

## FSEIS

Amendments to the Adirondack Park State Land Master Plan (APSLMP) involving clarification of the Travel Corridors classification category definition, the guidelines for management and use, and amendment of related provisions.

Appendix A  
(corrected)

APSLMP in Legislative Format Showing Changes if the Preferred Alternative is Accepted

## STATE OWNERSHIPS (APSLMP pages 2-3)

While the Act does not define the term "state lands," the Agency has interpreted it to mean land held in the name of, owned by or under long-term lease to the State of New York or a state agency. In addition, due to the extensive State control in the form of a permanent easement over the North Elba Park District lands on Mt. Van Hoevenberg, these lands have also been considered State lands for the purposes of the Plan. Applying this definition, the following inventory of state lands exists within the Adirondack Park:

### **Lands under the jurisdiction of the Department of Environmental Conservation:**

Substantially all of the approximately 2.69 million acres of land administered by the Department of Environmental Conservation form part of the Adirondack forest preserve and are protected by the "forever wild" clause of Article XIV, §1 of the State Constitution. A small amount of acreage also administered by the Department of Environmental Conservation is considered non-forest preserve. This consists of:

- lands in the Towns of Altona and Dannemora which are expressly excluded from Article XIV, §1 by the terms of the Constitution;
- lands given or devised to the State for silvicultural or wildlife management purposes which by statute are not considered part of the forest preserve;
- the Department's administrative headquarters;
- certain historic areas;
- certain lands acquired under the 1960 and 1962 Park and Recreation Land Acquisition Bond Act and other lands which have been administratively classified by the Department as non-forest preserve lands.

Nothing in this master plan should be interpreted as supporting the constitutionality of such legislative or administrative classifications of land as non-forest preserve.

### **Lands under the jurisdiction of the Department of Transportation:**

These consist ~~primarily of the~~ of the travel corridors owned in fee, easement, or rights-of-way for state and interstate highways and certain railroad corridors within the Park, including administrative headquarters, storage areas and maintenance facilities. ~~Some 1,100 miles of highway rights-of-way are involved. These lands also include approximately 120 miles of the Remsen to Lake Placid railroad right-of-way, which is not presently an operational railroad.~~

## Lands under the jurisdiction of other state agencies:

These include a variety of developed uses such as State Police substations, the Adirondack Correctional Facility, the Dannemora Correctional Facility, Camp Gabriels and the Lyon Mountain Correctional Facility and the Sunmount Developmental Center. Substantially all are immediately adjacent to public highways, and most are in developed areas of the Park. The total acreage involved is approximately 12,000 acres of which the developed portion is approximately 1,000 acres.

These miscellaneous types of uses raise constitutional questions which, though sometimes addressed by the Attorney General, have never been resolved in the courts.

## TRAVEL CORRIDORS (APSLMP page 52 et seq)

### Definition

~~A travel corridor is that strip of land constituting the roadbed and right-of-way for state and interstate highways in the Adirondack Park, the Remsen to Lake Placid railroad right-of-way, and those state lands immediately adjacent to and visible from these facilities.~~

Those lands within the Adirondack Park constituting either a highway corridor or a railroad corridor and those state lands immediately adjacent to and visible from these corridors.

A highway corridor is the roadway, roadbed, surface, and lands owned in fee, easement or by right-of-way for the maintenance and use of state or interstate highways.

A railroad corridor is the fee, easement, or right-of-way lands that include the Remsen-Lake Placid railbed or any future acquisition that may be considered for classification as a travel corridor, existing (1) for the operation of rail cars, and/or (2) to serve as a rail trail.

This category is unique in that the beds of these travel corridors are hardened and the natural topography has been significantly altered. In contrast to the majority of classification categories set forth in this master plan, these travel corridors were designed for and can withstand a higher degree of public use.

This category, ~~much like together with~~ the state administrative category, is also unusual in that several state agencies may be involved in its administration. ~~with which it is closely associated, is unique in the classification system in that several state agencies are involved in its administration.~~ For instance, the Department of Transportation has obvious jurisdiction relating to highway construction, design, maintenance and accessory facilities, and is also responsible for the design, construction, maintenance,

management and operation of railroad and accessory facilities within railroad corridors. ~~Remsen to Lake Placid railroad line.~~ The Department of Environmental Conservation is involved in the construction and maintenance of many signs, campgrounds, picnic areas, trailheads and similar facilities adjacent to the travel corridor, as well as management, construction and maintenance of rail trails within those railroad corridors, or portions thereof. In addition, the Education Department is responsible for some interpretive signing; the State Police maintain various buildings in these highway corridors; and there are also institutional facilities maintained by the Department of Mental Hygiene Office for Persons with Developmental Disabilities and the Department of Corrections. Careful planning and coordination among all interested agencies is essential to provide distinction to the travel corridors of the Adirondack Park highway system.

The importance of the major travel corridors and the principal segments of the local highway network to the integrity of the Park cannot be over-emphasized. The lands adjacent to these travel corridors are the most visible to the traveling public and frequently determine the image and entire atmosphere of the Park for many visitors. In addition, due to the heavily forested character of the Park, scenic vistas from these travel corridors are relatively rare and their protection and enhancement are important.

Considerable portions of travel corridors run through private lands within the Park. While this plan is concerned with state lands, it is important for the state to set an example for the private sector in creating a park-like atmosphere through appropriate construction and signing standards, while protecting the natural resources of the Park.

