



Department of
Environmental
Conservation

Wilmington Wild Forest
Draft Unit Management Plan Amendment
to the
2005 Wilmington Wild Forest Unit Management Plan

Towns of Jay, Keene, Saint Armand, and Wilmington - Essex County
Town of Black Brook - Clinton County

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I. Introduction

A. Background

The Wilmington Wild Forest (WWF) is located in the Towns of Wilmington, Jay, Keene, and Saint Armand in Essex County and the Town of Black Brook in Clinton County. A Unit Management Plan (UMP) for the area was completed in October of 2005. The 2005 UMP continues to guide the Department of Environmental Conservation's (Department) management of the WWF.

The 2005 UMP provided for the design and construction of multiple-use recreational trails. Over the past 10 years these trails have been built and the area has seen a growth in recreational use, particularly by mountain bikers.

This UMP Amendment proposes the establishment of additional recreational trails that build upon the 2005 UMP and addresses management issues that have been identified over the past 10 years. The proposed trail layout in this Amendment will maximize the user experience, while still conforming to Wild Forest guidelines. It will also limit the amount of maintenance needed to keep the trails in the best condition possible. This UMP Amendment will allow for better trail connections to the local communities, provide more trails that would be appropriate for beginner mountain bike riders, increase the recreational opportunities for persons with disabilities, and relocate some trail segments to better protect natural resources.

This UMP Amendment also updates some information from the 2005 UMP. Unless otherwise specified in this Amendment the management actions contained in the 2005 UMP remain in effect, as approved.

B. Area Overview

There are several updates to the acreages from the 2005 UMP. The updated values are listed here.

Table 1: Wilmington Wild Forest Components.

Tract	acres
Beaver Brook	710
Black Brook	1,191
Clements Mountain	1,347
Hamlin Mountain	346
River parcel in Jay	6
Signor Lane	45
Whiteface and Marble Mountains	3,440
Wilmington and Stephenson	9,853

Tract	acres
Ranges	
Total	16,938

The area of wetlands in the WWF, identified by Adirondack Park Agency (APA) mapping information, is presently about 318 acres, the 2005 UMP identified 206 acres.

II. Updated Inventory of Facilities

A. Bridges (25+)

- There are 13 snowmobile bridges.
- There are at least nine foot bridges.

B. Trails (33.8 Miles total)

- There are currently 22.4 miles of trail open for mountain bike use.
- There are 8.05 miles of snowmobile trail.
- There are 6.8 miles of trail open for foot use only.

Table 2: Existing trail inventory.

Name	Length (miles)	Trail Classification	Bikes allowed	Shown on Map #
All-In Trail	3.05	BT	Yes	6
Ausable River Access	0.76	V	No	1
Bluff Trail	0.38	BT	Yes	3
Bluff Trail Cutoff	0.01	BT	Yes	3
Cedar Trail	0.49	BT	Yes	3
Clements Pond Trail	1.25	III	No	1
Cobble Lookout Trail	1.19	III	No	1
Coniferous Trail	0.56	BT	Yes	6
Cooper Kill Cutoff	0.03	IV	Yes	1
Cooper Kill Trail	1.80	SM-I	Yes	1
Cooper Kill Trail	3.01	IV	Yes	1
Corridor Loop	0.40	BT	Yes	3
Corridor Trail	0.33	BT	Yes	3
Delta Cutoff 1	0.06	BT	Yes	3
Delta Cutoff 2	0.04	BT	Yes	3
Delta Trail	0.38	BT	Yes	3
Double Time Trail	0.59	BT	Yes	6
Erratic Trail	0.31	BT	Yes	3
Esther Trail	1.01	III	No	2
Flume Knob Trail	0.89	BT	No	3
Good Luck Trail	0.92	BT	Yes	6
Hardy Road Trail	0.11	BT	Yes	6
Make Believe Trail	0.84	BT	Yes	6
Marble Lane Trail	0.13	IV	Yes	3
Marble Mountain Trail	1.57	III	Yes	2
Marble Summit Trail	0.19	III	No	2

