than were sleds of a decade or more ago. In addition, the type of grooming equipment has changed over the years. The size of machinery has varied from home-made equipment (a snowmobile dragging bed springs) to larger twin-tracked units with a hydraulically controlled groomer. While some modern day groomers may exceed 25 feet in length and 6,000 pounds in weight, the majority of the grooming within the JRWF is done by a snowmobile pulling a drag. In some parts of area trails there is not sufficient room for a snowmobile to pull off the groomed trail to allow a snowmobile from the opposite direction to pass by safely.

A few incidents of snowmobilers breaking through the ice on Indian Lake, Lake Pleasant, and other area waters have occurred within recent years. Concerns over these water crossings, rough existing trail conditions, aesthetics, and improved accessibility of the Indian Lake trail system have prompted an identification of existing problems and solutions for the snowmobile trails within the JRWF.

The rehabilitation of existing trails in JRWF, closure of trails, and the designation of new trails for snowmobile use proposed for the JRWF will address critical snowmobiling needs within the unit. All new trail construction and rehabilitation of existing trails will comply with Management Guidance. The ability to use private lands and/or routes parallel and

near to travel/transportation corridors was considered impractical due to the numerous private landowners, residential development, and dependency on road crossings to avoid obstacles. The intent of these proposed snowmobile trail projects is to provide quality trails that links communities and limit road shoulder riding while enabling the average snowmobile operator to negotiate the trail with little or no difficulty.

Discussion of "No Material Increase"
The APSLMP requires that there be no "material increase in the mileage of roads and snowmobile trails open to motorized use by the public in wild forest areas that conformed to the master plan at the time of its original adoption in 1972". Further, the APSLMP states that "the mileage of snowmobile trails lost in the designation of wilderness, primitive and canoe areas may be replaced in wild forest areas with existing roads or abandoned wood roads as a basis of such new snowmobile trail construction, except in rare circumstances requiring the cutting of new trails;" and that "wherever feasible such replacement mileage should be located in the general area as where mileage is lost due to wilderness, primitive or canoe classification."

In the winter of 2001, the DEC performed a GPS survey of all known existing snowmobile trails on Adirondack Forest Preserve lands. As a result of this survey and more accurate field measurements using a rolatape, it was determined that 28.3 miles of existing snowmobile trail were within the JRWF. This information was incorporated into the facilities map in the Appendix. With the completion of the Arietta relocation onto reclassified lands ~~for~~ in 2004/2005, 1.3 miles of new trail was constructed and 0.3 miles of old trail was abandoned, resulting in a new total of 31.3 miles of snowmobile trail currently within the JRWF.

While the material increase provision applies to all wild forest areas on a Park wide basis, efforts are made during the planning process to close unsuitable snowmobile trails to help compensate for new snowmobile trail mileage for necessary relocations or new community connector links. In order to determine if "a material increase" in trail mileage is proposed in this UMP, it was necessary to document historic mileage in the unit. DEC and APA staff jointly reviewed existing documents, staff communications, and maps to arrive at an adjusted 27.9 miles of ~~pre-~~1972 snowmobile trail mileage for the JRWF. Implementation of all the proposed trail closings and new snowmobile trails in this UMP will result in a net gain of 2.4 miles from ~~pre-~~1972 JRWF mileage. (See table XVIII).

In an effort to concentrate efforts on the most important snowmobile trail proposals and reduce the miles of new snowmobile trail, the proposed Bear Trap Brook relocation identified in the draft and proposed final draft plans was removed since it is not considered necessary at this time. The proposed Bear Trap Brook relocation will be reconsidered, through an amendment to the plan if conditions change that would require moving the trail from private land. Other trail proposals that will be further explored through a UMP amendment include a snowmobile trail from Lewey Lake to Indian Lake that minimizes ice crossings.

Public comments received by the APA on the proposed final Draft Jessup River Wild Forest UMP, recent purchase of recreational rights on adjacent ~~International Paper Company~~

lands, and the desire to insure the best possible future snowmobile trail system for the area, led the Department to consider various snowmobile trail configurations for the southern portion of the JRWF. In 2006, the Department prepared a Draft Supplemental Environmental Impact Statement to the Proposed Final JRWF UMP/FEIS to address proposed changes to the snowmobile trail network in the towns of Lake Pleasant and Arietta. Proposed changes to sections of corridor snowmobile trail in the Fish Mountain/Fawn Lake Area ~~is~~ was analyzed in detail in ~~Appendix 25~~ the 2006 Jessup River Wild Forest UMP. To eliminate possible conflicts and confusion over UMP management proposals, the alternative analysis and maps previously in Appendix 25 was removed in its entirety. The alternative analysis was based on the Departments strategy for snowmobile trails in 2006 and does not accurately reflect our current guidance. ~~Public input was used to fine tune the alternative analysis and the preferred alternative.~~ In 2010, an amendment to the UMP was developed to address the rescinded snowmobile language and new management guidance. Public input on the amendment was used to refine proposals for the Lake Pleasant/Arietta areas. See Section VI.A.

The APSLMP specifies that snowmobile trails should be designed and located in a manner that will not adversely affect adjoining private landowners or the wild forest environment, and that deer wintering yards and other important wildlife and resource areas should be avoided by such trails. The APSLMP further provides that appropriate opportunities to improve the snowmobile trail system may be pursued where the impact on the Wild Forest environment will be minimized. In addition the APSLMP, on page 36 recognizes snowmobiling as an appropriate use in Wild Forest areas and provides that "existing roads or abandoned woods roads... [will form the basis of] new snowmobile trail construction, except in rare circumstances requiring the cutting of new trails." The proposed Fish Mountain, Fish Mountain Spur and ~~Dunning Pond - IP~~ Gilmantown trails will utilize sections of abandoned woods roads.

Snowmobile Trails Proposals
In November, 2009 the Adirondack Park Agency found the Department's Management Guidance to be consistent with the APSLMP. ~~This~~ An ~~2010~~ Amendment to the 2006 Jessup River Wild Forest UMP, pursuant to the 2009 Guidance, was released to the public on 1/14/10. Revisions based on public comment and new information resulted in ~~proposes~~ the development of new trails, relocation and closure of some existing trails and classifies each trail segment as follows:

Proposed Snowmobile Trail Class Designation ~~(See map in Appendix 25)~~
Snowmobile trails have been classified in accordance with the Management Guidance and based on the ultimate trail configuration proposed for the unit. Snowmobile trails that are proposed to be closed have not been classified since snowmobile use will only be allowed until the replacement trails are built. Decisions about what type of grooming equipment will be allowed on each trail will be made year by year through the work planning process*.

Trails within JRWF to be designated as Class I (See map in Appendix 25)
Piseco-Perkins Clearing Trail - (1.0 mile, between private land and Fall Lake intersection)
The section of trail between private lands and Fall Lake (including short spur to Piseco Airport) will continue to be maintained for snowmobile use.

Fall Lake Trail - (0.6 mile section between Piseco-Perkins Clearing Trail and Fish Mt. Trail)
This moderate use trail is part of OPRHP designated C4 that crosses Fall Lake. The existing crossing over the ice of this small waterbody has been in existence for many years and in the opinion of local riders, freezes early and adequately during most winters.

Rudeston Hill Trail - (1.0 mile section from Fish Mt. Trail to private land on the north)
This high use trail is part of OPRHP designated C8 with a spur on private land connecting to Piseco Lake.

~~Oxbow-Spy Lake Trail - (0.5 mile section between the NP trail easterly to the private land)~~
~~This 0.5 mile spur trail will provide access to Oxbow Lake once the shoulder of County Route 24 is designated for snowmobiling and the Fish Mt. Trail is constructed.~~

Proposed Oxbow Road Trail (0.5 mile section from Fish Mountain Cemetery area to Oxbow Lake Road)
This proposal will allow for the continued use of a 0.5 mile section of existing snowmobile trail. This trail allows alternative access to the trail system from private lands to the east of Oxbow Lake. The trail is within a mile of motorized travel corridors and motorized waterbodies and is located in the periphery of the unit.

Old Telephone Line Trail - (0.4 mile spur trail to Perkins Clearing Road)
This trail allows alternative access from the town highway.

Proposed Rudeston Hill Access Snowmobile trail - (0.3 miles)
This trail will provide snowmobile access from public parking at the town of Arietta Community Hall to the existing trail system before Oxbow or Piseco Lake are safely frozen.

**As outlined in the Management Guidance, grooming will be tailored to the Class of snowmobile trail and the approval of the use of any grooming equipment through the work planning process will be made to ensure the use of any particular grooming equipment does not alter a trail's width or physical character. Further, the Management Guidance indicates grooming equipment will be operated only by administrative personnel including DEC staff and volunteers under an agreement with the DEC (AANR or TRP) and covered by appropriate insurance.*

~~***Page Street Snowmobile Trail - (0.5 miles)***~~
~~***This trail will be the relocation of the existing high use trail that is dangerously close to traffic out of visual sight from Page Street and screened from the ROW. By moving the existing trail outside the road ROW and screened from view the trail will be easier to maintain and provide a more enjoyable snowmobiling experience.***~~

Proposed Round Pond Brook Trail - (2.7 miles)
In 1995, the Indian Lake town board voted to authorize this trail in addition to approving designation of Jerry Savarie Road as a snowmobile trail. This trail will enable residents of the Big Brook area and the general public (once the new parking area is built) to connect with the town and county snowmobile trail systems. While the trail will pass through the center of a 3,800 acre tract, the trail will be located within a mile of motorized travel corridors.

Proposed Moffitt Beach Trail (0.4 miles, spur trail from campground parking area to Hatchery Brook) - Additional 0.5 miles on intensive use lands.
This trail allows alternative access from the eastern part of Lake Pleasant.

Trails within JRWF to be designated as Class II (See map in Appendix 25)
Bear Trap Brook Trail - (1.4 miles)
This high use trail is part of OPRHP designated C8 allowing a connection between the community of Indian Lake with snowmobile trails in the Moose River Plains Area and the community of Inlet. While the trail passes through the center of a 1,600 acre tract, it is located in the periphery of the unit and is within a mile of the Cedar River Road and NYS Route 28/30. A future trail easement will secure the private land crossing over Upper Hudson Woodlands property.

Proposed Crow Hill Trail - (0.1 miles)
The purpose of this relocation is to realign some private land crossings and to move the existing trail section over JRWF lands from an unsuitable wet section along a creek bed. This change substitute approximately .5 miles of trail on JRWF lands, for a new trail section that crosses less than 0.1 mile of JRWF lands in the northwest corner of Lot 27.

Crow Hill Trail - (0.5 miles)
This high use trail is part of OPRHP designated C8 allowing a connection between the communities of Speculator and Indian Lake. While the trail passes through the center of a 125 acre parcel, it is located near the periphery of the unit boundary and is within a mile of NYS Route 30. The trail is proposed for closure following relocation of the majority of the trail to private lands on the north.

~~***Fawn Lake Trail - (1.0 mile section between proposed Fawn Lake Road parking and Fawn Lake)***~~
~~***This high use trail is part of OPRHP designated C4, enhancing the connection between Speculator and Arietta. Currently groomed by a tracked groomer. The eastern part of this trail is within a mile of the Fawn Lake Road and will become part of the proposed Fish Mountain trail.***~~

***Lawrence Farm Trail* - (0.4 miles)**
This high use trail is part of OPRHP designated C4, providing a land based connection between Speculator and easements lands to the north, with trails forking north to Indian Lake or west to Arietta. The trail is located adjacent to the state boundary and is within a mile of NYS Route 30. It will become the eastern end of the proposed Fish Mountain trail.

***Old Telephone Line Trail* - (1.6 mile section between easement lands and NYS Route 30)**
This moderate use trail is within a mile of motorized travel corridors and was originally part of OPRHP designated C8. More recently the C8 designation follows the northen end of the town maintained Perking Clearing Road. The trail allows a connection between the community of Speculator (and other communities to the east and west) and Indian Lake. ~~This trail in combination with the Perkins Clearing - Lewey Lake trail.~~

***Oxbow-Spy Lake Trail* - (3.2 miles between ~~the NP trail intersection~~ Oxbow Lake and private lands to the west)**
This moderate use trail is part of OPRHP designated C8 allowing a connection between Arietta trails and points east with Morehouse and Herkimer County or communities in Fulton County via the Powley Road. While a portion of this trail is adjacent to the Silver Lake Wilderness, the trail is within a mile of a motorized travel corridor and motorized waterbodies and is located along the periphery of the unit.

***Perkins Clearing - Lewey Lake Trail* - (estimated two miles of this trail is outside of the road ROW over JRWF lands).**
This moderate use trail is part of OPRHP designated C8 allowing a connection between the community of Speculator (and other communities to the east and west) and Indian Lake. This trail is within a mile of a motorized travel corridor and will be classified as a Class II trail. A UMP amendment will address future relocations of the trail to the north to remove the trail, if possible from the frozen surface of Lewey and/or Indian Lake.

Proposed Fish Mountain Trail (12.1 miles, ~~including trails to Mud Lake and Brister Brook~~ ***from easement lands north of Speculator looping around Mud Lake to Oxbow Lake)***
This proposal will provide a snowmobile trail leading to and from Speculator without requiring the use of the frozen surfaces of Lake Pleasant or Sacandaga Lake. The trail will incorporate a 0.2 mile section of the Rudeston Hill Trail that ends at Oxbow Lake and a 1.0 mile section of the Fawn Lake Trail south of Fawn Lake. The trail is within a mile of motorized travel corridors and motorized waterbodies and is located in the periphery of the unit. This action is anticipated to increase the level of snowmobile traffic on portions of the trail over JRWF lands. This use will be monitored and actions will be taken to remediate any unacceptable environmental impacts. In addition the Department will actively monitor snowmobile use to determine if the increase in snowmobile traffic leads to crowding and potential safety issues. ~~Following its construction, significant portions of the Piseco - Perkins Clearing and Fawn Lake snowmobile trails will be closed to snowmobiling. Within the Perkins Clearing and Speculator Tree Farm Easement Area, the location of snowmobile trails can change annually to avoid timber harvesting operations conducted in the winter. Portions or entire sections of town highway such as the Perkins Clearing Road can be closed by the town to snowmobiling when the roads are plowed for logging access. The proposed siting of the Fish Mountain trail is designed to include a fork to Mud Lake and easement

~~lands to the north in addition to a fork to the east (Brister Brook) which should ensure this important snowmobile community connector trail remains available for use independent of these potential road closures.~~

Proposed Fish Mountain Spur Trail (1.1 miles from private land to the Fish Mt. Trail)
The trail will require 0.8 miles of new trail north of the Fish Mt. Cemetery and will incorporate a 0.3 mile section of the Oxbow-Sacandaga Lake Trail. The trail is within a mile of motorized travel corridors and motorized waterbodies and is located in the periphery of the unit.

Proposed ~~Dunning Pond - International Paper Snowmobile~~ Gilmantown Trail (2.5 miles)
The current town of Wells snowmobile trail to Speculator uses a combination of DOT shoulders along NYS Route 30, unplowed town roads, and private land. It is considered unsuitable for a "community connector" trail due to safety concerns, maintenance problems, and conflicts with public motor vehicle use of the highway. This proposal will utilize a combination of private land, JRWF, road shoulder, and easement lands to provide a land-based snowmobile trail connection from Wells to Speculator without requiring the use of NYS Route 30 ROW. From the NYS Route 30 crossing the trail will proceed north using roads and trails on easement land to reach the village of Speculator. The portion of the trail across JRWF lands trail is within a mile of motorized travel corridors.

Proposed Snowmobile Trail Closures
Removing some snowmobile trails or trail segments from the existing network is central to the balance sought in providing a net benefit* to the Forest Preserve while also providing for key improvements in snowmobile riding in the Park. A map identifying what parts of the JRWF would meet the definition of "remote interior" as defined in the "Management Guidance" can be found in the Map Appendix.

In proposing trails or trail segments for redesignation or abandonment, these "Management Guidance" criteria were followed:

• do not provide safe snowmobiling conditions;
The Management Guidance specifies that: "snowmobile trails will be sited with the objective to avoid locations that present safety hazards such as...crossings of frozen surfaces of water bodies such as rivers, lakes and ponds. If suitable alternative routes are designated or developed, trails that lead riders to unsafe locations will be closed to snowmobile use..."

Old Telephone Line Trail - (1.8 mile eastern section between NYS Route 30 and Indian Lake and 0.3 mile section west of NYS Route 30)
The eastern part of the Old Telephone Line trail ended at a frozen water surface, requiring snowmobilers going north from the Speculator area to ride the Jessup River arm of Indian Lake crossing an unsafe location known as the "narrows". Following an accident, the town abandoned grooming and maintenance on this trail. Since a combination of the western part

**For a discussion of the "net benefit" concept, see page 187 of the Snowmobile Plan for the Adirondack Park/Final Generic Environmental Impact Statement, October 2006.*

of the Old Telephone Line trail and the Perkins Clearing - Lewey Lake trail is the official community connector trail, this section of trail is proposed for closure and conversion to non-motorized uses.

Lake Access Spur Trails - (0.2 mile spur trail to Sacandaga Lake in the vicinity of the Fawn Lake Road, ~~0.2 mile~~ and 0.5 mile spur trail~~s~~ on the north side of Oxbow Lake) Construction of the Fish Mt. trail will provide a Community Connector Trail reaching between Speculator and Arietta that will eliminate the need to cross ~~Oxbow and~~ Sacandaga Lake~~s~~ and to a large degree Oxbow Lake. ~~Three existing spur trails leading directly to these waterbodies.~~ Leaving these spur trails would encourage use of a significant portion of the lake as part of a long distance trail ride whereas creation of the land based Fish Mountain trail ~~eliminates~~ minimizes to the greatest extent possible the need to cross lakes in making ~~these~~ community connections (pursuant to the Management Guidelines.) A short 0.2 mile ice crossing on Oxbow Lake will be allowed to continue, since there is no suitable alternative at this time.

Oxbow Lake-Sacandaga Lake Trail – (less than 0.1 miles) - This short trail segment on JRWF lands (western portion of the Oxbow Lake-Sacandaga Lake trail) may be proposed for closure following construction of the Fish Mountain Trail and Fish Mountain Spur Trail, the classification of the Oxbow Road Trail as a Class I trail and completion of the study described below. This short trail segment leads to a very short private land crossing and directly onto Oxbow Lake. It facilitates a parallel connection trail (to the Fish Mountain Trail) that relies on ice crossings, in contradiction to the objectives in the Management Guidance to abandon trails that lead riders to unsafe conditions (such as lake crossings when land-based alternatives exist) and to eliminate redundant trails. For these reasons, once the JRWF UMP Amendment is adopted, the Department, in consultation with APA, will study use and environmental impacts of snowmobiling in this Piseco-Speculator area of the unit. For comparative purposes, the study will feature monitoring of snowmobile use on existing routes (including lake crossings) and gathering other important recreational use and impact information before and after the Fish Mountain Trail and its associated spur connections are established. DEC and APA staff will prepare a report to document all data collected. Results of the study will be used, among other purposes, to ensure snowmobile use on this parallel connection trail does not contribute to undue adverse environmental impacts or create unsafe snowmobile travel. Within three years after the Fish Mountain Trail is established, the study will be completed and DEC, in consultation with APA, will determine whether or not DEC facilitation of continued use of this parallel route would serve important resource protection and/or safety purposes that outweigh other concerns. If it is determined that a parallel route in this particular situation is necessary for such reasons, this trail segment will be retained by DEC or relocated onto private lands with DEC assistance if possible. Otherwise this trail segment will be closed by DEC. Other management actions may also follow directly from the study. ~~This high use trail OPRHP designated C4 that connects these two waterbodies and the Village of Speculator with the town of Arietta and communities to the west. The Oxbow-Sacandaga Lake trail is considered a redundant parallel trail since. The proposed Fish Mountain trail will provide a land based trail suitable for long distance snowmobile traffic.~~

For ice fishing and other winter recreational pursuits that are not part of long-distance travel, snowmobile access to the ice on Sacandaga Lake will be provided at Moffitt Beach Campground and snowmobile access to the ice on Oxbow Lake will remain possible from the western end of the lake.

• penetrate the more remote areas of large Wild Forest parcels or traverse an existing undeveloped forest corridor connecting two or more remote interior areas in the Forest Preserve;
The Management Guidance specifies that: "snowmobile trails will be sited with the objective to avoid areas considered environmentally sensitive such as:...remote interior areas..." : Portions of the Piseco-Perkins Clearing (including Mossy Vly spur) and Fawn Lake trails are located within a remote interior area.

Piseco-Perkins Clearing Trail - (7.5 mile section between Fall Lake intersection and easement lands, includes Mossy Vly spur)
This moderate use trail is part of OPRHP designated C4/C8. The northern part is an interior trail proposed for closure and conversion to non-motorized uses following construction of the Fish Mountain trail.

Fawn Lake Trail - (3.2 mile section between Fawn Lake and the Piseco-Perkins Clearing Trail)
This high use trail is part of OPRHP designated C4. The western part is an interior trail proposed for closure and conversion to non-motorized uses following construction of the Fish Mountain trail.

• are located near Wilderness area boundaries;
Portions of the existing Piseco-Perkins Clearing trail are very close to the West Canada Lake Wilderness.

• are redundant trails, or are part of an unnecessarily dense, local snowmobile trail network where opportunities for quiet, non-motorized use of trails are rare or nonexistent; ~~As mentioned previously the Management Guidance specifies that: "...If suitable alternative routes are designated or developed, trails that lead riders to unsafe locations will be closed to snowmobile use..."~~

• are no longer used or receive only minimal public use;

Dunning Pond Trail - (4.6 miles)
This low use trail has not been groomed over the last several years. This trail is proposed for closure and conversion to non-motorized uses following construction of the ~~Dunning Pond-IP~~ Gilmantown trail. No grooming is anticipated given the bridge washout and rough trail condition.

• might encourage illegal motorized access to public and private lands or create significant potential conflicts with adjacent property owners;

• incur unusually high snowmobile trail maintenance costs.

Sections of the Dunning Pond trail are narrow, boulder-strewn and rough, and would require significant rehabilitation to make suitable for modern day snowmobiling.

All old snowmobile trails that are no longer used (See Table XVIII) will have any remaining snowmobile trail markers removed and the trails will be officially closed to snowmobile use. Other trails that are currently designated and scheduled for closure, will be officially closed following the construction of replacement trails

Snowmobile Trail Siting Criteria
The Management Guidance includes criteria to identify defined geographic areas where different classes of snowmobile trails should be located in relation to roads and boundaries. Examples include:

• Reconfiguration of the snowmobile trail system on Forest Preserve lands, shifting snowmobile use from the remote interior or Wild Forest areas to the periphery.
The 47,350 acre JRWF is quite fragmented, consisting of numerous distinct tracts separated by major highways or waterbodies. A few isolated parcels are less than 100 acres, while some contiguous tracts exceed 7,000 acres in size. Portions of the existing Piseco-Perkins Clearing (including Mossy Vly spur) and Fawn Lake trails are located within a remote interior* area. In addition, a part of the Piseco-Perkins Clearing snowmobile trail within the town of Arietta is located very near the eastern boundary of the West Canada Lake Wilderness in the vicinity of the Northville-Lake Placid Trail. Other trails to remain open, such as the Bear Trap Brook and Crow Hill trails that cross the middle of some JRWF tracts, are in close proximity to motorized travel corridors. In the case of the Dunning Pond snowmobile trail, portions of the existing trail are farther than one mile from the nearest motorized travel corridor.

• Locate "community connector" trails as close as possible to existing non-snowmobile motor vehicle routes and motorized waterbodies and no further than one mile from these unless terrain, environmental factors or the need to connect existing trail segments requires trail siting further into the interior of a Wild Forest unit.
Without exception, existing JRWF Class II trails that will remain open to snowmobiling and future proposed snowmobile trails will comply with this requirement. The proposed development of the Fish Mountain and ~~Wells-IP~~ Gilmantown snowmobile community connector trails will move snowmobiling to locations closer to the Wild Forest boundary and/or public highways. The designation of the Perkins Clearing - Lewey Lake Trail as a Class II trail will allow important maintenance work on the only direct snowmobile connection between Speculator and Indian Lake. Although the portion north of Mason Lake is mostly a roadside trail that weaves in and out of DOT ROW, one of the benefits of its proximity to the highway is enhanced public safety, since cell phone coverage in this area is poor.

• Locate newer re-routed secondary trails within periphery of Wild Forest areas, and only beyond one mile from motorized travel corridors when the recreational value is high and

* *The geographic area more distant than two miles from the nearest motorized travel corridors in all directions.*

when impacts to sensitive interior areas are minimal.
JRWF Class I trails that will remain open to snowmobiling and future proposed snowmobile trails comply with this requirement. While the proposed development of the Round Pond Brook trail will locate a new snowmobile trail through the center of a 3,800 acre tract, the entire trail will be located within a mile of motorized travel corridors.