In many instances, the design and construction of major highways and the treatment of their immediate environs by state agencies has been enlightened. Obvious examples are the Adirondack Northway, which won two national awards as America's Most Scenic Highway, the reconstruction of Route 10 from Arietta to Route 8 in Hamilton County, the rebuilding of Routes 30 and 28 between Indian Lake and Blue Mountain Lake, the rebuilding of Route 30 between Blue Mountain Lake and South Pond and the rebuilding of Route 73 between Keene and the Adirondack Loj Road. However, there are many areas where more attention to the Park's unique atmosphere is essential. The following guidelines are intended to achieve this objective.

On lands established as travel corridors that originally served as operating railroads, recreational uses such as rail trails may exist alongside of, or in place of, traditional railroad transportation use. Jurisdiction over segments of a travel corridor where a railroad is intended to operate, including segments containing rails-with-trails, should be with the Department of Transportation. Jurisdiction over segments of the travel corridor which are intended to be converted to a rail-trail should be with the Department of Environmental Conservation.

## Guidelines for Management and Use

Nothing in this master plan regarding travel corridors shall supersede state and federal laws, rules or regulations. Compliance with all state and federal highway, transportation, and safety standards shall remain necessary regardless of the provisions herein.

### Basic guidelines

1. The primary travel corridor guideline will be to achieve and maintain a park-like atmosphere on state lands within the travel corridor that complements the total Adirondack Parkenvironment.

2. No new structures or improvements in any travel corridor will be constructed except in conformity with an adopted unit management plan for such area. This guideline will not prevent the ordinary maintenance, rehabilitation, relocation and/or reconstruction of conforming structures or improvements and is not intended to hinder compliance with any state or federal regulations.

3. Since the concentrations of visitors at certain travel corridor facilities may pose a threat of water pollution, the state should set an example for the private sector by installing modern sewage treatment systems with the objective of maintaining high water quality. Standards for the state should in no case be less than those for the private sector and in all cases any pit privy, leach field or seepage pit will be at least 150 feet from the mean high-water mark of any lake, pond, river or stream.

~~24. State lands within travel corridors but outside of the right-of-way that are otherwise classified under this master plan will be managed in compliance with the guidelines for the appropriate classification. State lands adjacent to and visible from the highway corridor and railroad corridor are a travel corridor overlay and shall be managed in compliance with the guidelines for the appropriate classification.~~ In addition, no new structures or improvements within the travel corridor but outside of the right-of-way will be constructed except in conformity with a finally adopted unit management plan whether for the travel corridor or the underlying land classification. This guideline will not prevent ordinary maintenance or rehabilitation of conforming structures or improvements or the removal of non-conforming uses.

35. The Department of Transportation should employ its influence over highways under the jurisdiction of various local governments to try and achieve similar objectives for the other highway corridors within the Park.

## HIGHWAY CORRIDORS

### ~~Highway d~~Design and construction

1. Highway construction within the Park will concentrate on the improvement of the existing highway network to provide a modern system of two-lane highways with appropriate passing lanes, and significant acquisitions of new ~~rights-of-way~~ highway corridors will be avoided wherever feasible.

2. All road designs and standards will consider the need for compatibility with a park environment to be of equal importance with speed between communities.

3. Additional four-lane, limited access highways will not be located within the park.

### Signing policies

1. A comprehensive plan for all signing on state lands within travel corridors will be prepared by the Adirondack Park Agency jointly with the Department of Environmental Conservation, the Department of Transportation and other interested state agencies ~~by no later than December 31, 1987~~, with the objective of achieving uniformity and a high quality of design for all signs within these corridors.

This plan will include:

-- a comprehensive visitor information program designed to inform the traveling public of the availability of state and private services and facilities, which minimizes the need for the erection of additional signs along travel corridors and ensures compliance with the Agency's private sign standards;

-- wooden park entrance signs of the rustic style now used by the Department of Environmental Conservation at all major entrances to the Park, with more modest signs of similar style at minor entrances;

-- particular consideration to modest landmark and vista signing, pointing out to the traveling public the many and varied natural resources and historic sites of the Park;

-- special design standards in the Park for all highway signs that do not relate directly to traffic safety; and;

-- a plan for the removal of existing service station, food, lodging and campsite signs visible from the Northway that do not comply with the Agency's private sign standards, coupled with a plan to provide standardized means for directing the

traveling public to these facilities that does not involve the erection of additional signs on the Northway itself and is consistent with the comprehensive visitor information program for the Park.

2. The elements of the plan referred to above will be incorporated in travel corridor unit management plans, prepared by the Department of Environmental Conservation ~~prior to December 31, 1989~~ or the Department of Transportation.

3. All state signs other than highway signs relating directly to traffic safety shall comply with the standards for private signs promulgated by the Agency pursuant to its statutory authority.

### **Scenic vistas**

The Department of Transportation or the Department of Environmental Conservation should provide modest pull-offs with appropriate signing along the Park's travel corridors at important scenic vistas where traffic safety permits. The current inventory of forty such vistas, which may require further revision, is reflected on the map forming part of this master plan.

### **Trailheads**

The Department of Environmental Conservation and the Department of Transportation should provide modest trailhead parking areas at or near the beginning of important public ~~foot and horse~~ trails. The size of the facility will be governed by the carrying capacity of the land use area involved and will be consistent with finally adopted unit management plans.

Trailheads should be located so as to have the minimum adverse effect on the surrounding environment and, wherever feasible, the parking area will be screened from view from the highway.

Trailhead construction or rehabilitation should be carefully considered in connection with highway rehabilitation and preservation projects.

