

# Allegany State Park Trails Plan

**Final**  
**June 30, 2010**



**New York State Office of Parks, Recreation and  
Historic Preservation**

# **Final Trails Plan**

for

## *Allegany State Park*

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### **Cattaraugus County**

Towns of Carrollton, Coldspring, Great Valley,  
Red House, Salamanca, and South Valley

#### *Prepared by*

The New York State Office of Parks, Recreation and Historic Preservation

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Contact: Michael Miecznikowski, Regional Director  
Allegany Region  
2373 ASP Route #1-Suite 3  
Salamanca, NY 14779  
(716) 354-6575  
Michael.Miecznikowski@oprhp.state.ny.us

Thomas B. Lyons, Director of Resource Management  
NYS Office of Parks, Recreation and Historic Preservation  
Empire State Plaza  
Agency Building 1  
Albany, NY 12238  
(518) 474-0409  
Fax: (518) 474-7013  
Thomas.Lyons@oprhp.state.ny.us

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**Carol Ash**, *Commissioner*  
**Andy Beers**, *Executive Deputy Commissioner*  
**Tom Alworth**, *Deputy Commissioner for Natural Resources*  
**Mark Thomas**, *Western District Director*  
**Thomas Lyons**, *Director of Resource Management*

### **Allegany State Park Master Plan Core Team**

**Michael Miecznikowski**, *Allegany Regional Director*  
**Brad Whitcomb**, *Park Manager*  
**James Toner**, *Allegany Region Capital Facilities Manager*  
**Robert Reinhardt**, *Director of Planning*  
**Gary Quattrone**, *Red House Area Manager*  
**Joe Rychcik**, *Quaker Area Manager*  
**Karen Terbush**, *Environmental Analyst*  
**Salim Adler**, *Park Planner*

### **Additional Allegany State Park Trails Plan Committee Members**

**Darrin Bierfeldt**, *Forester*  
**Lynn LeFeber**, *Grant-in-Aid Program Assistant*  
**Thomas Livak**, *Regional Safety Manager*  
**Kurt Seitz**, *Coordinator*  
**Nancy Stoner**, *Trails Planner*

### **Other OPRHP Contributors**

|   |   |
|---|---|
| <b>Wesley Bartlett</b> , <i>Associate Economist</i>     | <b>Nathan Krish</b> , <i>Park and Recreation Aide</i>     |
| <b>Diana Carter</b> , <i>Natural Resource Planner</i>   | <b>Thomas LeBlanc</b> , <i>Park Worker</i>                |
| <b>Cristina Croll</b> , <i>Natural Resource Planner</i> | <b>Julie Lundgren</b> , <i>Natural Heritage Ecologist</i> |
| <b>Richard Doll</b> , <i>Park and Recreation Aide</i>   | <b>Kathleen Nahm</b> , <i>Secretary</i>                   |
| <b>Lynne Gort</b> , <i>GIS Specialist</i>               | <b>Scott Ritchie</b> , <i>State Park Police</i>           |
| <b>Meg Janis</b> , <i>Regional Biologist</i>            | <b>Kimberly Smith</b> , <i>State Park Botanist</i>        |
| <b>Marcia Kees</b> , <i>Associate Planner</i>           | <b>Adele Wellman</b> , <i>Park and Recreation Aide</i>    |

### **Other Contributors**

**Daniel T. Martonis**, *GIS Coordinator, Cattaraugus County*

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## I. INTRODUCTION

The Allegheny State Park Region of the New York State Office of Parks, Recreation and Historic Preservation (OPRHP) is a primary source of outdoor recreation opportunities in Western New York. Included in the Allegheny Region is the largest park in New York's State Park System, 65,000-acre Allegheny State Park. Since its acquisition in 1921, Allegheny State Park (ASP) has been the major provider of recreational opportunities in the region, especially the trail-related activities of hiking, horseback riding, snowmobiling, cross country skiing, bicycling, snowshoeing, and nature interpretation. Approximately 1.9 million people visit Allegheny State Park annually to use its resources and facilities.

Developing, maintaining, and operating high-quality recreational opportunities, facilities, and programs that are consistent with both the recreational needs of park visitors and the character of park resources is a goal identified in the Master Plan. The variety of trail experiences that are provided, substantial use of park trails, and the potential impact of recreational use on the park's natural resources present ongoing challenges to meeting this goal.

The purpose of the Final Trails Plan is to provide a comprehensive trails management plan for Allegheny State Park that will guide development, management, and maintenance of a high quality diverse trail system that is compatible with natural, cultural, and recreational resources of the park. This plan seeks to manage current trail use while being responsive to changing public desires and environmental conditions, and remaining sensitive to protection of the park's natural resources. This Final Trails Plan builds on the 1980 *Allegheny State Park Trails Management Plan*. Over the course of years, the trail system has been maintained and improved by park staff in partnership with various trail organizations. Many of the goals and objectives of this plan reflect a continuation of these efforts.

The ASP Final Trails Plan has been developed concurrently with and as a supporting document to the ASP Master Plan in 2009 and 2010. Public information meetings were held in July 2009 in Salamanca and Buffalo. As part of the master planning process, public comments received in July and August 2009 regarding trails and recreation in the park have helped to guide the development of the Final Trails Plan. Other factors that were taken into consideration in the development of the plan include such items as current trail conditions, current uses, undesignated trails, needs and trends, current and future demands, and natural resource protection. OPRHP staff assessed all trails in the park during the summer of 2009. A Trails Committee comprised of OPRHP staff was formed in August 2009 to provide input during the trails planning process and to make recommendations on proposals for the Final Trails Plan.

The trails of Allegheny State Park can play a more active role in the park's mission by providing for greater interaction between people and nature, enhancement of public enjoyment of the forest communities, greater connection between developed and undeveloped areas of the park, and greater connection between the park and areas outside the park. Allegheny State Park is dedicated to accommodating a variety of trail activities and levels of experience consistent with maintaining the integrity of the resources and quality of the recreational experiences.

## II. INVENTORY AND ASSESSMENT

As part of the trails planning process at Allegany State Park, all park trails, both designated and undesignated, were assessed during the summer of 2009. The trail assessment team used hand-held Trimble GeoXT Global Positioning System (GPS) units to accurately track each position of every trail, and to collect assessment information. Most trails were assessed for type of use, general condition, degree of erosion, ease of travel, and issues with water on the treadway. Parking areas throughout the park were also assessed during the trails assessment process and accurate line data was obtained for many park roads, including service roads that are only open for administrative motor vehicle use but may be used as trails.

Information obtained from on-the-ground assessments was processed and used to compile an inventory of all trails in the park. Included in the inventory are seasonal use roads that are used as snowmobile trails in the winter. Both designated and undesignated trails are illustrated on Figures 1 and 2, which depict the existing summer-use and winter-use trail systems in the park. Over 100 miles of trails are designated for summer uses and nearly 150 miles of trails are designated for winter uses, as shown in Table 1. An additional 84 miles of undesignated trails were assessed. An inventory of existing designated trails is presented in Table 2.

**Table 1. Existing Trail Mileage by Use**

| Trail Use                    | Designated   | Undesignated |
|------------------------------|--------------|--------------|
| <b>Summer use (off-road)</b> | <b>106.7</b> | <b>84</b>    |
| Bikeways (shared use)        | 5.5          | 0            |
| Biking total                 | 24.7         | n/a          |
| Equestrian (off-road)        | 35.5         | 41           |
| Equestrian (incl. roads)     | 47.2         | n/a          |
| Hiking only                  | 46.4         | 23           |
| Hiking total                 | 106.7        | n/a          |
| Other                        | n/a          | 19           |
| <b>Winter use</b>            | <b>147.7</b> | <b>n/a</b>   |
| Groomed cross country skiing | 19.3         | n/a          |
| Hiking / snowshoeing         | 63.6         | n/a          |
| Snowmobile*                  | 67.5         | n/a          |
| <b>Total Trail Mileage</b>   | <b>147.7</b> | <b>n/a</b>   |

\* Snowmobile trail mileage includes shared use trails and seasonal roads designated as snowmobile trails but does not include other public roads.  
 Totals may not match sums due to overlapping uses and rounding of numbers.

**Table 2. Inventory of Designated Trails**

| Trail Name                    | Uses | Miles |
|-------------------------------|------|-------|
| ASP Route 1                   | S    | 9.0   |
| Bay State Road                | S    | 3.6   |
| Bear Caves – Mt. Seneca Trail | H    | 2.3   |
| Bear Springs Trail            | H    | 0.6   |
| Beehunter Trail               | H    | 5.2   |
| Blacksnake Mountain Trail     | H    | 2.6   |
| Cain Hollow Road              | S    | 0.5   |