Oxbow to Spy Lake Snowmobile Trail Relocation and Town of Arietta Reclassification Update
In 2004, approximately 145 acres of Silver Lake Wilderness were reclassified to JRWF to correct a jurisdictional conflict between the towns Local Land Use plan and the Wilderness Critical Environmental Area. It also allowed for the relocation of a section of existing snowmobile trail over private lands to State land, since landowner permission for the trail was revoked, effectively cutting off the land based snowmobile route between Arietta and Morehouse. Several options were considered on how to best address snowmobile use in the area.

No Action Alternative - The first option considered was to do nothing and allow use to continue as is. Since the owner of private property requested that the trail be removed from the property, the trail must be relocated or closed. While closure would eliminate 1.8 miles of snowmobile trail in the JRWF, it would limit riding early and late in the season by forcing snowmobilers to cross the frozen water surface of Piseco Lake to ride between Morehouse and Arietta. DEC and OPRHP are attempting to remove trails from waterbodies whenever possible for public safety reasons. Therefore, the no-action alternative was not suitable.

Relocation to NYS Route 8 - This alternative would have required constructing a section of new snowmobile trail for a distance of approximately one-half mile over rugged terrain to reach the shoulder of NYS Route 8. The trail would continue along Route 8 for a distance of approximately 1-1/2 miles to the Oxbow Inn. This route would require the trail to cross numerous driveways to private property and could involve several road crossings to avoid ROW obstacles. The safety of road crossing and potential negative impacts to adjoining landowners limit the desirability of this alternative.

Relocation to Private Land North of NYS Route 8 - This alternative would require use of a small portion of NYS Route 8 ROW and private lands to the north of the highway to intersect the Old Parrish Road then east for 0 .2 mile to CR24 and along the road right-of-way to the town of Arietta community hall. A bridge would be necessary to cross the outlet of Oxbow Lake. This alternative while viable, would rely completely on the permission of private landowners, and would be subject to closure at any time.

Relocation to Piseco Lake over JRWF lands - This alternative would have required constructing one mile of new snowmobile trail over unsuitable steep and rugged terrain ending at Piseco Lake and require riding the frozen surface to connect with the rest of the trails in the town of Arietta.

Relocation to Reclassified Lands - This alternative was chosen as the preferred option since it
would avoid unsafe lake crossings, road shoulder riding, or require the use of private land.

The proposal was developed in consultation with the APA, with opportunity for public and environmental review occurring during the reclassification process. A long Form EAF was prepared for the action and a negative declaration was issued.

This proposal had some precedent; in 1982 there was a reclassification of approximately one mile of snowmobile trail behind the Piseco School from wilderness to wild forest in an effort to accommodate the existing trail and snowmobile use.

The 2004/2005 trail relocation moved the existing snowmobile trail to the south of a large wetland area thereby avoiding private land. The 1.3 miles of new snowmobile trail, are offset slightly by the closure of 0.3 miles of existing trail. A 0.6 mile portion of the new trail follows an old road. Work on the trail required the cutting of 210 trees over 3" in diameter and the building of a few bridges ranging from eight to 40 feet long. (See map in Section IV-E)

Objectives:

- ***Address snowmobile trail safety concerns.***
- ***Trails will be maintained according to their classification with all work confined to the allowed trail width. The Management Guidance will guide maintenance and future management. In all cases wetland permits will be secured from the APA, if determined to be necessary.***
- ***To identify snowmobile trails within the JRWF that no longer are necessary or feasible to rehabilitate.***

Management Actions:

- ***Remove obstructions (rocks, stumps, and brush) from the trail surface, in accordance with the Management Guidance. (OP)***
- ***Develop LAC standards for snowmobile trails. (LF)***
- ***Monitor trail conditions closely to ensure compliance with LAC standards. Designated trails will be posted as closed either seasonally, temporarily, or permanently if level of conflicts and/or resource impacts exceeds thresholds established through the LAC process until impacts are remediated and/or conflicts resolved. (LF/OP)***
  Remove snowmobile trail markers and re-designate Dunning Pond trail as foot/ATB trail. This trail has received little snowmobile use over the last several years and has not been groomed. Even though the trail follows sections of old roads, numerous boulders and terrain constraints make the trail unsafe for snowmobiling. In accordance with Department policy, snowmobile trails recommended for closure will be converted to cross-country ski trails or foot trails, when appropriate. The snowmobile trail mileage lost in closure will help offset some of the additional new mileage for important trail linkages or relocations. (OP)
- ***Rehabilitate Rudeston Hill trail (NYS Corridor 4) ± 0.1 miles The western portion of this trail was relocated in 2000 in consultation with the APA. Since the initial effort concentrated on having a useable trail in place before winter, the only work that occurred included tree and blowdown removal and the construction of one bridge under a wetlands permit. Parts of the trail have trail obstacles consisting mainly of hummocks and rocks, that impede the ability to enjoy this trail safely.***

Minor rehabilitation work is a high priority for this heavily used trail. Some of the existing bridges will have to be rebuilt to meet DEC standards. Mud spots may need bridging, relocation, or hardening. Block illegal access trails. (LF/OP)

- ***~~Construct Fish Mountain trail to replace NYS Corridor 8 and 4) + 7.1 miles. Project will also include additional 0.4 mile spur trail to Mud Lake and the reopening of the 2.4 mile Mud Lake snowmobile trail to connect with parking at Moffit Beach Campground. An additional 1.7 mile spur trail will be developed parallel to Brister Brook.(LF/OP)~~***

  Construct Fish Mountain trail (Overall distance of + 10.7 miles on JRWF), See Section VI for additional details (LF/OP)
- ***Construct Fish Mountain Spur trail (+ 0.8 miles, from the Fish Mt. Cemetery area to the Fish Mt. Trail) - The overall trail length of this spur trail over JRWF lands will be 1.1 miles since it will incorporate the eastern portion of the Oxbow - Sacandaga Lake trail. (LF/OP)***
- ***Designate the Oxbow Road trail (0.5 mile section from Oxbow Lake Road to Fish Mountain Cemetery area) as a Class I trail.***
- ***~~Construct Page Street trail (NYS Secondary) + 0.5 miles. - (See Section VI.) (LF/OP)~~***
- ***Relocate Crow Hill trail (NYS Corridor 4) + 0 .1 miles. - (See Section VI.) (LF/OP)***
- ***Investigate Speculator - Indian Lake snowmobile trail alternatives to avoid ice crossings on Lewey and/or Indian Lake. (See Section VI.) (LF/OP)***
- ***Construct ~~Dunning Pond - International Paper Snowmobile~~ Gilmantown trail (+ 2.5 miles)***

  The town of Wells supervisor and staff proposed a relocation of the existing Dunning Pond snowmobile trail in order to provide an enjoyable safe snowmobile connection between the communities of Wells and Speculator. The current trail to Speculator uses a combination of DOT shoulders along NYS Route 30, unplowed town roads, and private lands and is considered unsuitable for a "community connector" trail due to safety concerns, maintenance problems, and conflicts with public motor vehicle use of the highway.

  A new trail is proposed that would begin in the Hamlet of Wells, proceed northwesterly over private lands and/or Niagara Mohawk property along an existing utility ROW ~~intersecting~~ approaching Gilmantown Road in the vicinity of Gilman Lake. From the powerline at a location near the top of a steep hill, the trail would continue northerly ~~northwesterly a short distance along the road ROW~~ utilizing approximately 0.4 miles of JRWF lands to reach the entrance of an old woods road. ~~No JRWF lands would be crossed to this point.~~ Snowmobile use over the town road from this point into Speculator is not possible because the town of Lake Pleasant opposes the designation of the Gilmantown Road for this use. A new snowmobile trail on JRWF lands will be designated over an existing old road for a distance of approximately 2.1 miles to the Lyme Adirondack Timberlands, LLC (formerly International Paper Company) property line. Over a trail easement on Lyme LLC lands, the trail will continue on existing Lyme LLC roads crossing NYS Route 30, and continuing on easement roads and trails into Speculator. The need for bridging or other trail hardening techniques is unknown at this time. There would be only minimal tree cutting needed due to the existing width of the old road. Before trail construction begins a work plan, including a tree count, will be completed. The

section of new trail from the powerline to the old road will involve crossing some steep terrain with areas of ledge rock and surface boulders. The actual location of the trail will involve coordinated efforts between DEC and APA staff to help insure that the trail is developed in conformance with the Management Guidance.

The ~~Dunning Pond-IP~~ Gilmantown trail ~~relocation combined with utility line ROW and private timber company lands~~ will allow for an adequate community connection route between Wells and Speculator~~, bypassing the existing section of trail with the most problems~~. The existing NYS Route 30 roadside snowmobile trail* section north of Wells stays almost entirely within the DOT road ROW requiring a snowmobile rider to traverse numerous obstacles including guard rails, metal signs, and sidehill banks. To safely accommodate its use as a "community connector" the trail would have to be relocated farther back from the road edge. Large areas of rocky, steep sidehill terrain would limit the ability to construct an adequate trail without a large degree of terrain modification to both State and adjoining private lands.

The new proposed snowmobile route will reduce significantly the number of highway ROW miles for the main connecting snowmobile trail between the two communities. The portion of the trail over Forest Preserve land will be considered a Class II corridor snowmobile trail and will be marked with blue trail markers. It is expected to receive heavy use but will not be designed to accommodate other recreational uses due to the private land and ROW crossings. The portion ~~over JRWF lands~~ of trail from Gilmantown Road to the ~~IP~~ Lyme boundary could be used for general foot access. (LF/OP)

- ***Construct Rudeston Hill Access Snowmobile trail (± 0.3 miles)***
  From the town of Arietta Community Hall and proposed snowmobile trailhead, no land based access to the snowmobile trails to the north exists, necessitating the use of the frozen surface of Piseco Lake. The development of a short link trail would greatly improve access to the snowmobile network in the area.

  A new spur trail is proposed to allow snowmobilers to travel through the woods from the town of Arietta Community Hall parking area northerly to the existing Rudeston Hill trail. The trail would utilize both town and private lands with approximately 0.3 mile of new trail to be constructed over JRWF lands. This trail proposal is important to allow access to the existing trail system before Oxbow or Piseco Lake are safely frozen. The trail will be built only if the town of Arietta is able to secure permission from the adjoining private landowner and a suitable route can be found through State lands.

  The trail will be considered a Class ~~B~~ I snowmobile trail and will be marked with blue trail markers. It is expected to receive heavy use but will not be designed to accommodate other recreational uses due to the private land crossing. (LF/OP)

**Based upon a recommendation from the town of Wells supervisor, the original roadside trail on DOT property (its legal for a snowmobiler to ride along State highways outside the scraper banks) will still be maintained by the town to allow for a loop trail to accommodate local snowmobile use. Since this trail does not utilize Forest Preserve lands, there is no "material increase" in mileage by retaining it.*

Construct Round Pond Brook Snowmobile trail (Preferred Alternative Option B ± 2.7 miles) See Section VI. (LF/OP)

Impacts and Management Alternatives for All Proposed Snowmobile Trail Additions: Several options were considered in determining a preferred management strategy for this area:

No Action Alternative - The "No Action" alternative, in some cases, forgoes the recreational opportunity and economic benefits of snowmobile-based tourism. Taking no action at this point would also allow trails to remain in use that are not as environmentally sound as the proposed trails. Trails will have to be closed when individual private landowners withdraw permission. This would force snowmobilers to ride along road shoulders on plowed roads. Another concern involves illegal road riding. When the shoulder gets rough, some snowmobilers ride the highway instead of the groomed trail, with this activity occurring mostly late at night. In addition, the no-action alternative would not provide for adequate community connections. Therefore, this alternative will not be supported by this UMP.

Alternative 2 - Relocate snowmobile trails to private lands. Efforts will be made to encourage corridor snowmobile trail systems on private lands or road corridors whenever possible. However, secondary and local trails are still needed that connect to necessary support services such as gas, food, lodging, maintenance, and trailheads. It should also be noted that snowmobiling provides persons with disabilities with a means of accessing State lands during periods of snowcover. See Section VI. While this alternative may be possible it would require significant new trail construction along with permission from numerous landowners. Since snowmobile trails are usually not easements but yearly agreements with the landowner, the trail system would always br subject to closure if any individual landowner withdrew permission. Therefore, this alternative will not be supported by this UMP.

Proposal discussion
The ability to maintain suitable trail links between area communities is important. The preferred alternative is to officially designate some new and relocated snowmobile trails. See specific trail information in the previous section and in Section VI. By avoiding private land crossings (where the landowners do not want snowmobiles) and road shoulder riding where unsafe, both the trail and enhanced access to State lands will be secured for the future. While these new snowmobile trails will result in an increase in overall mileage, this would be partially offset by the removal of snowmobile designation on unsuitable trails and trail segments, along with trails that do not conform with the Management Guidance. Therefore, this alternative will be supported by this UMP and/or subsequent UMP amendment.

Projected Use and Potential Impacts of the Preferred Alternatives
Snowmobile use in the JRWF is anticipated to remain generally the same after implementation of the UMP. Use of the new community connector trail - the Fish Mountain Trail - is expected to be high after its construction, but not higher than the existing combined use of the nearby routes that will be closed at that time. And while the resulting concentration of snowmobile use will in the future be worthy of attention and monitoring,

the best possible location for this route has been chosen in terms of minimizing potential impacts to both the Forest Preserve and to private landowners of the area. As planned, the entire trail will be sited within one mile of existing motorized travel corridors. ~~which~~ The establishment of this new trail will serve to relocate snowmobile use away from the West Canada Lake Wilderness Area and out of the approximate 9000 acre area designated as the remote interior and within two miles of the periphery of the unit in the south western part of the JRWF. The planned location of this trail (and elimination of ~~three~~ two spur trails) will also serve to relocate much long-distance travel away from the frozen surfaces of Oxbow and Sacandaga Lakes, which (in addition to enhancing safety) can be expected to reduce conflicts with ice fishermen and impacts to private landowners in the area that can result from highspeed, cross-lake travel.

Enhancing snowmobiling safety is an important focus of this UMP and the recently adopted Management Guidance, which precludes designation of State trails leading across lakes when alternative, land-based trails are available. ~~Closing the Oxbow-Sacandaga Lake trail and the small trail segment leading to and from the southwest shore of Sacandaga Lake will discourage much of the current snowmobile use by riders traveling between Arietta and Speculator using the lakes.~~ It is long-distance riders who are least likely to be fully or adequately knowledgeable about critical local conditions. The Department also recognizes, however, that frozen lakes can provide an enjoyable experience for snowmobilers, along with important access to other Department programs such as ice fishing, so carefully selected opportunities for access will be preserved.

The community connector trail crossing of a 0.2 mile section of Oxbow Lake cannot be addressed at this time. There is no suitable land based alternative due to the presence of Class 1 wetlands adjacent to CR 24 and potential safety conflicts regarding county highway designation for snowmobile use. In the case of the community connector trail between Speculator and Indian Lake, there are no existing snowmobile alternatives for the Lewey Lake and Indian Lake crossings; in these and other such situations, trails leading to and from the lakes will remain open.

Another method of enhancing snowmobiling safety is to regulate trail speed. There is currently no statewide speed limit for the operation of snowmobiles on public highways or public trails in New York State (Snowmobile Plan for the Adirondack Park, 2006). While the Snowmobile Plan does not recommend imposing a Forest Preserve-wide speed limit, the JRWF UMP supports the promulgation of a snowmobile trail speed limit regulation where conditions warrant it (see Section IV-3). The UMP proposes the promulgation of a regulation for speed not to exceed 25mph on JRWF snowmobile trails. This would be consistent with efforts from adjoining towns that have established similar local snowmobile speed limits on sections of trail on private lands. This new regulation, combined with increased enforcement, would help establish snowmobiling as a safer family activity.

Economic impacts have also been considered in the development of this UMP. Many Adirondack businesses depend on winter business to sufficiently supplement income generated during the warmer months. Through the establishment of a well maintained mostly land-based trail system, given adequate snowfall the snowmobile season may begin earlier and end later, thus helping to boost the local business economies. In the case of the

Fish Mountain trail, by locating ~~it~~ the route ~~entirely~~ on State land~~, with links to trails on~~ and adjoining easement lands, the trail will also be available for the public for year-round recreational activities.

The establishment of Class II Community Connector trails may require additional trees to be cut on the Forest Preserve. The existing routes of the Old Telephone Line trail and the Perkins Clearing - Lewey Lake trail will be utilized to a large degree when the trail becomes a Class II trail, however. A rough estimate of tree cutting, based on a 2009 field inspection, indicates that only approximately forty trees over 3" DBH would be cut on the four miles over JRWF lands due to widening and other likely trail modifications. In addition, since parts of the route follow old roads that are fairly flat and level, it is anticipated there will only be a small to moderate amount of rock and stump removal or terrain modification necessary. The major cost of the trail maintenance project will be the replacement or modification of numerous older trail bridges built by the Town of Lake Pleasant.

By utilizing old roads and existing snowmobile routes when feasible, the actual amount of new trail construction and tree cutting on JRWF lands can be minimized. In addition, the redesignation of existing snowmobile trails for non-motorized use within an approximate area of 9000 acres (within the remote interior and within 2 miles of the periphery of this unit in the south western portion of the Jessup River Wild Forest) will serve to mitigate any potential environmental impacts associated with the siting of new snowmobile routes.

The ability to use private lands and/or routes any nearer to travel/transportation corridors was considered impractical due to the numerous private landowners, residential development, and dependency on numerous road crossings to avoid obstacles. Snowmobile use will be monitored, and actions will be taken to remediate any unacceptable environmental impacts.

The Management Guidance designates a new class of snowmobile trail (Class II) to establish and improve community connections. Another new class of trail (Class I) is intended to preserve a more traditional type of Adirondack snowmobiling experience. Identification of individual snowmobile trail classes through this plan will enhance the Department's ability to manage and monitor snowmobile use while helping to reduce impacts. With the development of new community connector trails there will be some shifting of the highest snowmobile use to the outer periphery of Forest Preserve lands. Tracked groomers will be restricted to the more developed Class II trails, with Class I snowmobile trails expected to acquire a less developed and less maintained character. Consequently, the wilder, more remote areas of the Forest Preserve will be less impacted by motorized traffic. There will be lower noise levels, lower exhaust emission levels, decreased impacts on wildlife and reduced user conflicts between users participating in motorized and non-motorized forms of recreation in the JRWF. Some existing snowmobile trails (most likely within the interior of Wild Forest areas or adjacent to private inholdings) will be re-designated for non-motorized use or abandoned as trails altogether. These actions will serve to ensure available, wintertime recreational opportunities in Wild Forest areas are not dominated by snowmobile use to the exclusion or near exclusion of passive recreational uses. All snowmobile trails, regardless of class, will be carefully sited, constructed and maintained to preserve the most essential characteristics of foot trails and to serve, where

appropriate, hiking, mountain biking and other non-motorized recreational pursuits in spring, summer and fall.

Relationship to Adirondack Park Snowmobile Trail System

The October 2006, Snowmobile Plan for the Adirondack Park/Final Generic Environmental Impact Statement (2006 Snowmobile Plan) presents a conceptual snowmobile plan with the goal of creating a system of snowmobile trails between communities in the Adirondack Park. The 2006 Snowmobile Plan outlines the concept of reconfiguring the existing snowmobile trail network across the Forest Preserve through the UMP process. Implementation is supported by Management Guidance which establishes a new DEC snowmobile trail classification system with new standards and guidelines for snowmobile trail siting, construction and maintenance.

These documents help provide a blueprint for how to consistently plan for and manage snowmobile trails on Forest Preserve lands in the Park. The configuration of trails on the Forest Preserve will be established in the context of developing a Park-wide system of community connector trails as envisioned by the 2006 Snowmobile Plan for the Adirondack Park. The Management Guidance also strengthens the connection between and clarifies the individual roles of Unit Management Plans, Temporary Revocable Permits (TRPs), Adopt-a-Natural-Resource Agreements (AANRs) and work plans.

Insert the following one page after page 256 of the August 2006 UMP

F. UMP Amendments and Revisions

Amendments to the UMP may be recommended if prescribed activities do not resolve problems, if there are significant changes, or if activities prescribed in the plan seriously affect other resources or uses.

The judge's stipulation and Commissioner recission of portions of the JRWF UMP prevented the implementation of any snowmobile trail proposal and/or change in groomer use on these lands. The parties agreed pending APSLMP conformance determinations by the APA, the Jessup River UMP/FEIS would be amended and reissued to reflect the determinations(s) in accordance with applicable law, including SEQRA. In order to address the rescinded snowmobile language and new management guidance, the Department developed a Draft Amendment to the plan.

The proposed UMP Amendment is limited in scope, addressing snowmobile related facilities and proposals only and is not intended to re-open or update any other part of the plan. The amendment supplements the previous FEIS as required by SEQRA, and discusses and evaluates the potential environmental impacts of the proposed amendment.

The process for review, public comment and APA consideration of the 2010 Amendment will be similar to the process that led to the approval of the 2006 UMP.

Insert the following five pages after page 259 of the August 2006 UMP

Year 1	Estimated Cost
Legal research: Clarify inholder and adjoining landowner access rights. Clarify status of old town roads and public motor vehicle access rights.	15 person-days
Reclaim Rudeston Hill pit. Plant trees and barricade with rocks	$3,000
Complete work on Snowy Mountain Fire Tower. Engineers assessment.	$2,000
Install two new pipe gates at Round Pond Road, and unnamed road (to "Bog Trotters Camp") at Piseco Airport.	$3,000
Develop uniform method of collecting use data across the unit. Use infrared counters to determine snowmobile use and other trail activity.	15 person-days
Install one new rock barrier on woods road adjacent to Gilmantown Road.	$500
Rehabilitate Old Military Road for safe public vehicle use.	$1,500
Designate JRWF campsites. Relocate and/or close primitive campsites not in compliance with the APSLMP. Establish fire rings at suitable locations. Conduct GPS baseline site inventory and document with digital photos.	$3,500
Designate and mark canoe carry trails along the Jessup River and Indian Lake - Lake Abanakee trail.	$2,000
Construct and install new level-two information "Storey kiosks" at the Snowy Mountain and Pillsbury Mountain trailheads.	$3,000
Designate and mark Fawn Lake Trail, Old Telephone Line Trail, Piseco-Perkins Clearing Trail, Hernandez Road, Gilman Lake Access Road, and Old Military Road Trail for all terrain bicycle use.	$5,000
Install unit identification signs along major highways.	$500
Initiate project for Fish Mountain snowmobile trail, beginning on the section between Moffit Beach Campground and Mud Lake.	***$50,000***
Rehabilitate Old Telephone Line and Perkins Clearing - Lewey Lake trails to Class II standards.	***$50,000***
Investigate alternatives for Speculator - Indian Lake snowmobile trail	***8 Person Days***
Conduct study on snowmobile use and impacts in Speculator/Piseco area	***undetermined***
Designate campsites at Mason Lake. Close and revegetate unsuitable campsites. Construct and install four new pit privies. Develop existing waterway access site parking area near lake and define with boulders to accommodate five cars, including one accessible parking space. If feasible, improve accessibility for hand launching of boats. Install pipe gate. Develop one roadside accessible camping sites. Construct and install new level-two information "Storey kiosk" and accessible picnic tables at waterway access site.	$20,000
Designate and mark Miami River trail as a class II foot trail.	$1,000
Designate and mark Echo Lake trail as a class II foot trail.	$500
Locate and remove illegal cable crossings over Fall Stream	$500
Stabilization of Indian Lake shoreline entrances and access points	$7,000
Evaluate site conditions on 35 Indian Lake sites. Implement corrective actions. ($5,000/year)	$25,000
Evaluate pit privies on 35 Indian Lake sites. Implement corrective actions.	$35,000
Construct four campsites on Indian Lake to accommodate the relocation of sites from Siamese Ponds Wilderness.	$10,000
Rehabilitate Rudeston Hill snowmobile trail.	$1,000