### **Roadside aesthetics**

1. All administrative and maintenance structures or storage areas of any state agency will be designed and constructed to harmonize with the character of the Park.

2. These structures or facilities will be located in developed areas of the Park wherever possible or they should be screened from the motoring public's view.

3. Sand, gravel and other borrow pits and stockpiling areas will not be located in travel corridors unless they are screened from public view from the highway. As these excavations are abandoned they will, wherever possible, be back-sloped and re-vegetated.

4. ~~All future guide rail construction will utilize the new weak post cable system, dark brown treated wooden posts or self-oxidizing rails where appropriate. All future guiderail construction will be done in accordance with federal and state engineering and safety regulations and guidelines. Consistent with such guidelines and to the maximum extent practicable, all guiderail construction and installation will support Adirondack Park branding and will use context sensitive design and materials.~~

5. Utility companies will be permitted and encouraged to bury their telephone and electric transmission and distribution lines in the highway ~~right-of-way~~ corridor.

6. Vegetative cover will be maintained on all cut and fill slopes except in areas of rock outcroppings or where gabions or retaining walls are essential.

## RAILROAD CORRIDORS

1. Public use of all-terrain vehicles and other motor vehicles, except snowmobiles, is prohibited. Existing private rights will not be affected by this prohibition. Other acceptable motorized uses may include, but are not limited to:

- administrative personnel and utility companies where necessary to reach, maintain or construct permitted structures and improvements;
- and
- appropriate law enforcement and general supervision of public use.

2. Pesticide use for vegetation management will be allowed, to be specified in a finally adopted unit management plan.

3. Tree cutting and other vegetation management practices aimed at protecting and preserving scenic vistas will be allowed, but must be done carefully and justified in an adopted unit management plan.

4. Primitive tent sites and lean-tos or any other type of overnight accommodation will not be sited on state lands within 150 feet of the railroad corridor.

5. Additions to the travel corridor category should come from new acquisitions by the State of railroad corridors with existing tracks.



6. The removal or reinstallation of railroad track in a railroad corridor will be identified as a management objective in a unit management plan. A change in use of a railroad corridor from railroad operations to use as a rail trail, or from use of a rail trail to railroad operations, including the removal or reinstallation of railroad tracks or any other activities related thereto, shall only occur in conformity with an adopted unit management plan for the corridor.

## 7. Structures and Improvements

Rail and rail trail structures and improvements should be located, designed and managed so as to blend with the Adirondack environment and to have the minimum adverse impact on surrounding state lands and nearby private lands. Preferably, they will also feature design aspects typical of or reminiscent of railroad architecture and design. Rail trails may be constructed using non-natural materials. Signage should be minimal and not obtrusive and limited to state purposes.

The following structures and improvements are conforming:

- Train depots and stations – original or as reconstructed on original sites;
- Bathroom facilities, including pit privies, portable toilets, and larger bathroom buildings;
- Parking areas, rest areas, trailheads, and trailhead registration and informational kiosks;
- Road and railroad-crossing structures, lights, signals and signage important to or necessary for safety purposes, including tunnels and bridges;
- Bridges, culverts and other drainage structures made of natural or non-natural materials;
- Boardwalks, fencing or railings, observation decks and platforms designed to minimize adverse impacts on wetlands;
- “Whistle stop” and other markers, including mileage markers;
- Interpretative or historical kiosks within village limits, or in other locations along the corridor, when carefully reviewed for aesthetic and natural resource impacts;
- Bicycle racks, electric-assisted bicycle racks, ski racks and other basic structures used for the purpose of temporarily storing or securing recreational equipment, made primarily from natural materials;
- Picnic tables and benches; and

— Lighting designed to illuminate the corridor within an incorporated village and to maintain the dark skies of the Adirondack Park.

### **Railroad Corridors with rails**

1. The railroad corridor will be managed for the operation of rail cars and other compatible modes of transportation and recreational uses, including snowmobile use.

2. The State should study the full potential value of the railroad travel corridor as an asset to the Park and its communities, especially with respect to tourism and the environmental benefits of modern rail lines and recreational uses. The State should manage the railroad corridor to maximize these benefits and protect the natural resources of the Park.

3. Trails may parallel the existing railroad tracks, subject to an approved unit management plan.

### **Railroad Corridors without rails**

1. Bicycling, hiking, cross-country skiing and other non-motorized means of travel, as well as snowmobiling and riding electric-assisted bicycles are conforming uses.

2. The Department of Environmental Conservation will evaluate whether to preserve and/or restore historic railroad structures remaining in the railroad corridor in accordance with a historic preservation plan that is compliant with the State Historic Preservation Act and approved by the State Historic Preservation Office. This will enable the public to learn the history of the railroad and the importance of Adirondack railroads to the history and culture of the Park and the United States.

3. The Department of Environmental Conservation will seek to maximize the recreational and environmental benefits of any rail trail by providing year-round opportunities for a wide variety of outdoor recreational travel within the railroad corridor, as well as the opportunity to commute between homes and workplaces. To minimize user conflicts, rail trails may feature multiple trails within the railroad corridor and alongside each other.

## Designation of Travel Corridors

The application of the travel corridor ~~classification definition~~ results in the designation of approximately 1,220 miles of travel corridors, of which approximately 1,100 are highway corridors and ~~120 miles make up the Remsen to Lake Placid railroad right-of-way~~. 119 miles are a railroad corridor.