|  |               |       |
|--|---------------|-------|
| Camp 12 Road                                       | S             | 0.9   |
| Christian Hollow Loop                              | XC, B, H      | 1.9   |
| Conservation Trail                                 | H             | 2.7   |
| Crossover Trail (Eq. #2 & S21)                     | E, H, S       | 0.5   |
| Eastwood Meadows Trail                             | H             | 2.4   |
| Equestrian Trail #1 (Horse Camp to Parkside Drive) | E, H, S       | 4.6   |
| Eq. #2 (S21; Thunder Rocks/ Ridge Run)             | E, H, S       | 2.6   |
| Eq. #11 (ASP Route 2 to Camp 10)                   | E, H, S       | 0.2   |
| Eq. #11 (Camp 10 to Camp 12)                       | E, H, S       | 1.2   |
| Eq. #11 (Camp 12 Road to service road)             | E, H          | 0.2   |
| Eq. #12 (Eq. #11 to ASP Route 1)                   | E, H          | 3.2   |
| Eq. #16 (S21; Eq. #17 to ASP Routes 2 & 3)         | E, H, S       | 2.0   |
| Eq. #16 (C2B; Stony Brook to ASP Routes 2&3)       | E, H, S       | 5.2   |
| Eq. #17 (S13A)                                     | E, H, S       | 3.5   |
| Flagg Trail  | H             | 1.4   |
| France Brook Road                                  | S             | 2.8   |
| Gas field road (north from France Brook Road)      | E, H          | 1.1   |
| Irish Brook Trail (Eq. #3)                         | E, H          | 3.5   |
| Leonard Run Loop                                   | XC, B, H      | 2.9   |
| Limestone Run Road                                 | S             | 3.3   |
| Limestone Snowmobile Trail (C2B; from ASP 2&3)     | S             | 3.2   |
| Lonkto Hollow Trail (Eq. #18; S12A)                | E, H, S       | 3.0   |
| Mt. Tuscarora Firetower Trail                      | H             | 5.0   |
| North Country Trail (NCT)                          | H*            | 21.5* |
| Osgood Trail                                       | H             | 2.2   |
| Patterson Trail                                    | XC, B, H      | 2.9   |
| Quaker Beach Road                                  | S             | 1.8   |
| Red House Bikeway                                  | B, H, (S), XC | 5.5   |
| Red Jacket Trail                                   | H             | 0.6   |
| Rice Brook Trail (Eq. #6)                          | E, H          | 3.2   |
| Ridge Run Trail                                    | XC, B, H      | 4.9   |
| S11A (ASP Route 1 to Cain Hollow Rd)               | S             | 3.0   |
| S15A (Camp 10 to Red House Bikeway)                | S             | 3.4   |
| S15A (Red House Bikeway to Stone Tower Rd)         | S             | 2.4   |
| S15A (Stone Tower Rd to ASP Route 1)               | S             | 1.1   |
| Snowsnake Run Trail                                | XC, B, H      | 4.2   |
| Stone Tower Road                                   | S             | 1.5   |
| Stony Brook Trail (Eq. #15; C1)                    | E, H, S       | 2.6   |
| Sweetwater Trail                                   | XC, B, H      | 2.4   |
| Three Sisters Trail                                | H             | 2.2   |
| Thunder Rocks Road (Ridge Run Road)                | S             | 2.2   |
| Tornado Trail                                      | H             | 0.7   |
| Yeager Brook Trail (C1)                            | S             | 0.4   |

B=Biking, E=Equestrian, H=Hiking, S=Snowmobile, XC=Cross Country Skiing

\*Mileage of the NCT includes shared use trails and roads used for the trail route.

Trail names are for reference only and are not necessarily official.

Uses in parentheses signify use of only a portion of the trail.

Mileages of roads listed include only the portion designated as snowmobile trails.



The extensive ASP trail system provides vast opportunities for recreation, nature viewing, physical fitness, education, and interpretation, and provides access to many areas of the park that have scenic, historic, cultural, and natural significance. In addition, some park trails provide connections to trail systems outside the park, such as the NYS Snowmobile Trail System and the North Country National Scenic Trail (North Country Trail). Undesignated trails have provided additional recreational opportunities for park visitors.

Snowmobiling is one of the most popular trail activities in the park. There are approximately 68 miles of designated snowmobile trails in the park, many of which are also designated for horseback riding in the summer. Trails that have equestrian use, which include approximately 35 miles of designated trails and 41 miles of undesignated trails, extend mainly from Parkside Drive at the southeastern border of the park to Bay State Road in the northwestern portion of the park. The 46 miles of trails designated for only hiking (along with snowshoeing) extend mainly from the Red House Area southwestward to the Quaker Area and Wolf Run. The popular Art Roscoe Ski Touring Area in the northeastern portion of the park is the one area that has groomed cross country ski trails; these 19 miles of trails are designated for mountain biking during the summer.

The 5.5-mile Red House Bikeway is currently the only opportunity for road bicyclists to travel off-road in the park and there are no designated single-track trail opportunities for mountain bikers. Several large areas of the park have minimal trail use; these include the area to the southeast of the Art Roscoe Ski Touring Area, the area to the west of Wolf Run Road, and a large tract bounded by Bay State Road, ASP Route 1, the Cain Hollow Campground, and the former Holts Run/ Cricks Run road corridor.

Although parking of motor vehicles is not considered a serious issue for trail users who need to drive to trailheads, some trailheads have no parking available. The parking lot of the Administration Building in the Red House Area is often congested due to the need for it to accommodate a wide variety of park visitors, including users of the Conservation and Red Jacket trails. Roadside parking is permitted in most areas of the park and roadside pull-offs are commonly used by those heading out on trails. Locations deficient in trailhead parking include the vicinities of Bay State Road, Parkside Drive, Limestone Run Road, the Bradford entrance to the park, and Coon Run Road.

Backcountry shelters are provided at three locations along the North Country Trail: Willis Creek, Stony Brook, and Beck Hollow. These “leantos” are in excellent condition and include amenities for overnight use, including pit privies, piped springs, and fireplaces. An additional day-use shelter located along the Ridge Run Trail in the Art Roscoe Ski Touring Area is in need of replacement. Two of three original firetowers are still standing in the park. The Summit Firetower has been restored for public recreational use in the Art Roscoe Area. The Mt. Tuscarora Firetower on the Mt. Tuscarora Trail is in need of rehabilitation.

In general, trails throughout the park are in need of maintenance. Many trails have trees and branches blocking the route in multiple locations and excessive brush along the treadway. There are also significant areas of saturated tread and erosion due to improper trail alignment or a deficient or insufficiently maintained infrastructure to remove water from the trail surface, including blocked culverts. In addition, some trails have excessive use that further contributes to

tread wear, denuded trailside vegetation, and severely eroded sections of trail. In particular, the Bear Caves – Mt. Seneca Trail and a few undesignated equestrian trails have areas of severe erosion. Several equestrian trails and the trails of the Art Roscoe Ski Touring Area also have areas of excessive saturation.

Basic maintenance of trails has been accomplished by park staff and by volunteers. However, due to limitations in staff and funding, adequate maintenance of park trails has been a challenge. In addition to maintenance of the trail tread and corridor, park trails are generally deficient in adequate signage and waymarks, and enforcement is needed to protect against unauthorized uses of trails. Many trailheads that have existing signs are in need of updated and/or improved signage.

Further assessment is needed to prioritize trail maintenance and repairs and to determine the degree of accessibility of selected frontcountry trails. In some cases, rehabilitation or relocation of sections of trail will be necessary to adhere to OPRHP trail standards (Appendix B).

### III. ALTERNATIVES AND ANALYSIS

The alternatives and analyses presented here are the result of discussions on resource information provided in the previous Inventory and Assessment chapter as it was analyzed to develop recommended directions that support the Vision and Goals identified in the Final Trails Plan. Many of the factors considered in the analysis reflect the objectives of the goals for the trail system. Within this process of developing alternatives, consideration was given to the results of park user surveys and to the concerns and opportunities expressed by the public during the public information meetings and comment period. The following factors were considered in the analysis process:

- Types of trail experiences
- Minimizing user conflicts
- Needs and desires of trail users
- Compatibility with and protection of significant natural and cultural resources
- Accessibility to persons of all abilities
- Support facilities
- Connections within high-use areas
- Linkages to external trail systems and adjacent communities
- Adequacy of parking
- Sustainability
- Parallel trails
- Density of trails
- Opportunities for environmental education and interpretation
- Park operations and management

The status quo, alternatives, considerations, and recommended direction for individual issues are described in tabular form below. All mileage estimates are approximate.

| <b>Bikeways</b>   |   |
|---|---|
| <b>Background for Analysis</b>  |   |
| <p>The Red House Bikeway is a paved “Class I bike path” (completely separate from the roadway) with short sections of “Class II bike lane” (designated for cycling along a specific portion of a roadway or shoulder) and can be categorized as a “greenway trail” (a shared use trail suitable for the use of road bicycles). The Red House Bikeway extends around Red House Lake with spurs westward past the Red House contact station, east to Camp Allegany, south to the Red House Campground, and south to the Beehunter Cabins for a total length of 5.5 miles. The Red House Bikeway is currently used by bicyclists, pedestrians, snowmobilers, and other users. The surface is showing signs of age and deterioration.</p> |   |
| <b>Alternatives</b>   | <b>Considerations</b>   |
| <p><b>Alternative 1</b> – Status Quo</p>  | <p>The current uses of the Red House Bikeway would be maintained without rehabilitating the bikeway to assure adherence to OPRHP trail standards or to assure a smooth surface.</p> |

|   |  |
|---|--|
| <p><b>Alternative 2</b> – Improve and expand the ASP bikeway system:</p> <ul style="list-style-type: none"> <li>• Rehabilitate the Red House Bikeway to OPRHP standards with new pavement to maintain a smooth surface for wheeled recreational use (excluding in-line skating). Allow for flexibility in width dependent on the practicality of corridor expansion.</li> <li>• Provide a trail connection along Bova Road between the current terminus of the Red House Bikeway and the former Bova Ski Area for bicycling, skiing, and hiking, as well as for snowmobiling between the Red House Bikeway and the gas line right-of-way.</li> <li>• Create a new Quaker Area Bikeway (QAB) between the Quaker Lake Bathhouse, Cain Hollow Campground, and Science Lake. The QAB would be a Class I bike path wherever possible and would roughly follow the Quaker Beach Road, Cain Hollow Road, and ASP Route 3 corridors.</li> </ul> | <p>Bicycling has increased in popularity in recent years. In the 2009 Allegany Visitor Survey, a majority of campers, cabin users, and trail users chose bicycling as a recreational activity in which they participated. Of trail users surveyed, bicycling was chosen by the greatest percentage (71.4%). Bicycling was chosen by 55.4% of campers and 57.4% of cabin users surveyed.</p> <p>The Red House Bikeway would become safer and more desirable for multiple recreational uses. A new trail along Bova Road would provide a connection between the Red House Bikeway and the trails of the Art Roscoe Ski Touring Area. A new Quaker Area Bikeway would provide a trail to accommodate multiple recreational activities, including in-line skating, and provide a safe and sustainable transportation route for park users to access high-use locations and cabin areas in the Quaker Area.</p> |
|---|--|

**Recommended Direction**

**Alternative 2** – A new bikeway has been highly desirable in the Quaker Area for many years. The Quaker Area Bikeway will connect cabin areas with activity areas and the park-wide trail system. The desire of park visitors to have bicycling and in-line skating opportunities will be met by providing for the safe accommodation of these uses within the Quaker Area and for bicycling within the Red House Area (In-line skating will not be allowed on the Red House Bikeway due to physical site conditions which would limit the width of the bikeway in certain locations). In addition, both bikeways will provide a safe and sustainable transportation route within these areas.