Year 1	Estimated Cost
Rehabilitate Old Parrish Road. Stabilize creek banks and remove old culvert.	$4,000
Designate and mark Dug Mountain Brook trail as a class III foot trail.	$1,000
Post as closed to horseback riding the Northville-Lake Placid trail, Snowy Mountain trail, Pillsbury Mountain trail, Baldface Mountain trail, Abanakee and Piseco Airport Loops. Snowmobile trails that will be closed include: Bear Trap Brook trail, Oxbow-Sacandaga Lake trail, Fall Lake trail, Oxbow Lake-Spy Lake trail, Crow Hill trail, Fawn Lake trail, Indian Lake - Sabael trail, Dunning Pond, and Rudeston Hill trail.	$500
Post as closed to all terrain bicycling the Northville-Lake Placid trail, Snowy Mountain trail, Pillsbury Mountain trail, Baldface Mountain trail, Abanakee and Piseco Airport Loops. Snowmobile trails that will be closed include: Bear Trap Brook trail, Oxbow-Sacandaga Lake trail, Fall Lake trail, Oxbow Lake-Spy Lake trail, Crow Hill trail, and Rudeston Hill trail.	$500
Coordinate with DOT to install rock barrier at Jessup River Bridge site.	2 person-days
Conduct an annual evaluation of Indian Lake Islands Administrative Camping Area site conditions (Years 1-5)	3 person-days
Develop LAC indicators and standards.	10 person-days
Propose classification of unclassified Forest Preserve parcel off Gilmantown Road to JRWF.	2 person-days
Propose reclassification of land containing four primitive tentsites, garage and parking area, and gas pumps for the adjacent Moffitt Beach Campground from wild forest to intensive use.	2 person-days
Consider for reclassification State land in the vicinity of the Snowy Mountain Trail. The new boundary would move the existing boundary to the south and as a result (1) change a portion of wilderness to wild forest and (2) place the beginning portion of the Snowy Mountain trail completely in wild forest.	2 person-days
Consider for reclassification of State land in the vicinity of the Indian Lake Dam and caretaker house. The new boundary would follow an existing survey.	3 person-days
Investigate reclassification of wild forest parcels adjacent to the South Shore Road in the town of Lake Pleasant, to Silver Lake Wilderness to move the wilderness boundary from a hard to define drainage to a road.	2 person-days
Contract out comprehensive public use surveys.	$20,000
Total Cost — Year 1 **89 person-days**	***$265,000***

Year 2	Estimated Cost
Coordinate with Niagara Mohawk to install pipe gate at Gilmantown Road site.	2 person-days
Designate and mark short connector cross-country ski trails at the Piseco Airport. Designate part of the Northville-Lake Placid trail as a cross-country ski trail.	$2,500
Rehabilitate Pillsbury Mountain fire tower and cabin. Install waterbars on trail. Secure repeater so that cab can be opened to public. Engineers assessment.	$10,000

Year 2	Estimated Cost
Modify existing parking area at the end of Fawn Lake Road to accommodate 15 cars, including one accessible parking space. Relocate new level-two information "Storey kiosk" at the new trailhead. Install new pipe gate.	$7,500
Designate Peasley Road as CP-3 road for motor vehicles. Construct and develop accessible path, picnic area with two accessible picnic tables, accessible privy and two vehicle accessible parking area . Investigate possibility of providing accessible tent site in northwest part of the lake. If suitable site found, construct tent site with accessible privy.	$10,000
Construct a new lean-to on the Northville - Lake Placid trail in the vicinity of Fall Stream.	$10,000
Conduct roadside scenic assessment for JRWF.	2 person-days
Construct NYS Route 30 parking area to accommodate 15 cars, including one accessible parking space for Watch Hill. Construct and install new level-two information "Storey kiosk". Construct and mark Watch Hill ski/foot trails.	$50,000
Determine best alternative for Snowy Mountain trail rehabilitation.	5 person-days
Continue project for Fish Mountain snowmobile trail, working on the western part of the trail between Arietta and Mud Lake, including Fish Mt. Spur.	***$52,000***
Construct and mark Brister Brook segment of Fish Mountain snowmobile trail.	***$5,000***
Construct and mark snowmobile trail from Piseco Community Center to Rudeston Hill Trail.	***$2,000***
Construct relocated section of Northville-Lake Placid trail from Piseco Airport to Fall Stream, mark with blue NP Trail markers. Install appropriate signs and guideboards. Construct NYS Route 8 parking area to accommodate 6 cars, including one accessible parking space. Designate parking area to accommodate 10 cars, including one accessible parking space on town lands at Piseco Airport. Construct and install new level-two information "Storey kiosk" at the Piseco Airport trailhead.	$7,000
Designate and mark Porter Mountain as a class IV foot trail with assistance from town staff	$1,000
Construct County Route 24 parking area to accommodate 6 cars, including one accessible parking space near Oxbow Lake. Install "Storey kiosk" at waterway access site.	$5,000
Install standard trail register at Baldface Mountain trail.	$1,000
Construct and install two new pit privies at the Snowy Mountain and Pillsbury Mountain trailheads.	$3,000
Construct Dam Road parking area to accommodate 6 cars, including one accessible parking space at Indian Lake Waterway Access Site. Construct and install new level-two information "Storey kiosks". Install barrier at waterway access site.	$5,000
Construct Hernandez Road accessible camping site.	$3,000
Close Abanakee cross country ski trails and remove signs and markers.	$500
~~***Construct and mark Page Street snowmobile trail relocation.***~~	~~***$2,000***~~
Construct and mark ~~Dunning Pond - IP~~ Gilmantown snowmobile trail.	***$5,000***

Year 2	Estimated Cost
Remove Dunning Pond snowmobile markers and rehabilitate as a foot/ATB trail.	***$5,000***
Develop Indian Lake map identifying the more notable navigation hazards.	1 person-days
Assist with inventory of the unit to determine the presence of invasive plant species. Solicit help from volunteers.	2 person-days
Total Cost — Year 2 12 person-days	**$*184,500***

Year 3	Estimated Cost
Designate and mark foot/ATB trail to Mud Lake from Moffitt Beach Campground. Construct spur ATB trail to International Paper lands. Phase 1	$5,000
Construct a new lean-to and privy on Fawn Lake.	$10,000
Construct and mark Round Pond Brook snowmobile trail. Construct Big Brook Road parking area to accommodate 10 cars, including one accessible parking space.	$40,000
Designate and mark Old Telephone Line trail, Piseco-Perkins Clearing trail, Old Route 30, and Old Military Road for equestrian use.	$3,000
Construct and develop accessible camping site, privy and table on Fawn Lake.	$15,000
Construct a new lean-to, accessible site, privy, and picnic table on Fall Lake.	$20,000
Construct NYS Route 30 parking area to accommodate 4 cars, including one accessible parking space at Jessup River. Develop waterway access site.	$5,000
Construct Gilmantown Road parking area to accommodate 4 cars, including one accessible parking space Construct Gilman Lake waterway access site. Construct and install new level-two information "Storey kiosk." Install barrier. Construct accessible camping site, privy and table	$15,000
Rehabilitate Snowy Mountain trail.	$15,000
Evaluate plan effectiveness to date - comprehensive review.	3 person-days
Total Cost — Year 3 3 person-days	**$128,000**

Year 4	Estimated Cost
Designate and mark Silver Lake tannery interpretive trail as a class III foot trail.	$1,000
Relocate Crow Hill snowmobile trail with town of Indian Lake assistance.	$750
Contract inventory of ecological communities, rare species and critical habitats.	$20,000
Contract assessment of the Fawn Lake and Fall Lake trails using the Universal Trail Assessment Process. Provide information at trailheads.	$10,000
Investigate the possibility for future trails: Baldface Mountain (land route), Snowy and Pillsbury mountains ridge trail, Vly Lake Mountain, etc.	15 person-days
Total Cost — Year 4 15 person-days	**$31,750**

Year 5	Estimated Cost
Determine feasibility of foot/cross country ski trail to connect Piseco Airport loop with Mud Lake trail. If approved by UMP amendment, construct and mark trail	$10,000
Construct Jerry Savarie Road parking area to accommodate 3 cars, including one accessible parking space.	$5,000
Reinventory baseline site inventory of all designated tentsites.	$2,500
Evaluate plan effectiveness to date - comprehensive review. Begin preparation for five year revision of UMP.	200 person-days
Reprint JRWF brochure.	$1,000
Total Cost — Year 5 205 person-days	**$18,500**

Cost Summary:

Annual Maintenance Costs:	**126 person-days**	**$38,300**
Five year total:	**324 person-days**	***$527,750***

*Note: Some UMP proposals will require approval in the UMPs for the adjoining land units. In addition, the conservation easement for the IP lands adjacent to the JRWF will have a significant affect on access to the wild forest and possible trail linkages.

Insert the following six pages after page 270 of the August 2006 UMP

- Identify and evaluate camping opportunities on the 3.2 miles of Sacandaga Lake shoreline within the JRWF. Three undesignated tentsites currently exist at Sacandaga Lake. Designate and/or construct three sites (specific locations need to be determined) taking into consideration day use of the area, appropriate existing sites, APSLMP guidelines, and terrain constraints. Construct and designate one of these sites (including accessible firering, privy, tentsite, and picnic table) or suitable substitute location for use by persons with disabilities, using the proposed and/or adopted ADAAG. Close unsuitable sites. (LF/OP)
- Construct a lean-to on the southwest shore of Fawn Lake. This remote location will help spread out use on the lake, while helping to avoid problems associated with lean-tos close to roads. Access will be primarily by watercraft or by a combination of existing snowmobile trail and 1.5 miles of proposed foot/ski trail (Piseco-Speculator trail) on the west shore of the lake. To allow for greater diversity of use, permits to camp for more than three nights will not be issued for the proposed lean-to or for other sites in heavy demand during the core camping season. (LF/OP)
- ***Construct Fish Mountain trail (Overall distance of + 10.7 miles on JRWF ~~including Mud Lake, Moffitt Beach Campground and Brister Brook segments~~) - The existing Oxbow - Sacandaga Lake trail (Corridor trail - C4) is a very heavily used snowmobile trail connecting these two waterbodies and associated amenities. While a portion of this trail is on State lands, the majority of the snowmobile trail crosses private land that is not secured by an easement. The need to cross frozen waterbodies, especially early and late in the season, has been reported to discourage some snowmobilers from riding in this area because they do not have confidence in the safety of the lakes. Concerns over water crossings, rough existing trail conditions on the Piseco - Perkins Clearing trail, redundant trails, and ways to improve community connections led to the proposed Fish Mountain trail, with spur trails to Moffitt Beach, Fish Mt. And Oxbow Road area as the preferred long term solution for snowmobiling and snowmobile access in the southern portion of the JRWF.***

  The Fish Mountain trail trail goes from the Lawrence Farm area north of Speculator looping around Mud Lake to Oxbow Lake. Total snowmobile trail distance over a combination of proposed trails, existing trails, and trails/roads on easement lands is approximately 14.5 miles. Since the Fish Mountain trail will be multiply marked for different recreational uses in addition to snowmobiling, it is broken down for description purposes into three separate trail segments.

  Mud Lake segment (+ 3.5 miles, ~~plus short 0.4 mile spur trail~~ to the ~~IP~~ Lyme boundary line) - The proposed Mud Lake foot/snowmobile/bike trail would begin at the public parking area in Moffitt Beach Campground and utilize campground utility line clearing, roads, and new trail construction for approximately 0.5 miles to the wild forest boundary. The trail will continue northeasterly for approximately 0.4 miles to intersect an old snowmobile trail in the vicinity of Hatchery Brook crossing. Since the beginning part of the trail will only serve as a spur to the campground parking lot it will be constructed and maintained as a Class I snowmobile trail and groomed with a snowmobile and drag.

  The trail will continue generally northwesterly along the old snowmobile trail when

appropriate, for a distance of approximately ~~2.0~~ 3.1 miles ~~to~~ passing to the east of Mud Lake to the Lyme boundary line. The original UMP and Draft plan amendment proposed a snowmobile bridge crossing over Burnt Place Brook. Field investigation of the area in the winter of 2010 revealed large wetland areas on both sides of the stream that would be difficult to cross. The expensive and future maintenance of a large bridge and potential impacts to area wetlands for the bridge approaches, resulted in a change to the trail layout. By utilizing the terrain east of Perrys Clearing the trail will loop around Mud Lake using a combination of trails and/or roads on the easement lands. This route would add approximately 2.4 miles of additional snowmobiling on easement lands to the total trail length. Since Mud Lake is believed to be entirely within the JRWF, keeping the trail a distance away from the lake shoreline, area wetlands and Burnt Place Brook will help to prevent illegal snowmobile use on the ice and avoid potential impacts to wetlands.

In cooperation with town of Lake Pleasant efforts for local ATB trail systems, this trail will provide a link to ATB riding opportunities on IP lands in the Perkins Clearing area. This trail may be suitable for "family" use since it has varied and interesting scenery; is located on relatively gentle terrain; offers a good return in terms of overall mileage compared to new trail construction; and requires no new parking facilities. Due to its campground beginning, it is expected to be a popular trail for campground users and the general public. Utilizing parts of the old existing snowmobile trail will help limit the number of trees needed to be cut. Construction of the trail will not begin until the trail proposal is approved in an amendment to the Moffitt Beach Campground UMP. The terrain, potential wet ground conditions, and terminus at the campground would preclude this trail for equestrian use. Conflict between hikers and ATB riders will be closely monitored. The trail will be marked with blue markers.

Brister Brook segment (+ 1.7 miles) - The proposed snowmobile/bike trail would begin near the Hatchery Brook bridge crossing and proceed for 1.6 mile trail easterly, parallel to Brister Brook ending on Old Indian Lake Road (Page Street Spur). The trail would follow the town road shoulder for a short distance before crossing NYS Route 30 to enter JRWF lands. Some steep terrain and area wetlands will be limiting factors for the final trail location. From NYS Route 30, the trail would follow 0.1 miles of an existing old road easterly to intersect the Lawrence Farm trail and network of snowmobile trails on IP lands. The trail will be marked with yellow markers.

Fish Mountain segment (+ 7.3 miles~~, plus 1.0 mile existing snowmobile trail~~) - This proposed trail would begin ~~at County Route 24 (Old Piseco Road)~~ near Oxbow Lake and ~~end near~~ leave JRWF to enter Lyme easement lands west of Mud Lake. New sections of snowmobile trail would be constructed north of Oxbow Lake with the trail roughly parallel to the Oxbow - Sacandaga Lake trail to the existing Fawn Lake trail. The proposed trail would continue northerly along the Fawn Lake trail for 1.0 miles before turning northeasterly to ~~cross Burnt Place Brook on a new bridge ending at the Mud Lake trail~~ loop around Mud Lake using roads and trails on Lyme lands to reach the Mud Lake segment. The trail will be marked with red markers.

The original UMP and Draft plan amendment proposed having the western part of the Fish Mountain trail end at CR 24 (Old Piseco Road) just north of the Oxbow Lake outlet bridge. The proposal was dependent on permission to use the shoulder of County Route 24 to allow snowmobilers to ride the 1/4 mile distance to NYS Route 8 where a snowmobile trail on private land allowed a connection east to the Oxbow Inn or west to the Spy Lake trail.

Following the release of the JRWF UMP Amendment, comments from the Town of Arietta supervisor and some members of the public suggested that the Oxbow Lake Outlet bridge and CR 24 road shoulder were too narrow to designate for snowmobiling and would be a safety issue. Various alternatives to the lake crossing were considered. Field investigation by APA and DEC staff in the winter of 2010 revealed Class 1 wetland areas on both sides of the CR 24 outlet bridge. The option of widening the shoulder or construction of drytread bridging for a snowmobile trail would require filling the wetland, which is not possible due to the wetland class. Without a roadside trail, there is no need at the present time to construct the 0.5 mile segment to CR 24.

In order for the Fish Mountain trail to connect to the Spy Lake trail, a 0.3 mile portion of the Rudeston Hill trail that ends at Oxbow Lake will remain open as a snowmobile trail and will be incorporated into the Fish Mt. Trail. While this option would require snowmobilers to cross approximately 0.2 miles of the frozen lake surface to reach private lands and the Oxbow Inn or to reach the Spy Lake trail, there is no suitable alternative at this time. The existing crossing has been in existence for many years, and in the opinion of local riders, freezes adequately during most winters. If and when a feasible land based solution can be identified the UMP will be amended. For example, if the county highway was widened consideration should be given to provide for a snowmobile trail separated from the road.

The Fish Mountain trail will be designed and constructed with curves and hilly sections to accommodate more leisurely riding and slower speeds. It is expected to receive high use, ~~due to the closure of the Oxbow - Sacandaga Lake trail~~ and will also accommodate occasional use for other types of recreation, including hiking (LF/OP)

- ***Construct Fish Mountain Spur trail (+ 0.8 miles, from the Fish Mt. Cemetery area to the Fish Mt. Trail) - The overall trail length of this spur trail over JRWF lands will be 1.1 miles since it will incorporate the eastern portion of the Oxbow - Sacandaga Lake trail.***

Following the release of the Draft JRWF UMP Amendment, comments from the public suggested that the closure of the Oxbow - Sacandaga Lake trail would eliminate or severely restrict trail access to large numbers of residents and local businesses. While public comments acknowledged the proposed Fish Mt. Trail would provide connections between the community centers of Speculator and Piseco, many individuals felt it did not provide adequate access to the western part of the Town of Lake Pleasant and restricted snowmobile access to services.

To address these concerns, the plan was revised to allow continued snowmobile use of

a 0.3 mile portion of the Oxbow - Sacandaga Lake trail in conjunction with the development of a new 0.8 mile perpendicular spur trail. Access over private land and/or combination of town roads (if designated) allows a snowmobile link from this part of Lake Pleasant to the Fish Mt. trail.

- Designate Echo Lake trail (± 0.2 miles) An existing path allows the public to walk from Page Street to the outlet of Echo Lake. Use of this path has been limited due to the unmarked nature of the trail and lack of developed parking or signage. Recreational activity has consisted primarily of day use by fisherman or day hikers from the adjacent Moffitt Beach Campground. Winter use has consisted of occasional illegal snowmobile riding, with some people ice fishing the lake for yellow perch and the occasional walleye. In summer, the lake is fished for bass and bullheads.

  Several comments on the draft plan suggested the removal of the Echo Lake foot trail proposal based on the opinion that increased use will lead to litter, illegal boat storage, illegal snowmobile use and negative impacts to area wildlife and wetlands. In a couple of cases, some people thought the trail was going to be upgraded to accommodate wheelchairs. This 50-acre lake has mixed ownership with approximately 0.7 miles (32%) of JRWF shoreline on the southwest portion of the lake. Some landowners on the lake incorrectly regard Echo Lake as being entirely private which has led to occasional confrontation with local anglers. There is considerable local interest to improve access to the lake. To enhance access to State land the existing path will be formally designated as a foot trail. There is adequate parking capacity on a large existing road shoulder, so a formal parking lot is not needed. In the winter ice fisherman and other recreationists can park at the plowed parking in the campground and walk/snowshoe a 0.25 mile section of existing snowmobile trail to Page Street to access the foot trail to Echo Lake

  The path will be maintained as a class II path and will be marked with red trail markers. The trail is very short and will not be designated for other recreational activities such as ATB use. It is expected to only receive light to moderate use. While there is no need for bridging, other trail hardening techniques will be used if needed to protect natural resources. A minor relocation is necessary at the beginning of the trail to avoid steep slopes on the existing path. Use of the trail will be monitored and illegal activities such as boat storage will be addressed. (OP/OPP)

- ***~~Relocate~~ Page Street Snowmobile Trail ~~(± 0.5 miles)~~ - The existing trail between Lake Pleasant and Sacandaga Lake is a heavily used local trail that relies on a combination of private lands, town road ROW, and intensive use classified lands in the Moffitt Beach Campground. Complaints have been reported by snowmobilers and some local residents about the section of existing trail along Page Street. The trail is heavily used by snowmobiles traveling between Lake Pleasant and Sacandaga area homes or businesses and is dangerously close to traffic (no buffer to the road). The trail is groomed by the town of Lake Pleasant but is very difficult to maintain because of the high salt and sand content presented by plowing of Page Street itself. One safety concern involves a traffic hazard caused by a blind spot on a sharp turn where snowmobilers currently cross. Another concern involves illegal road riding. When the trail gets rough, its close proximity to the road leads some snowmobilers ride the***

highway instead of the trail, mostly late at night.

To solve these problems a short 0.5 mile section of new snowmobile trail ~~will~~ was proposed to be constructed on JRWF lands outside the road ROW. Since the trail would not be a suitable community connector trail due to the reliance on crossing Lake Pleasant, it was proposed as a Class I trail in the Draft JRWF UMP Amendment. Following the release of the Amendment, comments from the public suggested that the proposal be removed from the plan since a Class I designation would conflict with the current tracked groomer use. ~~The trail will be relocated from its existing location to the northeast into the woods, a short distance away from Page Street. This relocation will minimize current conflicts with vehicle traffic and enable a more suitable location for the highway crossing closer to NYS Route 8, thereby avoiding the blind curve. By locating the trail away from the highway it will be screened from view. It is anticipated that a couple of short sections of wetlands may need to be crossed. To insure a more permanent solution, written permission or an easement to move the section of trail from the road shoulder onto private property will be secured by the local snowmobile club or the town of Lake Pleasant.~~

Proposal discussion

~~The proposed Page Street trail relocation will eliminate the existing unsuitable roadside trail that is neither safe nor enjoyable for most snowmobilers. There are no known endangered or threatened plants or animals in the vicinity and the proposed segment does not pass through any known critical environmental areas or deer wintering yards. Any new sections of snowmobile trail through the Moffitt Beach Campground will be identified in the separate UMP for the area.~~

~~Although this trail relocation will address current safety concerns along the road, the proposal does not eliminate lake travel on either end of this snowmobile trail.~~ One proposal suggested by the local snowmobile club would be to develop a trail through state land in Moffitt Beach Campground and along Hatchery Brook, crossing NYS Route 30 near the other end of Page Street connecting to the existing Corridor 4 trail to provide an alternative to the Lake Pleasant water crossing. This proposal would also eliminate a 20 mile or so detour through Perkins Clearing to reach the same point, and would allow Echo Lake/Page Street residents to connect to the village by snowmobile. The proposed Fish Mountain trail ~~identified as Alternative E, Option 3 in Appendix 25,~~ will enable an alternative land based snowmobile trail connection for people who wish to avoid lake crossings.

As part of the planning process, other snowmobile activity in the Echo Lake area was examined. During the last couple of years, a few people have illegally snowmobiled on an unmarked path between private lands at Echo Lake and Page Street. Existing regulations prohibit the operation of snowmobiles on Forest Preserve lands unless the trail is designated for this use. This activity enabled a small group of private landowners to access the snowmobile trail that enters the Moffitt Beach Campground without having to ride the shoulders of Page Street. The ability to designate this path for snowmobile use was considered by the planning team. The public benefit to provide snowmobile access to Echo Lake was weighed against potential conflicts with private landowners. Existing policy restricts development of new snowmobile dead end trails, especially where there may be adverse affects to adjoining landowners. Since the proposed Echo Lake foot trail will provide

adequate access to the lake for ice fishing purposes, there would be minimal public benefit for a short snowmobile trail that dead ends on a lake with a large degree of private ownership. Therefore, the trail will only be designated for pedestrian use. A boulder barrier will be installed to prevent illegal snowmobile use. See Section IV-C-22.

~~No Action Alternative - If no action is taken, the existing trail would remain along the road and a hazardous road crossing would continue. While the dangerous crossing could be moved it would be preferable to address the entire section of unsuitable trail.~~

- Designate Fawn Lake Cross Country Ski Trails - Upon closure of the western end of the Fawn Lake trail to snowmobile use, the trail will be designated for cross country ski use. A new trail will continue southwesterly parallel to the shore for approximately 1.5 miles to the Fawn Lake lean-to. To allow for a loop trail around Fawn Lake the old road to Fawn Lake will also be marked with foot/ski trail markers. A barrier will be installed to prevent illegal snowmobile use. By using a combination of this spur to the lake, one mile of the frozen surface of Fawn Lake to the proposed lean-to, 1.5 miles of proposed ski trail, and 1.5 miles of existing snowmobile trail; a 4.5 mile ski trail loop is possible.

  Each trail segment will be marked with trail markers. The overall trail is expected to receive light use in the winter . (OP/OPP)

Impacts and Alternatives for All Management Proposals:
Environmental - A minor amount of tree and vegetation removal will be necessary for the designated tentsites and proposed lean-to, parking area improvements, picnic area, and trails. Increased law enforcement presence will help reduce illegal tree cutting associated with camping. Disturbance of wetlands and water quality will be mitigated through proper trail layout and new privy construction and location. Effects on fish and wildlife populations are expected to be minor, with new trails routed to avoid the heron rookery, deer wintering yards, and possible osprey or loon nesting sites.

Social and Economic - Localized increases in traffic and highway use are anticipated to be minor. Safety hazards on area snowmobile trails will be reduced by relocating one trail from a wide road over private land to a more narrow, curvy trail over JRWF land. The posting of speed limits on snowmobile trails should also provide for a safer experience, and reduce noise levels from snowmobiles. Noise and visual impacts associated with camping are expected to be reduced with the spacing out of campsites and vegetative screening. The development and designation of ski trails near Fawn Lake, ultimately linking the towns of Lake Pleasant and Arietta will allow for a long distance cross country skiing opportunity that may have economic benefits to the communities.

The minor proposed development of primitive sites, small picnic area, and undeveloped beach on Wild Forest lands is not expected to compete with the DEC campground on the north end of Sacandaga Lake. The two recreational experiences are different and largely mutually exclusive with the campground providing amenities such as modern rest rooms with showers, public telephone, changing rooms, covered pavilion, etc. The section of the proposed Mud Lake trail will enhance the camping experience at Moffitt Beach Campground by providing a day hike and/or bicycle trip into JRWF using this proposed trail.