In addition to the delineated highway corridors, the Department of Transportation has a considerable degree of influence over other highways under the jurisdiction of various local governments. This influence, coupled with the example of the state highway network, can have a very positive effect on the Park's appearance and atmosphere.

## TRAVEL CORRIDORS (APSLMP pages 125-126)

### HIGHWAYS CORRIDORS

Route	Terminal	Approximate Mileage
I-87	Northern Park Boundary to Southern Park Boundary	91
3	Western Park Boundary to Northeastern Park Boundary	107(a)
8	Southwest Park Boundary to Hague	109
9	Northern Park Boundary to Southern Park Boundary	92(b)
9L	Southeastern Park Boundary to Route 9	13
9N	Southern Park Boundary to Keeseville	124
10	Southern Park Boundary to Route 8	23
22	Northern Park Boundary to Southern Park Boundary	76(c)
28	Southwestern Park Boundary to Route 9	100(d)
28N	Blue Mountain Lake to North Creek	47(e)
29A	Southern Park Boundary to Southwestern Park Boundary	18(f)
30	Northern Park Boundary to Southern Park Boundary	151(g)
56	Northern Park Boundary to Sevey	15
58	Western Park Boundary to Fine	5
458	Northern Park Boundary to Route 30	20
73	Route 9 to Route 86	26(h)
74	Route 9 to Lake Champlain	30
86	Jay to Route 30	34
149	Southern Park Boundary to Southeastern Park Boundary	5
186	Route 86 to Route 30 at Lake Clear	4
192A	Route 192 to Route 86	2
287	Western Park Boundary to Route 8	6
373	Port Kent to Route 9	3
374	Northern Park Boundary to Dannemora	27
418	Warrensburg to Thurman	3
421	Horseshoe Lake to Route 30	6

431	Wilmington to Whiteface Summit	8
185	Crown Point Bridge to Route 22	4

<b>Subtotal</b>	<b>1165 Miles</b>
<b>Minus dual designations</b>	<b>87</b>
<b>Total</b>	<b>1078 Miles</b>

- (a) includes 6 miles dually designated as Route 30
- (b) includes 4 miles dually designated as Route 8 and 10 miles dually designated as Route 73
- (c) includes 25 miles dually designated as Route 9N
- (d) includes 11 miles dually designated as Route 30
- (e) includes 9 miles dually designated as Route 30
- (f) includes 5 miles dually designated as Route 10
- (g) includes 9 miles dually designated as Route 8
- (h) includes 2 miles dually designated as Route 9N

## **RAILROAD LINES-CORRIDORS**

### **Area Description**

#### **Remsen-Lake Placid Corridor**

The Remsen-Lake Placid Travel Corridor (RLPTC) is a railroad corridor that enters the southeast corner of the Adirondack Park from Remsen, New York. It includes state-owned parcels, and parcels to be acquired by the State within the corridor, approximately 119 miles long that traverses the following six counties and ten towns:

Oneida Co. – Remsen and Forestport

Herkimer Co. – Webb

Hamilton Co. – Long Lake

St. Lawrence Co. – Piercefield and Colton

Franklin Co. – Tupper Lake, Santa Clara and Harrietstown

Essex Co. – North Elba

The northern section of the railroad corridor passes through the Villages of Tupper Lake and Saranac Lake (as well as the communities of Saranac Inn and Lake Clear) before terminating in the Village of Lake Placid.

About 46 percent of the length of the corridor is flanked on at least one side by State Forest Preserve lands, and about 27 percent of the remaining length is flanked on at least one side by State conservation easement lands. From Old Forge to Tupper Lake, the route passes through some of the most remote territory in New York State. It forms part of the bounds of the Pigeon Lake, Five Ponds, William C. Whitney and Round Lake

Wilderness Areas. It also traverses a portion of the Lows Lake Primitive Area and forms almost all of the southern border of the St. Regis Canoe Area. The remaining areas of Forest Preserve adjoining the route are classified Wild Forest, including the Black River, Fulton Chain, Independence River and Saranac Lakes Units.

The railbed, constructed in 1892 by William Seward Webb, was utilized continuously by the New York Central Railroad, and then the Penn Central Railroad, until freight service ceased in 1972. With the exception of a 3000-foot segment in the Village of Saranac Lake and the Lake Placid depot parcel, where there are railroad easements, the railroad corridor was purchased in fee by New York State in 1974 and 1975. In 1977, the State leased the line to the Adirondack Railway Corporation. After bankruptcy of the lessee, and following a long period of litigation, the State acquired the remainder of the lease in 1991. Geographically limited and intermittent scenic railroad service has occurred since 1992, but until that time trains had not traveled on the railroad corridor for more than a decade. The railroad corridor has been designated a snowmobile trail since the 1991-1992 season.

This railroad corridor is generally 100 feet wide, but is wider in some locations, primarily within communities. State ownership terminates in the Village of Lake Placid at Station Street. The Remsen-Lake Placid Railroad was classified as a travel corridor in 1979.

Remsen to Lake Placid—122 miles

## **DEFINITIONS (APSLMP pages 1917 - 21)**

**Electric-assisted bicycle** -- a bicycle equipped with fully operable pedals and an electric motor with an output of less than seven hundred fifty watts (one horsepower) whereby such electric motor engages only when the operator is pedaling and disengages or ceases to function when such bicycle's brakes are applied, the operator stops pedaling, or such bicycle achieves a speed of twenty miles per hour or more.