| <b>Cross Country Skiing</b>   |                       |
|---|-----------------------|
| <b>Background for Analysis</b>  |                       |
| <p>The Art Roscoe Ski Touring Area provides a 19-mile network of groomed cross country ski trails in the northeastern portion of the park, where facilities are provided for skiers and various cross country ski events takes place (see Figure 2). Other winter uses of the Art Roscoe trails are prohibited, but hiking and biking are allowed on these trails in the summer. While the majority of ski use occurs in this area, skiers also utilize other trails throughout the park.</p> |                       |
| <b>Alternatives</b>   | <b>Considerations</b> |

|   |   |
|---|---|
| <p><b>Alternative 1 – Status Quo</b></p>  | <p>The existing network of groomed cross country ski trails would be maintained without substantial rehabilitation.</p>   |
| <p><b>Alternative 2 –</b> Rehabilitate and upgrade the Art Roscoe Ski Touring Area. This would include improving drainage, leveling trails, rehabilitating or replacing culverts, and replacing the Ridge Leanto as a shelter for day use. These trails will continue to be used exclusively for cross country skiing in the winter while allowing summertime use by hikers and bikers.</p> | <p>The current trail system is meeting needs at a minimum level. By upgrading trails, problematic areas would be eliminated. The Ridge Leanto is desirable as a backcountry shelter and rest stop for skiers. The Master Plan provides for additional improvements, including upgrades to the Warming Hut and restoration of the Christian Hollow Overlook.</p> |

**Recommended Direction**

**Alternative 2 –** The considerable popularity of the Art Roscoe Ski Touring Area leads to the desire for a substantial improvement to trail conditions and amenities.

**Dogsledding**

**Background for Analysis**

For a number of years, dogsledding events have occurred in various areas and trails of the park on a permit basis. There is limited demand in Allegany State Park for this specialized activity.

**Recommended Direction**

**Status Quo:** Allow dogsledding events to occur in the park on trails and areas referenced by permit. No designated trails are recommended.

**Equestrian Use**

**Background for Analysis**

There is an extensive network of trails, both designated and undesignated, used for horseback riding in the park, roughly from the Bay State area southeastward to the Limestone area (see Figure 1). Several park roads in this region are designated for equestrian use; all other park roads are officially closed to horseback riding. Thirty-five miles of trails and 12 miles of roads are currently designated for equestrian use. An equestrian staging and camping area with twelve campsites exists across ASP Route 2 from Camp 10. In addition, the Stony Cabins in the Quaker Area have been available for rental by equestrian users. A horse corral for the use of Camp Turner patrons exists at the former Camp Turner site.

| <p style="text-align: center;"><b>Alternatives</b></p>   | <p style="text-align: center;"><b>Considerations</b></p>   |
|--|--|
| <p><b>Alternative 1 – Status Quo</b></p>   | <p>The current network of trails designated for equestrian use would be maintained.</p>  |
| <p><b>Alternative 2 –</b> Expand the network of trails designated for equestrian use from 35 to 67 miles of trails. This includes 32 miles of existing designated trails, 21 miles of trails currently used for horseback riding but not</p> | <p>Expansion of the designated equestrian trail network would reflect existing use to a large degree since 77 miles of trail, designated and undesignated, are currently used by equestrians, compared with a proposed total</p> |

|  |  |
|--|--|
| <p>designated, and 10 miles of new trail. The net increase in mileage of trails designated for equestrian use would be 31 miles. In addition, the road mileage designated for equestrian use would increase from 12 to about 15 miles. Twenty miles of undesignated trails currently used by equestrians would be officially closed. The Camp Turner horse corral would be relocated to the north of ASP Route 3 with provision for a small area of equestrian trails in the vicinity of the corral adjacent to Camp Turner. Two existing sections of trail designated for equestrian use, one near Science Lake and one along Rice Brook, would be relocated.</p> | <p>of 67 miles. About 20 miles of undesignated trails used by equestrians would be closed due to unsustainable trail conditions, parallel trails, and an excessive number of trails in localized areas.</p> <p>Proximity to the primary equestrian staging and camping area at Camp 10 was used as a basis for proposed designation of equestrian trails. Existing undesignated trail corridors are used as much as possible to provide appropriate opportunities, loops, and connections, and to minimize impacts on natural resources.</p> |
|--|--|

**Recommended Direction**

**Alternative 2** – Expansion of the designated network of equestrian trails (shown in Figure 5) is desirable to accommodate existing use, provide an adequate system of trails for use by equestrians, and provide connections with the horse camping facilities. The designated equestrian trail network will reflect existing use to a large degree.

## Hiking

**Background for Analysis**

Hiking activities, including backpacking, strolling, running, birdwatching, photography, natural and cultural interpretation, and snowshoeing, occur throughout the park. More than a dozen trails totaling 46 miles are designated for hiking only, offering opportunities ranging from short scenic walks to the 22-mile-long ASP portion of the North Country National Scenic Trail (NCT). The NCT, traversing the park from Allegheny National Forest near Wolf Run to the Exit 19 interchange area of Interstate 86 near the Red House entrance, is projected to extend for 4600 miles from North Dakota to Lake Champlain when complete. The Finger Lakes Trail, concurrent in the park with the NCT, extends 560 miles from the Pennsylvania border to the Catskill Park. Within the park, support facilities for hikers along the NCT include three overnight shelters with spring water, pit privies, and fireplaces. Primitive camping is also allowed at these sites. Both single use and shared use ASP trails available for hiking total 107 miles. Hiking is prohibited on groomed cross country ski trails and most snowmobile trails during the winter season.

| Alternatives   | Considerations   |
|--|--|
| <b>Alternative 1</b> – Status Quo  | The current network of designated hiking trails would be maintained.   |
| <b>Alternative 2</b> – Improve and expand the network of trails designated for hiking from 107 to 183 total miles of trail (both single use and shared use). Sixty miles of trail would be designated for hiking only, an increase of 14 | Expansion of the designated hiking trail network reflects existing hiking use to a large degree since the mileage of existing trails, both designated and undesignated, is nearly equivalent to the new total of |

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| <p>miles. Hiking-only trails include four miles of trail currently used only for hiking but not designated and 10 miles of new trail. Twenty miles of undesignated trails currently used only by hikers would be officially closed.</p> | <p>designated trails. Existing undesignated trail corridors are used as much as possible to provide appropriate opportunities, loops, and connections, and to minimize impacts on natural resources. About 20 miles of undesignated hiking trails would be closed due to unsustainable trail conditions, trails that come to a dead end, and an excessive number of trails in localized areas.</p> |
|---|--|

**Recommended Direction**

**Alternative 2** – Expansion of the network of hiking trails (shown in Figure 6) is appropriate to accommodate the desire of a large percentage of park visitors to have hiking opportunities. The designated hiking trail network reflects existing hiking use to a large degree and provides various types of experiences for trail users.

## Mountain Biking

### Background for Analysis

The only park trails currently designated for mountain biking are the 19 miles of cross country ski trails (see Figure 2), roughly 20 feet wide on average, in the Art Roscoe Ski Touring Area. Mountain biking events are held in this area and there is little use of mountain bikes on other park trails. Mountain biking has been increasing in popularity over the years and there has long been a need for mountain biking trails in ASP that would offer the single-track experience and provide more of a challenge for skilled riders.

| <b>Alternatives</b>  | <b>Considerations</b>  |
|--|--|
| <p><b>Alternative 1</b> – Status Quo</p>   | <p>The Art Roscoe Ski Touring Area trails would continue to be maintained for mountain biking use when not in use for skiing. No other park trails would be open for biking except for designated bikeways.</p>  |
| <p><b>Alternative 2</b> – Create 20 miles of new single-track sustainably-built trails for mountain biking and hiking. In addition, designate three additional miles of undesignated trails for mountain biking to form a 23-mile network of single-track mountain biking trails, including 12 miles of trail from the Camp Turner and Cain Hollow areas northeastward, three miles of trail connected to the Art Roscoe Ski Touring Area, and eight miles of trail to the west of Stone Tower Road.</p> | <p>Single-track trails would provide a biking experience that is not currently available in the park. Sustainably designed trails would reduce the potential for environmental impacts as well as the level of maintenance required. New single-track trails would provide mountain biking opportunities close to the Cain Hollow Campground and Quaker Area cabins.</p> <p>In the 2009 Allegany Visitor Survey, a majority of campers, cabin users, and trail users chose bicycling as a recreational activity in which they participated. Of those surveyed, bicycling was chosen by the</p> |

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|  | greatest percentage of trail users (71.4%) and the second greatest percentage (after swimming) of campers (55.4%), not including hiking. In addition, a large number of comments were received from the public asking for a substantial increase in mountain biking opportunities in the park during the initial public comment period for the Master Plan. |
| <b>Alternative 3</b> – In addition to Alternative 2, and in addition to the Art Roscoe Ski Touring Area trails and designated bikeways, allow mountain biking on two additional miles of shared use trails. This would provide a total of 58 miles of trails for biking. | Use of these trails by mountain bikers would not substantially increase the maintenance required. Trails selected for these shared uses form important connections and loop opportunities for mountain bikers.  |

**Recommended Direction**

**Alternative 3** – The minimal number of miles of trail designated for mountain biking within the park, combined with a demand for single-track mountain biking opportunities, points to the need for an increase in the number of trail miles designated for mountain biking, especially using single-track trails (see Figure 4). Biking will remain an allowed use on all park roads.