Name	Length (miles)	Trail Classification	Bikes allowed	Shown on Map #
Ridge Trail	1.53	BT	Yes	3
Ridge Trail Cutoff	0.04	BT	Yes	3
River Trail	0.1	V / ADA	Yes	3
Rock Garden Trail	0.59	BT	Yes	3
Safe Bet Trail	0.42	BT	Yes	6
Twisted Pine Trail	0.71	BT	Yes	6
Upper Connector Trail	0.43	BT	Yes	3
Wilmington Snowmobile Trail	3.28	SM-II	Yes	2
Wilmington Snowmobile Trail	2.96	SM-II	No	1
Wilmington to Whiteface Trail	1.11	IV	Yes	2
Wilmington to Whiteface Trail	1.79	IV	No	2
Total	33.29		23.2 miles	

Trail Classification corresponds to the standards listed in Appendix 7 of the 2005 UMP; I: unmarked route, III: primitive, IV: secondary, V: trunk or primary, BT: mountain bike, SM-I: secondary snowmobile trail, SM-II: community connector snowmobile trail, and ADA: accessible trail.

C. Trail Registers (4) and Informational Kiosks (2)

- Informational kiosk and trail register located at the Wilmington Flume- west side parking lot.
- Informational kiosk and trail register located at Beaver Brook Tract Parking Area.
- Trail register located on the Whiteface Mountain Trail near the reservoir parking area.
- Trail register located at the Clements Pond Trailhead.

D. Parking Areas (9)

- Beaver Brook Tract: developed off-road parking
- Black Brook Woods: road shoulder parking
- Clements Pond Trail: developed off-road parking
- Cobble Lookout Trail: road shoulder parking
- Cooper Kill Pond Trail- Bonnieview Road: small off-road parking and along road shoulder
- Cooper Kill Pond Trail- Gillespie Drive: road shoulder parking
- Marble Mountain Lane (at the Atmospheric Science Research Center): road shoulder parking
- Wilmington Flume- east side: off-road parking

- Wilmington Flume- west side: paved off-road parking

E. Gates (1)

- There is one gate located on the Wilmington Snowmobile Trail at Forestdale Road.III. Proposed Management Actions

A. Multiple-Use Trails Open to Mountain Bikes

Current Situation

The mountain bike trails proposed in the 2005 UMP have been built. There are currently 23 miles of multiple-use trails open to mountain bikes in the Wilmington Wild Forest. About 16 miles of this are regularly used by mountain bikes. The popular mountain bike trails are: the Flume Trails (map # 3), the Beaver Brook Tract (map # 6), and the Wilmington Snowmobile Trail (known to area mountain bikers as the Poor Man's Downhill, map #4). The first two are stacked looped trail systems and the other is primarily used as a downhill trail.

Mountain bike use in the area has increased since the 2005 UMP was completed. The trails have become a draw for visitors.

Department staff have been monitoring the trails to identify potential resource problems or user conflicts.

The majority of the trails are in good condition, but problems have been identified at some locations. Most of these problems are localized to a specific spot and these can be addressed through small scale actions (such as minor reroutes or construction of water diversion devices). There are three areas where more widespread trail problems are occurring:

- Wilmington Snowmobile Trail between the Whiteface Memorial Highway and Marble Mountain Lane (see map #4). This trail segment is about 0.6 miles long. This section of trail has several wet areas that have become muddy. Another problem is that there are multiple locations where rocks have been "armored" with logs. This was done to facilitate snowmobile use of the trail (which is the primary use of the trail), but this is an impediment for bike use. As a consequence bikes are riding around the obstacles causing trail widening.
- Wilmington to Whiteface Trail between the Wilmington Snowmobile Trail and the foot trail up the south side of Marble Mountain (see map # 4). This trail is part of the hiking trail from the Wilmington Reservoir to Whiteface Mountain. It was not designed as a mountain bike trail. This trail does not receive a lot of bike use, but does get significant hiking use. The listing of this trail in the mountain bike section of the UMP Amendment is not meant to imply that the damage to the trail has

been predominantly caused by mountain bikes. One problem with this trail is that it passes through two large wet areas. In these areas where the trail was poorly laid out, users avoiding the wet areas have caused braiding and trail widening. Another problem spot on this trail is a stream crossing at the base of a steep embankment. Trail widening and stream bank erosion are resulting due to poor trail layout and users crossing the stream at multiple locations.