**Rail trails** – trails developed within a railroad corridor where tracks have been removed to accommodate modes of travel other than rail car, including snowmobiles, horses and bicycles, but excluding public use of ATVs, automobiles, and other motor vehicles.

**Rails-with-trails** – trails within a railroad corridor that run alongside railroad tracks.

**Railbed** – the hardened surface, under or formerly under the railroad tracks.

**Roadbed** – the part of the road on which vehicles travel.

**Snowmobiles**--a ~~motor~~ self-propelled vehicle equipped with a motor, originally manufactured and designed solely for travel on snow or ice, steered by skis or runners and supported in whole or in part by one or more skis, belts, or tracked cleats ~~by means of a combination of tracks and a ski or skis.~~

## FSEIS

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Appendix A-1  
(corrected)

APSLMP Travel Corridors Section and Related Provisions if the Preferred Alternative is Approved

## **STATE OWNERSHIPS (APSLMP pages 2-3)**

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-- particular consideration to modest landmark and vista signing, pointing out to the traveling public the many and varied natural resources and historic sites of the Park;

-- special design standards in the Park for all highway signs that do not relate directly to traffic safety; and

-- a plan for the removal of existing service station, food, lodging and campsite signs visible from the Northway that do not comply with the Agency's private sign standards, coupled with a plan to provide standardized means for directing the traveling public to these facilities that does not involve the erection of additional signs on the Northway itself and is consistent with the comprehensive visitor information program for the Park.

2. The elements of the plan referred to above will be incorporated in travel corridor unit management plans, prepared by the Department of Environmental Conservation or the Department of Transportation.

3. All state signs other than highway signs relating directly to traffic safety shall comply with the standards for private signs promulgated by the Agency pursuant to its statutory authority.

### **Scenic vistas**

The Department of Transportation or the Department of Environmental Conservation should provide modest pull-offs with appropriate signing along the Park's travel corridors at important scenic vistas where traffic safety permits. The current inventory of forty such vistas, which may require further revision, is reflected on the map forming part of this master plan.

### **Trailheads**

The Department of Environmental Conservation and the Department of Transportation should provide modest trailhead parking areas at or near the beginning of important public trails. The size of the facility will be governed by the carrying capacity of the land use area involved and will be consistent with finally adopted unit management plans.

Trailheads should be located so as to have the minimum adverse effect on the surrounding environment and, wherever feasible, the parking area will be screened from view from the highway.

Trailhead construction or rehabilitation should be carefully considered in connection with highway rehabilitation and preservation projects.

### **Roadside aesthetics**

1. All administrative and maintenance structures or storage areas of any state agency will be designed and constructed to harmonize with the character of the Park.

2. These structures or facilities will be located in developed areas of the Park wherever possible or they should be screened from the motoring public's view.

3. Sand, gravel and other borrow pits and stockpiling areas will not be located in travel corridors unless they are screened from public view from the highway. As these excavations are abandoned they will, wherever possible, be back-sloped and re-vegetated.

4. All future guiderail construction will be done in accordance with federal and state engineering and safety regulations and guidelines. Consistent with such guidelines and to the maximum extent practicable, all guiderail construction and installation will support Adirondack Park branding and will use context sensitive design and materials.

5. Utility companies will be permitted and encouraged to bury their telephone and electric transmission and distribution lines in the highway corridor.

6. Vegetative cover will be maintained on all cut and fill slopes except in areas of rock outcroppings or where gabions or retaining walls are essential.

## **RAILROAD CORRIDORS**

1. Public use of all-terrain vehicles and other motor vehicles, except snowmobiles, is prohibited. Existing private rights will not be affected by this prohibition. Other acceptable motorized uses may include, but are not limited to:

- administrative personnel and utility companies where necessary to reach, maintain or construct permitted structures and improvements; and
- appropriate law enforcement and general supervision of public use.

2. Pesticide use for vegetation management will be allowed, to be specified in a finally adopted unit management plan.

3. Tree cutting and other vegetation management practices aimed at protecting and preserving scenic vistas will be allowed, but must be done carefully and justified in an adopted unit management plan.

4. Primitive tent sites and lean-tos or any other type of overnight accommodation will not be sited on state lands within 150 feet of the railroad corridor.

5. Additions to the travel corridor category should come from new acquisitions by the State of railroad corridors with existing tracks.

6. The removal or reinstallation of railroad track in a railroad corridor will be identified as a management objective in a unit management plan. A change in use of a railroad corridor from railroad operations to use as a rail trail, or from use of a rail trail to railroad operations, including the removal or reinstallation of railroad tracks or any other activities related thereto, shall only occur in conformity with an adopted unit management plan for the corridor.

## 7. Structures and Improvements

Rail and rail trail structures and improvements should be located, designed and managed so as to blend with the Adirondack environment and to have the minimum adverse impact on surrounding state lands and nearby private lands. Preferably, they will also feature design aspects typical of or reminiscent of railroad architecture and design. Rail trails may be constructed using non-natural materials. Signage should be minimal and not obtrusive and limited to state purposes.

The following structures and improvements are conforming:

- Train depots and stations – original or as reconstructed on original sites;
- Bathroom facilities, including pit privies, portable toilets, and larger bathroom buildings;
- Parking areas, rest areas, trailheads, and trailhead registration and informational kiosks;
- Road and railroad-crossing structures, lights, signals and signage important to or necessary for safety purposes, including tunnels and bridges;
- Bridges, culverts and other drainage structures made of natural or non-natural materials;
- Boardwalks, fencing or railings, observation decks and platforms designed to minimize adverse impacts on wetlands;
- “Whistle stop” and other markers, including mileage markers;
- Interpretative or historical kiosks within village limits, or in other locations along the corridor, when carefully reviewed for aesthetic and natural resource impacts;
- Bicycle racks, electric-assisted bicycle racks, ski racks and other basic structures used for the purpose of temporarily storing or securing recreational equipment, made primarily from natural materials;
- Picnic tables and benches; and
- Lighting designed to illuminate the corridor within an incorporated village and to maintain the dark skies of the Adirondack Park.