## Snowmobiling

**Background for Analysis**

Snowmobiling is one of the most popular recreational trail activities in the park. ASP’s 68-mile network of designated snowmobile trails is an assortment of various types of trails that include abandoned roads, old railroad grades, active and abandoned power lines, trails used by equestrians in the summer, seasonal use roads, service roads, a portion of the Red House Bikeway, a pipeline right-of-way, and some sections of trail only open in the winter for snowmobile use (see Figure 2). The ASP snowmobile trail network currently connects into the 10,500-mile statewide snowmobile trail network in the Limestone area. A connection with the Allegheny National Forest snowmobile trail network exists at Yeager Brook, southwest of Science Lake. There are no official snowmobile trail connections between the park and points west and north; however, ASP Route 1 is used by snowmobilers to access Salamanca from the Summit Area. All ASP roads are open to snowmobile use.

| Alternatives  | Considerations   |
|---|--|
| <b>Alternative 1</b> – Status Quo   | The current network of snowmobile trails would be maintained. No additional snowmobile trails would be designated within the park.   |
| <b>Alternative 2</b> – Expand the network of trails designated for snowmobile use from 68 to 88 miles of trail. This would add 15 miles of existing trails not currently designated for snowmobiling and five miles of new trail. | The expanded snowmobile trails network would use mostly existing trails to create new loop opportunities for snowmobilers and to expand the network to the north of Quaker Beach to include the former Holts |



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|   | <p>Run and Cricks Run road corridor. Newly designated trails in the southeastern portion of the park would allow for a variety of different loop routes. In addition, designating the seasonal portion of Coon Run Road as a snowmobile trail would formalize this existing undesignated connection with Pennsylvania along the border with the Allegheny National Forest. Existing undesignated trail corridors are used as much as possible to provide appropriate opportunities, loops, and connections, and to minimize impacts on natural resources.</p> |
| <p><b>Alternative 3</b> – In addition to Alternative 2, expand the snowmobile trail network northward to establish connections with local communities. An additional connection eastward into the Town of Carrollton would be possible upon completion of the Irvine Mills Road bridge.</p> | <p>This would formalize existing informal connections for snowmobilers to the north of the park and potentially lead to additional linkages within the NYS snowmobile trail system. Proposed connection points include the Red House Bikeway and the northern terminus of the Summit Area snowmobile trail (see Figure 9).</p>  |

**Recommended Direction**

**Alternative 3** – Snowmobiling, an important recreational activity in the ASP area, will be accommodated with a moderate expansion in the number of trail miles designated for this activity (see Figure 8). In addition, snowmobile trail connections to locations outside the park are desirable to establish better connections within the statewide snowmobile trail network and with local communities, as well as to provide facilities the park does not currently have.

**Snowshoeing**

**Background for Analysis**

Snowshoeing is currently prohibited on groomed cross country ski trails and groomed snowmobile trails. There is limited demand for this activity.

**Recommended Direction**

**Status Quo:** Continue to prohibit snowshoeing on groomed cross country ski trails and groomed snowmobile trails. Allow snowshoeing on all other designated trails.

**Parking**

**Background for Analysis**

There are roughly 100 commonly-used parking locations, either formal or informal, with the capacity to accommodate large numbers of cars in the park. Many parking areas are at trailheads or serve trail users. High-use areas of the park have parking lots ranging from a capacity of about 150 cars at the lot for the Art Roscoe Ski Touring Area to a capacity of just a few cars at the handicapped lot near the Red House contact station. Many other locations have roadside parking on an informal basis. Staging areas for snowmobile use exist at the Beehunter picnic area, Red House Camp Store, and Quaker Store and Rental Office. Some trailheads have no accommodation for parking.

| Alternatives   | Considerations   |
|--|--|
| <b>Alternative 1</b> – Status Quo  | Parking would continue to be accommodated in existing parking lots and alongside park roads, except where signed to prohibit parking. No additional parking areas will be formalized.  |
| <b>Alternative 2</b> – Expand and formalize parking areas for motor vehicles within the park to include approximately 34 designated parking lots and 75 designated areas of roadside parking, increasing the car capacity from roughly 1300 cars to 1559 cars. Provide signage to direct park users to designated parking areas and trailheads.    | This would better define parking areas, would direct visitors to the most appropriate locations to park their vehicles, and would increase the safety, security, and capacity of trailhead parking areas. This would reduce impacts to the environment since users would be directed to appropriate and sustainable parking areas. |
| <b>Alternative 3</b> – In addition to Alternative 2, develop new equestrian and snowmobile staging areas near the Bradford contact station and at a new trailhead for the Rice Brook Trail on Parkside Drive. Equestrian staging would also be accommodated at a new trailhead on Bay State Road in addition to an expanded Horse Camp at Camp 10. | Staging areas would accommodate equestrian and snowmobile trailers and would provide amenities to assist trail users in accessing trails for snowmobile and equestrian use.  |

**Recommended Direction**

**Alternative 3** – Expansion of designated parking at trailheads will help accommodate visitor use of trails and increase the safety, security, and capacity of trailhead parking areas. Staging areas will further accommodate equestrian and snowmobile use of trails in the park and attract more recreational use by providing amenities for these trail users. See Figure 10.

## IV. FINAL TRAILS PLAN

### A. Vision and Goals

The vision and goals for the Trails Plan are consistent with and compliment those identified in the Allegany State Park Master Plan. The objectives in the Trails Plan provide more specific direction for the trail system. Many of these goals and objectives reflect programs and actions that OPRHP continues to implement in the development, management, and operation of the trails.

#### **Vision**

The Allegany State Park trail system is a high-quality system of trails that is designed to be sustainable and provide a diversity of recreational opportunities for park visitors, and to be compatible with the natural, cultural, and recreational resources of this unique landscape, New York's only unglaciated State Park.

**Goal:** Operate, maintain, and improve the trail system in a sustainable manner.

#### **Objectives:**

- Maintain existing agreements and develop new partnerships with trail organizations and user groups.
- Coordinate activities of the various trail user groups.
- Utilize trail maintenance guidelines as set forth within the Trails Plan.
- Develop a training program for trail stewards.
- Provide interpretive trail opportunities that are easily accessible to the public.
- Improve access to trails by formalizing a system of parking areas at trailheads.
- Periodically evaluate trail conditions and modify the trail system as necessary to be environmentally sustainable.
- Monitor trail users to minimize conflicts.
- Utilize the GIS trails database in developing and managing a trails maintenance program.

**Goal:** Operate, maintain, and improve a diverse year-round trail system.

#### **Objectives:**

- Operate a trail system that provides a variety of trail experiences.
- Provide trail opportunities based on the needs of users and compatibility with natural and cultural resources.
- Utilize the federal trail accessibility guidelines for the construction of new trails and rehabilitation of existing trails.
- Provide support facilities for trail users.

**Goal:** Improve connections throughout the park and with regional and interstate trail systems and adjacent communities.

**Objectives:**

- Establish trails that would connect cabin trails and campgrounds to day use areas within Red House and Quaker high use areas.
- Construct new trails to connect recreational areas, support facilities, and cabin and camping areas to unique natural and cultural locations.
- Explore and continue to develop trail linkages to communities and other areas outside the park, such as Allegheny National Forest, Salamanca, and the Seneca Nation of Indians.

**Goal:** Ensure that trails and trail activities are compatible with the natural and cultural resources of the park.

**Objectives:**

- Design and locate trails to assure that they do not adversely impact sensitive areas such as wetlands and habitat for rare species.
- Provide interpretation along designated trails to increase visitor understanding of the natural and cultural resources within the park.
- Educate trail users about the impact of invasive species on the biodiversity of the park and ways to limit their spread.

**Goal:** Cultivate a safe environment for trail users.

**Objectives:**

- Provide park visitors with information on rules, regulations, proper etiquette and safe use of trails.
- Continue to provide guidelines for trail-related events.
- Establish a program to educate trail users on aiding search and rescue efforts.
- Design the trail system to be accessible for enforcement and rescue purposes.

**Goal:** Improve the trail information system to enhance the experience of trail users.

**Objectives:**

- Implement the uniform signage system for trails utilizing OPRHP Trail Signage Guidelines.
- Update trail maps and brochures.
- Provide trail information and signage at park entrances, trailheads, and central locations.
- Expand the use of a website to distribute trail information on the internet.
- Develop interpretive materials for selected trails.

**Goal:** Coordinate with federal and state agencies, the Seneca Nation of Indians, local governments, trail organizations, and user groups to expand, maintain and promote the trail system and to encourage tourism.

**Objectives:**

- Coordinate with local and regional tourism bureaus in developing promotional literature related to trails.
- Explore opportunities to promote trails in connection with events both within and outside the park.
- Encourage local communities to provide services that support the needs of trail users.
- Reestablish the Trail Support Group to assist the park in providing a coordinated approach to managing and improving the trail system.

## B. Trail System

The Allegany State Park trail system consists of approximately 225 total miles of existing and recommended trails (Table 3). The trail system, consisting of both single-use and shared-use trails, provides a variety of trail experiences for hikers, bikers, equestrians, cross country skiers, snowmobilers, snowshoers, and others. Trails include footpaths, bikeways, groomed winter-use trails, service roads and abandoned roads for horseback riding and other uses, and new single-track trails for mountain biking and hiking. The trail system also includes roads designated for summertime equestrian use and seasonal roads used as snowmobile trails. Summer-use trails are those available for use when no snow is on the ground, generally from May through October. Winter-use trails are those available for use during the portion of the year when snow is present, typically from November into April.

**Table 3. Trail Mileage by Use**

| Trail Use                    | Existing Designated | Existing Undesignated | New Trails  | Newly Designated Trails | Final Plan Total |
|------------------------------|---------------------|-----------------------|-------------|-------------------------|------------------|
| <b>Summer use (off-road)</b> | <b>106.7</b>        | <b>84</b>             | <b>49.6</b> | <b>27.7</b>             | <b>183.9</b>     |
| Bikeways (shared use)        | 5.5                 | 0                     | 7.6         | 0                       | 13.1             |
| Biking / hiking only         | 0                   | n/a                   | 19.9        | 3.8                     | 23.7             |
| Biking total                 | 24.7                | n/a                   | 26.7        | 6.4                     | 57.8             |
| Equestrian (off-road)        | 35.5                | 41                    | 10.4        | 20.7                    | 66.6             |
| Equestrian (incl. roads)     | 47.2                | n/a                   | 16.3        | 21.8                    | 85.3             |
| Hiking only                  | 46.4                | 23                    | 10.4        | 3.1                     | 59.9             |
| Hiking total                 | 106.7               | n/a                   | 49.6        | 26.8                    | 183.1            |
| Other                        | n/a                 | 19                    | n/a         | n/a                     | n/a              |
| <b>Winter use</b>            | <b>147.7</b>        | <b>n/a</b>            | <b>49.6</b> | <b>27.2</b>             | <b>224.5</b>     |
| Groomed x-c skiing           | 19.3                | n/a                   | 0           | 0                       | 19.3             |
| Hiking / snowshoeing         | 63.6                | n/a                   | 44.7        | 11.4                    | 119.7            |
| Snowmobile*                  | 67.5                | n/a                   | 4.8         | 15.4                    | 87.7             |
| <b>Total Trail Mileage</b>   | <b>147.7</b>        | <b>n/a</b>            | <b>49.6</b> | <b>29.5</b>             | <b>226.7</b>     |

\* Snowmobile trail totals include shared use trails and seasonal roads designated as snowmobile trails, but snowmobile trail totals do not include other public roads or conceptual connections to points north. Totals may not match sums due to overlapping uses and rounding of numbers.