- The Cooper Kill Trail (map # 10). There are significant issues with parts of the Cooper Kill Trail including excessively steep slopes, erosion, trail braiding, and widening. The current condition of the trail is limiting use. The recreational opportunities at scenic Cooper Kill Pond include fishing, a lean-to, and access to trailless summits and a slide. The trail can be used as either a through trip or a round-trip. If the trail were in better condition, the through trail option would likely be most desirable for skiing and bike use.

Management Actions

- A trail will be built to connect the Flume Trails to the Atmospheric Science Research Center (ASRC) area. This trail will be about one mile long. It will be built on the east side of Marble Mountain (see map # 4).
- A trail will be built from Marble Mountain Lane toward Wilmington Reservoir. This trail will require a major bridge over White Brook. The trail will be about 1 mile long. This trail will connect with the Wilmington Snowmobile Trail about 0.5 miles west of the reservoir (see map # 4).
- A trail will be built from the Flume Trails to the Wilmington Reservoir. This will require about two miles of new trail. This trail will connect to the Wilmington Snowmobile Trail near the State land boundary line. The route will use the Wilmington Snowmobile Trail for about 0.25 miles. This trail will be a connection with the Wilmington hamlet area to the Flume Trails (see map # 4).
- The portion of the Wilmington Snowmobile Trail between the Whiteface Memorial Highway and Marble Mountain Lane will be improved for mountain bike use. The presence of poorly drained soils (significant organic material) combined with summer use has resulted in erosion, ruts, mud, vegetation loss, and tread widening. To protect sensitive soils and provide for use, options to harden and stabilize the tread will be considered. A parallel trail may be considered after all other alternatives have been evaluated. This will be done in consultation with APA staff (see map # 4).
- Close (to all use) the portion of the Whiteface Mountain Trail between the Wilmington Snowmobile Trail and the foot trail up the south side of Marble Mountain (see map # 4).
- Beaver Brook Tract (Hardy Road, see map # 7):
 - A loop trail will be built south of the parking area to connect with the Coniferous Trail. There will be about 0.5 miles of new trail built to make this a loop connecting with existing trail. This trail will be built to

accommodate beginner mountain bike riders. A bridge will need to be built over Beaver Brook.

- A trail will be built to form a new loop on the All-In Trail. This trail will be on the western side of the All-In Trail and will connect with the current trail near the 1,300 foot elevation and the 1,600 foot elevation. The trail will be about 0.4 miles long.
 - A trail will be built to provide an additional climb/descend option for the All-In Trail. This trail will be built with a more flowing style than the tighter turns of the current trail. This trail will be also be built with a lower slope than the current trail. This new trail will be about 0.75 miles long.
 - The Department may establish connecting trails between adjacent private lands and the existing trails on the Beaver Brook Tract. The purpose of these new trails would be to provide better connections to the local communities or provide public access to trails on private property. The location of these trails will be decided based on the most suitable location. Formal agreements or easements with the private landowners must be in place before trail connections are established. Any trails built under this provision will be developed in consultation with APA staff.
- Cooper Kill Trail (map # 10) will be relocated and improved for all allowable uses. The following alternatives were considered. The preferred alternative is number 4. A discussion of snowmobile use on this trail is in the snowmobile trails section.
Alternatives considered:
 - 1) Take no action. No changes or improvements will be made to the trail beyond what would be considered ordinary maintenance and rehabilitation under the DEC-APA Memorandum of Understanding. The environmental problems from erosion and trail widening would continue and likely become worse. Most of those who use the trail would find it to be an unpleasant experience.
 - 2) Close and reclaim the entire trail. Based on the amount of use, it would seem reasonable to close the trail; however, the condition of the trail is a reason that it does not receive more use. There would be much less work required to close and rehabilitate the trail than some of the other alternatives. This alternative would resolve the environmental issues, but would eliminate a valuable recreation opportunity.
 - 3) Close one of the approaches to Cooper Kill Pond, so the trail would end at the pond. The portion of the trail that remains open will be relocated and improved as needed to make it environmentally sustainable and useable for recreation. This would reduce the amount of trail work that would be needed when compared to repairing and rerouting the entire trail. This alternative would eliminate the through use option that some people desire.
 - 4) **Preferred alternative:** Relocate and improve the trail as needed to make it environmentally sustainable and useable for all allowable recreation (see map #15). If the trail were in better condition the trip to Cooper Kill Pond