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Insert the following page after page 282 of the August 2006 UMP

area at the Piseco Airport. The connector trails will be marked with yellow trail markers. (OP/OPP)

- Close portion of Piseco-Perkins Clearing trail to snowmobiles - (NYS Corridor 4.8) ± 5.4 miles - One public comment on the draft plan questioned the amount of money proposed to rehabilitate this trail and the lack of any supporting accident information to justify the work. It was stated that straightening and smoothing the trail would permit riders to travel at higher speeds, potentially making the trail more dangerous. Other public comments from snowmobilers mentioned that this corridor trail is very narrow from Fawn Lake outhouse to Piseco Lake with long stretches of trail preventing snowmobilers from passing safely. It has been reported that the poor quality of this corridor trail causes many snowmobilers to use the Oxbow to Sacandaga trail and connecting lakes. While the northern portion of this trail has had some maintenance work performed by the town of Lake Pleasant a few years ago, the five-mile section between the airport and Fall Stream is considered inadequate as a corridor snowmobile trail with numerous unsafe trail obstacles such as large trees, stumps or rocks that protrude into the trail surface. The southern 1.0 mile part of the trail between the Piseco Airport and Fall Lake will continue to be maintained for snowmobile use. The proposed Fish Mountain trail will offer a substitute recreational snowmobiling opportunity for those people who enjoy riding on a Forest Preserve snowmobile trail. (LF/OP)
- ***Close + 500 foot section of Oxbow - Sacandaga Lake trail over JRWF land in close proximity to Oxbow Lake. Classify Oxbow Road Spur trail (0.5 mile section over JRWF land between Oxbow Lake Road and Fish Mountain Cemetery area) as a Class I trail.***

  Following the release of the Draft JRWF UMP Amendment, comments from the public suggested that the closure of the Oxbow - Sacandaga Lake trail would eliminate or severely restrict trail access to large numbers of residents and local businesses. While public comments acknowledged the proposed Fish Mt. Trail would provide connections between the community centers of Speculator and Piseco, many individuals felt it did not provide adequate access to the western part of the Town of Lake Pleasant and restricted snowmobile access to services.

  To address these concerns, the plan was revised to allow continued use of a 0.5 mile portion of the Oxbow - Sacandaga Lake trail and classify it as a Class I trail. The purpose of this trail segment will be to allow snowmobile access to the trail system from the part of Lake Pleasant near the Oxbow Road. This trail utilizes the existing portion of the Oxbow - Sacandaga Lake trail along state land along with private land and will provide a snowmobile link to the Fish Mt. Spur trail which will connect to the Fish Mountain trail.

  The + 500 foot section of trail over JRWF land near Oxbow Lake will be closed after the Fish Mountain Trail and Fish Mountain Spur are constructed and when this trail segment is relocated on private land.
- Designate Piseco - Speculator Ski Trail - The towns of Arietta and Lake Pleasant have proposed the development of a long distance trail that would connect the two towns and link the existing Piseco Airport loop trail to Speculator. Due to possible conflicts with motorized snowmobile uses on nearby snowmobile trails, the development of a separate non-motorized ski/snowshoe trail that minimizes trail sharing was identified as an

Insert the following three pages after page 324 of the August 2006 UMP

Proposed Snowmobile Trail Improvements

- ***Construct Big Brook Road Parking Area, 10 vehicles (including one accessible space) , to be plowed. A suitable parking area is necessary for this location upon completion of the proposed Round Pond Brook Snowmobile trail. Currently, vehicles park at the small plowed area along the road shoulder next to the bridge. This area is mostly used by lessees or the owners of the Crotched Pond property. The proposed rectangular parking area will be located in an existing open field and will be designed to accommodate a total of 10 vehicles with trailers. Arrangements will be made with the town of Indian Lake to provide for snow removal in the winter. (LF/OP)***
- ***Relocate Crow Hill Trail (+ 0 .1 miles). In an effort to enhance snowmobiling, the town of Indian Lake is attempting to relocate a portion of the Indian Lake-Sabael Trail in the vicinity of Crow Hill. The purpose of this change is to realign some private land crossings and to move the existing trail section over JRWF lands from an unsuitable wet section along a creek bed. If the town of Indian Lake can negotiate a grant-of-permission agreement with the new private landowners, DEC would be willing to consider the relocation proposal. This change would remove approximately .5 miles of trail from JRWF lands, with the new trail section only crossing 0.1 mile of JRWF lands in the northwest corner of Lot 27.***
- ***Designate Round Pond Brook Snowmobile trail (Preferred Alternative Option B + 2.7 miles). A new trail is proposed to allow snowmobilers to travel from Pratt Road to Jerry Savarie Road in the town of Indian Lake. This trail will enable residents of the Big Brook area to connect with the town and county trail systems. In 1995, the Indian Lake town board voted to authorize this trail in addition to approving designation of Pratt Road and Jerry Savarie Road as snowmobile trails.***

  Option A - A suitable route was investigated by volunteers from the town of Indian Lake, the area forest ranger, and town staff. This proposed trail would cross two parcels of private land. Grant of permission agreements from these landowners have been secured. Permission from the private landowners is primarily for winter use, thereby limiting a year-round trail that could connect the two roads. Total trail length will be approximately three miles, of which 2.5 miles would cross JRWF lands. A bridge would need to be constructed to cross Round Pond Brook.

  Option B - An alternative start to the proposed Round Pond Brook snowmobile trail is possible through International Paper lands. With IP's permission (in accordance with the conservation easement for the property) the trail would begin along Round Pond Road continuing over approximately one mile of IP woods roads to the State boundary. From the boundary, a new trail would have to be constructed for a distance of approximately 0.7 mile along the east side of Baldface Mountain before continuing northerly across Jerry Pond Outlet for an additional two miles to the Jerry Savarie Road at a point east of Jerry Pond.

  Option B is the preferred alternative for a number of reasons. State land on Big Brook Road would enable the development of a suitable winter parking area, that is not possible in Option A. This trail location would also avoid the need to build a large bridge to cross Round Pond Brook. Another advantage would be the ability to consider in the future designation of the trail for multiple uses, instead of just winter

snowmobiling.

The trail will be considered a Class I snowmobile trail and will be marked with blue trail markers. It is expected to receive heavy use and will also be designed to accommodate use by other types of recreation, including hikers, bicyclists, etc.

Lake Pleasant - Indian Lake Snowmobile Trail Community Connection System

In the past snowmobile riders traveling between Indian Lake and Speculator or Arietta had to cross the dangerous "narrows" portion of the frozen surface of Indian Lake. This area can be hazardous, as evidenced by the death of a snowmobiler through the ice in 1993. After the accident, the town of Lake Pleasant proposed a change to the existing snowmobile trail system and DEC and APA staff authorized a temporary relocation in 1994. Approval was granted to clear, maintain, and groom on a temporary basis approximately three and one-half miles of snowmobile trail. The majority (2.2 miles) of this route follows portions of the old snowmobile trail within the NYS Route 30 ROW.

Bridges were rebuilt but no other tree cutting or trail improvements were made. The use of this temporary trail enabled snowmobiles to travel from Speculator to Indian Lake. In order to promote use of the reopened trail and discourage use of the unsafe trail, the town of Lake Pleasant suspended grooming of the existing trail to Indian Lake.

More recent efforts by town and DEC staff concentrated on finding a suitable route that would safely link the communities of Arietta, Speculator, and Indian Lake and avoid water crossings as much as possible. For safety reasons, trails should be kept off highways (especially major highways) and waterbodies. However, trails must also be sited with environmental considerations in mind: rare and endangered plant and animal species and their habitats should be avoided; deer wintering yards should be avoided; vegetative disturbance should be minimized; wetlands and areas with poor drainage or steep slopes should be avoided; tree cutting should be minimized and the trail canopy preserved.

In the draft UMP, an interior snowmobile trail was proposed from the south end of Indian Lake to Lewey Lake campground, passing next to Pine Hill. During the public comment period, several letters and numerous signature cards from one adjoining landowner opposed the proposed trail location identified in the draft UMP. Some comments suggested the relocation and creation of new snowmobile routes must conform to the definition of a snowmobile trail under the APSLMP. It was suggested that Community Connector snowmobile routes should be located in the periphery of Wild Forest units and the mileage of new routes must be offset by the phase out of snowmobile trails in the interior of Wild Forest Areas. Following the release of the proposed final JRWF UMP, it was determined that additional field work was needed to adequately identify the most appropriate snowmobile route and possible alternatives.

Based on field investigation, locating a new snowmobile trail entirely on State land to avoid the large private block of land east of Lewey Lake would be difficult due to the site conditions. There are areas of boulders, steep banks, ledges, and wetlands that would require a large amount of terrain modification. Since the State land in this area would be difficult to cross, the possibility of using some private land near Pine Hill was considered. Based on preliminary discussions Department staff had with some adjoining landowners, it

is unlikely permission would be granted for a snowmobile trail crossing on the western side of Pine Hill. Since a roadside trail already exists to Lewey Lake that is acceptable in its current location to the town of Lake Pleasant and snowmobilers, the best solution is to rehabilitate the existing trail to Class II standards.

- ***Amend UMP to address Speculator-Indian Lake trail (section north of Lewey Lake) to address relocations to avoid ice crossings of Lewey and/or Indian lakes.***

Potential Future Proposals

A few proposals while considered desirable need further consideration and study. It is suggested that these proposals be investigated during the five year term of this UMP and considered in future revisions of the UMP or through a UMP amendment, if determined to be feasible and necessary.

- Investigate the need for buoys on Indian and Lewey lakes. The increase in recreational water-based activities on Indian Lake has led to an increased potential for drowning and other water related accidents. The lack of buoys and other navigation aids renders parts of the lake hazardous to the inexperienced user. ECL, Article 41, §41-0103 states that "*the department shall, within the sixth park region, administer Articles 3 and 11 of the Navigation law.*" Section 35 of the Navigation Law allows for the placement, by the department, of navigation aids on lakes and rivers in the Adirondack Park.

  There has been public disagreement over how to provide for safer motorboat use on Indian Lake. The CAC campground subcommittee recommended the charting and buoying of boating hazards in Indian Lake and Lewey Lake as funds become available. Other individuals, landowners and the lake association are opposed to the addition of orange and white bouys, feeling that the wild character of the area would suffer. (LF/OP)
- Investigate the need for Kunjamuk Trail Parking Area, (IP lands-authorized by easement) A parking area is needed to accommodate users when the Old Kunjamuk Road is opened as a foot and cross-country ski trail as identified in the Siamese Ponds Wilderness UMP. While there is a current agreement between International Paper Company and the Department allowing for the construction of such a parking area, the conservation easement for these International Paper Company lands (Phase 2) will require the identification of parking needs and access to the entire Crotched Pond Tract. This will be addressed in the future recreation plan. (LF/OP)
- Evaluate potential for North Country National Scenic Trail (NCNST) - (See Appendix 21 for map of original route, the final route is not decided at this time.)

  The NCNST is a proposed interstate trail system extending 3,200 miles from the vicinity of Crown Point, New York, through the states of New York, Pennsylvania, Ohio, Michigan, Wisconsin, and Minnesota, eventually joining the Lewis and Clark Trail at Lake Sakakawea, North Dakota. The United States Department of Interior is the main administering agency for this facility. The section through the Adirondacks does not currently exist, however, the final route will likely use existing trails and some new trail construction. A separate comprehensive trail plan is being developed for this long trail.

Insert the following two pages after page 342 of the August 2006 UMP

(2) Snowmobile - Due to some mixed uses some trails are named as individual segments, even though they are a part of a larger long distance snowmobile trail. Trails are classified based on present condition, level of use, and relationship to adjacent trail sections, communities or facilities. With the exception of the Dunning Pond trail, most of the remainder of unit snowmobile trails comprise sections of long trails designated as NYS 4 and 8 Corridor trails. More detailed information on trail class can be found in Section IV - Proposed Management Actions.

(a) Marked (± 31.3 miles over JRWF lands)

1. Bear Trap Brook Trail (Class II) - 1.4 mi.■ [with the exception of a very small piece of State land next to the highway the trail utilizes an additional .5 mi. over private land to access State lands from NYS Route 28/30]#
From NYS Route 28/30 to Finch Pruyn boundary line, identified by OPRHP as C8. An additional 10 miles is leased from Finch, Pruyn to connect with snowmobile trails in the Moose River Plains Area. The section over State lands is located mostly on an old woods road with very few exposed rocks. Some trail improvement have been done to the trail. There is only one bridge over Bear Trap Brook. Average trail width 7'-8'.
2. Dunning Pond Trail 4.6 mi.■
From NYS Route 30 to the Gilmantown Road, previously identified by OPRHP as S48. The section over State lands is located mostly on an old woods road for the first 2.3 miles to Dunning Pond Creek. Some erosion and washouts with exposed rocks. Trail is narrower on section to Gilmantown Road. Average trail width 6'-8'.
3. Crow Hill Trail Indian Lake-Sabael (Class II) - .5 mi. [Additional 2 miles on private land]#
From the Crow Hill Rd. to Indian Lake identified by OPRHP as C8. Average width 8'.
4. Fall Lake Trail (Class I north part) - 1.1 mi.
From Oxbow Lake to the junction with the Piseco-Perkins Clearing Trail, identified by OPRHP as C4. Several rocks, hummocks and damp sections. Floating bog mat adjacent to the Fall Lake crossing. Western segment from Airport Parking used by ice fisherman to access Fall Lake. Average width varies from 6' - 8'.
5. Fawn Lake Trail (Class II eastern one mile part) - 4.2 mi.■ Includes short spur trail.
From Sacandaga Lake to the junction with the Piseco-Perkins Clearing Trail, identified by OPRHP as C4. This trail has had some previous work performed in the Town of Lake Pleasant portion a few years ago. A fair amount of earthmoving work (rock and stone removal, some side hill leveling, etc.) was performed. Several bridges and numerous sections of corduroy, several wet spots. Popular hiking trail to the beach at the north end of Fawn Lake. Average width 8'.
6. Lawrence Farm Trail (Class II) - .4 mi. This trail starts at the IP boundary and uses a portion of the Lawrence Farm Road and another old woods road before re-entering IP lands, identified by OPRHP as C4. Average width 7'.
7. Old Telephone Line Trail (Class II, short spur to town road Class I) - 3.8 mi.
From Perkins Clearing Road to Indian Lake (across NYS Route 30), portion was previously identified by OPRHP as C8. The section over State lands is located

mostly on an old woods road, with the exception of a small section in the vicinity of Mason Lake. Average width varies from 7' - 8' for the western part to 6' - 7' for the northeastern section.

8. Oxbow-Sacandaga Lake Trail (Class II) - .8 mi. [Additional 1.8 miles on private lands]#

From Oxbow Lake to Sacandaga Lake, identified by OPRHP as C4. In the late 1980's, the Town of Lake Pleasant Lake worked under TRP with DEC to rehabilitate this trail. A fair amount of earthmoving work (rock and stone removal, some side hill leveling, etc.) was performed. The trail is partly located on an old woods road. Some damp areas. The average width is slightly wider (up to 10') on the private land portions and the eastern part of the trail. A portion of this trail was used in the past for MV access on an administrative road to an adjoining private gravel pit. Average width 8'.

9. Oxbow-Spy Lake Trail (Class I/II) - 2.8 mi. [Recent reclassification resulted in additional trail mileage]#

From Oxbow Lake and behind Piseco School to unit boundary, identified by OPRHP as C8. Average width 8'.

10. Piseco-Perkins Clearing Trail (G -4'6", Class I) - 8.5 mi. Includes additional 1.5 mile trail spur to the I.P. boundary line near Mossy Vly.

From the Piseco Airport to the I.P. boundary line near Willis Mountain, identified by OPRHP as C4/C8. Numerous bridges, corduroy, and hummocks. Scattered damp areas. Average width 7'. Southern part of trail to Vly Lake is located primarily on an old woods road. The northern portion of the trail has had some previous work performed in the Town of Lake Pleasant portion. Average width 7' - 8'.

11. Rudeston Hill Trail (Class I western part) - 1.2 mi. [Additional .6 mile on private lands]#

From Piseco Lake to Oxbow Lake, identified by OPRHP as C8. Eastern part of trail has a couple of side hills. Average width 8'.

(b) Town Trails (± 15.2 miles) [mostly in highway right-of-ways] Additional mileage (N/A miles) occurs across private lands forming a network of snowmobile trails within the unit. The actual location over private lands is subject to change and is often negotiated by the various towns with permission agreements or leases.

1. Wells - Speculator Trail - 13 mi.#

2. Perkins Clearing - Lewey Lake Trail (Class II) - 4.2 mi.#

Average width 6'-7'. An estimated two miles of this trail is outside of the road ROW, and was included in the preceding total mileage of trails over JRWF lands. The section between the north end of the Perkins Clearing Road and Lewey Lake is identified by OPRHP as C8. Snowmobilers continue across Lewey Lake to campground roads reaching Indian Lake at the DEC boat launch.

(c) Unmarked - Including snowmobile activity on the frozen water surface of Indian Lake, Fawn Lake, Oxbow Lake, Piseco Lake, Sacandaga Lake and Lake Pleasant. This also include snowmobile travel on public roads or rights-of-way.

(3) Cross Country Ski Trail

(a) Marked - ±8.5 miles over JRWF lands (Additional mileage on adjoining private lands)

1. **Abanakee Loop Trails** - 3.5 mi. - [Additional 0.3 mi. on private land]#

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Insert the following 28 pages after page 394 of the August 2006 UMP

Snowmobiling/ Snowmobile Plan

1. Question the use of snowmobiles in Forest Preserve "protected" by the forever wild clause of the NYS Constitution, wondering how the word "wild" is being interpreted.

   The APSLMP allows snowmobile trails in units classified as Wild Forest. See pages 32-38 of the APSLMP .

2. A few comments opposed the use of large "groomers" on snowmobile trails and questioned if tracked groomers are even allowed on Forest Preserve land or whether the activity complies with the Adirondack Park State Land Master Plan and 6 NYCRR Part 196.1. The use of mechanized groomers on the Forest Preserve authorized by the interim guidelines is not in compliance with the APSLMP guidelines for use of motor vehicles, motorized equipment and aircraft in Wild Forest.

   The APSLMP prohibits the use of motor vehicles to groom cross-country ski trails. If motor vehicle groomers are not permitted on cross-country ski trails then they are not permitted on snowmobile trails.

   DEC admits in the Draft Comprehensive Snowmobile Plan for the Adirondack Park that an amendment to the APSLMP is necessary to permit mechanized grooming of Forest Preserve snowmobile trails. The Fawn Lake, Oxbow-Sacandaga Lake and Piseco-Perkins Clearing trails that are currently being groomed by motor vehicle groomers that DEC admits in the Snowmobile Plan cannot be legally groomed by motor vehicle groomers. DEC's recommendations in the Jessup River UMP should not be inconsistent with its recommendations in the Snowmobile Plan.

   DEC cannot legally recommend management actions that do not comply with the APSLMP. Further, any future action taken by the Adirondack Park Agency to authorize motor vehicle grooming on Forest Preserve trails for any amount of time without a formal amendment of the APSLMP violates current decisional law.

   Other comments advocated the use of tracked groomers, suggesting that the use of all grooming equipment is administrative use and thereby allowed under APSLMP guidelines as long as either a TRP or AANR has been secured.

   In November, 2009 the Adirondack Park Agency found the ~~Department's Management Guidance~~ Management Guidance: Snowmobile Trail Siting, Construction and Maintenance on Forest Preserve Lands in the Adirondack Park (Management Guidance,) consistent with the APSLMP. This document provides specific direction that affects the configuration and siting of Forest Preserve snowmobile trails, shapes the physical character of snowmobile trails and guides DEC administrative use of maintenance equipment and vehicles on these trails into the future. The Management Guidance provides for the use of certain grooming equipment on trails based on their classification and specifies tracked groomers are allowed on trails classified as Class II, Community Connector trails.

   Decisions about what type of grooming equipment, specific to each classified trail pursuant to the Management Guidance, will be made year by year through the work planning process. As outlined in the Management Guidance, grooming will be

tailored to the Class of snowmobile trail and the approval of the use of any grooming equipment through the work planning process will be made to ensure the use of any particular grooming equipment does not alter a trail's width or physical character. Further, the Management Guidance indicates grooming equipment will be operated only by administrative personnel including DEC staff and volunteers under an agreement with the DEC (AANR or TRP) and covered by appropriate insurance.

3. Support permitting tracked grooming for two more years only. The only way tracked grooming can be legally permitted on Wild Forest is through an amendment to the APSLMP.

   One comment asked why it is necessary to use motor vehicle tracked groomers instead of snowmobiles with drags.

   The majority of comment advocated the use of tracked groomers, based on their ability to remove large moguls and groom trails more efficiently than a snowmobile towing a drag, resulting in a safer experience both for the snowmobiler and groomer. Numerous comments involved concerns over the language related to future tracked grooming in the unit.

   Oppose language in the alternative analysis that would prohibit the use of tracked groomers, either now or in the future. Recommend that tracked groomers be allowed on all state trails with track/drag width limitations set at eight feet. This has been the case in Hamilton county for over 30 years.

   Grooming with the types of modern motorized groomers that have been used safely and successfully to date in the JRWF must be allowed in order to continue to provide a safe and enjoyable snowmobile experience, even if the DEC and APA fail to rule on their continued use within two years. Failure of the DEC or APA to rule on continued use should not warrant any change in past practice or prior use, particularly at the expense of those who depend on snowmobiling for their livelihood.

   Without tracked grooming it will create unsafe conditions that will certainly result in injuries if not deaths.

   See previous answer.

4. DEC needs to urge the APA to take a stand on interpretation of the APSLMP with respect to use of tracked groomers. It was not the original spirit of the APSLMP to unfairly inhibit the ability of the DEC and other land stewards to perform necessary maintenance of recreational trails in the Adirondack Park. The fact that the APSLMP provides for snowmobiling in the park implies that it also intended to provide for maintenance of these and other multiple use trails in the Forest Preserve, reasonably using technology currently available. How does the APA define administrative personnel and where will such individuals be used and what activities will they be involved with in the JRWF?

   ~~UMPs are required to keep proposals within the guidelines for each particular classification. In November, 2009 the Adirondack Park Agency found the Department's Management Guidance addressing grooming and trail maintenance consistent with the APSLMP.~~

   See previous answer.

5. The Master Plan was originally adopted in 1972 and has not been adequately revised to accommodate the changes in snowmobiling over the past 3 decades. Like any other constitution, the Master Plan needs to be reviewed and revised as needed to accommodate reality.

   See previous answer.

6. Several comments suggested the plan will preempt the Comprehensive Snowmobile development process and undermine the objective "to plan for the Park in an overall way rather than unit-by-unit." The Department should wait until the Snowmobile Plan has been adopted before identifying or creating new trails.

   Evaluation of the compliance with the mileage provision of the APSLMP would necessitate completion and evaluation of a completed snowmobile trail inventory of the Adirondack Forest Preserve.

   The snowmobile community cannot make a decision on particular trail closures unless viewed in the context of all other UMPs. Trail changes on a UMP by UMP basis is no way to make a proper judgement.

   Concern over snowmobile trail relocation to the edge of the unit. This plan seems to be selectively implementing parts of Comprehensive Snowmobile plan, but not implementing the parts that would benefit snowmobiling.

   Proposals in this UMP for the construction and maintenance of snowmobile trails in the JRWF have been made consistent with the language set forth in the APSLMP and current policy. ***~~The Snowmobile Plan was not considered to be a guiding document in the development of this UMP but was used for general informational purposes. the~~*** **Management Guidance.** ***The Management Guidance serves to implement the recommendations in the 2006 Snowmobile Plan regarding the siting, construction and maintenance of snowmobile trails in the Adirondack Forest Preserve.***

7. Avoid otherwise remote areas. Locate snowmobile trails near existing highways.

   The JRWF is quite fragmented consisting of numerous distinct tracts, separated by major highways or waterbodies. Many of the new snowmobile trail proposals in this UMP are ***~~near~~ in*** *the periphery of State land or pass through isolated tracts that generally lack a sense of remoteness due to their proximity to roads or nearby communities. In some cases the ability to use private lands and/or routes parallel and near to travel/transportation corridors was considered impractical due to the numerous private landowners, residential development, and dependency on road crossings to avoid obstacles.*

8. Why does DEC never use the terms bar or tavern, often the main destination for snowmobilers?

   The UMP focuses on activities occurring on JRWF lands. While some snowmobile trails lead to private establishments such as restaurants, bars, stores, etc. it would be difficult to determine a destination for snowmobilers since the portion of snowmobile trail within the JRWF may be only a small part of what an individual snowmobiler rides on a particular day.

9. Several comments opposed widening of snowmobile trails, snowmobile bridges beyond eight

feet and use of OPHRP sign standards. Snowmobile trails must have the character of a "foot trail".