All mileage estimates are approximate. The trail system includes the addition of 28 miles of undesignated trails and 50 miles of new trails to the existing designated trail system. A total of 46 miles of undesignated trails will not be designated and will be officially closed. Other undesignated trails located on service roads will remain unchanged. One half mile of designated trail has been identified for closure and will be relocated (this mileage amount may increase as more trails are assessed for sustainability and upgraded). An Inventory of Planned Trails is presented in Table 4, which includes all existing and new trails that will become part of the trail system upon implementation of this plan.

The character of the park and its trail system will not be substantially changed by the Trails Plan. The number of miles of trail, both designated and undesignated, currently in use by park visitors during the summer is nearly equivalent to the planned total. The increase in number of miles of designated snowmobile trails is attributable mostly to the additional designation of existing trails for use by snowmobilers; only five miles of new trail is for snowmobile use. The addition of 20 new miles of single-track biking/ hiking trails will provide a type of trail experience that does not currently exist in the park for mountain bikers. Additional miles of trail for equestrians will replace unsustainable trails that will be closed. Additional miles of hiking trails will replace scattered sections of trail, many of which are unsustainable, and improve the experience of park visitors. The 7.6-mile addition of a new Quaker Area Bikeway will accommodate the need for a safe and sustainable transportation route and multi-use trail in the Quaker Area.

**Table 4. Inventory of Planned Trails**

| <b>Trail Name</b>                                       | <b>Designated Uses</b> | <b>Recommended Tread Width (feet)**</b> | <b>Approximate Length (miles)</b> |
|---|------------------------|---|-----------------------------------|
| Allegany School of Natural History Trail                | (B), H, (S)            | 4-12                                    | 0.5                               |
| Ash Trail (France Brook Road to gas field service road) | E, H                   | 2                                       | 0.6                               |
| ASP Route 1 (RHB to ASP Route 3)                        | (E), S                 | n/a                                     | 9.0                               |
| Barton Trail (S11A; ASP Route 1 to Cain Hollow)         | (B), (E), S            | 12                                      | 3.0                               |
| Bay State Road (seasonal portion)                       | E, S                   | 12                                      | 3.6                               |
| Bay State Stony Connector (BSSC)                        | E, H, S                | 12                                      | 1.4                               |
| Beach Trail (Holts Run Road to Quaker Beach Road)       | B, H, S                | 12                                      | 0.8                               |
| Bear Caves – Mt. Seneca Trail                           | H                      | 2                                       | 2.3                               |
| Bear Ridge Trail (Eq. #12)                              | E, H                   | 2                                       | 3.1                               |
| Bear Springs Trail                                      | H                      | 2                                       | 1.8                               |
| Beck Hollow Access Trail                                | H                      | 2                                       | 1.2                               |
| Beechnut Trail (France Brook to gas field service road) | E, H                   | 2                                       | 1.0                               |
| Beehunter Shortcut                                      | H                      | 2                                       | 0.5                               |
| Beehunter Trail   | H                      | 2                                       | 5.2                               |
| Big Tree Trail (Program Site #63)                       | H                      | 2                                       | 0.5                               |
| Bivouac Trail (Eq. #16)                                 | E, H, S                | 12                                      | 1.9                               |
| Blacksnake Mountain Access Trail (from Science Lake)    | H                      | 4-6                                     | 0.4                               |
| Blacksnake Mountain Trail                               | H                      | 2                                       | 2.6                               |
| Bova Trail (Red House Bikeway to Ridge Run Trail)       | B, H, (S)              | 4-12                                    | 1.2                               |
| Bridal Falls Trail                                      | H                      | 2                                       | 1.1                               |

Allegany State Park Final Master Plan/FEIS: Appendix B – Final Trails Plan

|   |               |      |       |
|---|---------------|------|-------|
| Butterfly Meadow Trail  | H             | 5    | 0.3   |
| Cain Hollow / Fox Hollow Loop                                 | B, H          | 2    | 5.1   |
| Cain Hollow Nature Trail                                      | H             | 4    | 1.3   |
| Cain Hollow Road  | S             | 12   | 0.5   |
| Camp 12 Road  | (E), S        | 12   | 0.9   |
| Camp Trail (Eq.#11; S15A; Beehunter cabins to Camp 12)        | (E), (H), (S) | 2-12 | 3.9   |
| Camp Turner Equestrian Loops                                  | E             | 5-6  | 1.3   |
| Camp Turner Pine Trail  | H             | 2    | 1.2   |
| Carrollton Trail (Eq. #1; Camp 10 to Parkside Drive)          | E, H, S       | 12   | 4.4   |
| Cherry Trail (gas field service road)                         | E, H          | n/a  | 1.1   |
| Christian Hollow Loop   | B, H, XC      | 8-10 | 1.9   |
| Coon Run Road (seasonal portion)                              | S             | 12   | 0.8   |
| Conservation Trail (Administration Bldg. to NCT)              | H             | 2    | 2.7   |
| Crossover Trail (ASP Route 2 to Limestone Run Road)           | E, H          | 2    | 1.1   |
| Dry Brook Trail (Stony Brook to France Brook Road)            | E, H, (S)     | 2-12 | 5.8   |
| Eastwood Meadows Trail  | (E), H, (S)   | 2-12 | 2.4   |
| Fentier Trail (S15A; Stone Tower Road to ASP Route 1)         | S             | 12   | 1.1   |
| Fernwood Trail (Cricks Run / Holts Run corridor)              | E, H, S       | 12   | 2.7   |
| Firebush Ridge Trail (Ridge Run loop)                         | B, H          | 2    | 3.0   |
| Flagg Trail   | H             | 2    | 1.4   |
| Fox Hollow Trail  | B, H          | 2    | 1.7   |
| France Brook Road   | E, S          | 12   | 2.8   |
| Gasline Trail (S15A; Bova Trail to Stone Tower)               | S             | 12   | 2.3   |
| Golden Meadow Trail (Carrollton Tr. to France Brook)          | E, H          | 2    | 2.2   |
| Hardscrabble Trail (spur to ASP Route 1)                      | H             | 2    | 0.3   |
| Hardscrabble Trail (Red Jacket Tr. to Conservation Trail)     | H             | 2    | 1.7   |
| Holts Run Road  | S             | 12   | 0.4   |
| Indian Pipe Access Trail (service road)                       | H             | n/a  | 0.3   |
| Irish Brook Trail   | E, H, S       | 12   | 3.1   |
| Job Moses Trail (Bradford station to Thunder Rocks)           | E, H, S       | 12   | 8.9   |
| Lakeside Trail  | H             | 22   | 0.7   |
| Leonard Run Loop  | B, H, XC      | 8-10 | 2.9   |
| Limestone Run Road  | E, S          | 12   | 3.3   |
| Limestone Snowmobile Trail (C2B)                              | S             | 12   | 0.8   |
| Little Ireland Access Trail                                   | H             | 2    | 0.8   |
| Little Ireland Interpretive Trail (part of Irish Brook Trail) | E, H, S       | 12   | 0.8   |
| Lonkto Hollow Trail (Eq. #18)                                 | E, H, S       | 12   | 3.0   |
| Maple Trail (France Brook Road to Bear Ridge Trail)           | E, H          | 2    | 1.0   |
| Mt. Irvine Firetower Trail                                    | E, H, S       | 12   | 1.3   |
| Mt. Tuscarora Firetower Trail                                 | H             | 2    | 5.0   |
| North Country Trail (NCT)                                     | H*            | 2*   | 21.5* |
| Osgood Trail  | H             | 2    | 2.2   |
| Parker Loop   | B, H          | 2    | 2.6   |
| Patterson Trail   | B, H, XC      | 8-10 | 2.9   |
| Quaker Area Bikeway   | B, H          | 10   | 7.6   |
| Quaker Beach Road   | S             | n/a  | 1.8   |
| Quaker Mountain Loop  | B, H          | 2    | 2.3   |
| Quaker Mountain Trail (parking site 107 to BSSC)              | (B), H        | 2    | 7.4   |

|   |               |      |     |
|---|---------------|------|-----|
| Red House Bikeway (RHB)                                 | B, H, (S), XC | 6-8  | 5.5 |
| Red Jacket Trail  | H             | 2    | 0.6 |
| Rice Brook Trail  | E, H, (S)     | 2-12 | 4.2 |
| Ridge Run Trail   | B, H, XC      | 8-10 | 4.9 |
| Rolling Thunder Trail (Bay State to Cricks Run)         | E, H          | 2    | 3.2 |
| Science Lake Nature Trail                               | H, (S)        | 4-12 | 0.9 |
| Snowsnake Run Trail                                     | B, H, XC      | 8-10 | 4.2 |
| Stateline Trail (Eq. #16)                               | E, H, S       | 12   | 2.4 |
| Stone Tower Road  | S             | 12   | 1.5 |
| Stone Tower Singletrack Trails                          | B, H          | 2    | 7.7 |
| Stony Brook Trail (ASP Route 3 to BSSC)                 | E, H, S       | 12   | 3.0 |
| Sweetwater Trail  | B, H, XC      | 8-10 | 2.4 |
| Three Sisters Connector                                 | H             | 2    | 0.7 |
| Three Sisters Trail                                     | H             | 2    | 2.2 |
| Thunder Ridge Trail (Thunder Rocks to Carrollton Trail) | E, H, S       | 12   | 2.6 |
| Thunder Rocks Road (Ridge Run Road)                     | (E), S        | 12   | 2.2 |
| Toner Pass (Eq. #17)                                    | E, H, S       | 12   | 3.5 |
| Tornado Trail   | H             | 2    | 0.7 |
| Visitor Center Nature Trails                            | H             | 5    | 1.2 |
| Wetland Nature Loop (with RHB and maintenance road)     | (B), H        | 4-12 | 1.2 |
| Wetland Nature Trail (new)                              | H             | 4    | 0.5 |
| Willis Creek Loop (Willis Creek & Mt. Tuscarora Trails) | H             | 2    | 1.9 |
| Willis Creek Access Trail                               | H             | 2    | 2.6 |
| Wolf Run Trail (Wolf Run Road gate to NCT)              | H             | 2    | 1.2 |
| Yeager Brook Trail (C1)                                 | S             | 12   | 0.4 |

B=Biking, E=Equestrian, H=Hiking, S=Snowmobile, XC=Cross Country Skiing

\*Mileage of the NCT includes shared use trails and roads used for the trail route.