would be more enjoyable and more people would use the trail. Cooper Kill Pond is unique because of its elevation and the presence of a lean-to. While addressing the erosion problems from the trail would provide environmental benefits, an increase in use could result in more visitor impacts at the pond. Some of the impacts from increased use will be mitigated by the trail being relocated to a better location around the pond. The distance from the nearest parking area to the pond is enough that the pond should not be significantly impacted by a higher level of use. Further field work is required to identify the reroute areas and specific actions to improve the trail. The strategy for the re-route will be to route the trail to areas with better grades, use the sections of current trail that are not eroded, and avoid the wetlands just west of Cooper Kill Pond. The trail reroutes and improvements will take all allowable uses (mountain bike, hiking, cross-country ski, and snowmobile) into consideration. Trail construction will be done pursuant to work plans and in consultation with APA staff. If the additional field work discovers that this alternative is not practical then alternative 2 or 3 will be implemented.

- There are some trails that mountain bikes will not be allowed to use. Reasons to not allow mountain bikes on a trail include the slope of the trail, soil conditions, and to avoid user conflicts. Mountain bikes will not be allowed on the following trails: Ausable River Access (map # 1), Bear Den (map # 3), Clements Pond (map # 1), Cobble Lookout (map # 1), Esther (map # 2), Flume Knob (map # 3), Whiteface Mountain (including the portion up Marble Mountain) (map # 2), and Wilmington Snowmobile Trail (between Forestdale Road and the intersection with the Cooper Kill Trail) (map # 1).
- The trail proposals in this UMP Amendment require final location layouts. This will be done in consultation with APA staff.

B. Hiking trails

Current Situation

Most of the hiking trails proposed in the original UMP have been built. These new trails are the Ausable River Access (map #1), Bear Den (map 3), Clements Pond (map #1), Cobble Lookout (map #1), and Flume Knob (map #3) trails.

Several trails in the unit have significant problems.

- Although officially closed in the 2005 UMP, the old T-bar line up Marble Mountain (map #2) has continued to be used. Significant erosion is occurring along this path. Over the final 800 feet of elevation gain to the summit of Marble Mountain, this trail has a slope of about 28 percent.
- Trail up the southern side of Marble Mountain (map #2). This trail is a segment of the route to Whiteface Mountain from the Wilmington Reservoir. This trail is

eroding. Over the final 800 feet of elevation gain to the summit of Marble Mountain, this trail has a slope of more than 30 percent. There are also issues with the trail on the approach to the Marble Mountain Trail, these are listed in the mountain bike section above.

Management Actions

- One trail proposal in the 2005 UMP that was not built was the Signor Lane Trail. This trail will not be built. This trail is located on a small, isolated parcel and is expected to receive little use and therefore would not justify the expenditure of resources to build it.

- Marble Mountain Trails (see map # 4):
 - A trail will be built from Marble Mountain Lane, at the parking near the ASRC, to the summit of Marble Mountain. This trail will follow some of the old ski trails on the north side of the mountain. The new trail will be about one mile long. This trail will be about 0.25 miles longer than the trails currently being used. This is required to reduce the slope of the trail. This trail will have a slope of about 15 percent over the final 800 feet of elevation gain to the summit of Marble Mountain.
 - A trail will be built that will connect the new Marble Mountain Trail with the parking at the reservoir. This way a trail up Whiteface Mountain will still start close to the hamlet area of Wilmington. This trail will use the current hiking trail for about 0.6 miles and there will be 0.4 miles of new trail built. It was decided not to use the Wilmington Snowmobile Trail for this hiking trail because of potential conflicts from mountain bikers riding downhill. This trail will be closed to mountain bikes.
 - 1.4 miles of the current trail up Marble Mountain from the south will be closed. The section being closed starts about 0.6 miles from the reservoir parking area and then continues to the summit.
 - The trail on the T-bar line will be closed and reclaimed.

- The classification of the following trails will be upgraded from primitive (III) to secondary (IV) as per the trail classification system found in Appendix 7 of the 2005 UMP: Bear's Den, Clements Pond, and Flume Knob.
- The classification of the Whiteface Mountain Trail will be upgraded from secondary (IV) to primary (V) per the trail classification system found in Appendix 7 of the 2005 UMP.
- The classification of the Cobble Lookout Trail will be upgrade from primitive (III) to primary (V). This trail will also become a nature and interpretive trail as allowed in the Adirondack Park State Land Master Plan. Interpretive signage may be added to this trail to address the historic use (a rock quarry) and natural features along the trail and at the scenic vista. A spur trail to the quarry rock face may be built.