Why does a snowmobile bridge have to be eight feet wide? In the summer these bridges look ridiculously wide and overbuilt to a hiker and are a waste of resources.

The Thiokol Imp groomer would be considered a moderately light or moderate snowmobile groomer under the general classification of groomer types set forth in the Draft Comprehensive Snowmobile Plan. Earth moving work would be necessary for the groomer to operate properly. As a result, motor vehicle groomed trails wind up having essentially the character of a road and not a trail.

Other comments suggested that trails need to be wider to accommodate today's snowmobiles and kept open to OPRHP specifications with the need to address safety concerns such as rocks, curves, bridges, etc.

Snowmobilers will not ride trails that are unsafe or in a condition that might damage their expensive equipment.

Why compare a snowmobile trail with a foot trail? Does not make sense! Foot trails can go around a rock that can be a dangerous obstacle to a snowmobiler.

It is virtually impossible to determine if a trail is meeting the character of a "foot trail" description until there is an accurate and clear definition of what is meant as a footpath.

> *Specifications for snowmobile trails proposed in this UMP will conform* ***to the Management Guidance.*** *The maintenance and development of new snowmobile trails to meet the "character of a foot trail"* ~~***APSLMP definition***~~ ***has been clarified in the Management Guidance. This UMP has been amended to reflect the*** ~~***new guidance***~~ ***Management Guidance. As outlined in the Management Guidance, grooming will be tailored to the Class of snowmobile trail and the approval of the use of any grooming equipment through the work planning process will be made to ensure the use of any particular grooming equipment does not alter a trail's width or physical character. Snowmobile Trail Work Plans will be developed by DEC in consultation with APA.*** ~~***DEC and Agency staff review during project implementation will ensure that grooming and maintenance practices do not change the essential character of the trail.***~~

10. The UMP states that snowmobile trails will be maintained according to the Interim Guidelines for Snowmobile Trail Construction and Maintenance and Clarification and Practice Regarding Motor Vehicle Use for Snowmobile Trail Grooming, Maintenance and Construction in Wild Forest. However, this and all UMPs should state that these interim guidelines were only intended to act as guidance for a period of one year beginning Nov. 15, 2000. The Department's continued reliance on them for the JRWF without a determination by the APA as to whether these guidelines comply with the Master Plan is highly questionable, to say the least.

> ***The Management Guidance provides specific direction which shapes the physical character of DEC snowmobile trails and guides DEC administrative use of maintenance equipment and vehicles on these trails into the future.***

11. There is no cost benefit analysis for snowmobile impacts. We're provided with a statement

about the economic benefits, but have no actual cost-benefit analysis from the impacts of snowmobiling.

Proposals for the construction and maintenance of snowmobile trails in the JRWF have been made within the spirit of language set forth in the APSLMP and current policy.

12. A few comments suggested that the UMP and proposed Community Connection snowmobile trails must comply with the "no material increase" guideline and motor vehicles use should not be "encouraged". A snowmobile trail system connecting Vermont with the Adirondacks will "encourage the use of motor vehicles" to a great extent, something forbidden by the APSLMP. Evaluation of the compliance with the aforesaid mileage provision of the APSLMP will necessitate completion and evaluation of a snowmobile trail inventory of the Adirondack Forest Preserve.

UMPs were to include assessments, and provide alternatives for the public's review and make a decision regarding management options, not post-pone decisions until field investigations are complete. Given the potential for exceeding the mileage cap, this proposal to investigate this future evaluation of alternatives to replace the Mason Lake and Lewey Lake Snowmobile Trail alternative at a latter date is inappropriate.

How does the "No Material Increase" guideline apply to State lands acquired since the adoption of the Master Plan?

The "No Material Increase" phrase applies to snowmobile trails and has become DEC's policy to be applied to each individual unit although there is no basis for this in the APSLMP. Applying the 'no material increase' clause to each unit is unnecessary. If trails are closed during the individual UMP process than there is little chance they will ever be reopened.

The DEC needs assess its regulation capping mileage at the announced level of 848.8 miles of trail. The intended meaning, is that the description refers to mileage in the Park. Yet by appearing in each unit management plan gives the appearance that this criterion applies to each specific unit. The phrasing needs to be modified to address the issue parkwide of forest preserve lands.

Other comments suggested the need for more trails not less. Oppose closure of any snowmobile trail.

Interpretation of the "no material increase" provision (Basic Guideline #4" for Wild Forest areas) by the Agency Board occurred during its meeting of March, 2008. *A discussion of the UMP with respect to the "no material increase" provision of APSLMP Basic Guideline #4 is found in Section IV-C-22. DEC and APA staff jointly reviewed existing documents, staff communications, and maps to revise Table XVIII to include, to the best of our ability, mileage of ~~pre-~~1972 snowmobile trails no longer used for snowmobiling, existing snowmobile trails to remain open, existing snowmobile trails to be closed to snowmobiling, and proposed new snowmobile trails. While the material increase provision applies to all wild forest areas on a Park wide basis, efforts are made during the planning process to close unsuitable snowmobile trails to help compensate for new snowmobile trail mileage for necessary relocations or new community connector links.* ***The plan has been amended to reflect the Management Guidance, resulting in some new trail closures.***

In an effort to concentrate efforts on the most important snowmobile trail proposals, the proposed Bear Trap Brook relocation identified in the draft and proposed final draft plans was removed since it is not considered necessary at this time. The proposed Bear Trap Brook relocation will be reconsidered, through an amendment to the plan if conditions change that would require moving the trail from private land.

***Planned efforts to construct new trails that will replace, if possible, the ice crossings on Oxbow Lake, Lewey Lake and/or Indian Lake** will be submitted to the APA for approval through the UMP amendment process.*

13. Several comments proposed changing the location of the snowmobile route between Speculator and Indian Lake away from Back Log camp. There were concerns over potential for increased vandalism to adjoining private lands, destruction of the sound environment, increase of conflicting use. An alternate route was proposed for the trail.

    Other comments suggested improving the current trail that runs on the east side of Rt. 30, in one case up to 12 feet wide to accommodate proper grooming.

    See previous answer and discussion in Section VI-D.

14. The DEC should be conducting an analysis of the current environmental impacts of snowmobiling and no expansion of the current system should be undertaken until this analysis is complete and made public. Environmental impacts caused by snowmobiles include air emissions and impacts to the natural soundscape.

    DEC has made no attempt to evaluate and assess the environmental impact of the use of motor vehicle tracked groomers on trails in the Forest Preserve. DEC has not taken a "hard look" at the alternative of using snowmobiles to groom these trails. Although entitled an "Alternative Analysis," the proposed amendment does not discuss or evaluate any alternatives to the use of motor vehicles to groom Forest Preserve trails. This is a clear violation of the State Environmental Quality Review Act.

    DEC has received misleading and perhaps false information regarding grooming. Tracked groomers are more environmentally friendly than a snowmobile and drag that requires multiple trips, resulting in lower emissions. The equipment used is designed to not do damage to the ground or to the equipment.

    Track groomers are not more damaging to the environment, the only logical argument to discuss elimination is to eliminate snowmobiling altogether by reducing the ability to safely groom trails.

    Snowmobilers and tracked groomers impact soil compaction less and cause less erosion than hikers, mountain bikers, or equestrians.

    Evidence of impacts due to snowmobile use are minimal, compared to some foot trails that are eroded to bedrock from hikers.

    Detailed data regarding all potential impacts for any particular recreational activity is beyond the scope of an individual plan. General information on snowmobile impacts can be found in Section II-G, under the headings, Physical, Biological, and Social. A cushion

of snow tends to prevent resource degradation when snowmobile trails are covered, with land resource impacts generally minor. The small amount of minor abrasion of tree bark, scraping of protruding rocks, and trail surface disturbance that has been observed in the JRWF is considered a normal and acceptable level of impact. The plan has been revised to include additional information relating to the impacts of snowmobiling.

15. The UMP makes no attempt to correlate projected use to projected environmental impacts. As new trails are established that link the JRWF to other areas and as the Adirondacks is linked via snowmobiles to other states, the piecemeal approach makes it impossible to evaluate future use. As the snowmobile system expands, it is only reasonable that future use will increase.

The UMP Amendment and SEIS-EIS fails to assess adequately or at all projected increases in snowmobile use from the proposals, nor assessed impacts of snowmobiling on air quality, water quality, wildlife impacts, biological or ecological integrity impacts, noise impacts, public safety of users and the non-snowmobiling public, impacts to other non-motorized users, etc. Assessing such impacts locally within the context of unit management planning as well as the limits of acceptable change for wild land conditions should be a paramount priority in advance of the development of new, motorized use trails on forest preserve.

Projected use figures are difficult to estimate, but the preferred alternatives for snowmobile trails have been chosen at least partially based on their ability to withstand increased levels of use. Since many snowmobile trail proposals involve rehabilitation of existing marked trails or in a couple of instances formal designation of old roads, environmental impacts will be minimized. For instance, ~~***Alternative E, Option 3 (the preferred alternative identified in Appendix 25)***~~ ***the proposed Fish Mountain trail*** *will provide a land based snowmobile route between the towns of Lake Pleasant and Arietta;* ~~***while closing the existing Oxbow Lake to Sacandaga Lake trail***~~*. This action is anticipated to* ***increase*** *the level of snowmobile traffic* ***on portions of*** *the trail over JRWF lands.* ***This use will be monitored and actions will be taken to remediate any unacceptable environmental impacts. In addition the Department will actively monitor snowmobile use to determine if the increase in snowmobile traffic leads to crowding and potential safety issues. In some cases, the development of spur trails (Fish Mt., Moffitt, and Oxbow Road) will provide alternative ingress and egress routes for snowmobilers from the main community connector trail thereby helping to reduce or disperse use on the corridor trail.***

General information on snowmobile impacts was discussed previously. Refer to the Snowmobile Plan for the Adirondack Park for more specific information related to the impacts of snowmobiling on air quality, aquatic environment, etc. As with other recreational uses the Department will use the Limits of Acceptable Change process to establish standards and monitor conditions for snowmobile trails. This process is further described in Section II.G .

16. A few comments suggested incorporating local OPRHP sponsors, clubs, and volunteers under DEC supervision to complete some work. There is considerable skepticism that the DEC will have the manpower to complete snowmobile trail construction and trail maintenance program without volunteer help.

As stated in the UMP, the Department will cooperatively work with volunteers, towns and counties to accomplish or secure funding for any of the proposed actions.

17. Specific notation under the management section should be made relative to the use of Motor Vehicle registration funds for providing manpower and materials to complete the projects proposed under this UMP.

    See previous answer.

18. Hikers and cross country skiers already have networks of trails that are off limits to snowmobiles. Snowmobiling generates enough favorable economic impact to warrant an exclusive network of trails designed and maintained to successfully compete with snowmobile trail systems in Tug Hill, Vermont, Maine, and Canada.

    As stated in the UMP, multiple use trails such as snowmobile trails are open to all other legal recreational uses. There is no legal basis to prohibit non-motorized uses.

19. The UMP continues the attack on snowmobiling and the general use of the public. The UMP perpetuates the claim that snowmobiling is destroying the Adirondacks.

    Proposals in this UMP for the construction and maintenance of snowmobile trails set forth in the APSLMP and current policy. The discussion on snowmobile impacts was answered previously.

20. Snowmobiling is more than a recreational activity in Hamilton County and is the single most important economic resource for four months of the year. Without snowmobilers, the economic survival of the local communities and businesses would be negatively impacted.

    If you took the mileage of all snowmobile trails in the Adirondacks, made them all 12 feet wide, they would only occupy 1/10 of one percent of the land area of Hamilton County, not too much to ask for this important economic engine.

    No trail should be closed in this plan that has adverse economic impacts on any business accessed by the current trail system.

    Should the Piseco area become isolated from snowmobile access for even one season, it will have a lasting effect on our economy. Most local businesses depend on the winter business to sufficiently supplement the warmer weather season.

    Our business, as many others, depends on snowmobilers in the winter months. The proposal to close trails near Fawn Lake, Piseco - Perkins Clearing, and Oxbow to Sacandaga Lake trail would be a negative impact on our economy and reduce business in the winter months. In making your decision you have "not" considered the local economy as well as the local residents.

    The Department recognizes the importance of snowmobiling to communities within the Adirondack Park. DEC worked closely with the Adirondack Park Agency and other interested parties to develop a snowmobile trail system that protects the Forest Preserve and enhances the economic vitality of the Adirondack region. Specific proposals were revised based upon public input received by the Department ***and to reflect the ~~Snowmobile~~ Management Guidance, resulting in the designation and construction of new Class II Community Connector Trails, Class I designations where appropriate and***

some new trail closures.

21. By publicizing snowmobile trail changes at the last minute, DEC has forced snowmobilers and others to make an immediate response and to accept less than ideal alternatives.

    Members of the public have a variety of opportunities to comment on Unit Management Plans. The Department encourages public input during plan development and during the formal review of completed draft UMPs. Once a draft plan is formally released, timelines and deadline dates become more formal and important. There are several reasons for this: the noticing and comment requirements related to the State Environmental Quality Review Act; the need to bring draft plans to a final state in order to begin implementation and; the need to schedule Adirondack Park Agency Reviews. Following the release of the Draft UMP, a large number of comments were received related to snowmobiling and snowmobile trails. Public concerns, recent purchase of recreational rights on adjacent International Paper Company lands, and the desire to insure the best possible future snowmobile trail system for the area, led the Department to develop an alternative analysis for snowmobile trail configurations. A 30-day public comment period was allowed to give individuals and organizations time to provide input on the snowmobile trail alternative analysis.

22. Snowmobile trail locations should be determined by local communities and snowmobile clubs affected. The Department should pay attention to the individuals that reside in the area to better understand the impacts of proposed changes.

    Need to listen to the people who are actually riding the trails and doing the grooming. Work together to come up with a better plan.

    During development of the UMP members of local government are treated like a special interest group, should be treated like partners instead.

    As land managers, the Department has a duty to provide a diverse range of opportunities to the public, within the constraints of the Constitution, APSLMP, Environmental Conservation Law, and the Rules and Regulations. These lands are managed for all the people of New York State, with area snowmobile trails in the JRWF an important part of the overall recreation spectrum. Management for multiple uses requires that snowmobile trail proposals take into consideration the other recreational activities that can occur during the eight months of the year without snow cover. The Department worked with individuals and groups, including members of local government during the development of the plan. Individuals and organizations that expressed interest in the future snowmobile trail network within the JRWF were sent copies of the supplemental alternative analysis and were notified of the Northville meeting to discuss proposed snowmobile trail changes. Specific proposals were revised based upon public input received by the Department. ***~~Some proposals have been changed to comply with the Management Guidance.~~***

23. The plan does not appear to address 0.5 mile of snowmobile trail that connects Sacandaga and Lake Pleasant along Page Street near this same location. A simple relocation 25 feet off the road on state property, with a short crossing over private lands to the current or nearby Rt. 8 crossing would be a good short term solution, or permanent solution if an permanent easement to the private property issue was obtained.

See discussion in Section VI for the specific Page Street trail relocation proposal.

24. A couple of letters opposed the 500 foot reclassification to intensive use along Page Street to gain snowmobile access to Echo Lake.

    The UMP does not propose a snowmobile trail to Echo Lake. The reclassification proposal was to place the existing roadside campsites and garage building within the intensive use area. While the possibility of a trail to the lake was discussed in relation to the Page Street trail relocation, a snowmobile trail was not considered necessary. See details in Section IV-C-22.

25. Concern that the DEC will close existing trails before proposed new trails are completed, safe and "groomable." Such an action would have a significant and possibly devastating effect on Piseco as a destination for snowmobilers – and thus on local businesses.

    Oppose closing trails before replacement routes are created and usable. As stated in the Proposed Final UMP dated November 2005, page 204, titled Management Actions, paragraph 4, "Snowmobile trail sections replaced by proposed relocations will be abandoned upon completion of the replacement trails". This statement must be added back to the supplemental alternative analysis. In addition the replaced trails should not be closed until a TRP or AANR is issued for the replacement trail and the group responsible for maintaining the trail has had an opportunity to inspect the trail for hazards.

    No currently maintained trail should be closed until new trail construction is complete. To close these connectors before new construction is finished is contrary to the basic goals for the snowmobile trail system in New York State as tentatively proposed in the Comprehensive Statewide Snowmobile Plan and a death bell for the local winter economy.

    Support the closure of trails in the interior when good analysis proves there are better alternatives nearer major roads or through private lands.

    The justification for closing the Mossy Vly trail, other than it having been closed by IP for some time is not clear. Given the proposed cap on snowmobile trails by the APSLMP, this trail should only be removed if it will serve to create a trail somewhere else. Regardless, an explanation of why this trail is to be closed should be provided by the plan, or consideration should be made as to whether it should be improved and re-opened otherwise.

    Consider leaving the Perkins Clearing to Fawn Lake trail open. Being able to make a loop is a high priority. Riding away from highways is very important.

    Opposed as most local residents to closing of the existing Fawn Lake, Willis, Big Brook and Perkins Clearing Area trails to snowmobile use. No significant environmental benefit to closing these trails. It will severely diminish the quality of the local trail system, the snowmobiling experience, and the area's economy. These trails give people who want to avoid snowmobile highways a place to ride.

    *Existing trails will remain open until proposed **replacement community connector trails** are completely built and ready for snowmobiling. Additional information on snowmobile trail closures was added to Section IV-C-22 and Appendix 25.*

See discussion in Section VI and Appendix 25 for revised snowmobile trail proposal and additional information on snowmobile trail use. ***In some cases, trails approved in the 2006 UMP were proposed for closure in the Draft Amendment to comply with the Management Guidance (as were new trails designated and constructed to be Class II, Community Connector trails.)***

26. Not enough use data to support decisions in the plan. Data concerning the number of snowmobilers is lacking for the area. Placing the use from two different trails into one new trail will not be safe. Keep the Oxbow - Sacandaga Lake trail open for interim period while the Snowmobile Comprehensive plan is being worked on.

Funneling snowmobilers to "main" trails concentrates use, leading to the need for wider straighter trails, bigger groomers, and higher speeds. This will magnify safety problems.

Experience based concern of merging two trails into one trail that may or may not be properly groomed. If you want to insure bare ground riding and environmental impacts force everyone into an eight foot wide trail that won't be properly groomed.

Closing any trail that results in increased trail congestion is not a good idea. If one of the trails is narrow and needs work (such as the trail from the airport), then utilize volunteer help to rehabilitate the trail to meet safety standards and trail width regulation. Increasing trail congestion will only increase the chance of accident, injury, and death.

Oppose preemptive closure of the Oxbow - Sacandaga Lake trail in anticipation of future access issues. The trail should remain open to snowmobiles until a time that the trail can no longer be maintained due to private property closures.

The closure of the trail section through the edge of state land is an unnecessary action that breaks a vital high volume corridor trail. This trail is a very important trail system access point for town residents in the Fish Mountain road area.

What sense does it make to build a new trail when you flagged the Piseco - Perkins Clearing trail to widen it. Improve existing trails.

Support for Alternative E Option 3 with the exception that the Oxbow - Sacandaga trail should remain as an alternative route between Lake Pleasant/Speculator and Arietta. This connector is considered necessary because of the growing traffic through this area that otherwise would be confined to the single proposed trail as well as providing an alternate route should the new trail ever become impassable/closed for any reason.

Relocating the Sacandaga - Oxbow main trail around the north side of Fish Mountain is a good idea.

DEC has not explored the alternative of retaining the Oxbow - Sacandaga Lake trail, with the possibility of securing a permanent snowmobile trail easement over the private lands. Recommend Alternative C with retention of existing trail permanently protected by easement or deed covenant.

See discussion in Section VI and Appendix 25 for revised snowmobile trail proposal and

additional information on snowmobile trail use. While a trail easement acquisition for the sections of existing snowmobile trail over private land may be possible from willing sellers, the Oxbow - Sacandaga Lake trail goes from lake to lake and ***would not be suitable as a community connector trail since it relies on ice crossings****.*

27. General support for alternate routes when lakes are not frozen.

The addition of land-based trails, connecting to and from Speculator, would be extremely beneficial for economic and safety reasons. The Speculator/Lake Pleasant area is completely dependent on lake trails within their trail system. If the lakes are not frozen or are unsafe to ride then the local economy suffers. If a land-based trail system is established, as described in Alternative E Option 3 , then the snowmobile season may begin earlier and end later thus boosting the local business economies. A land-based trial system will also provide a safer snowmobile experience to people who visit our area.

Strongly support the construction of new trail in to connect Piseco to Fawn Lake to Mud Lake and points east along Page Street (as well as the Moffitt Beach parking and multiple use area) through the construction of new trail as required to make use of the many old log and ranger trails already present in that area. These trails will provide for a land only connection between communities where lake crossing was required in the past, which can sometimes be dangerous early and late in the winter riding season.

Taking trails off bodies of water is not totally the answer. Lakes are fun to ride when frozen.

Supports DEC commitment to closing trails in close proximity to the West Canada Lake Wilderness Area. While options E 1, 2 and 3 would accomplish this goal, option E-2 should be the preferred alternative. Option E-2 would still provide snowmobile access to Fall Lake, while eliminating a loop trail that would require snowmobilers to cross the lake. It is a stated goal of the Adirondack Park Snowmobile Plan to eliminate lake crossings. The elimination of the loop trail decreases interior snowmobile trail mileage in the unit by closing the portion of the loop trail leading to Oxbow Lake.

While the riding of frozen lakes by snowmobiles is legal, ***the Management Guidance*** *and OPRHP guidance* ***~~suggests~~ clearly states*** *that snowmobile trails shall be located so as to avoid crossing bodies of water. The* ***~~proposed Alternative E Option 3~~ Fish Mountain trail and access trails (Fish Mt., Moffitt, and Oxbow Road spurs)*** *will provide a land based alternative****. Access to frozen lakes will still be allowed but the Management Guidance requires the closure of spur trails on State land (that encourage development of a "lake trail system") when alternative land based routes are developed.***

28. On ~~IP~~ easements let signage be consistent with OPRHP handbook, not DEC policy.

Snowmobile mileage that is acquired through agreements ~~such as the IP~~, should not count against the Wild Forest mileage cap since the land is still privately owned.

Management of snowmobile trails on ***~~IP~~ Conservation Easement*** *lands will comply with the terms of the easement and the future recreation plan. DEC will be working with the town of Lake Pleasant and snowmobile clubs concerning the snowmobile trail system in the Perkins Clearing/Speculator Tree Farm tract. Snowmobile trail mileage located on conservation easement land is not considered when determining "material increase"*

under the APSLMP.

In addition to the previous snowmobile related comments additional public input provided on the 2010 Draft JRWF UMP Amendment follows:

29. Some comments opposed the development of new snowmobile trails for different reasons.

Oppose the creation of new trails where none existed before, even if there is no "net gain" in snowmobile trail mileage as the result of closure of other trails. Even in Wild Forest areas, it is important to maintain the integrity of forest, and snowmobile trails, in particular, have an effect far greater than hiking trails on the integrity of those forest areas from a wilderness point of view. While Wild Forest is not "wilderness", it is still important to recognize and preserve the characteristics of those areas that do, indeed, give it a "Wild Forest" character. We need changes that enhance the wild character of the Forest Preserve, not diminish it.

It simply does not make environmental or economic sense to close well-established trails in this area that have been developed, improved, and maintained for over 40 years simply because a few portions now lie in some newly defined "remote interior" wild forest sub-classification, and then to cut trees and otherwise disturb the environment – and incur significant expense - to build many miles of new replacement trail in the same general area. I support an overland trail that provides an alternate route between Speculator and points west without riding on the lakes. However that route already exists as the "Piseco-Perkins Clearing Trail." The existing trail has the advantage of connecting Piseco, Oxbow Lake, Sacandaga Lake, and the western end of the Perkins Clearing trail system while providing a variety of route options for local or through travel.

The goal behind the development of a UMP is to provide for management and use of Forest Preserve that conforms to the guidelines set forth in the APSLMP and is consistent with Department rules and regulations and policies. In order to accomplish this goal it is necessary to make changes in the way the public currently uses these lands and to remove or relocate facilities to ensure those snowmobile trails proposed to remain open or proposed for construction are not located in remote interior areas or fail to comply with trail siting criteria outlined in the Management Guidance. By closing sections of existing corridor trails to comply with the Management Guidance, the Department will construct new replacement snowmobile trails near the periphery to accommodate snowmobile connections between communities.

30. Some comments were related to the Management Guidance and its implementation in the JRWF UMP Amendment.

The principle of concentrating motorized uses near roads is sound, but the application of that principle in this UMP - as well as in the Guidance - does not conform to the Adirondack Park State Land Master Plan or the Adirondack Plan.

The Guidance or the UMP have not lived up to the fundamental principle of the Adirondack Park State Land Master Plan and Wild Forest protection standards.