\*\*Tread widths are approximate and they vary as designated uses change along particular trails.

Uses in parentheses signify use of only a portion of the trail. Some trails listed overlap with portions of other trails.

Lengths of roads listed include only the portion designated as snowmobile trails.

## 1. Bikeways

This plan improves and expands the ASP bikeway system (see Figure 4):

- A new 7.6-mile Quaker Area Bikeway (QAB) will be created between the Quaker Lake Bathhouse, Cain Hollow Campground, and Science Lake. The QAB will be a Class I bike path (completely separate from the roadway) wherever possible and will roughly follow the Quaker Beach Road, Cain Hollow Road, and ASP Route 3 corridors. The bikeway will be paved to accommodate inline skating in addition to road bicycling and other uses, except for the section between Stony Brook and Science Lake, which will be surfaced with crusher run or stone dust. Horses will be prohibited from all portions of the bikeway. Snowmobiles will be permitted between Stony Brook and Science Lake.
- The 5.5-mile Red House Bikeway (RHB) will be rehabilitated to meet OPRHP trail design standards and with new pavement to maintain a smooth surface for wheeled recreational use (excluding in-line skating due to limitations of tread width due to physical site conditions). The RHB will continue to be available for



use by bicyclists, pedestrians, and cross country skiers, and a portion for use by snowmobilers.

- A trail connection will be provided along Bova Road between the current terminus of the Red House Bikeway and the former Bova Ski Area for bicycling, skiing, and hiking, as well as for snowmobiling between the Red House Bikeway and the Gasline Trail.
- The Red House maintenance area road will become a trail from the Red House Bikeway west to ASP Route 2. The portion of this road that is currently closed will be rehabilitated for multiple trail uses, including bicycling and hiking.
- Biking remains an allowed use on all park roads.

## **2. Mountain Biking**

This plan expands the network of trails designated for mountain biking from 19 to 58 miles of trails for biking, including bikeways (see Figure 4):

- Twenty miles of new single-track sustainably-built trails for mountain biking and hiking will be created. Three additional miles of existing undesignated trails will be designated for mountain biking to form a 23-mile network of single-track mountain biking trails, including twelve miles of trail from the Camp Turner and Cain Hollow areas northeastward, three miles of trail adjacent to the Art Roscoe Ski Touring Area, and eight miles of trail to the west of Stone Tower Road.
- Two additional miles of shared use trails will be designated for mountain biking.

## **3. Equestrian Use**

This plan improves and expands the network of trails designated for equestrian use from 35 to 67 miles of trails (see Figure 5), reflecting existing use to a large degree:

- Thirty-two miles of existing designated trails will be retained for equestrian use.
- Twenty-one miles of trails currently used for but not designated for equestrian use will be added to the network.
- Ten miles of new trail will be created for equestrian use.
- Three additional miles of roads will be designated for equestrian use, increasing the total road mileage open to horseback riding to about 15 miles.
- Twenty miles of undesignated trails currently used by equestrians will be closed.
- The Camp Turner horse corral will be relocated to the north side of ASP Route 3 with provision for a small area of equestrian trails (approximately 1.3 miles) adjacent to the corral at Camp Turner.
- Two existing sections of trail designated for equestrian use will be relocated in the vicinity of Science Lake and Rice Brook.

## **4. Hiking**

For the purposes of the Final Trails Plan, hiking includes strolling, running, snowshoeing, and backpacking. This plan improves and expands the network of trails designated for

hiking from 107 to 183 total miles of trail (both single use and shared use). Sixty miles of trail will be designated for hiking only, an increase of 14 miles (see Figure 6):

- All park trails designated for summer use will remain open for summertime hiking, except for equestrian-only trails at Camp Turner.
- During the winter, the Art Roscoe Ski Touring Area and all designated snowmobile trails, except for the Red House Bikeway, will remain closed to hiking.
- Four miles of trail currently used only for hiking but not designated will be added as hiking-only trails.
- Ten miles of new trail will be added as hiking-only trails.
- Twenty miles of undesignated trails currently used only by hikers will be closed.

## **5. Cross Country Skiing**

This plan does not substantially change the network of trails designated for cross country skiing (see Figure 7), although rehabilitation and upgrades will substantially improve the Art Roscoe Ski Touring Area.

- The existing 19-mile network of groomed ski trails will continue to be maintained and groomed exclusively for cross country ski use in the winter. All other winter uses of these trails will continue to be prohibited. These trails will continue to be open for hiking and biking use during the summer.
- The Art Roscoe Ski Touring Area will be rehabilitated and upgraded by improving drainage, leveling trails, rehabilitating or replacing culverts, and reconstructing the Ridge Leanto as a shelter for day use.

## **6. Dogsledding**

Dogsledding will continue to be allowed on park trails referenced by permit. No trails will be designated for dogsled use.

## **7. Snowmobiling**

This plan expands the network of trails designated for snowmobile use from 68 to 88 miles of trail (see Figure 8):

- Fifteen miles of existing trails not currently designated for snowmobiling will be added. This includes the seasonal portion of Coon Run Road, formalizing this existing connection with Pennsylvania.
- Five miles of new trail will be added.

This plan calls for expansion of the snowmobile trail network northward to establish designated connections with local communities. This would formalize existing informal connections for snowmobilers in the northern part of the park. Proposed connection points include the Red House Bikeway and the northern terminus of the Summit Area snowmobile trail. These connections will depend on formal agreements reached with localities and landowners outside the park; therefore, potential routes are not identified.

An additional connection eastward into the Town of Carrollton is possible upon completion of the Irvine Mills Road bridge.

## **8. External Connections**

The Allegany region has a wealth of recreational trail opportunities. From NY State Forest trails and the NYS Snowmobile Trail System to Allegheny National Forest trails and the 4600-mile-long North Country National Scenic Trail (NCT), there are multiple existing and potential connections between the ASP trail system and external systems. One of the goals of this plan is to provide trail connections to areas outside the park.

Currently, there are four connections between the park and external trail systems, as illustrated in Figure 9. These include:

- The only designated external connection with the NYS Snowmobile Trail System near Limestone in the southeast corner of the park. This is known as Snowmobile Route C2 (or C2B) and identified in this plan as the Limestone Snowmobile Trail.
- The only designated snowmobile trail connection with Pennsylvania south of Science Lake. This is known as Snowmobile Route C1 and identified in this plan as the Yeager Brook Trail.
- The NCT connection into Pennsylvania located to the west of Wolf Run.
- The northern NCT connection into Seneca Nation of Indians land located near the Red House interchange of Interstate 86. This connection is also known as the Finger Lakes Trail, and traditionally known as the Conservation Trail.

Snowmobilers also use ASP Route 1 from the Summit Area into Salamanca, and Coon Run Road from the Quaker Area into Pennsylvania. Additionally, there are several undesignated trail connections used by hikers, equestrians, and snowmobilers along the eastern and southern borders of the park.

This plan recommends designated snowmobile trail connections at Coon Run Road, from the Red House and Summit Areas northward, and from the Carrollton Trail eastward once the Irvine Mills Road bridge has been reopened. These connections will depend on formal agreements reached with localities and landowners outside the park; therefore, potential routes for these connections are not identified. In addition, a connection with the Indian Pipe Trail in Pennsylvania is recommended by designating a service road for hiking use between the state border and the Job Moses Trail.

Additional opportunities for future greenway trail connections exist north of the Red House Area and along the eastern border of the park near Limestone. Preliminary ideas for bicycle trails connecting the park with the City of Salamanca and with Long Point on Lake Chautauqua were prepared by the NYS Department of Transportation in the past. An east-west trail route would generally follow old or existing rail corridors or the right-of-way for Interstate 86 and could connect with the Pat McGee Trail, a 12-mile greenway trail extending northward from Salamanca. Another greenway trail, the Pennsy Trail, extends east-west within the City of Salamanca on an old rail bed. Other trail connections

are being explored with local communities and with the Genesee Valley Greenway, which connects with Letchworth State Park.

## **C. Support Facilities**

### **1. Trailheads and Parking**

A trailhead is typically the point at which a trail begins. Trailheads often include support facilities, such as vehicle parking, kiosks, and trail registers. There are numerous points of entry for trail users to access the park's network of trails and there is either formal or informal parking available at most of these locations. Most trail parking is on an informal basis with only roadside pull-off areas. Some trails have no parking available near the trailhead, and many trailhead locations lack adequate signage.

This plan identifies existing and proposed parking areas throughout the park. Many of these currently provide access to the trail system (Figure 10 and Table 5). Of the 107 existing parking areas identified, 17 will be expanded and two of the informal roadside pull-offs will not be designated for parking. Four new parking areas will be created. Parking will be expanded and formalized to include 34 designated parking lots and 75 designated areas of roadside parking, increasing the capacity from an estimated 1300 cars to approximately 1559 cars.