### **Railroad Corridors with rails**

1. The railroad corridor will be managed for the operation of rail cars and other compatible modes of transportation and recreational uses, including snowmobile use.

2. The State should study the full potential value of the railroad travel corridor as an asset to the Park and its communities, especially with respect to tourism and the environmental benefits of modern rail lines and recreational uses. The State should manage the railroad corridor to maximize these benefits and protect the natural resources of the Park.

3. Trails may parallel the existing railroad tracks, subject to an approved unit management plan.

### **Railroad Corridors without rails**

1. Bicycling, hiking, cross-country skiing and other non-motorized means of travel, as well as snowmobiling and riding electric-assisted bicycles are conforming uses.

2. The Department of Environmental Conservation will evaluate whether to preserve and/or restore historic railroad structures remaining in the railroad corridor in accordance with a historic preservation plan that is compliant with the State Historic Preservation Act and approved by the State Historic Preservation Office. This will enable the public to learn the history of the railroad and the importance of Adirondack railroads to the history and culture of the Park and the United States.

3. The Department of Environmental Conservation will seek to maximize the recreational and environmental benefits of any rail trail by providing year-round opportunities for a wide variety of outdoor recreational travel within the railroad corridor, as well as the opportunity to commute between homes and workplaces. To minimize user conflicts, rail trails may feature multiple trails within the railroad corridor and alongside each other.

## Designation of Travel Corridors

The application of the travel corridor classification results in the designation of approximately 1,220 miles of travel corridors, of which approximately 1,100 are highway corridors and 119 miles are a railroad corridor.

In addition to the delineated highway corridors, the Department of Transportation has a considerable degree of influence over other highways under the jurisdiction of various local governments. This influence, coupled with the example of the state highway network, can have a very positive effect on the Park's appearance and atmosphere.

### TRAVEL CORRIDORS (APSLMP pages 125-126)

#### HIGHWAY CORRIDORS

Route	Terminal	Approximate Mileage
I-87	Northern Park Boundary to Southern Park Boundary	91
3	Western Park Boundary to Northeastern Park Boundary	107(a)
8	Southwest Park Boundary to Hague	109
9	Northern Park Boundary to Southern Park Boundary	92(b)
9L	Southeastern Park Boundary to Route 9	13
9N	Southern Park Boundary to Keeseville	124
10	Southern Park Boundary to Route 8	23
22	Northern Park Boundary to Southern Park Boundary	76(c)
28	Southwestern Park Boundary to Route 9	100(d)
28N	Blue Mountain Lake to North Creek	47(e)
29A	Southern Park Boundary to Southwestern Park Boundary	18(f)
30	Northern Park Boundary to Southern Park Boundary	151(g)
56	Northern Park Boundary to Sevey	15
58	Western Park Boundary to Fine	5
458	Northern Park Boundary to Route 30	20
73	Route 9 to Route 86	26(h)
74	Route 9 to Lake Champlain	30
86	Jay to Route 30	34
149	Southern Park Boundary to Southeastern Park Boundary	5
186	Route 86 to Route 30 at Lake Clear	4
192A	Route 192 to Route 86	2
287	Western Park Boundary to Route 8	6
373	Port Kent to Route 9	3
374	Northern Park Boundary to Dannemora	27
418	Warrensburg to Thurman	3
421	Horseshoe Lake to Route 30	6



431	Wilmington to Whiteface Summit	8
185	Crown Point Bridge to Route 22	4

<b>Subtotal</b>	<b>1165 Miles</b>
<b>Minus dual designations</b>	<b>87</b>
<b>Total</b>	<b>1078 Miles</b>

- (a) includes 6 miles dually designated as Route 30
- (b) includes 4 miles dually designated as Route 8 and 10 miles dually designated as Route 73
- (c) includes 25 miles dually designated as Route 9N
- (d) includes 11 miles dually designated as Route 30
- (e) includes 9 miles dually designated as Route 30
- (f) includes 5 miles dually designated as Route 10
- (g) includes 9 miles dually designated as Route 8
- (h) includes 2 miles dually designated as Route 9N

## **RAILROAD CORRIDORS**

### **Area Description**

#### **Remsen-Lake Placid Corridor**

The Remsen-Lake Placid Travel Corridor (RLPTC) is a railroad corridor that enters the southeast corner of the Adirondack Park from Remsen, New York. It includes state-owned parcels, and parcels to be acquired by the State within the corridor, approximately 119 miles long that traverses the following six counties and ten towns:

Oneida Co. – Remsen and Forestport  
 Herkimer Co. – Webb  
 Hamilton Co. – Long Lake  
 St. Lawrence Co. – Piercefield and Colton  
 Franklin Co. – Tupper Lake, Santa Clara and Harrietstown  
 Essex Co. – North Elba

The northern section of the railroad corridor passes through the Villages of Tupper Lake and Saranac Lake (as well as the communities of Saranac Inn and Lake Clear) before terminating in the Village of Lake Placid.