- Restoration work will be done on closed trails in order to decrease erosion and to discourage use.

C. Snowmobile trails

Current Situation

The snowmobile trail proposals in the 2005 UMP have been completed. A community connector trail was built from the hamlet of Wilmington to Forestdale Road (where the trail links to the wider trail network) and the trail from Bonnieview Road to the Cooper Kill Pond has been closed to snowmobiles (see map #10).

Since the approval of the UMP, guidance has been developed for the siting, construction, and maintenance of snowmobile trails in the Adirondack Park. The guidance established a snowmobile trail classification system. This guidance has been placed as an appendix to 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*. (http://www.apa.ny.gov/State_Land/Appendix_E.pdf).

No Material Increase

In March of 2008 the APA adopted a resolution which found that the existing Department policy, which places a cap on the total snowmobile trail mileage on all wild forest units at 848.88 miles, is consistent with the Adirondack Park State Land Master Plan Wild Forest Basic Guideline #4. The resolution also outlined the format in which snowmobile trail mileage should be presented in unit management plans to ensure continued compliance with Basic Guideline #4.

The tables below represents changes that have occurred beginning with the adoption of the 2005 UMP through the changes being proposed in this UMP.

Base Snowmobile Trail Mileage (pre 2005 UMP): 5.64 miles
Proposed Closure Mileage: 4.33 miles
Proposed New Trail Mileage: 7.11 miles
Total proposed Trail Mileage (post UMP Amendment): 8.38 miles

Table 3: Park-wide Trail Mileage.

1972 Mileage	Estimated Existing Mileage in All Wild Forest Units	Proposed Net Gain/(Loss) of Mileage in WWF	New Total Estimated Mileage in All Wild Forest Units	Total Allowable Wild Forest Mileage * *Mileage beyond which would be considered a "material increase"
740	758.55	2.79	761.30	848.88

Table 4: Snowmobile trails in the WWF.

Name	Class	Current Length on WWF Lands (miles)	Proposed Length on WWF Lands (miles)
Cooper Kill Snowmobile Trail	I	1.80	2.14
Wilmington Snowmobile Trail	II	6.24	6.24
Total		8.05	8.38

Management Actions

Reroute the Western portion of the Cooper Kill Trail to accommodate all allowable uses including snowmobiles. The preferred alternative is number 3-C.

Alternatives considered

1- Reopen the entire Cooper Kill Trail to snowmobiles: Public comment received during the development of this UMP amendment requested that the trail from Cooper Kill Pond to Bonnieview Road be reopened for snowmobile use. This was considered, but was not selected for implementation because this section of trail would not comply with snowmobile trail sitting guidance for several reasons. Excessive slopes and separation from motorized travel corridors are the most notable (see map # 11).

2- Close the entire Cooper Kill Trail to snowmobiles: The Class I portion of the trail to Cooper Kill Pond is used by local snowmobilers when conditions allow, but overall use remains relatively light during the winter season. The Cooper Kill Trail is in rough condition and needs significant work. This work is needed for all trail uses, not just snowmobiling, so closing the trail to just snowmobiles would not significantly reduce the work required.

The greatest distance from this trail to a motorized travel corridor is almost 1.7 miles (at Cooper Kill Pond). The snowmobile guidance states that new and rerouted Class I trails which connect directly with a Class II trail be no further than one mile from a motorized travel corridor. Since this trail is already in existence and receiving regular use it can

remain open, but significant separation from the nearest motorized travel corridor and unsustainable trail conditions require that the possibility of closure be considered.

In addition to the criteria from the guidance, another reason to consider closing this trail to snowmobiling is the opening of the Wilmington Community Connector Snowmobile Trail. This trail could provide a recreational destination that is similar to what the Cooper Kill Trail provides. Snowmobilers traveling from Wilmington have a connection to Taylor Pond, which has three lean-tos on its shore. It is about 4.5 miles longer for a trip from Wilmington to Taylor Pond than a trip from Wilmington to Cooper Kill Pond. However the travel to Taylor Pond would be mostly on Class II trail, which would be a different experience than the current Class I trail to Cooper Kill Pond.