In addition to areas for parking cars, staging areas are necessary for trail access by equestrian and snowmobile users. Snowmobile staging areas will be formalized or created at the Beehunter picnic area, Red House Camp Store, Quaker Store and Rental Office, at a new Rice Brook Trailhead on Parkside Drive, and near the Bradford contact station. Equestrian staging areas will be at the Parkside Drive and Bradford locations and at a new trailhead on Bay State Road, in addition to an expanded Horse Camp at Camp 10. Staging areas will accommodate equestrian and snowmobile trailers and provide amenities to assist trail users in accessing trails for snowmobile and equestrian use.

The most significant increases in parking capacity will be at the following locations:

- Red House Bikeway and proposed Wetland Nature Trailhead on the current Red House Area maintenance road (Location 6).
- Proposed Visitor Center with associated nature trails (Location 8).
- Wolf Run Trailhead (Location 70).
- Proposed equestrian staging area on Bay State Road (Location 74).
- Proposed parking for the North Country Trail (Location 75).
- Butterfly Meadow Trail (Location 80).
- Proposed staging area on Parkside Drive (Location 83).
- Proposed staging area near the Bradford contact station (Location 86).
- Proposed Quaker Mountain Trailhead and Quaker Area Bikeway parking at the Quaker Area recycling center (Location 107).
- Quaker Area Bikeway parking on Cain Hollow Road (Location 109).
- Proposed Fernwood Trailhead parking on Holts Run Road (Location 111).

**Table 5. Parking Areas**

| Location | Estimated Capacity | Proposed Capacity | Location | Estimated Capacity | Proposed Capacity | Location      | Estimated Capacity | Proposed Capacity |
|----------|--------------------|-------------------|----------|--------------------|-------------------|---------------|--------------------|-------------------|
| 1        | 25                 | 25                | 39       | 15                 | 15                | 77            | 5                  | 0                 |
| 2        | 20                 | 20                | 40       | 25                 | 25                | 78            | 4                  | 4                 |
| 3        | 4                  | 8                 | 41       | 5                  | 5                 | 79            | 3                  | 3                 |
| 4        | 1                  | 1                 | 42       | 20                 | 20                | 80            | 0                  | 8                 |
| 5        | 5                  | 5                 | 43       | 2                  | 2                 | 81            | 3                  | 3                 |
| 6        | 5                  | 15                | 44       | 15                 | 15                | 82            | 2                  | 2                 |
| 7        | 50                 | 50                | 45       | 20                 | 20                | 83            | 0                  | 20                |
| 8        | 1                  | 100               | 46       | 8                  | 8                 | 84            | 2                  | 2                 |
| 9        | 25                 | 25                | 47       | 2                  | 2                 | 85            | 2                  | 2                 |
| 10       | 50                 | 50                | 48       | 8                  | 8                 | 86            | 5                  | 20                |
| 11       | 64                 | 64                | 49       | 20                 | 20                | 87            | 3                  | 8                 |
| 12       | 8                  | 8                 | 50       | 0                  | 0                 | 88            | 2                  | 2                 |
| 13       | 2                  | 2                 | 51       | 2                  | 2                 | 89            | 2                  | 2                 |
| 14       | 10                 | 10                | 52       | 4                  | 4                 | 90            | 2                  | 2                 |
| 15       | 150                | 150               | 53       | 100                | 100               | 91            | 10                 | 10                |
| 16       | 5                  | 5                 | 54       | 10                 | 10                | 92            | 2                  | 2                 |
| 17       | 5                  | 5                 | 55       | 100                | 100               | 93            | 2                  | 2                 |
| 18       | 8                  | 8                 | 56       | 200                | 200               | 94            | 2                  | 2                 |
| 19       | 10                 | 10                | 57       | 10                 | 10                | 95            | 2                  | 2                 |
| 20       | 8                  | 8                 | 58       | 2                  | 2                 | 96            | 2                  | 2                 |
| 21       | 4                  | 4                 | 59       | 1                  | 1                 | 97            | 3                  | 3                 |
| 22       | 2                  | 2                 | 60       | 30                 | 30                | 98            | 2                  | 2                 |
| 23       | 8                  | 15                | 61       | 1                  | 1                 | 99            | 3                  | 3                 |
| 24       | 3                  | 3                 | 62       | 6                  | 6                 | 100           | 2                  | 2                 |
| 25       | 2                  | 2                 | 63       | 3                  | 8                 | 101           | 2                  | 2                 |
| 26       | 2                  | 2                 | 64       | 4                  | 8                 | 102           | 2                  | 2                 |
| 27       | 3                  | 3                 | 65       | 8                  | 15                | 103           | 2                  | 2                 |
| 28       | 2                  | 2                 | 66       | 1                  | 1                 | 104           | 2                  | 4                 |
| 29       | 4                  | 4                 | 67       | 5                  | 5                 | 105           | 2                  | 4                 |
| 30       | 3                  | 3                 | 68       | 10                 | 10                | 106           | 2                  | 2                 |
| 31       | 3                  | 3                 | 69       | 2                  | 2                 | 107           | 2                  | 20                |
| 32       | 2                  | 2                 | 70       | 4                  | 12                | 108           | 2                  | 2                 |
| 33       | 2                  | 2                 | 71       | 0                  | 0                 | 109           | 4                  | 15                |
| 34       | 2                  | 2                 | 72       | 4                  | 8                 | 110           | 2                  | 10                |
| 35       | 15                 | 15                | 73       | 1                  | 1                 | 111           | 2                  | 10                |
| 36       | 2                  | 2                 | 74       | 0                  | 15                | 112           | 20                 | 20                |
| 37       | 4                  | 4                 | 75       | 0                  | 6                 | 113           | 20                 | 20                |
| 38       | 2                  | 2                 | 76       | 2                  | 0                 | <b>Totals</b> | <b>1300</b>        | <b>1559</b>       |

Parking **LOTS** (existing or proposed) are shown in **BOLD**.

Location numbers correspond to program site numbers (1-71). Two program sites have no parking identified.

Key trailheads will be identified at a future time by park staff for the installation of kiosks, which will provide a location for a variety of trail signs and information for trail users, and trail registers, which will help monitor trail use and aid in search & rescue operations.

## **2. Trail Shelters**

There are currently three shelters located along the North Country Trail for overnight use by backpackers: the Willis Creek Leanto, the Stony Brook Leanto, and the Beck Hollow Leanto. These shelters and their associated amenities of spring water, pit privies, fireplaces, and primitive camping will continue to be maintained by Finger Lakes Trail Conference volunteers in cooperation with park staff.

The Ridge Leanto, a former day-use shelter located at the westernmost point of the Ridge Run Trail above the former Bova Ski Area in the Art Roscoe Ski Touring Area, will be rebuilt as a shelter for day use only.

## **D. Maintenance and Management**

### **1. Coordination**

Coordinating the trail system of Allegany State Park involves a wide variety of activities that include the need to:

- Oversee basic maintenance of trails, support facilities, and amenities
- Oversee operation and winter maintenance of the Art Roscoe Ski Touring Area and the snowmobile trail system
- Ensure that special events will be a compatible and environmentally sustainable use of trails and that event participants are aware of expectations
- Ensure enforcement of rules and regulations along trails
- Establish and oversee regular trail patrols to monitor trail use and conditions and to educate and assist users
- Provide trail information to the public
- Assist with search and rescue operations
- Limit the impact of invasive species due to trail use
- Ensure remediation of trails or sections of trail that are considered unsustainable
- Maintain contact with all staff involved with trail operations
- Act as liaison with public agencies and private organizations
- Provide outreach to additional organizations to assist with operation and maintenance of the trail system
- Develop a process to evaluate and modify the trail system
- Develop a training program for trail stewards
- Otherwise implement this plan

In the absence of a designated Trails Coordinator, the Park Forester will continue to coordinate trail maintenance and management efforts in association with other park staff and a volunteer group, such as a Trails Support Group or Friends Group. The volunteer group would meet periodically with park staff and help provide a coordinated approach to maintaining and improving the trail system. Continued coordination with and

participation by a variety of organizations and user groups is recommended to assist park staff with the operation and maintenance of the trail system. Existing agreements should be maintained and new partnerships developed with trail organizations and user groups.

## **2. Trail Maintenance**

Basic maintenance of trails, support facilities, and amenities is carried out by park staff in conjunction with volunteer groups. Maintenance is often a challenge due to a shortage of staff resources to adequately maintain park trails. Many park trails are in need of maintenance due to erosion, weather conditions, blocked culverts, heavy use, poor design, and lack of signage and trail markers. In other locations there are extensive areas of brush or tree limbs blocking the trail corridor or excessive water on the treadway creating conditions of soggy ground. These conditions often result in users bypassing the original trail, creating multiple paths and trampling trailside vegetation.

Normal maintenance techniques, such as constructing water bars and clearing culverts, can resolve most problems. Rehabilitating or relocating sections of trail may resolve issues where regular maintenance cannot. Trail signs and markers are needed that are readily visible, resistant to theft, and resistant to damage by wildlife. Maintenance activities may include:

- Using established water management techniques, such as installation of knicks, rolling grade dips, or waterbars to divert water off of a trail
- Using established trail construction techniques to stabilize trail surfaces
- Trimming trees and brush to maintain height and width clearances
- Maintaining drainage structures, such as culverts
- Maintaining bridges and other structures
- Maintaining signage
- Planting evergreen trees and/or shrubs to reduce drifting on ski trails.

Organizations that have been actively involved in maintaining park trails include:

- Finger Lakes Trail Conference (FLTC), which oversees maintenance of the North Country Trail/ Finger Lakes Trail
- Allegany Nordic, which assists in the maintenance of Art Roscoe Ski Touring Area trails
- Western New York Mountain Bicycling Association (WNYMBA)
- local equestrian organizations
- local snowmobile clubs

The trail maintenance program and regular maintenance schedule for trails, support facilities, and amenities will be reviewed and updated to ensure adequate maintenance of park trails. The maintenance program will be carried out by park staff in partnership with volunteer stewards, trail organizations, a Trails Support Group, or a Friends Group, and coordinated by a designated Trails Coordinator or the Park Forester. Trail maintainers will utilize the Trail Development Standards for NY State Parks (Appendix B). Activities that go beyond normal maintenance will require the approval of the Park Manager.

