Generic Bicycle Amendment for Completed Adirondack Forest Preserve Unit Management Plans

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

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

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

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

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

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

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

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

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

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

4. **Bubb Lake Foot Trail**

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

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

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

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

**Cranberry Lake Wild Forest**

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

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

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

**Grass River Wild Forest**

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

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

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

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

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

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

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

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

Black Mountain Section, Lake George Wild Forest

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

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

Some of the trails to be designated are fairly level and smooth, others somewhat steep and rough. Although some of them undoubtedly will not attract much bicycle use, it is considered desirable to designate them and leave the decision whether to use them up to individual cyclists.
It is not expected that the level of bicycle use resulting from designation will have a significant impact on the physical condition of trail surfaces. In general, the trails likely to be more heavily used are those which were constructed as carriage roads. Their surfaces have withstood years of horse use without significant deterioration. Trails with less stable surfaces are more remote and steep, factors which will naturally limit use to levels below the capacity of the trails to withstand such use.
<table>
<thead>
<tr>
<th>Path</th>
<th>Miles</th>
<th>Soil Type</th>
<th>Slope</th>
<th>Drainage</th>
<th>Actual/Potential Conflicting Uses</th>
<th>Mitigational Measures Needed</th>
<th>Reason for Selection</th>
<th>Environmental Impact</th>
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</thead>
<tbody>
<tr>
<td>Independence River</td>
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<tr>
<td>West Fork</td>
<td>5.4</td>
<td>Adams, Newton, Scarborough</td>
<td>Level to Gently Rolling</td>
<td>Good to Excessive</td>
<td>Minimal other use except by hunters in fall</td>
<td>None</td>
<td>Establish loops w/ MV1's &amp; Public Roads</td>
<td>Some very minimal rutting of trails, no erosion expected</td>
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<tr>
<td>East Bridge Trail</td>
<td>2.3</td>
<td>Greenwood-Cabro, Brayton-Dannebora, Adas</td>
<td>Level to Gently Rolling</td>
<td>Poor to Excessive</td>
<td>See as above</td>
<td>None</td>
<td>See as above</td>
<td>See as above</td>
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<tr>
<td>Mt. Tug Road (E. of Mt. Top Club)</td>
<td>1.3</td>
<td>Brayton-Dannebora</td>
<td>Rolling</td>
<td>Fair</td>
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<td>None</td>
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<tr>
<td>Sunday Slide Trail</td>
<td>0.9</td>
<td>Hauberg</td>
<td>Rolling</td>
<td>Good</td>
<td>None, mainly used as a snowshoe trail</td>
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<td>See as above</td>
<td>Minimal, should produce no rutting</td>
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<td>Silver Mine Trail</td>
<td>5.8</td>
<td>Brayton-Dannebora</td>
<td>Rolling</td>
<td>Good to Poor</td>
<td>See as above</td>
<td>None</td>
<td>Provide N-S connector to allow longer MTB trips</td>
<td>Some rutting, no erosion expected, wet sections, limited use expected</td>
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<tr>
<td>Pine Lake Trail</td>
<td>3.3</td>
<td>Brayton-Dannebora</td>
<td>Shallow to moderate slope</td>
<td>Good to Poor</td>
<td>Minimal, other than use by hunters in fall</td>
<td>None</td>
<td>Establish loops w/ MV1's &amp; public roads, access to streams &amp; ponds, evidence of use</td>
<td>Minimal rutting, no erosion expected</td>
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<td>Pico Mt. Trail</td>
<td>4.1</td>
<td>Brayton-Dannebora</td>
<td>Shallow to moderate slope</td>
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<td>See as above</td>
<td>See as above</td>
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<td>Cranfield RR Trail</td>
<td>3.0</td>
<td>Barade</td>
<td>Flat</td>
<td>Excellent</td>
<td>None</td>
<td>None</td>
<td>Short Loop near cottage colony</td>
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<td>Boundary Trail</td>
<td>0.7</td>
<td>Adas</td>
<td>Flat</td>
<td>Excessive</td>
<td>Potential use for hikers</td>
<td>None</td>
<td>Currently used for hiking by adjacent cottage colony</td>
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<td>Otter Creek Horse Trail Segments (Forest Preserve Miles)</td>
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<td></td>
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<td>Provide interconnected loops, some evidence</td>
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<tr>
<td>Trail Name</td>
<td>Length</td>
<td>Leve/ Slope</td>
<td>Easement</td>
<td>Potential Conflict</td>
<td>Safety Measure</td>
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<tr>
<td>Adams-Croghan Flat to gently sloping</td>
<td>Excessive</td>
<td>None needed, will monitor &amp; enforce</td>
<td>ATV use</td>
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<td>Colton Sloping to gently sloping</td>
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<tr>
<td>Adams Level to gently sloping</td>
<td>Excessive</td>
<td>Save as above</td>
<td>Save as above</td>
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<td>Adams-Croghan Level</td>
<td>Excessive</td>
<td>Save as above</td>
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<tr>
<td>Adams-Croghan Level to gentle slope</td>
<td>Excessive</td>
<td>Save as above</td>
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<tr>
<td>Frost Pockets Trail Level</td>
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<td>Old gravel road Level</td>
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<td>Save as above</td>
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(Notes: There is approximately 15.3 additional miles of continuous horse trail open to bicycle use on State Recreation Areas Lewis #34 and Lewis #35, plus approximately 10.4 miles of the horse Trail on Forest Preserve roads open to motor vehicles and .4 miles on public roads.)
EXISTING FACILITIES

- Town, County or State Road
- Other Roads
- Foot Trail
- Snowmobile Trail (DEC)
- Town Snowmobile Trail (Former Rebozo Lake RR bed)
- Horse Trail
- Ski Trail
- Gate
- Barricade

PROPOSED FACILITIES

- New Foot Trail
- New Snowmobile Trail
- New Trail Register
- New Parking Area
GRASS RIVER WILD FOREST FACILITIES

PROPOSED BICYCLE TRAILS

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

PROPOSED NEW FACILITIES
- New Foot Trail
- New Primitive Campsite
- New Primitive Campsite (Group)
- New Parking Area
- New Bridge
FACILITIES
LAKE GEORGE WILD FOREST
BLACK MOUNTAIN SECTION

EXISTING FACILITIES
- Foot Trail
- Horse Trail
- Snowmobile Trail
- Foot and Horse Trail
- Foot and Snowmobile Trail
- Foot, Horse and Snowmobile Trail

LEASOS
- Parking Area
- Trail Register
- Fire Tower
- Observer Cabin
INDEPENDENCE RIVER WILD FOREST BIKE TRAILS
(ADDITIONAL TRAIL SEGMENTS SHOWN ON OTTER CREEK
HORSE TRAIL MAP)