While this is a viable alternative it was not select because the unique snowmobile experience that this trail provides is of significant recreational value that is worth retaining (see map # 12).

3- Continue to allow snowmobile use to Cooper Kill Pond: A snowmobile ride to Cooper Kill Pond is a unique and valuable recreational opportunity. There are no other Class I trails in the unit and there are not many snowmobile trails that are at this elevation. All of the following options provide access to Cooper Kill pond for snowmobiling.

A. Reopen the eastern portion of the Cooper Kill trail from Bonnieview Road and close the western portion from the Class II Community Connector trail: The eastern portion of the Cooper Kill trail was open for snowmobile use until the implementation of the 2005 UMP. Rerouting this portion of the trail in a manner that is entirely consistent with the snowmobile trail guidance would be impossible due to unavoidable steep side slopes. With the exception of snowmobilers living on Bonnieview Road, everyone using the trail would need to trailer their snowmobiles to the trailhead which does not currently have a parking area able to accommodate trailers. The trail starts more than three miles from the Wilmington hamlet area, and can be reached by riding along plowed roads (see map # 13).

B. Keep the current trail open to snowmobiles and build a reroute for non-motorized summer use: Under this alternative there would be two trails to the same destination. There would be restoration work done on the snowmobile trail to reduce erosion. There would also be work done on the current trail to make it more suitable for snowmobile use and discourage summer use. Under this alternative there would be greater maintenance requirements, more environmental impact, and much more initial work than if just one trail was used for all uses. With the trail still open for snowmobile use it will be difficult to prevent summer use on the more direct route, so erosion may continue to be a problem (see map # 14).

C. Preferred Alternative- Reroute the Western portion of the Cooper Kill Trail to accommodate all allowable uses including snowmobiles: This alternative would not be in strict compliance with the snowmobile guidance due to the separation distance from the closest motorized travel corridor. As stated before, the greatest distance from the

trail to a motorized travel corridor is almost 1.7 miles (at Cooper Kill Pond). The guidance states that: “*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.*” Since the destination is beyond a mile from a motorized travel corridor, complete compliance with the guidance is impossible to attain. However, this option is consistent with the guidance because it provides a net benefit to the Forest Preserve by providing a more sustainably designed trail that will accommodate a greater diversity of users in all seasons. It will also continue to provide a traditional Adirondack snowmobile experience on a Class I trail to a compelling destination. While the exact mileage will not be known until the trail is built, it is estimated that the reroute will result in an increase of 0.34 miles of snowmobile trail. The new route will be a better snowmobile trail because grades will be improved, erosion problems addressed, and site-lines improved over the current trail alignment. This alternative would allow the current trail to be closed and rehabilitated accordingly. Further discussion of this trail is in the hiking trails section (see map # 15).

D. Ski use

Current Situation

Skiing is a recreational activity that occurs in the WWF, yet it was not addressed in the 2005 UMP. The WWF provides a variety of recreational opportunities for skiers: trails are used for traditional cross-country skiing, sections of snowmobile trail provide for more of a challenging downhill experience, and there are areas in the backcountry that are being used for off-trail skiing.

Proposed Management Actions

- Where practical, new trails, reroutes, and trail structures will be designed and constructed to accommodate and enhance ski use. This will be prioritized for trails which receive significant amounts of ski use, particularly the Cooper Kill (map #10), Flume Corridor (map #3), and Upper Connector (map # 3) trails.
- To better accommodate skiers, sections of trails that have steep slopes may be cut wider; following trail guidance. At the base of steep slopes the trail width will gradually taper down.

E. Signage

Current Situation

Trail identifying signs have been placed at trail intersections at the Flume and Beaver Brook mountain bike areas. These signs have been placed on posts and oriented so that users can view the signs from as many angles as possible.

Proposed Management Actions

- With an increase in user groups, signage will attempt to minimize overlap in uses. This will allow each user group to have a unique experience associated with that activity. An example is that while hikers can use any trail, they will be encouraged through signage to avoid specific trails.
- Interpretive signage may be used on the Cobble Lookout Trail and the new accessible trail at Hardy Road. These signs will be made of rustic materials and will be limited in number.