About 46 percent of the length of the corridor is flanked on at least one side by State Forest Preserve lands, and about 27 percent of the remaining length is flanked on at least one side by State conservation easement lands. From Old Forge to Tupper Lake, the route passes through some of the most remote territory in New York State. It forms part of the bounds of the Pigeon Lake, Five Ponds, William C. Whitney and Round Lake

Wilderness Areas. It also traverses a portion of the Lows Lake Primitive Area and forms almost all of the southern border of the St. Regis Canoe Area. The remaining areas of Forest Preserve adjoining the route are classified Wild Forest, including the Black River, Fulton Chain, Independence River and Saranac Lakes Units.

The railbed, constructed in 1892 by William Seward Webb, was utilized continuously by the New York Central Railroad, and then the Penn Central Railroad, until freight service ceased in 1972. With the exception of a 3000-foot segment in the Village of Saranac Lake and the Lake Placid depot parcel, where there are railroad easements, the railroad corridor was purchased in fee by New York State in 1974 and 1975. In 1977, the State leased the line to the Adirondack Railway Corporation. After bankruptcy of the lessee, and following a long period of litigation, the State acquired the remainder of the lease in 1991. Geographically limited and intermittent scenic railroad service has occurred since 1992, but until that time trains had not traveled on the railroad corridor for more than a decade. The railroad corridor has been designated a snowmobile trail since the 1991-1992 season.

This railroad corridor is generally 100 feet wide, but is wider in some locations, primarily within communities. State ownership terminates in the Village of Lake Placid at Station Street. The Remsen-Lake Placid Railroad was classified as a travel corridor in 1979.

## **DEFINITIONS (APSLMP pages 17 - 21)**

**Electric-assisted bicycle** -- a bicycle equipped with fully operable pedals and an electric motor with an output of less than seven hundred fifty watts (one horsepower) whereby such electric motor engages only when the operator is pedaling and disengages or ceases to function when such bicycle's brakes are applied, the operator stops pedaling, or such bicycle achieves a speed of twenty miles per hour or more.

**Rail trails** – trails developed within a railroad corridor where tracks have been removed to accommodate modes of travel other than rail car, including snowmobiles, horses and bicycles, but excluding public use of ATVs, automobiles, and other motor vehicles.

**Rails-with-trails** – trails within a railroad corridor that run alongside railroad tracks.

**Railbed** – the hardened surface, under or formerly under the railroad tracks.

**Roadbed** – the part of the road on which vehicles travel.

**Snowmobile**--a self-propelled vehicle equipped with a motor, originally manufactured and designed solely for travel on snow or ice, steered by skis or runners and supported in whole or in part by one or more skis, belts, or tracked cleats

# FSEIS

## Appendix A-2 (corrected)

### Changes in Appendix A from DSEIS to FSEIS

<p>Page 1 of FSEIS Appendix A</p>	<p><b>Lands under the jurisdiction of the Department of Transportation:</b></p> <p>These consist <del>primarily</del> of the travel corridors owned in fee, <del>or</del> <u>easements or right of way</u> for state and interstate highways within the Park, including administrative headquarters, storage areas and maintenance facilities. <del>Some 1,100 miles of highway are involved. These lands also include segments of the Remsen-Lake Placid Railroad Travel Corridor.</del></p>
<p>Page 2 of FSEIS Appendix A</p>	<p><u>A highway corridor is the roadway, roadbed, surface, and lands owned in fee, easement or by right of way for the maintenance and use of state or interstate highways. A highway corridor is the roadbed and fee or easement for state and interstate highways.</u></p>
<p>Page 2 of FSEIS Appendix A</p>	<p>A railroad corridor is the fee or easement lands that include <del>a railbed for</del> the Remsen-Lake Placid <del>railroad railbed and or</del> any future acquisition that may be considered for classification as a travel corridor, existing <del>either</del> (1) for the operation of rail cars, <u>and/or</u> (2) to serve as a rail trail.</p>
<p>Pages 2-3 of FSEIS Appendix A</p>	<p>This category, much like the state administrative category, is also unusual in that several state agencies may be involved in its administration. For instance, the Department of Transportation has obvious jurisdiction relating to highway construction, design, maintenance and accessory facilities, and is also responsible for the <del>regulation of the use of railroad corridors, or portions thereof design, construction, maintenance, management and operation of railroad and accessory facilities within railroad corridors.</del> The Department of Environmental Conservation is involved in the construction and maintenance of many signs, campgrounds, picnic areas, trailheads and similar facilities adjacent to the travel corridor, as well as management, construction and maintenance of rail trails within those railroad corridors, or portions thereof. In addition, the Education Department is responsible for some interpretive signing; the State Police maintain various buildings in these highway corridors; and there are also institutional facilities maintained by the <del>Department of Mental Hygiene Office for Persons with Developmental Disabilities</del> and the Department of Corrections. Careful planning and coordination among all interested agencies is essential to provide distinction to the travel corridors of the Adirondack Park.</p>