The major flaw with the new UMP amendment and the Guidance document is that forest interior is too widely defined, such that only small portions of the Jessup River or other Wild Forests would be off-limits to all snowmobiles. As stated in the Adirondack Plan for community connector trails, snowmobile trails should generally be kept within 500 feet of primary roads in an attempt to minimize habitat fragmentation, noise pollution, disturbance of wildlife and the zone of motorized influence. The mile from roads - with exceptions still greater - that the agencies wish to allow is excessive. Most Wild Forest lands in the Forest Preserve could be opened to motor vehicles if this standard prevails.

The definition of "Class II (Community Connector Trails)" is too lax. DEC's definition of "Class I (Secondary Snowmobile Trails)" leaves far too much room for encroachment on interior forests. These smaller trails may not be quite so problematic as "community connector" trails in the back-country, but they should be kept within a mile of primary roads.

The Jessup River WF UMP still leaves too much discretion for snowmobile trail management with a small group of users. In practice, this likely would mean not careful adherence to environmental laws or strong public input but letting snowmobile clubs decide what machines they wish to employ. Instead, the Guidance and UMP should strictly and legally limit size and use of groomers. Amended definition to accommodate groomers only on community connector trails of 9-foot width.

Oppose the new widths and the use of tracked groomers and various modifications of terrain that, in my opinion no longer result in snowmobile trails that are in the character of foot paths. In my understanding of the APSLMP, the use of tracked groomers would require a change in the plan and is not compatible as the APSLMP now reads. I also feel that the development of Connector Trails is designed to increase snowmobile use in terms of amount of traffic. This is something that the SLMP specifically states should not be done.

The Management Guidance document needs to be "interpreted" to the individual needs of each Unit Management Plan.

Oppose the closing of trails simply because they are deemed by the DEC to be little-used, parallel, or "redundant."

Oppose the closing of the "Oxbow to Sacandaga Trail." In fact, only two short small sections of this trail – less than one mile total - are on state land. This mileage is insignificant when compared to the total miles of trail on state land. Neither of these sections is specifically a spur trail to a lake, nor are they even close to "remote interior."

Some of the trails proposed to be eliminated can reasonably remain by a different approach to the same guidelines, allowing them to exist by applying Class 1 guidelines rather than Class II.

The proposed Fish Mountain Trail, although a suitable alternative to the existing C8/C4 Corridor trail it proposes to replace, is not a suitable alternative to the Oxbow-Sacandaga trail (C4) and nearby lake feeder trails that provide access for the community to population areas and services, as required by the Trail Siting Guidelines.

Large areas of state land have been classified as wilderness and snowmobilers have been excluded from this public land. There is no valid reason that snowmobiling should be further restricted on wild forest lands.

Support the building of new trails and the relocation of trails in order to improve routes and access, but oppose the reconfiguration of the trail system simply to remove trails from the "remote interior."

> ***Changes to the Management Guidance and/or APSLMP are outside the scope of the JRWF UMP.***

31. While the majority of comments supported the idea of a land based alternative for a "community connector" trail and upgrades to some existing trails, there was opposition to trail closures in general. A small sample of comments follow:

The big picture is the impact closing trails means. Limit speed, utilize law enforcement, alter trails, there are ways to keep all parties happy and to enforce those changes.

I respect nature and the preservation for our future generations. However without access to it no one will benefit it's beauty. The are some people who do not have the physical ability to access park areas without snow machines.

The state should be doing everything it can to work with volunteer clubs to help increase access to the park which will benefit all local communities the trails connect. The park needs to be shared with the public. Recreational use can be the economic engine that saves the park (and with over 6 million acres, isn't there room to share?). Why close off access?

I find the idea of closing any of these trails to be appalling and unwanted in this area. I would also hope that there is monetary support for building of any new trails in the area. The clubs and the towns should not be required to foot the bill for unwanted reroutes of a pre existing trail system.

NO TRAILS SHOULD BE CLOSED!!! If anything you should be opening more so that New Yorkers can enjoy the Adirondack year round.

Riders in the area have already lost mileage due to "dead end" trail closures and inconsistent trail maintenance over the years, why take away more when a truly dedicated group of enthusiasts and clubs now exist to maintain these trails.

Oppose the closing of snowmobile trails which will result in reduced access to this area. The forest preserve is public land and should be available to all. Large tracts have already been classified as "wilderness" and placed off limits to snowmobilers.

Oppose the closing or rerouting of any trail that would result in the elimination of any established route.

> ***As stated in the Management Guidance, the designation of a new class of snowmobile trail to establish and improve community connections (Class II trails) will be***

complemented by the designation of another new class of trail (Class I trails) intended to preserve a more traditional type of Adirondack snowmobiling experience. Some existing snowmobile trails (most likely within the interior of Wild Forest areas or adjacent to private inholdings) will be redesignated for non-motorized use or abandoned as trails altogether. The re-designation of some snowmobile trails for non-motorized uses will occur consequent to management actions called for in adopted UMPs or UMP amendments and will be guided by the primary goal: To provide a net benefit to the Forest Preserve through reconfiguring the trail system and revising trail management practices. Some snowmobile trail proposals identified in the JRWF Amendment have been eliminated or modified. See following comments and responses for more details.

32. Numerous comments opposed some of the trail closures based on perceived economic impacts, restrictions to access or negative effects on property values. A small sample of comments follow:

The Amendment should remove the newly proposed trail closures, specifically the 3 spur trails. Without these trails I along with all the residents of Piseco would be cut off from Oxbow Lake.

The Department has forgotten about the residents of these communities. The proposed amendment stipulates unnecessary trail closures that will directly affect the residents of the Sacandaga and Oxbow lake area. The area has a relatively dense population and the residents have enjoyed access to the trail system via these spur trails for nearly 30 years. There is a middle ground here and you need to help not stop or hinder the businesses and people from coming into the area. As an outsider I can go to any state to spend my money I would like to keep coming into yours.

One of the accounts that you are not looking at is the amount of money that these trails bring to the local businesses. We need to keep these trails open in order to bring people to the area and money to a already hurting area of the state.

It is clear snowmobiling is an economic benefit to this region providing much need jobs and income during the long winters. The DEC plan to take trails is clearly a violation of your directive to protect the forest preserve and the economy of the region.

Trails that connect the hamlets should not be closed. I own and pay taxes on several properties and it is hard enough to stay in business as it is now. There should not be any closing of the connector trails that support business and promote communities.

By closing those trails, surrounding trails would get much more use, requiring more grooming to keep them in good condition (if that is even possible) and the total cost would be the same. The Oxbow lake area is a very popular snowmobile destination and poor trail conditions would hurt the local businesses there .

The Oxbow - Sacandaga trail must remain open and remain at least as a class 1 trail because it provides access to populated areas, many area businesses, and would have a negative impact

on the towns property values. A large number of residents purchased property based on access to this trail and closing it would greatly decrease their property value.

There are a number of business and residents that reside in and near Oxbow lake , me being one, that rely on the existing trails and connecting links. The Business help not only pay local taxes but also State taxes and keep our local economy going.

Keep snowmobile access to Piseco, Oxbow, Sacandaga, and Lake Pleasant in-place. The lakes allow access to the many shoreline businesses that serve the winter snowmobile traffic (namely food, fuel, and parts.) It would be a hardship on both the businesses and the many snowmobilers who have historically used the lakes.

I oppose the closing of any "spur trails" to any lake, specifically Sacandaga and Oxbow Lake. They provide access to local population centers and services.

Proposed trail closures that affect residents and businesses should be rescinded.

Negative financial impact on property values without fair compensation to these residents for that loss in value.

I and my family would be directly affected if these trail closures were to happen. I bought this house specifically because it was adjacent to snowmobile trail access. That feature is noted prominently for any real estate. A closure would drastically affect my property value along with all other local residents.

I utilize the trails proposed for closure weekly, sometimes daily. The amendment as proposed completely ignores the needs of local residents, by cutting them off from the trail system.

Please understand that isolating a community (residents and business) like this is a dramatic blow to our economy which depends so much on snowmobile related tourism for nearly half of the year.

Second Home owner access to trail system from their door- Similar to Gore Mountain cutting new trails through the Forest preserve to the Ski Bowl in North Creek. It is an economic boost to the community, owners purchased these properties for their access.

Community Connector trail connects Speculator to Arietta -with no entrance or exit ramps it virtually disconnects populated areas in between.

Oxbow Lake-access to the trails for lake front property owners is via lakes not trailers.

The JRWF UMP and Amendment may have gone just a few miles too far by not providing suitable alternatives for trail access by residents outside the community centers. Access currently enjoyed by local residents and businesses, if lost, will have multiple negative economic impacts as well.

These changes will have a severe economic impact in the Oxbow Lake area. The potential loss of recreational rights for residents and visitors of the North Country must be seriously considered.

The cultural and economic well-being of the region depends on well-reasoned management of our natural resources as well as an understanding of the constraints that our businesses face as they try to earn a living. Snowmobiling is the economic engine for many of the small towns and villages in the Adirondack Park, they depend on tourist dollars to sustain their businesses and boost the winter economy.

The proposed closure of the Fawn Lake to Jessup River Road trail will cut off access to the back side of the Perkins Clearing Easement.

> ***The Snowmobile Plan suggested that it is unclear whether there is a direct linkage between property values and proximity to snowmobile trails. In general, most real estate agents consulted felt that snowmobile trails do not have a significant impact on property values, either positive or negative but they did not have quantifiable data to support their opinions. Essentially, the value of a property is what the market is willing to pay for that property. Private property rights of adjoining landowners do not provide for a right of access across a neighbor's property (in this case, the State). To the extent snowmobile trails crossed JRWF lands, they did so with the Department's discretion with the understanding that these public lands are managed for a variety of values and recreational uses for all the people of the state of New York.***
>
> ***The Department recognizes the importance of winter recreation to the communities in this area and through implementation of this UMP is seeking to establish a reliable system of trails for local residents and visitors to enjoy. Some snowmobile trail changes identified in the JRWF Amendment were modified to enhance access to the proposed trail system for parts of Lake Pleasant and Piseco.***

33. ***Several comments opposed trail closures based on the change to the recreational experience on a snowmobile.***

Snowmobilers are not always out just to go from one community to the next as fast as possible. When I ride in speculator my intentions are to do a nice loop from the village up to Perkins Clearing and maybe over Oxbow for lunch or there may be times when I do want to get from one place to another quickly. There is no such thing as a redundant snowmobile trail in that situation.

Trails on the shoulder are not the scenic and outdoor experience most snowmobilers desire.

I oppose closing or moving trails to the exterior of the Adirondacks. People want to see and explore areas you can't see while riding in their car.

There should be a diversity of trails and all do not have to be up to the standards of a "community connector." There are many of us who prefer to enjoy the back country or "remote interior" rather than to just go touring between towns. We do not need to "go"

***anywhere in* particular and we do not need ultra wide trails. In fact we enjoy the narrower more challenging more remote traditional Adirondack snowmobile trails.**

The majority of local residents, property owners, and tourists still want to ride the lakes when conditions permit.

Exploring the woods and getting to interesting and scenic places in the winter is what makes Adirondack snowmobiling attractive to real outdoor lovers. The trail system should not be reduced to only a series of snowmobile highways between towns.

Lake riding is a big part of the draw to the Adirondacks for many snowmobilers.

Snowmobilers should not be excluded or restricted to only a few trails near roads or other "motorized corridors."

> ***The identification of two different snowmobile trail classes on Forest Preserve lands, along with local trail systems in the Village of Speculator allows for a variety of recreational choices to area snowmobilers. Trails that are to be developed near the periphery of the unit like the Fish Mountain trail, will still provide a Forest Preserve snowmobile experience with curves and elevation changes in contrast to the more road like riding experience on snowmobile trails within adjacent easement lands.***

34. Several comments were related to trail and/or lake safety.

We cannot have one main trail that goes from Perkins clearing to Piseco Lake. It will be like traveling on the state thruway and be unsafe and impossible to keep groomed properly.

The proposed trade off is also detrimental to the safety of snowmobiling in the area. Rather than having snowmobilers spread out over multiple trails connecting to the Perkins Clearing area, it will force most traffic onto just the east side of that area. While I would hope that most riders are safety conscious, this creates a denser snowmobile population and an increased chance of collisions.

There is no reason to block legal traffic and prevent grooming on the Oxbow-Sacandaga trail by closing the state portions. There is no history of ice safety problems on the traditional lake route which includes this trail. In fact, keeping this trail open will encourage people who do ride on the lakes to stay on this popular, long-established, and highly traveled route; rather than wandering around "off the beaten path" to potentially unsafe areas of the lakes.

Between the amount of traffic, and the logistical nightmare and expense of keeping only one long relatively narrow trail high traffic "overland" trail adequately groomed, any supposed safety gain by discouraging lake riding will be more than offset by safety problems due high traffic on a relatively narrow trail.

Lake trails (when safe) take the pressure off the Forest preserve trails.

Additional multiple trail options spreads out traffic, which then requires less grooming, is safer, and provides more "local" snowmobiling experience options.

Emergency Access- response times increased due to diminished access to the corridor trail

Oxbow Lake - The existing crossing of this small shallow water body has been in existence for many years and in the opinion of local riders, freezes early and adequately during most winters.

Keep at least one feeder to each lake open to facilitate emergency access

Reiterate public safety concerns. At present, agencies are in effect encouraging snowmobile travel over frozen water bodies - in the case of Jessup River WF, Indian, Lewey, Mason, and Gilman Lakes - and allowing high-speed travel through public forest. Greater emphasis in new snowmobile documents is needed on moving snowmobiles off lakes and enforcing strict speed limits.

Support the proposed 25 mph speed limit. Concerned that it will be opposed by motorized advocates and difficult to enforce.

> ***Access to frozen lakes will still be allowed but the Management Guidance requires the closure of trails on State land (that encourage development of a "lake trail system") when alternative land based routes are developed. Some snowmobile trail changes identified in the JRWF UMP Amendment were modified, including the addition of a new spur trail proposal near Fish Mountain Cemetery and the retention of one spur trail north of Oxbow Lake and spur trail from the Oxbow Road area. These changes in combination with the development of the Fish Mountain Class II, nine-foot wide, groomed community connector trail will be a significant improvement to the snowmobile trail system.***

The majority of written comments on the JRWF UMP Amendment were of a "form letter type" that identified six primary topics of concern, identified in comments numbered 35 through 40. In addition petitions were received requesting changes to the 2010 Amendment signed by local business owners, local residents and visitors to the Town of Lake Pleasant and Village of Speculator. The language in the petition contained five bullets with the same general information that was presented in the form letter. By submitting the petitions, the Chamber of Commerce wanted to insure that the business owner and individual comments would be heard. The following specific concerns were identified:

35. The Oxbow-Sacandaga Trail must remain open as at least a Class I trail to satisfy the guideline that provides Class I trails to be designated for access to population areas and services. Loss of this trail will also have a negative impact on property values currently served by this trail.

> ***Through discussions with local government officials and public input, the need to provide access to parts of Lake Pleasant was identified. The revised JRWF UMP Amendment proposal will retain portions of the Oxbow-Sacandaga trail to allow for connections to the Fish Mt. Trail, but will close the + 500 foot section of trail on JRWF lands in close proximity to Oxbow Lake.***

Keeping the Oxbow-Sacandaga trail open as a Class II trail is not possible since it does not provide an adequate land based route between communities due to the reliance on water crossings.

36. The Department should rescind the proposed closure of all feeder trails to Oxbow and Sacandaga lake and include them as Class I trails, given they currently exist within accepted width and surface guidelines and meet the definition for Class I trails.

Class I trails are spur trails (perhaps leading to population areas and services such as repair shops, service stations, restaurants and lodging), short loop trails or longer recreational trails. The Department will not provide multiple spur trails on state lands that lead directly to the same waterbodies that would encourage use of the lake as part of a long distance trail ride when suitable alternatives are developed (pursuant to the Management Guidelines.)

In order to provide lake access for ice fishing and other winter recreational pursuits that are not part of long-distance travel route, one snowmobile access to the ice on Sacandaga Lake will be provided at Moffitt Beach Campground. The Fall Lake Spur is not needed since the portion of the existing Rudeston Hill trail to Oxbow Lake will remain open as part of the Fish Mountain trail.

37. ***The amendment should remove the newly proposed trail closures, specifically the three trails to the existing C8 and C4 corridors and the new Fish Mtn corridor trail, when opened. Two of these feeders connect Oxbow Lake to the trail and the third connects Sacandaga Lake to Fawn Lake trail (C4) and subsequently Fish Mtn when built. These trails are critical access points for both the local population and area businesses. Without these trails the UMP will have cut off the local population and businesses from the trail system.***

The new proposed trail system will not result in loss of snowmobile access to the Oxbow Lake area or the communities of Speculator and Lake Pleasant. The proposed community connector trail includes spur trails to both Oxbow Lake and the community trail system serving Speculator and Lake Pleasant. The Spy Lake trail will continue along its present location but will be upgraded to a Class II designation to accommodate community connections west of Piseco.

38. ***Upgrade the classification of the proposed Moffitt Beach feeder trail to Class II to support access and egress for Tracked Groomers, Department Personnel and Emergency Services on the proposed Fish Mtn. trail. This is a sensible maintenance accommodation given the intensive use nature of the area by the public and existing Department facilities.***

Generally, only one Class II trail will be developed to each community from state land. Since the Fish Mountain trail will provide this connection an additional Class II spur trail from the Moffitt Beach Campground is not considered necessary. Access from nearby easement lands or the Fish Mt. Spur trail will allow for additional access and egress to the Fish Mt. trail for maintenance purposes.

39. ***Upgrade the classification of the proposed Page St. connector trail to Class II so that current maintenance practice can continue with tracked groomers. Alternatively, leave the trail as a***

local feeder trail on private property and NYS/Municipal ROW and allow existing maintenance practice. This mileage could then be used to offset the retained Oxbow Trail mileage.

Class II designation of the proposed Page Street trail is not possible since the trail terminates at the frozen surface of Lake Pleasant and uses the lake to connect to Speculator. Discussions with town staff who groom this trail indicate that it would be better to leave the trail along the road edge so that the current maintenance practice can be continued rather than moving the trail farther in the woods which would eliminate use of tracked groomers. For this reason the proposal was removed from the plan.

40. The UMP should specifically require that the NYSDEC be diligent in maintenance of trails proposed for closure until new trails are built, closing the loophole of premature trail closure by abandonment.

DEC trail maintenance is dependent upon adequate funding and staffing. Trails proposed for closure in the future will continue to receive maintenance to address bridge problems and other safety concerns but will not be widened or otherwise improved.

41. The Town of Arietta supervisor submitted a powerpoint presentation showing photographs of aerial views of several frozen waterbodies along with slides identifying concerns over some of the amendment proposals. While some issues are addressed in the previous comment/response topics, some concerns were identified concerning the western terminus of the proposed Fish Mountain trail.

No definitive plans on Oxbow outlet crossing without utilizing the Highway. Corridor Trail deadheads on Old Piseco Rd., this is not a suitable or safe alternative to crossing Oxbow Lake!

Town of Arietta discourages use of Town and County roads for safety reasons (excluding Seasonal use roads)

A bridge/wetland crossing adjacent to Old Piseco road is an alternative, the cost should be part of the UMP plan. This part of the plan should be clarified as significant wetland is involved.

Through discussions with local government officials, Adirondack Park Agency staff, DOT staff, and public input, various options regarding the Oxbow Lake crossing were considered. The revised JRWF UMP Amendment proposal will allow for continued use of a short ice crossing of Oxbow Lake to allow a connection between the Fish Mountain and and Spy Lake trails until such time that approval can be secured from the town and/or county to develop the CR 24 road shoulder trail option, if feasible.

42. Piseco Lake is known to have spots that freeze later and open earlier than other area lakes. If the state was concerned with providing a true overland route, then a bridge over Oxbow outlet would be built or an accommodation with the town for the use of the bridge on Old Piseco Road would be reached so that an overland connection to the Spy Lake trail is achieved, and/or a trail all the way around the north shore of Piseco Lake would be constructed.

See previous answer for information on the Oxbow Lake crossing. Trail connections from the Piseco Airport area to Piseco Lake and points west utilize private land and are beyond the scope of this UMP. Further discussion of snowmobile trails in the vicinity of Piseco Lake and the western part of the Spy Lake trail will be included in the Ferris Lake Wild Forest UMP.

43. The Oxbow - Spy Lake Trail is problematic because "a portion of this trail is adjacent to the Silver Lake Wilderness ..." Unfortunately, snowmobile trespass into Wilderness is frequent. Snowmobile trails must be kept well away from Wilderness Areas and all rare or sensitive habitats. In addition, the Management Guidance document list seven criteria for redesignation or abandonment of trails. The third criteria is, "are located near Wilderness area boundaries;" This reasoning is used for the existing Piseco-Perkins Clearing trail in the Draft Amendment, but not for this trail.

The wilderness boundary behind the Piseco School has been a topic of past discussion between the Town of Arietta, APA and DEC. The need for the snowmobile trail relocation and discussion of the broader issue of the effects of Wilderness on the Arietta town center, prompted a local desire to propose a land reclassification for State lands in the area. To address these concerns, approximately 145 acres of the Silver Lake Wilderness was reclassified to JRWF in 2004. As part of the process, a 747 acre part of the Ferris Lake Wild Forest, in the vicinity of the West Branch of the Sacandaga River was reclassified to Silver Lake Wilderness.

While a portion of this Class II trail is adjacent to the Silver Lake Wilderness, the trail is an important "community connector" trail that provides a mostly land based alternative to OPRHP C4 that crosses Piseco Lake. The Oxbow - Spy Lake Trail is within a mile of a motorized travel corridor and generally located along the periphery of the unit. See detailed information and alternative analysis in Section IV-C-22.

44. The proposed trail north from Gilman Lake (apparently called the proposed Dunning Pond-International Paper Snowmobile Trail, which is confusing, as it does not, and should not, go to Dunning Pond) is problematic in that it cuts well into Forest Preserve. Why not have this trail run along Gilmantown Road and into easement lands?

Use of the Gilmantown Road is unlikely since the town of Lake Pleasant has not supported designation for snowmobile use and there is no secured easement for a snowmobile trail over the Lyme lands west of Old Route 8B. Through discussions with National Grid, APA staff, and the local snowmobile club, a minor change to the location of the trail over JRWF lands is necessary. See Section IV.C.22. The revised proposal will rename the proposed Dunning Pond - International Paper trail, the Gilmantown trail, since the proposed facility generally parallel's the road by the same name and International Paper no longer owns the land where the north part of the trail will pass.

45. I very much enjoyed riding those dead end trails to the Spruce lake gate and Pillsbury Gate before they were arbitrarily closed for no good reason, however the loop out of Perkins should remain open as there is no environmental reason to close it. If it were closed I believe that

DEC would use it as an excuse to arbitrarily further close Jessup River Road (that is open to automobile traffic but not snowmobiles).

See previous answer for information on trail closures related to remote interior areas. Further discussion of snowmobile trails on easement lands is outside the scope of this UMP and will be addressed in the recreation management plan developed for the Lyme Easement lands.

46. Proposed snowmobile trails may intrude on sensitive habitats. Forest Preserve lands south and west of Indian Lake are thought to include considerable old growth forest. Before any new trails are cut, ecological surveys should be completed. Any original or old-growth forest or rare natural communities should be off-limits to new trails and off-road vehicles.

The proposed community connector Fish Mountain Trail from Piseco to Speculator seems acceptable, given its location near the Wild Forest periphery and adjacent to but screen from public highways. Careful ecological surveys need to be completed before any cutting occurs, however. Cutting and stream crossings should be kept to an absolute minimum. Rare and sensitive habitats, such as old-growth forest, vernal pools and larger wetlands, and south-facing rock outcrops, should be avoided.

Old growth forest is a concern with the Old Telephone Line and Perkins Clearing-Lewey Lake trails. Concern for old growth or first growth pertains not only to cutting of trees, but also the possibility of trails serving as conduits for invasive species.

Records of sensitive and unique biological resources in these areas were reviewed through the Department's Master Habitat Data Bank. The final locations of proposed new trails will be sited with environmental considerations in mind, avoiding where possible, rare and endangered plant and animal species and their habitats, wetlands and areas with poor drainage, steep slopes and deer wintering yards. While vegetative disturbance and tree cutting will be minimized and the trail canopy preserved, a minor amount of tree and vegetation removal is necessary to accommodate new trail construction or class designations. Consultation with APA staff during the work plan phase of implementation along with proper trail layout will help minimize any environmental impacts.

47. Parking area proposals are incomplete and are not generally approved or existing construction, and in some cases may require significant tree cutting, counter to general goals for the park.

Oppose the creation of a large parking lot or any other improvements that would encourage more use of the Fawn Lake area and create more traffic on Fawn Lake Road.

If you cut off access to Corridor Trails from lakes it will be necessary to increase trailer parking.