F. Parking areas

Current Situation

Several of the parking areas proposed in the 2005 UMP have been built or improved, but there are also several that have not been built. The parking areas that were built or improved since the 2005 UMP serve the following trails: Flume network, Beaver Brook Tract, and Clements Pond. A parking area is planned for the Cobble Lookout Trail. In the adjacent Taylor Pond Wild Forest a parking area was built for the Catamount Trail and the Wilmington Snowmobile Trail.

Proposed Management Actions

- The parking area at the Beaver Brook Tract will be improved and will be moved further from the road. The new parking area will be designed with an access drive to a square parking area. This will eliminate the need for cars to back into Hardy Road. The parking will be designed to accommodate a total of 12 vehicles (map #8).
- The current parking area along the shoulder of Marble Mountain Lane near the Atmospheric Science Research Center will be improved. This area will provide parking for 10 vehicles (maps # 5).
- The Forestdale Road (three on the south side) and Black Brook Woods (Ausable River Access) parking areas proposed in the 2005 UMP will be not be built (map #1).

G. Access for persons with disabilities

Current Situation

Several facilities have been built in the WWF to improve recreational opportunities for persons with disabilities. The highest profile of these is at the Flume Trails, where a parking area, trail, and wildlife/scenic viewing area were built.

Management Actions

- An accessible loop nature and interpretive trail will be built from the Hardy Road parking area to a scenic vista of a wetland. The trail will be on the west side of Hardy Road. This trail will be about 0.3 miles long. An accessible picnic area with a table and fire ring will be built near the vista. The trail will be built with a cleared width of up to 8 feet wide and a tread width of up to 6 feet wide at passing spaces (see map # 7).
- An accessible nature and interpretive trail will be built from the Hardy Road parking area toward the south. This trail will be at least 500 feet long. The accessible trail may be built to loop back to the parking area along other trails in this area. If this is done the trail will be about 0.4 miles long. The trail will be built with a cleared width of up to 8 feet wide and a tread width of up to 6 feet wide at passing or resting spaces (see map # 7).
- The 1.4 miles long accessible trail in the Black Brook Woods/ Vanderwhacker Flats area proposed in the 2005 UMP will not be built. The construction of this trail to accessibility standards would be an elaborate undertaking, but the primary reason that this proposal is being removed is that the anticipated recreational value would be low (see map # 1, Ausable River Access Trail).

Appendix A. Summary of Public Comment

The following is a summary of comments that were received since the Department started the UMP Amendment planning and during a public meeting held on November 12, 2014 at the Whiteface Mountain Base Lodge. Multiple comments that are similar are only listed once. The comments are organized by general topic, but some of the comments are applicable to multiple topics.

Mountain bike trails:

- At the Flume Trails can the traverse from Erratic to Rock Garden be opened?
- Support of a connection between the hamlet and the Flume Trails.
- Can the Cooper Kill Trail be made better for mountain bikes?
- Can the Cobble Lookout Trail be made biker friendly and come out near Santa's Workshop.
- The Cooper Kill Snowmobile Trail from the new trail junction to the pond needs major rehabilitation or reroutes.
- Reroutes on the Cooper Kill Trail will need to be hardened.
- Need an alternative downhill trail near Poor Man's Downhill.
- Need a lower connection from the Flume Trails to the hamlet.
- Reroute or fix the Whiteface Mountain Trail from the Flume intersection.
- Need more beginner mountain bike trails at Hardy Road (Beaver Brook tract).
- Need improved connections of trails to town core. May need trail easements. Community should work with businesses to make town more bike friendly, such as bike racks at hotels.
- Official trail on Marble Mountain needed. Reroute of the Marble Mountain Trail may be too steep for a bike trail. Consider existing grade of old service roads and ski trails for Marble Mountain reroute.
- The Cobble Lookout Trail: not against mountain bikes on the trail, but careful thought and planning would be needed.
- Biking on the Cobble Lookout Trail might not be worth the challenges of public conflict and resource protection.
- Cooper Kill Trail: realize its wet, but would like to see mountain biking be permitted.
- Supports a mountain bike connection to lake Placid.
- Open the Cobble Lookout Trail for mountain bikes. This could then be part of a larger loop. It will offer a very unique ride in the Adirondack Park
- The current trail from the reservoir to the Flume area is difficult for bikes. A couple of reroutes would be helpful.
- A route for an uphill trail could follow hunter's trail to the reservoir trail then up the ASRC.