<p>Page 3 of FSEIS Appendix A</p>	<p>On lands established as travel corridors, <del>which that</del> originally served as operating railroads, recreational uses such as rail trails may exist alongside of, or in place of, traditional railroad transportation use. Jurisdiction over segments of a travel corridor where <u>a</u> railroad is intended to operate, <u>including segments containing rails-with-trails</u>, should be with the Department of Transportation. Jurisdiction over segments of the travel corridor which are intended to be converted to a rail-trail should be with the Department of Environmental Conservation.</p>
<p>Page 4 of FSEIS Appendix A</p>	<p><b>Travel Corridors - Guidelines for Management and Use</b>  <u>Nothing in this master plan regarding travel corridors shall supersede state and federal laws, rules or regulations. Compliance with all state and federal highway, transportation, and safety standards shall remain necessary regardless of the provisions herein.</u></p>
<p>Page 4 of FSEIS Appendix A</p>	<p><b>Travel Corridors - Guidelines for Management and Use - Basic Guidelines</b></p> <p>2. No new structures or improvements in any travel corridor will be constructed except in conformity with an adopted unit management plan for such area. This guideline will not prevent the ordinary maintenance, rehabilitation, relocation and/or reconstruction of conforming structures or improvements <u>and is not intended to hinder compliance with any state or federal regulations.</u></p>
<p>Page 7 of FSEIS Appendix A</p>	<p><b>Travel Corridors - Guidelines for Management and Use – HIGHWAY CORRIDORS- Roadside aesthetics</b></p> <p>....</p> <p>4. <u>All future guide rail construction will utilize the new weak post cable system, dark brown treated wooden posts or self-oxidizing rails where appropriate. All future guiderail construction will be done in accordance with federal and state engineering and safety regulations and guidelines. Consistent with such guidelines and to the maximum extent practicable, all guiderail construction and installation will support Adirondack Park branding and will use context sensitive design and materials.</u></p>
<p>Page 7 of FSEIS Appendix A</p>	<p><b>Travel Corridors - Guidelines for Management and Use – RAILROAD CORRIDORS</b></p> <p>1. <u>Public use of all-terrain vehicles and other motor vehicles, except snowmobiles, is prohibited. Existing private rights will not be affected by this prohibition. Other acceptable motorized uses may include, but are not limited to:</u></p>

	<p>— <u>administrative personnel and utility companies where necessary to reach, maintain or construct permitted structures and improvements; and</u></p> <p>— <u>appropriate law enforcement and general supervision of public use.</u></p>
<p>Page 8 of FSEIS Appendix A</p>	<p><b>Travel Corridors - Guidelines for Management and Use – RAILROAD CORRIDORS</b></p> <p>....</p> <p><del>56.</del> The removal <u>or reinstallation</u> of railroad track in a rail<u>road</u> corridor will be identified as a management objective in a unit management plan. <u>A change in use of a railroad corridor from railroad operations to use as a rail trail, or from use of a rail trail to railroad operations, including the removal or reinstallation of railroad tracks or any other activities related thereto, shall only occur in conformity with an adopted unit management plan for the corridor. Similarly, the installation or replacement of railroad track and/or ties in a railroad corridor previously used as a rail trail will be identified as a management objective in a draft unit management plan.</u></p>
<p>Page 9 of FSEIS Appendix A</p>	<p><b>Travel Corridors - Guidelines for Management and Use – RAILROAD CORRIDORS - Railroad Corridors with rails</b></p> <ol style="list-style-type: none"> <li>1. The railroad corridor will be managed for the operation of rail cars; <del>snowmobiles,</del> and other <u>compatible</u> modes of <del>travel</del> transportation and recreational uses <u>including snowmobiles.</u></li> <li>2. <u>Public use of all-terrain vehicles and other motor vehicles, except snowmobiles, is prohibited.</u></li> </ol>

<p>Page 9 of FSEIS Appendix A</p>	<p><b>Travel Corridors - Guidelines for Management and Use – RAILROAD CORRIDORS - Railroad Corridors without rails</b></p> <ol style="list-style-type: none"> <li>1. Bicycling, hiking, cross-country skiing and other non-motorized means of travel, as well as snowmobiling and riding electric-<u>assisted</u> bicycles are conforming uses.</li> <li>2. <del>Public use of all-terrain vehicles and other motor vehicles, except snowmobiles, is prohibited.</del></li> </ol>
<p>Page 11 of FSEIS Appendix A</p>	<p><b>Area Description</b> <b>Remsen-Lake Placid Corridor</b></p> <p>The Remsen-Lake Placid Travel Corridor (RLPTC) is a railroad corridor that enters the southeast corner of the Adirondack Park from Remsen, New York. <del>It is a series of linear, State-owned parcels. It includes state-owned parcels, and parcels to be acquired by the State within the corridor,</del> approximately 119 miles long that traverses the following six counties and ten towns:</p>
<p>Page 12 of FSEIS Appendix A</p>	<p><del>Electric bike -- An electric bicycle, also known as an e-bike, powerbike or booster bike, is a bicycle with an integrated electric motor that can be used for propulsion. There are multiple types of electric bikes, however in lacking a throttle and retaining the ability to be pedaled by the rider, they are not electric motorcycles or motor vehicles.</del></p> <p><u>Electric--assisted bicycle -- A bicycle equipped with fully operable pedals and an electric motor with an output of less than seven hundred fifty watts (one horsepower) whereby such electric motor engages only when the operator is pedaling and disengages or ceases to function when such bicycle's brakes are applied, the operator stops pedaling, or such bicycle achieves a speed of twenty miles per hour or more.</u></p>
<p>Page 12 of FSEIS Appendix A</p>	<p><del><b>Snowmobiles</b>--a <u>motor self-propelled</u> vehicle <u>equipped with a motor, originally manufactured and</u> designed solely for travel on snow or ice, <u>steered by skis or runners and supported in whole or in part by one or more skis, belts, or tracked cleats.</u> <del>by means of a combination of tracks and a ski or skis.</del></del></p>