Existing and proposed parking area improvements are generally designed with a use capacity for three seasons of the year. With the exception of campgrounds such as Moffitt Beach, existing parking lots in the JRWF are not plowed in the winter. Large

capacity parking areas for snowmobilers are located on DOT, village/town property, private land, and on nearby easement lands. The plan was revised, to retain portions of the Oxbow-Sacandaga Trail in combination with the development of a new perpendicular spur trail, to enable a community connection with Lake Pleasant. This action along with the retention of the one short Oxbow Lake crossing will eliminate the need to develop large plowed parking areas on JRWF land.

48. The "Snowmobile Use on Roads" description should clearly state that Forest Preserve roads open to snowmobiles do count toward the mileage cap. Forest Preserve roads - especially if used by snowmobiles — are at least as intrusive, ecologically and aesthetically, as are snowmobile trails, so proper environmental assessment requires them to be counted.

The plan will be revised to clarify this issue.

49. The Department received some letters/emails related to the Management Guidance: Snowmobile Trail Siting, Construction and Maintenance on Forest Preserve Lands in the Adirondack Park (Management Guidance,) and its consistency with the APSLMP.

The JRWF Draft Amendment is limited in scope and was not intended to address content within the Management Guidance and/or interpretations of the APSLMP. While the Department acknowledges receipt of these comments, they are beyond the scope of the Amendment. In addition, the Amendment is not the proper forum to discuss in detail ongoing litigation.

50. The Department received some letters/emails in support of proposals:

There are many good points to these changes including the community connector from Speculator to Piseco that will be designated a class II trail to be groomed with tracked grooming equipment. This is a necessary step to improve the safety and durability of the corridor trails.

Support an overland trail that provides an alternate route between Speculator and points west without riding on the lakes.

Support the designation of the "Perkins Clearing – Lewey Lake Trail as a Class II Corridor Trail and improvement of this trail between Mason Lake and Lewey Lake.

Support the construction of a new "Rudeston Hill Access Snowmobile Trail" to provide snowmobile access from public parking at the town of Arietta Community Hall.

Support the "Dunning Pond-IP Trail" and reopening of the "Gillman Lake to the north" trail and/or other trail building and relocation as necessary to create a safe and passable route between Speculator and Wells that eliminates the excessive and potentially dangerous crossings of State Route 30.

The JRWF UMP and Amendment shows an informed effort to provide land based trail alternatives to lake crossings, to provide a safe trail system for all users, to relocate trails from the remote interior thus protecting wilderness designated areas, while allowing trails that also

provide for opportunities to continue to enjoy a forested riding experience where allowed in the Forest Preserve.

Recognize the hard work of many DEC and APA staff in completing this draft amendment and appreciate the enhanced collaboration between the agencies and non-government stakeholders in this effort.

Support the concept of closing old, little-used or impacting snowmobile trails within the interior core of wild forest lands in favor of appropriate trail relocations closer to the exterior borderlands of the unit, as near to the periphery wherever environmentally possible.

Support specifically the proposed closing of the 17.6 miles of interior and spur snowmobile trails in favor of reducing dangerous lake access ways and protecting core wild land habitats from further fragmentation.

Supports the development and enforcement of a 25 mile per hour speed limit for all snowmobiles traveling on forest preserve lands.

Support the preferred alternative to remove certain snowmobile trails that do not conform to the Management Guidance, and to relocate others determined important community connector trails by the 2006 Snowmobile Plan for the Adirondack Park.

Proposed trails in the Draft Amendment will have the least impact on New York's Forest Preserve lands.

Commend DEC for keeping proposed trails within one mile from current motorized use. Pleased that there are minimal places where trails are one to two miles from current motorized use.

Benefits and Opportunities
• The plan includes a land based trail connecting communities from points north, east, or south with limited lake crossings required and potential for excellent access to population areas if previously existing feeders remain in use

• The plan includes a new trail to access parking at Moffitt Beach as well as access intensive use area for other purposes (emergency access, fueling, storage, etc.). This benefit would be enhanced by Class II designation allowing access for a Track Groomer.

• Connector trails are designated for more efficient maintenance with a Tracked Groomer

• No trails are closed until alternative trail is opened

Positive Results of the new Guideline Application to the UMP:
• 100% Land based trail from points north, east, or south (no lake crossings required)
• New Trail from Moffitt Beach parking to Hatchery Brook
• Trail from Hatchery Brook to Lawrence Tree farm groomed with Tracked Groomer
• Trail from Hatchery Brook to Mud Lake Road groomed with Track Groomer
• Trail from Perkins to Mason Lake Groomed with Tracked Groomer

• Trail from Mason to Lewey lakes groomed with track groomer.
• New Trail from Burnham Bridge to Wells groomed with track groomer.
• No trails are closed until alternative trail is opened
• Alternate trail to Perkins Road from north or south, for potential logging activity re-route
• Spy Lake trail can be improved to support track grooming.

Thank you for your comment. The intent of the UMP is to create a safe system of trails in an environmentally sound manner and in conformance with the APSLMP.

51. The Department received some letters/emails unrelated to snowmobiling. They included: one email on the North Country National Scenic Trail, seven emails on snowmobile trail registration funding changes, one letter and paper on Forest Preserve roads, one letter with background information on the Indian Lake dam, and a couple of comments related to the use of snowmobiles to groom cross country ski trails.

The JRWF Draft Amendment was limited in scope, addressing snowmobile related facilities and proposals only and was not intended to re-open or update any other part of the plan. While the Department acknowledges receipt of this information, a separate process and amendment to the Unit Management Plan, will be developed when necessary, to address any changes such as the North Country National Scenic Trail, Indian Lake Dam, and Forest Preserve roads. Comments related to the snowmobile trail registration funding changes were forwarded to OPRHP. An improved cross-country ski trail, on which grooming with motor vehicles is permitted, is not in the list of structures and improvement allowed in wild forest. See Section IV.C.22.

52. Comments based on inaccurate information.

I find it disheartening that more trail closures are being planned, without new trails being opened up.

Do the right thing here and do not close anymore of the wilderness as you will only harm the economy and the wilderness even more.

Everytime we go out they are closing another trail. What gives? Pretty soon their wont be anywhere to ride. I hope you have the power to discourage any more trail closings for no apparent reasons.

Numerous comments were received following the release of the Draft UMP that were based on misinformation or misinterpretation of the draft. Language in the plan has been clarified where necessary.

53. The following additional snowmobile related comments were received but are noted as statements, rather than pertaining to a particular response:

Arietta is losing significant snowmobile trail mileage in the Jessup's UMP and will lose more in the Ferris Lake UMP.

Deeply concerned that the proposed closings/changes will gravely affect the quality, variety, and general appeal to snowmobiling in that area.

Snowmobiling in New York is a viable entity, and should not be "short suited".

We as taxpayers ultimately own the land and should be allowed to use it without a continuous fight.

I believe that if the trails are changed by committees that are not part of the snowmobile community that this will have a severe impact on the number of visitors returning to the New York trail systems.

Thank you for your comment. No response required. These are statements of opinion, not substantive comments related to the scope, analysis, or conclusions of the UMP; thus, it is not considered necessary to formulate a response.

Motor Vehicles/All Terrain Vehicles (ATVs)

1. The Oxbow Lake trail has been heavily damaged due to illegal ATV use. This area needs to be inventoried and plans made for restoration.

   While illegal ATV use is an enforcement problem throughout the Adirondack Park, trail damage within in the JRWF has been very minor. Based upon information from the area forest ranger, no restoration is needed for the Oxbow Lake trail.

2. Incorporate a description and discussion of the two latest DEC policies on roads and ATV use.

   The plan was amended to include general information about these two policies.

3. This plan does not address the needs of ATV riders and other 4-wheel drive vehicles who are unfairly excluded from accessing state lands, even on seasonal roadways, in spite of their registration fees paid and willingness to participate in discussion on this subject.

   Refer to previous answer regarding DEC policies on roads and ATV use.

4. I do not see the necessity of rehabilitating the Old Military Road, given its short length. It does shorten the hikes to Pillsbury Mountain, but only by 1 mile or twenty minutes. This hardly justifies the expenditure of the department's resources. There is more than adequate parking at Sled Harbor, at the base of the mountain, and so I would much rather see the entire road barricaded to all motor vehicle use and be allowed to revert to a trail.

   Sled Harbor is private land owned by IP with no easement for public parking. Any future public recreational uses on IP property will have to wait until a conservation easement is finalized between the Department and IP.

Fire Towers

1. The SLMP needs to be changed to accommodate the continued maintenance of fire towers as they are no longer used for protection of the Forest Preserve. Fire towers should not be used for education only about man-made artifacts. The best purpose would be for education about the Forest Preserve, the natural ecosystems and "forever wild". One comment supported securing the repeater to allow public access to the cab.

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Insert the following page after page 422 of the August 2006 UMP

SNOWMOBILE TRAIL STANDARDS AND GENERAL GUIDELINES

The classification system for designated snowmobile trail (not on roads) in the Forest Preserve is presented below, It establishes two classes of trails,[*] for which the following definitions apply:

Motorized travel corridor - non-snowmobile public motor vehicle routes[**] and motorized waterbodies.

Motorized waterbodies - waterbodies upon which year-round, public motorized uses (including snowmobiling) occur to a moderate or great extent typically facilitated by direct motorized route access to shoreline and boat launching facilities.

Periphery - the geographic area within two miles of a motorized travel corridor.

Remote interior - the geographic area more distant than two miles from the nearest motorized travel corridors in all directions and in which no snowmobile trails or trail segments may be located.

Trail Classes

Class II (Community Connector Trails) - Snowmobile trails or trail segments that serve to connect communities and provide the main travel routes for snowmobiles within a unit are Community Connector Trails. These trails are located in the periphery of Wild Forest or other Forest Preserve areas. They are always located as close as possible to motorized travel corridors, given safety, terrain and environmental constraints, and only rarely are any segments of them located further than one mile away from the nearest of these corridors. They are not duplicated or paralleled by other snowmobile trails. Some can be short, linking communities to longer Class II trails that connect two or more other communities.

Class I (Secondary Snowmobile Trails) - All other snowmobile trails that are not Community Connector Trails are Secondary Snowmobile Trails. These trails are located in the periphery of Wild Forest and other Forest Preserve areas where snowmobile trails are designated.[***] They may be spur trails (perhaps leading to population areas and services such as repair shops, service stations, restaurants and lodging), short loop trails or longer recreational trails. If directly connected to Class II trails, new and rerouted Class I trails are always located as close as possible to – and no farther than one mile from – motorized travel corridors. If not directly connected to Class II trails, they are generally located within one mile of motorized travel corridors, although some – with high recreational value – may be located beyond one mile and may approach a remote interior area.

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[*] *The classification scheme outlined in the 2006 Snowmobile Plan differed from the scheme presented here. Class I trails were presented as snowmobile trails on Forest Preserve roads, Class II trails (of two subtypes) as secondary trails and Class III trails as community connector trails.*

[**] *Including routes where rights for motorized access to private in-holdings exist, but generally not including DEC administrative roads.*

[***] Snowmobile trails may also be located in some Primitive areas and in Wilderness areas within 500 feet of the Wilderness boundary.

Insert the following page after page 452 of the August 2006 UMP

Removal of Supplemental Alternative Analysis of Snowmobile Trails (Appendix 25)

Due to the completion of the Snowmobile Plan for the Adirondack Park and the Management Guidance, changes regarding snowmobiling and snowmobile trail proposals were made to the plan. This resulted in the Draft amendment proposing the closure of some snowmobile trails and trail segments that were identified to remain open in the preferred alternative discussion of the original Appendix 25. To eliminate possible conflicts and confusion over UMP management proposals, Appendix 25 was removed in its entirety, including maps. The alternative analysis was based on the Departments strategy for snowmobile trails in 2006 and does not accurately reflect our current guidance.

Necessary changes prompted by the Management Guidance resulted in the Draft Amendment proposing the closure of snowmobile trails and/or trail segments that do not comply with the guidance language (parallel trails and water crossings), when land based trails provide an alternative. For example, following the development of the new Fish Mt. "community connector" trail the Oxbow - Sacandaga Lake trail and parts of the Fall Lake and Rudeston Hill trail are proposed for closure. The Oxbow-Sacandaga Lake trail conflicts with the Management Guidance since it would be a parallel trail. Parts of the snowmobile trails on the north of Oxbow Lake are not considered necessary once the Fish Mt. trail is built, since there will be a land based connection and loop possible from the Oxbow Lake. A 0.2 mile snowmobile trail segment (currently the beginning of the Fawn Lake trail) between Sacandaga Lake and the new Fish Mt. trail will be closed to eliminate the use of lakes as part of a " trail" system, when a land based alternative is possible. More detailed information regarding these proposed trail closures can be found in Section IV-22.

To further clarify what the future JRWF snowmobile trail system would look like including the development of new community connector trails along with trail closures, two maps have been developed identifying what trails will remain and their proposed classification. The second map also illustrates the relationship of existing and proposed snowmobile trails to interior areas greater than two miles from public motorized use.

Insert the following 15 pages after page 477 of the August 2006 UMP

Management Guidance
Snowmobile Trail Siting, Construction and Maintenance on Forest Preserve Lands in the Adirondack Park

I. Adirondack Park Snowmobile Trail System

The October 2006, Snowmobile Plan for the Adirondack Park/Final Generic Environmental Impact Statement (2006 Snowmobile Plan) presents a conceptual snowmobile plan with the goal of creating a system of snowmobile trails between communities in the Adirondack Park. The 2006 Snowmobile Plan outlines the concept of reconfiguring the existing snowmobile trail network across the Forest Preserve through the UMP process. Implementation is supported by this "Management Guidance…" establishing a new DEC snowmobile trail classification system with new standards and guidelines for snowmobile trail siting, construction and maintenance.

The designation of a new class of snowmobile trail to establish and improve community connections (Class II trails) will be complemented by the designation of another new class of trail (Class I trails) intended to preserve a more traditional type of Adirondack snowmobiling experience. Some existing snowmobile trails (most likely within the interior of Wild Forest areas or adjacent to private inholdings) will be redesignated for non-motorized use or abandoned as trails altogether. These actions will serve to ensure available, wintertime recreational opportunities in Wild Forest areas are not dominated by snowmobile use to the exclusion or near exclusion of passive recreational uses. All snowmobile trails, regardless of class, will be carefully sited, constructed and maintained to preserve the most essential characteristics of foot trails and to serve, where appropriate, hiking, mountain biking and other non-motorized recreational pursuits in spring, summer and fall. Additionally, this guidance helps ensure protection of sensitive natural resources on public lands and the minimization of snowmobiling safety hazards.

Implementing the broad recommendations of the 2006 Snowmobile Plan will also result in the establishment of important new routes on private lands through the acquisition of easements or other access rights from willing sellers. This Guidance does not address the management of those trails, but instead provides standards and guidelines solely for the management of DEC snowmobile trails on Forest Preserve lands throughout the Adirondack Park.

In many locations, designated snowmobile routes of varying lengths exist on Forest Preserve roads, rather than on trails. DEC's management of all such roads for motor vehicle use, including snowmobiles, is guided by DEC's "CP-38 Forest Preserve Roads" policy and not by this Guidance.

Snowmobile Trail Classification

The classification system for designated snowmobile trails (not on roads) in the Forest Preserve is presented below. It establishes two classes of trails,[*] for which the following definitions apply: "Motorized travel corridor" – non-snowmobile public motor vehicle routes[**] and motorized waterbodies.

"Motorized waterbodies" – waterbodies upon which year-round, public motorized uses (including snowmobiling) occur to a moderate or great extent, typically facilitated by direct motorized route access to shorelines and boat launching facilities.

"Periphery" – the geographic area within two miles of a motorized travel corridor.

"Remote interior" – the geographic area more distant than two miles from the nearest motorized travel corridors in all directions.

Class II Trails: ***Community Connector Trails***

Snowmobile trails or trail segments that serve to connect communities and provide the main travel routes for snowmobiles within a unit are Community Connector Trails. These trails are located in the periphery of Wild Forest or other Forest Preserve areas. They are always located as close as possible to motorized travel corridors, given safety, terrain and environmental constraints, and only rarely are any segments of them located further than one mile away from the nearest of these corridors. They are not duplicated or paralleled by other snowmobile trails. Some can be short, linking communities to longer Class II trails that connect two or more other communities.

Class I Trails: ***Secondary Snowmobile Trails***

All other snowmobile trails that are not Community Connector Trails are Secondary Snowmobile Trails. These trails are located in the periphery of Wild

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[*] *The classification scheme outlined in the 2006 Snowmobile Plan differed from the scheme presented here. Class I trails were presented as snowmobile trails on Forest Preserve roads, Class II trails (of two subtypes) as secondary trails and Class III trails as community connector trails.*

[**] *Including routes where rights for motorized access to private in-holdings exist, but generally not including DEC administrative roads.*

Forest and other Forest Preserve areas where snowmobile trails are designated.[*] *They may be spur trails (perhaps leading to population areas and services such as repair shops, service stations, restaurants and lodging), short loop trails or longer recreational trails. If directly connected to Class II trails, new and rerouted Class I trails are always located as close as possible to – and no farther than one mile from – motorized travel corridors. If not directly connected to Class II trails, they are generally located within one mile of motorized travel corridors, although some – with high recreational value – may be located beyond one mile and may approach a remote interior area.*

II. Reconfiguration of the Snowmobile Trail System

Establishment of Community Connections

The establishment of a Park-wide community-connection snowmobile trail system will provide north-to-south and east-to-west routes that will link many Adirondack communities together. Designation of Class II, Community Connector snowmobile trails on Forest Preserve lands will create essential portions of the system, the use of which will result in a significant shifting of snowmobile use away from some remote interior areas of these lands to the periphery. Within the periphery, these Class II trails will intentionally be located as close to motorized travel corridors as practicable without locating them within – nor within sight of – road rights-of-way wherever such locations can be avoided. The actual, on-the-ground routes that establish the connections through Forest Preserve will be determined through the UMP process. Many of the connections already exist and the focus will be on improving them through proper siting, construction and trail maintenance work.

A small number of existing[**] *DEC snowmobile trails in the Park shown to be located partly within remote interior areas may receive Class II designation due to their importance and may be retained and kept open, as long as either of the following conditions are met: 1) the remote interior area of concern is small – no more than 750 acres in area; or, 2) the trail segments of concern are located very near the boundary of the remote interior area, with no trail segment located further than one-half mile into the interior from any boundary. DEC will give high priority to relocating out of the remote interior area any Class II trails or trail segments so retained.*

No existing DEC snowmobile trails in the Park that receive Class I designation may be retained and kept open with any portion of the trail located within a remote interior area.

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[*] *Snowmobile trails may also be located in some Primitive areas and in Wilderness areas within 500 feet of the Wilderness boundary.*

[**] *"Existing," as used here and in the paragraph immediately below, means existing at the time of DEC's adoption of this guidance.*

Redesignation and Abandonment of Existing Trails

Actions taken under this Guidance will also include the re-designation of some existing Forest Preserve snowmobile trails as either Class I, Secondary Snowmobile Trails or as non-snowmobile trails (such as foot trails or horse trails) for non-motorized recreational uses. The re-designation of some snowmobile trails for non-motorized uses will occur consequent to management actions called for in adopted UMPs or UMP amendments and will be guided by the primary goal: To provide a net benefit to the Forest Preserve through reconfiguring the trail system and revising trail management practices[*]*. In some instances, the re-designation of particular snowmobile trail segments – such as the far portions of some dead-end trails – may be the preferred alternative over re-designation or abandonment of the entire trail. Such actions can provide for a new type of recreational opportunity – a combined or hybrid type (motorized/non-motorized), in which the last stretches of some routes are undertaken by means of skis or snowshoes.*

Snowmobile trails that receive the new Class I designation or are re-designated for non-snowmobile use will be revegetated to narrower widths that conform to their specific trail classification standards where they are wider. In many locations, this will serve to restore a more consistently closed canopy, thereby improving the aesthetic experience of trail users and enhancing ecological integrity.

Criteria for Redesignation or Abandonment of Trails

Removing some snowmobile trails or trail segments from the existing network is central to the balance sought in providing a net benefit to the Forest Preserve while also providing for key improvements in snowmobile riding in the Park. In proposing trails or trail segments for redesignation or abandonment, management will seek to eliminate those that:

I. do not provide safe snowmobiling conditions;

II. penetrate the more remote areas of large Wild Forest parcels[**] *or traverse an existing undeveloped forest corridor connecting two or more remote interior areas in the Forest Preserve;*

III. are located near Wilderness area boundaries;

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[*] *For a discussion of the "net benefit" concept, see page 187 of the Snowmobile Plan for the Adirondack Park/Final Generic Environmental Impact Statement, October 2006.*

[**] *Trails providing access to frozen surfaces of waterbodies located wholly or partly within remote interior area should be rerouted or abandoned to prevent possible incursion into the remote areas via the frozen surfaces.*

IV. are redundant trails, or are part of an unnecessarily dense, local snowmobile trail network where opportunities for quiet, non-motorized use of trails are rare or nonexistent;

V. are no longer used or receive only minimal public use;

VI. might encourage illegal motorized access to public and private lands or create significant potential conflicts with adjacent property owners;

VII. incur unusually high snowmobile trail maintenance costs.

Additional Environmental Benefits

By restricting use of tracked groomers to the more developed Class II trails (see "Motor Vehicle Use Guidelines"), and by allowing Class I snowmobile trails to acquire a less developed and less maintained character, this Guidance is intended to clearly distinguish between two important types of snowmobiling opportunities in the Adirondacks while shifting the highest snowmobile use to the outer periphery of Forest Preserve lands. Consequently, the wilder, more remote areas of the Forest Preserve will be less impacted by motorized traffic. There will be lower noise levels, lower exhaust emission levels, decreased impacts on wildlife and reduced user conflicts between users participating in motorized and non-motorized forms of recreation. DEC's responsibility to manage and monitor snowmobile use and impacts will also be made easier.

III. Standards and Guidelines for Snowmobile Trail Siting, Construction and Maintenance on the Forest Preserve

The following standards will apply to siting and designating snowmobile trails on Forest Preserve lands in the Adirondack Park and carrying out construction and maintenance activities on them.

Specific Trail Siting Criteria for New and Rerouted Snowmobile Trails

Class I Trails: ***Secondary Snowmobile Trails***

New and rerouted Class I trails will be sited within the periphery of State lands and may only be sited beyond one mile from motorized travel corridors when the recreational value of the newly sited or rerouted trail segment is high and potential impacts to sensitive interior areas are minimal as carefully assessed and described in a UMP.

All new and rerouted Class I trails directly connected to Class II Trails will be sited as close as possible to motorized travel corridors and, without exception, will be sited no farther than one mile from these corridors.

Class II Trails: ***Community Connector Trails***

New and rerouted Class II Trails on State lands will be sited as close as possible to motorized travel corridors. No new or rerouted trail segments will be sited farther than one mile from these corridors unless terrain or environmental constraints dictate otherwise, or such siting of a new or rerouted trail segment within the periphery is necessary to connect important, existing trail segments that together will form the same Community Connector Trail.

Snowmobile Trail Siting Standards

1. *In cases where closure or abandonment of a motorized travel corridor results in an existing snowmobile trail location being inconsistent with these guidelines, such trail will, if practicable and as soon as possible, be relocated or reclassified to comply with these guidelines.*

2. *New and rerouted snowmobile trails will be sited, when possible, along existing routes or previously existing old routes such as foot trails, woods roads, utility rights of way and abandoned railroad beds in lieu of constructing entirely new trails.*

3. *New and rerouted snowmobile trails will be sited with an objective to avoid locations that present safety hazards such as the edges of ravines or ledges, major highway crossings and crossings of frozen surfaces of water bodies such as rivers, lakes and ponds. If suitable alternative routes are designated or developed, trails that lead riders to unsafe locations will be closed to snowmobile use in favor of the alternative routes in order to lower risks and eliminate unnecessary snowmobile trail mileage.*

4. *New and rerouted snowmobile trails will be sited with an objective to avoid areas considered environmentally sensitive, such as: wetlands; endangered plant or animal populations that might be harmed by the trails and/or their use; remote interior areas as defined by these guidelines and forested corridors connecting such remote interior areas; and deer wintering areas and other significant habitats, so that the values of these areas are not diminished.*

5. *New and rerouted snowmobile trails will not be established without an evaluation of potential significant impacts on adjacent private holdings.*

6. *New and rerouted snowmobile trails, including spur trails, will not provide access to private lands where public snowmobile access is not permitted.*

7. *New and rerouted snowmobile trails, through the acquisition of easements or other access rights from willing sellers, will be sited on private lands rather than State lands wherever possible to minimize impacts on the Forest Preserve.*

Snowmobile Route Design, Construction and Maintenance Standards

Snowmobile route design, construction and non-ordinary maintenance activities[*] will be carried out pursuant to Snowmobile Trail Work Plans developed by DEC staff in consultation with APA staff. The following standards will be followed and reflected in the development of these Work Plans in order to preserve the trail-like character of snowmobile trails while ensuring they are appropriately safe to ride. When undertaking any of the types of work described below with motorized landscaping equipment (almost exclusively on Class II Trails), only careful use of appropriate low-impact landscaping equipment will be approved, as determined by a "minimum requirement" decision making approach set forth in the Snowmobile Trail Work Plan. For example, use of bulldozers and creation of "dugways" will not be approved. Operators of low-impact landscaping equipment will conduct their work in optimal environmental conditions and in a manner that will not contribute to any potential degradation of the wild forest setting. All work will be done with appropriate DEC oversight.