- Cooper Kill has a few bad sections. It would add two miles with reroutes. The current trail is not useable as it is, not fun for bikes or hiking.
- Appealing to lower ability level will be key with new trails.
- Beaver Brook Tract:
 - More loops higher up would be good, also another way down.
 - A loop from flat rock up the ridge would be fun.
 - The existing bridge abutments next to Hardy Road would be good location for a new bridge for lower loops.
 - Keep the crossing of Hardy Road to only one location.
 - It would be good to have a picnic area on the tract.
 - A marked pedestrian crossing at Hardy Road would be helpful.
 - The parking area is a very tight and close to the road.
- Wilmington is an outdoor community Wild Forest is very diverse with lots of opportunities for use. As mountain biking becomes more popular make sure that it works well with the community.
- Good mountain bike trails are good ski trails. Riding has grown here which has been positive. Could be bigger and better.
- Make a trail that will be a destination backcountry ride.
- Opposed to new trails in Wilmington. The trails along Hardy Road and the Flume are more single-use than multi-use. A quiet walk in the woods is ruined by bikers yelling, speeding, and not yielding to walkers.
- Feels it is not safe to hunt at Hardy Road anymore because of the extensive trail system.
- Address critical reroutes on existing trails to address erosion, wetlands and/or other resource concerns. This includes a significant reroute of the trail from the reservoir to the junction of the Marble Mountain Trail, establishing a new route up Marble Mountain to replaces the informal but popular route on the old T-bar line, and extensive reroutes on the Cooper Kill Trail.
- Create bike friendly trails to views.

Snowmobile use:

- Keep the Bonnieview Road to Cooper Kill Lean-to closed to snowmobiles.
- Close the Cooper Kill Trail to snowmobiles. Maintain the trail from the lean-to down as a ski trail. It would be great for backcountry skiing if it is closed to snowmobiles.
- Keep the trail to Cooper Kill Pond open for snowmobiles.
- Would like the Cooper Kill to Bonnieview Road trail section reopened to snowmobiles.

Ski trails:

- Look to develop ski trails on the northern aspects of Esther Mountain.
- Reroute sections of the Cooper Kill Trail because of erosion and to make better skiing.
- Consider ski use of a trail when building structures, deciding on width, and laying out reroutes.

Other:

- Support for the purchase of land between Hardy Road and Upper Jay.
- It would be nice to have public access to Hamlin Mountain.
- Need a new privy at the Cooper Kill lean-to.
- An accessible trail to beautiful wetland off of Hardy Road would be nice. It is a good place for foot and bike trail loops that are family friendly.
- On the Cobble Lookout Trail consider a plaque about stone quarrying for the Whiteface Highway.
- Build an accessible boardwalk from the beaver pond at the Flume, along the Ausable River to the intersection of the next trail or just before the brook crossing.
- Earmark funds specifically for the proposed facilities in the UMP.
- Should be allowed to have some unique signage. Consider rebranding signage.
- Better parking is needed at the trailhead for the Cooper Kill Trail.
- At the Atmospheric research Center the cul-de-sac could be a location for a potential parking lot with a kiosk.

Comments that includes other State land units:

- Cat Road: connect the ski lift to the highway for backcountry/side country skiing.
- Act favorably on the addition of new and the maintenance of old cross-country ski trails. An idea is to put 10 kilometers of ski trail in the saddle between Whiteface and Esther mountains.
- Create a bike connection to the Taylor Pond trail network. With improvements to certain sections, the Wilmington Snowmobile Trail can be suitable for bike use.

Maps

- Map #1 UMP Existing Facilities Overview
- Map #2 Flume Trail Names
- Map #3 Flume Trail Names close up
- Map #4 Proposed Actions Flume Trail Network
- Map #5 After UMP Flume Trail Network
- Map #6 Hardy Road Trail Names
- Map #7 Proposed Actions Hardy Rd Network
- Map #8 After UMP Hardy Rd Network
- Map #9 Proposed Snowmobile Trail System
- Map # 10 Cooper Kill Trail - Existing Trail
- Map # 11 Cooper Kill Trail – Alternative 1
- Map # 12 Cooper Kill Trail – Alternative 2
- Map # 13 Cooper Kill Trail – Alternative 3A
- Map # 14 Cooper Kill Trail - Alternative 3B
- Map # 15 Cooper Kill Trail - Alternative 3C