For new snowmobile trails of both classes to retain essential characteristics of foot trails, management practices must integrate thorough knowledge of the standards and guidance below, with efforts to appropriately balance them and the underlying concerns as the trails are sited, constructed and maintained thereafter. The end result should be trails that are both enjoyable and safe to ride for essentially the same reason – for the way the trails snake through the wild landscape of the Adirondacks in a natural fashion… construction and maintenance practices having altered the terrain enough to allow for an acceptable degree of riding comfort, but not so much as to create potential for high-speed, disruptive and unsafe snowmobiling experiences.

Many existing snowmobile trails are sited on old woods roads and other routes originally constructed and maintained for use of motor vehicles other than snowmobiles. In such cases, the standards set forth below may also be used to reroute or otherwise minimally alter such trails with the objective to achieve the same end result.

[*] *Ordinary maintenance activities are defined in the "Memorandum of Understanding Between the Adirondack Park Agency and the Department of Environmental Conservation Concerning Implementation of the State Land Master Plan for the Adirondack Park" (APA/DEC MOU).*

Alignment and Grade:

1. Trail alignment will not result in blind curves and abrupt changes in either horizontal or vertical direction; trails will be designed to ensure:

a) Sight distance will be 50 feet or more wherever possible;
b) Curves will have a radius of at least 25 feet;
c) The maximum grade of trails will not exceed 20% unless deemed necessary to minimize environmental impacts associated with trail construction;
d) Trails will not normally be laid out on existing cross slopes greater than 12%;

2. To the greatest extent possible, trails will not be aligned with long straight sections. Trails will follow the natural contours of the terrain as much as possible and will be laid out to balance and minimize necessary tree cutting, rock removal and terrain alteration.

3. Trails will be laid out to avoid rocky areas and drainage features such as wetlands and streams to the greatest possible extent.

4. In locations where serious environmental or safety conditions exist along a trail, the trail will be rerouted rather than rehabilitated at that location.

Trail Width:

1. Class I Trails may be maintained to an 8-foot maximum cleared trail width.

2. Class II Trails may be maintained to a 9-foot maximum cleared trail width except on sharp curves (inside turning radius of 25-35 feet) and steep running slopes (over 15%) where they may be maintained to a 12-foot maximum cleared trail width.

Class I and II trails wider than their classification allows will be actively restored to these limits.

Tree Cutting:

DEC policy requires that cutting trees should be minimized, but where cutting is required, trees must be identified, tallied and included in a Work Plan in accordance with ***DEC Program Policy LF91-2 Cutting and Removal of Trees in the Forest Preserve.***

1. Cutting of overstory trees will be avoided in order to maintain a closed canopy wherever possible. Large and old growth trees should be protected.

2. Cutting trees to expand a trail from its current width or otherwise improve a trail will be carried out only pursuant to a Work Plan.

3. All snowmobile trails may be kept clear to a height of 12 feet, as measured from ground level.

4. No trees, except trees that due to structural problems or fallen/tipped conditions present an immediate hazard to the safe use of the trail by snowmobilers, will be cut outside the cleared trail width.

5. Trees should be felled away from the trail to minimize the amount of material that needs to be moved. If the tree trunks are not used to help delineate the trail, felled trees should be delimbed and cut into short enough lengths to lie flat on the ground. Once delimbed and cut up, the short lengths should be dispersed and not left in piles next to the trail. If the tree trunks are used to help delineate the trail, the cut ends of the trunks should be located outside the intended edge of the trail by at least one foot for safety reasons.

6. When trees are cut within the cleared trail width, they will be cut flush with the ground, and the preference will be to leave the root masses in place.

a) On Class II trails, if it is important to remove a root mass because it presents an obstacle in the trail surface, the preference will be to grind the stump and roots. If grinding is not feasible, the root mass may be dug up, rolled or placed off the trail into the woods without removing intervening vegetation and organic matter; the root mass will be set down so as to have the lowest profile possible.

b) Grinding will not occur on Class I trails.

7. No brushing will occur outside the cleared trail width of any snowmobile trails.

Trail Surface:

1. Grading:

a) Class I Trails. Trail surfaces should generally follow the existing contours of the natural forest floor and not be graded flat. While limited leveling and grading may be undertaken, this work will be done using hand tools almost exclusively. In rare circumstances, appropriate low-impact landscaping equipment may be used as specified in a Work Plan.

b) Class II Trails. Trail surfaces should generally follow the existing contours of the natural forest floor and not be graded flat. Limited leveling and grading may be

undertaken using appropriate low-impact landscaping equipment as specified in a Work Plan.

2. *Rock Removal:*

a) *Removal of boulders and rocks from snowmobile trail surfaces will be minimized to the greatest extent possible and will be described in a Work Plan. Methods of removal will be specified in the Work Plan. No boulders or rocks will be removed outside the cleared trail width.*

i) *On Class I Trails, rock removal will occur using hand tools only, except in rare circumstances in new trail construction and trail reconstruction when use of low-impact landscaping equipment may be approved. Rock removal on Class I trails will be primarily limited to uncommon, major obstacles that present demonstrable safety hazards to snowmobile riders and which cannot be avoided by appropriate trail layout or rerouting.*

ii) *On Class II Trails, rock removal may occur using low-impact landscaping equipment and may include removal of rocks determined to present demonstrable safety hazards to snowmobile riders or to be very likely to damage grooming equipment. Many rocks in snowmobile trails, due to their specific shapes and/or locations, do not present themselves so as to cause these problems, and these may not be removed regardless of how high above the trail surface they project. Conversely, some rocks in snowmobile trails – while small – do present themselves so as to cause these problems, and if they are identified in an approved Work Plan, they may be removed.*

b) *Boulders and rocks removed from trails will preferably be buried in the trails to minimize disturbance. Earth moved to dig the holes into which the boulders or rocks are to be placed will be used to fill the holes that result from the rock removal. When removed boulders and rocks are not buried, but are instead set to the side of the trail, they will be dispersed with care and not left in windrows or piles next to the trail. If a boulder or rock is used to help delineate the trail, it should be placed outside the intended edge of the trail by at least one foot for safety reasons.*

c) *Alternatives to rock removal should be considered to minimize the need for disturbance of the ground, to reduce the likelihood of creating drainage problems and to reduce the potential need for fill. Such alternatives may include covering or minor relocation of the trail where a boulder or rock may be too large or the number too great to deal with by any other method.*

d) *Removal of boulders and rocks from the surrounding natural, wild forest setting for use in snowmobile trail construction and maintenance work will be minimized and may occur only on a limited, carefully selective basis for small-scale projects. On Class II*

trails, where large-scale trail construction projects using stone material may be approved, importation of native stone from appropriate, specified sources may occur.

3. Side Slope Management:

a) On Class I trails, elimination or reduction of side slopes by means of bench cuts will be accomplished using hand tools exclusively. The need for bench cuts will be minimized through proper trail layout. The maximum amount of cut, measured vertically, will be 20% of the tread width. Side slopes of newly constructed trails and reroutes will be dressed and tapered within the cleared trail width; side slopes of some existing, degraded trails may be dressed and tapered outside the cleared trail width if this is determined the best way to address the degradation and restore environmentally sound, safe conditions.

b) On Class II trails, elimination or reduction of side slopes will be accomplished primarily by means of full bench cuts for which appropriate landscaping equipment may be used. The need for bench cuts will be minimized through proper trail layout. The tapering of side slopes will be allowed outside the cleared trail width. The areas dressed and tapered will be re-vegetated to restore stability and natural site conditions after the full bench cut is created.

Drainage:

1. Adequate drainage will be provided within the cleared trail width to prevent trail erosion and washout and to maintain a safe trail. All snowmobile trails will be constructed so as not to intercept groundwater to the greatest extent possible; natural drainage patterns will be maintained. In areas where the natural drainage patterns may be affected, bridges will be the preferred method for crossing wet areas as authorized in a Work Plan. Bridges will be constructed pursuant to approved snowmobile trail bridge designs.

2. Water bars and broad-based dips may extend beyond the cleared trail width to the extent necessary to effectively remove water from the trail surface, provided that no trees are cut outside the cleared trail width. Culverts will not be installed as drainage devices. Any existing culverts will be removed unless the culverts are very large and their removal is essentially not possible.

Wetlands:

1. Wetlands will be avoided to the greatest extent possible.

2. When wetlands crossings or trail locations adjacent to wetlands are proposed, the trail will be designed to minimize potential adverse impacts.

3. Any activity in a wetland or that may impact a wetland will be undertaken with prior consultation with the APA and with recognition of Army Corps of Engineers' permit requirements.

Motor Vehicle Use Guidelines

1. Snowmobile route design, construction and non-ordinary maintenance will be carried out pursuant to Snowmobile Trail Work Plans (Work Plans) developed by DEC staff in consultation with APA staff.

2. Administrative personnel, equipment and materials will be brought to work sites by the least intrusive means possible, as determined by a "minimum requirement" decision making approach set forth in the Snowmobile Trail Work Plan and as identified in priority order below:

a) By non-motorized means or, during periods of sufficient snow and ice cover, by snowmobile.
b) By aircraft.
c) By appropriate motor vehicles other than snowmobiles. Such motor vehicle use will only be approved when alternative means of transportation (non-motorized means, snowmobiles, aircraft) are not feasible or are inadequate. The motor vehicles used will be those which are suitable for the particular activities but have the least potential adverse impact on the environment. Even when such motor vehicle use has been approved, administrative personnel will utilize motor vehicles only to the minimum extent necessary.

3. Proposed motor vehicle or aircraft use will also be described in a Conceptual Use Plan, per CP 17, "Record Keeping and Reporting of Administrative Use of Motor Vehicles and Aircraft in the Forest Preserve" or any successor policy.

4. Any motor vehicle used will display an official "DEC Administrative Use" sign, unless otherwise prominently identified as a DEC vehicle.

5. All motorized uses will be supervised by an individual who has attended and completed DEC training concerning guidelines and policies for snowmobile trail construction and maintenance.

6. All activities involving landscaping equipment will be directly supervised by DEC staff.

7. A detailed Work Plan, approved by DEC Lands & Forests staff must be prepared for all work to be done on snowmobile trails except for the Initial Annual Maintenance Trips described below and immediate removal of fallen or tipped trees that present safety hazards as described above, under "Tree Cutting."

8. A Snowmobile Trail Maintenance Log (Trail Log) will be used to record all work done on snowmobile trails.

9. Work requiring use of aircraft or motor vehicles other than snowmobiles should be done, whenever possible, when environmental conditions allow during the months of August, September, and October.

Maintenance Trips involving Snowmobiles and other Motor Vehicles:

*1. **Initial Annual Maintenance Trips.** These trips will be authorized under an AANR or TRP and are undertaken solely for the purpose of removing fallen branches and trees that obstruct the trail and maintaining drainage features.*

a) AANRs and TRPs will identify trail names, trail class and authorized motor vehicles to be used for Initial Annual Maintenance Trips.
b) Motor vehicle use will be limited to one trip per trail per year.
c) Trips will only be conducted when environmental conditions allow in the months of August, September, and October.
d) All activities undertaken during Initial Annual Maintenance Trips will be recorded in Snowmobile Trail Maintenance Logs.
e) During Initial Annual Maintenance Trips an assessment of necessary trail construction and maintenance work will be conducted. Necessary work will be recorded in Snowmobile Trail Maintenance Logs by specific location and will be used to develop Work Plans.

*2. **Maintenance, Rehabilitation and Construction Trips.** These trips include all work trips on snowmobile trails except for "Initial Annual Maintenance Trips," described above, and "Grooming and Associated Winter Maintenance Trips," described below. They are undertaken primarily for the purposes of snowmobile route design, construction and non-ordinary maintenance activities (i.e., most "trail work," bridge construction, etc.) and so are a primary focus of the standards and guidelines set forth earlier in this section of the Guidance.*

a) All motor vehicle use associated with work of this type will be undertaken by the least intrusive means possible, as identified in priority order set out under "Motor Vehicle Guidelines," Section 1.
b) All work of this type will require an approved, detailed Work Plan as describe under "Snowmobile Route Design, Construction and Maintenance Standards," above.

*3. **Grooming and Associated Winter Maintenance Trips**. Grooming will be tailored to the Class of the snowmobile trail; it must not alter a trail's width or physical character and will not be used to gather snow from outside the allowable cleared width of the trail. Grooming equipment will be*

operated only by administrative personnel including DEC staff or volunteers under an agreement with the DEC (AANR or TRP) and covered by appropriate insurance. The type of equipment allowed will be as follows:

Class I Trails:	*Snowmobile with a drag, as the 8-foot cleared width and layout of the trail will allow[*] and as approved in an AANR, TRP or pursuant to a Work Plan.*
Class II Trails:	*Snowmobile with a drag, or, grooming equipment with tractor and drag width sufficiently less than the 9-foot to 12-foot trail width[**] to allow for grooming that will not cause tree damage. Type and dimensions of grooming equipment to be identified and approved in an AANR, TRP and pursuant to a Work Plan.*

Associated Winter Maintenance Trips will occur only when snow and ice cover is sufficient to protect the trail. They will normally be performed by use of snowmobiles but may also involve use of tracked groomers or other motor vehicles, where appropriate, as approved in an AANR, TRP and pursuant to a Work Plan. These trips may include any of the following activities:

a) Removing fallen or tipped trees that present immediate safety hazards as described above, under "Tree Cutting."
b) Placing trail signs or markers.
c) Pruning vegetation.
d) Taking building materials, supplies and tools to a construction site for immediate work or for staging them for an upcoming construction season;
e) In rare instances, installing temporary trail safety or natural resource protection features or structures.
f) Removing materials from the Forest Preserve that were staged during previous work projects.

Department Oversight of Motor Vehicle Use:

1. The Regional Natural Resource Supervisor, or a Departmental designee, will be notified no less than 48 hours prior to commencement of motor vehicle use and will determine whether or not trail conditions are suitable for such work and vehicle use prior to such use.

2. The Regional Natural Resource Supervisor, or a Departmental designee, will be responsible for ensuring Department staff periodically monitor and inspect all construction and maintenance work to ensure compliance with approved Work Plans.

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[*] *The drag should not be wider than 7 ½ feet on Class I trails.*
[**] *The drag should not be wider than 8 ½ feet on Class II trails.*

a) Department staff shall inspect the snowmobile trail work at times which are intended to coincide with the use of equipment that has the greatest potential to cause environmental damage.

b) All construction activities involving landscaping equipment will be directly supervised by DEC staff.

c) Within seven days of completion of authorized construction and maintenance activities, the Regional Natural Resource Supervisor will verify the work was satisfactorily completed according to Standards and Guidelines for Snowmobile Trail Construction and Maintenance and, if applicable, that any AANR or TRP terms and conditions were met.

d) If the terms and conditions of an AANR, TRP and associated Work Plan are violated at any time, the AANR/TRP may be amended or revoked, with the determination to be made by the Director of the Division of Lands and Forests.

IV. Implementation and Review

Implementation of this Guidance – and the appending of it to the APA/DEC MOU – is intended to establish snowmobile trail management practices that conform to the guidelines and criteria of the Adirondack Park State Land Master Plan.

Some activities may require a freshwater wetlands permit from the Agency. Some activities will qualify by MOU definition as ordinary maintenance, rehabilitation, and minor relocation of snowmobile trails. In addition to these considerations, implementation of this Guidance may occur through: authorization granted directly via an approved UMP or UMP amendment; interagency consultation on Work Plans authorized by UMP's or UMP amendments; and APA/DEC staff observations and monitoring of off-season snowmobile trail management practices and trail character.

This Guidance does not prevent DEC, via individual UMP's or other means, from providing more restrictive management where necessary to protect the character of Forest Preserve lands.

Staff of both the APA and DEC will document examples of the implementation of this guidance in order to: 1) verify that implementation is producing the desired results; and, 2) identify specific aspects of the guidance that may need to be clarified or otherwise revised by APA and DEC in order to achieve, or more fully achieve, the desired results. APA staff will report regularly to the Agency State Land Committee concerning such review and any recommendations that may stem from it.

Amendment Maps

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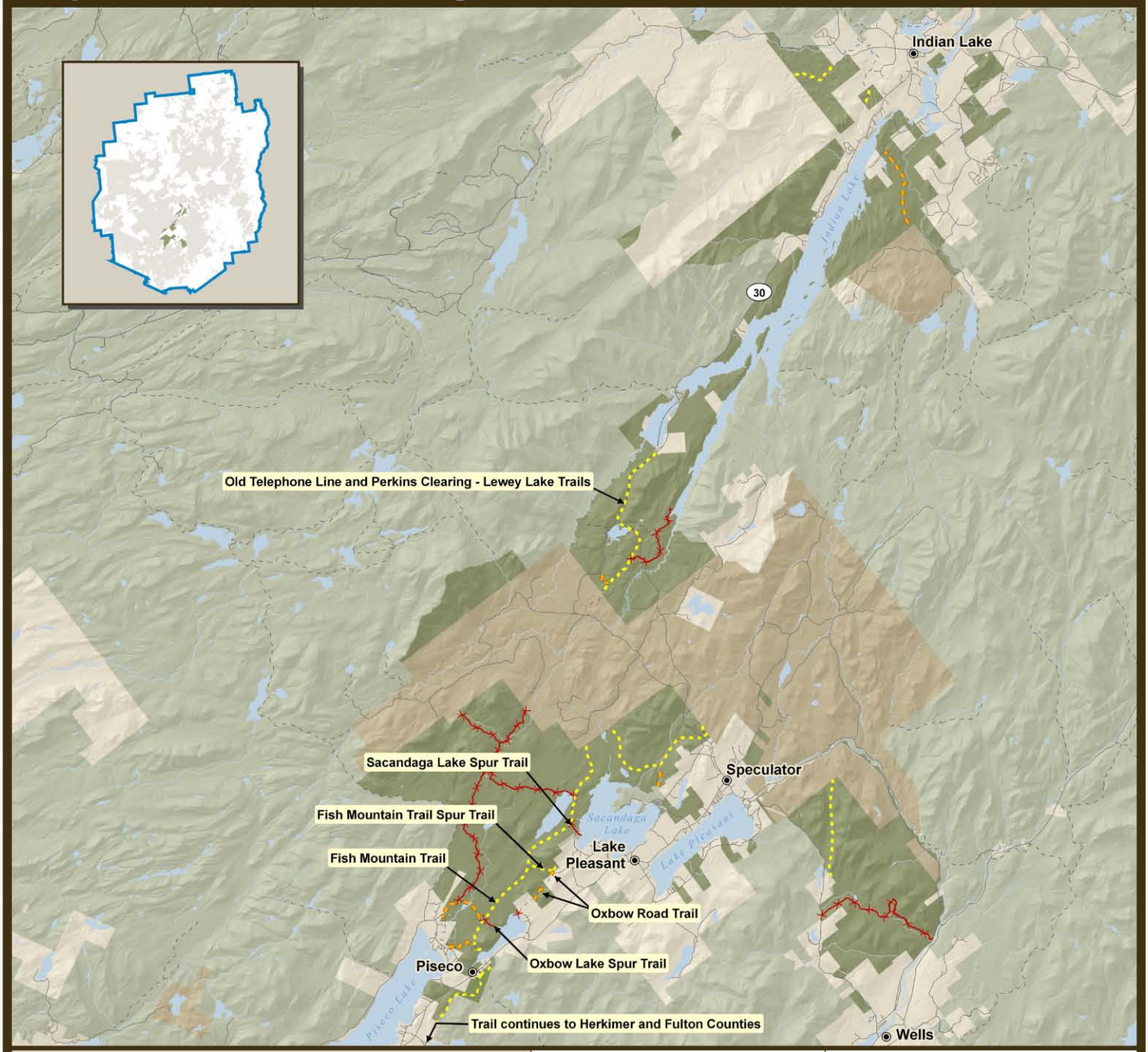
Adirondack Forest Preserve

Proposed Snowmobile Trail System

JESSUP RIVER WILD FOREST



Proposed Forest Preserve Snowmobile Trails

- Trail on which snowmobile use to be discontinued
- Class II snowmobile trail
- Class I snowmobile trail

- Jessup River Wild Forest
- Other DEC land
- DEC conservation easement
- Other road
- Other trail

N W E S

May 2010

0 1.5 3 6 Miles

Map produced by New York State Deptartment of Environmental Conservation, Division of Lands and Forests, Bureau of Forest Preserve Management

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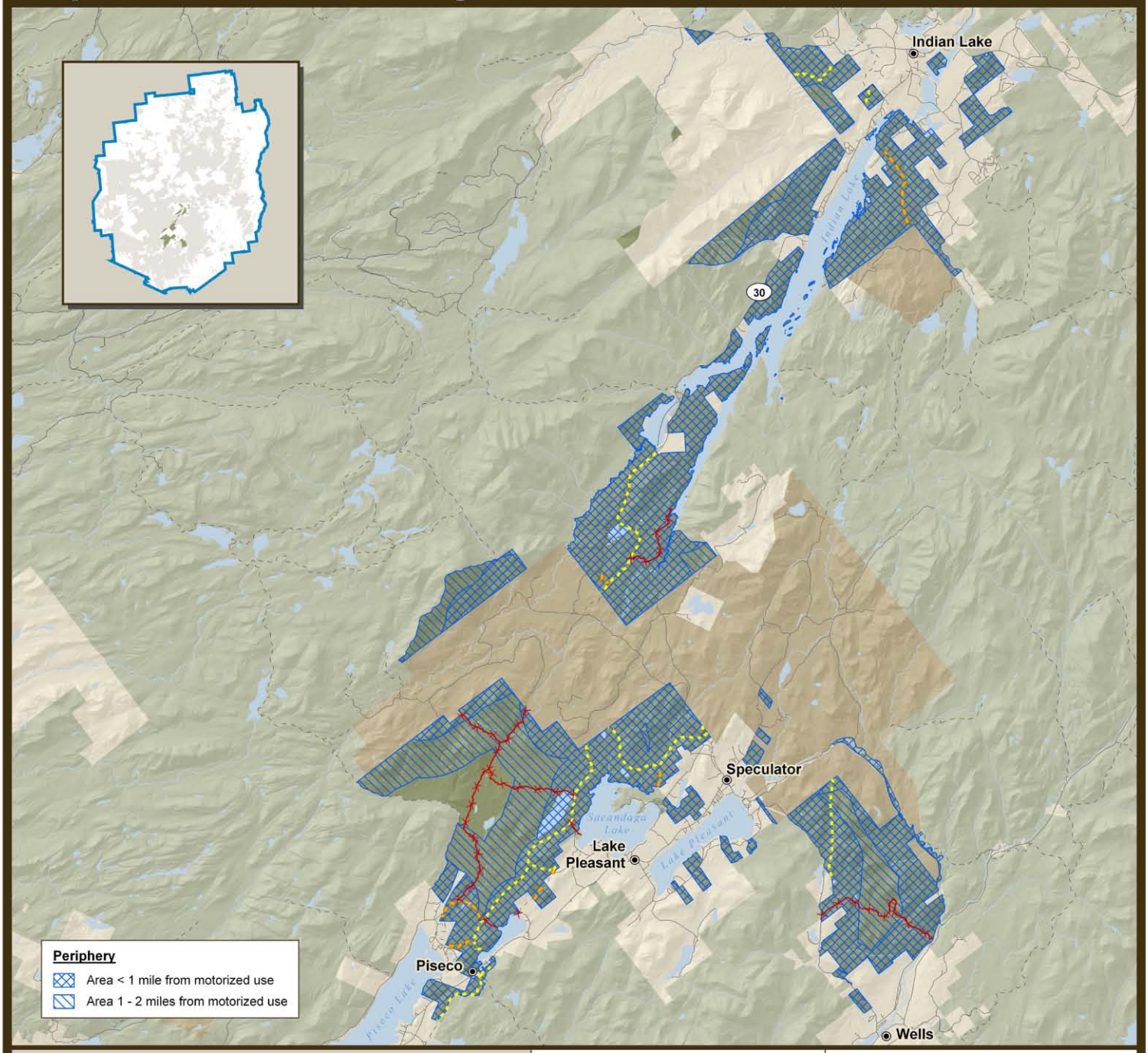
Adirondack Forest Preserve

Proposed Snowmobile Trail System

JESSUP RIVER WILD FOREST



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