It is important there be clear lines of communication among all involved parties to ensure that any maintenance work has gone through a review process and is under the direction of the Park Manager. Trail stewards and maintenance groups will meet periodically with the Trails Coordinator or Park Forester to discuss proposed maintenance functions and develop a work plan. The Park Manager will sign off on any work plans. Periodic trail inspections will be conducted under the direction of the Trails Coordinator or Park Forester.

The following manuals may be used as resource guides for trail maintenance:

- *Trail Planning, Design & Development Guidelines*. 2007. State of Minnesota, Department of Natural Resources. Trails and Waterways Division.  
<http://www.dnr.state.mn.us/index.html>.
- *Trail Maintenance Manual, 7th Edition Revised*. 2007. New York - New Jersey Trail Conference. <http://www.nynjtc.org/volunteers/vresource.html>.
- *Trail Construction and Maintenance Notebook*. 2007 Edition. Forest Service, US Department of Agriculture.  
<http://www.fhwa.dot.gov/environment/fspubs/07232806/index.htm>.
- *Lightly on the Land: The SCA Trail-Building and Maintenance Manual*. 2006. Robert C. Birkby, The Student Conservation Association.  
<http://www.thesca.org/>
- *Trail Solutions: IMBA's Guide to Building Sweet Singletrack*. 2004. International Mountain Bicycling Association. <http://www.imba.com/index.html>.
- *Equestrian Design Guidebook for Trails, Trailheads and Campgrounds*. December 2007. US Department of Agriculture, Forest Service - Missoula Technology and Development Center.  
<http://www.fhwa.dot.gov/environment/fspubs/07232816/index.htm>.
- *North Country National Scenic Trail: A Handbook for Trail Design, Construction, and Maintenance*. 1996. National Park Service.  
<http://www.nps.gov/noco/parkmgmt/ncttrailconstructionmanual1.htm>

### **3. Trail Names**

Official names will be provided for all designated trails in the park trail system. The current trail numbering system will be phased out to avoid the confusion of differing numbering systems for different uses of trails, and to aid in search and rescue efforts and trail management. Trail names provided in the Inventory of Planned Trails (Table 4) are tentative and subject to change.

### **4. Special Events and Permits**

A permit will continue to be required for any organized events or outings that utilize park trails. Any group seeking to host an event which utilizes the park's trails or roadways must first obtain a special use permit from the park office. This helps to limit use of trails to a level that is environmentally sustainable and to ensure that event participants are aware of expectations. Permit requests are evaluated on a case by case basis and



approved or denied based on the compatibility of the activity to the desired park area. Many special events, such as the annual Trappers Special Sled Dog Race, Raccoon Rally mountain bike event, Art Roscoe Loppet cross country ski race, Allegany State Park Geobash geocaching event, and Allegany Adventure Run take place on park trails. In addition, dual OPRHP and DEC permits are required for a non-ambulatory person to operate an ATV in the park for the purpose of hunting.

## **5. Enforcement**

The New York State Park Police are responsible for the enforcement of park rules and regulations, as well as NY State law. Trail users are required to obey all New York State Parks Rules & Regulations and any park signage as posted. Problems or concerns regarding the trail system should be reported to the Park Manager. Emergencies, such as injuries, hazardous situations, or criminal activity, should be reported directly to the Park Police.

## **6. Trail Patrols**

State Park Police conduct patrols of park trails using ATVs and snowmobiles to enforce State Park rules and regulations. Additionally, volunteers of the Allegany State Park Patrol of the National Ski Patrol conduct safety patrols along the Art Roscoe Ski Touring Area trails on winter weekends and some weekdays.

Unauthorized use of trails, resulting in environmental degradation of summer-use trails or disruption of groomed winter-use trails, can deter others from using trails for legitimate purposes. A coordinated effort to patrol all park trails on a regular basis, utilizing either staff or volunteers, is recommended to monitor trail use and conditions, assist and educate trail users, assist in search and rescue operations, promote courtesy, safety, and awareness of the trail, and deter unauthorized uses of trails.

## **E. Interpretation and Education**

Allegany State Park has a vast array of significant cultural and natural resources. Interpretive programs are currently offered on trails throughout the park and interpretation will continue to be provided along appropriate trails to increase visitor understanding of these resources, add interest to each trail, and expand outdoor educational programming. An interpretive plan is needed for the park and that plan, when adopted, would supersede guidance on interpretation and education contained within this plan.

Short hiking trails, either existing or proposed, will be used for interpretive purposes at key locations in the park. These interpretive trails will have educational information provided either on-site or through the use of self-guiding brochures. Interpretive trails are proposed to include:

- Wetland Nature Trail, which forms a loop using the Red House Bikeway and the current Red House Area maintenance road
- Butterfly Meadow Trail, being built along ASP Route 2 near Camp Allegany

- A series of nature trail loops extending southward from the proposed Visitor Center, including a “Wildflower Loop”, “Raspberry Loop”, and “Hemlock Loop”
- Big Tree Trail, located adjacent to ASP Route 1 in the center of the park
- Cain Hollow Nature Trail, located above the Cain Hollow Campground
- Allegany School of Natural History Trail, which forms a loop using the Quaker Area Bikeway and the Blacksnake Mountain Access Trail
- Science Lake Nature Trail, located adjacent to Science Lake and forming a loop using the existing snowmobile trail
- Little Ireland Interpretive Trail, which uses a portion of the Irish Brook Trail through the Little Ireland historic site.

Other existing and proposed trails that form loops, such as the Bear Springs Trail, Blacksnake Mountain Trail, Hardscrabble Trail, Red Jacket Trail, Tornado Trail, and Willis Creek Loop, could be used for interpretive purposes. Additional interpretive panels and kiosks located along trails at notable locations would greatly enhance the visitor experience by providing information and education about the park’s natural and cultural resources.

In addition to natural and cultural interpretation, basic information on park trails and trail use will continue to be provided through a variety of outlets, such as at contact stations, on trailhead kiosks, on websites, and at a new Visitor Center, which is proposed for the lower Beehunter area of the park (see Master Plan) and will house the environmental education and interpretation program. Maps and guides will be provided for individual trails or types of trail use. Materials on trail etiquette, ethics, rules, and safety for trail users will be widely available to the public. Trail maps and basic information will be posted on trailhead signs. Coordination with local and regional tourism bureaus and development agencies is mutually beneficial in the distribution of information related to trails, including services that support the needs of trail users.

## **F. Implementation**

Implementation of this plan will be guided by staff knowledge of trails, the trail assessment database compiled during 2009, future detailed assessments of trail conditions, and the standards and guidelines provided here. Priority will be given to basic maintenance and rehabilitation of existing trails. Priorities for new trails will be based on availability of funds and resources. In some cases, further environmental review may be required (if beyond the scope of this plan) before work on a trail can be conducted.

### **1. Design**

A primary goal for all State Park trail systems is to develop sustainable trails that have minimal impacts on the environment, require little maintenance, and meet the needs of the users. To help ensure a sustainable trail system, the design, development, and maintenance standards provided in Appendix B (Trail Development Standards for NY State Parks) will be followed when implementing this plan.

## 2. Accessibility

It is an objective of this plan to evaluate the potential of trails to be modified to meet federal standards for designation as accessible, a term used to describe a facility or trail that can be approached, entered, and used by persons of all abilities and that complies with standards established under the Americans with Disabilities Act and Architectural Barriers Act (see Appendix B). If a particular trail does not meet these standards, the information obtained is still useful for individuals to determine whether or not the trail is appropriate for them.

The existing trail system will be assessed to determine which trails are most suitable for use by persons of all abilities and what actions need to be taken to make these trails more accessible, if appropriate. New trails or existing trails that require rehabilitation will be designed to maximize the opportunity to improve accessibility for persons with disabilities. Adequate vehicular parking access to trails should be included as an integral part of accessible trail development.

All trails, but especially *frontcountry* pedestrian trails (such as greenway trails, interpretive trails, and hiking trails that are close to a road), should be evaluated to determine the following, when practicable:

- Total trail length (in linear feet)
- Length of trail segments meeting accessible standards (in linear feet)
- Location of the first point of exception to accessible standards
- Running slope (average and maximum)
- Maximum cross slope
- Minimum clear tread width
- Surface type, firmness, and stability
- Tread obstacles that limit accessibility
- Elevation (trailhead, maximum, and minimum)
- Total elevation change

GPS data collection provides most of the information above but does not assess trails to determine whether they can be designated as accessible. Refer to the technical provisions of the *Draft Final Accessibility Guidelines for Outdoor Developed Areas* (<http://www.access-board.gov/outdoor/index.htm>) for details on how measurements should be made to assess trails for accessibility.

Basic information about trail characteristics should be displayed at the trailhead of all trails regardless of whether they meet accessible standards. This allows the trail user the opportunity to determine if the trail is appropriate for their abilities.

## 3. Signage

It is important that trail users have access to information regarding trails to enhance their experience. Trail information can be disseminated in a wide variety of formats, including kiosks, brochures, websites, guidebooks, and on-trail signs and blazes. But even with

good trail guides and websites available, trail signage is indispensable. If trail users are uncertain about trail location or direction, they may become disoriented, or they may create new trails that damage the environment and become a challenge to rehabilitate.

A standardized sign system is a means of creating a cohesive and consistent image for the park, enhancing its overall appearance, and providing simple guidelines that managers can follow to sign trails. The design and usage of all trail signage and trail markers will be guided by the *Trail Signage Guidelines for the New York State Park System* ([www.nysparks.state.ny.us/recreation/trails/](http://www.nysparks.state.ny.us/recreation/trails/)). These guidelines, which include information on naming and assessing trails, etiquette and safety, materials and techniques, trail symbols, types of signage, kiosks, sign maintenance, and other resources, will supersede current park signage guidelines.

#### **4. Closing Trails**

Trails or trail segments that are being relocated or otherwise closed should be restored to a natural state and a monitoring program should be implemented. These abandoned trails should not be identified on trail maps. Reclamation strategies include closure, stabilization, recontouring, revegetation, and monitoring. Each site should be evaluated individually for its potential to be rehabilitated. Reclamation of former trails needs to be carefully planned, and the consequences of each strategy should be evaluated. Restoration can be as simple as blocking a closed section of trail and passively allowing the vegetation to recover, or include more complex projects, such as removing any trace of the tread, actively planting native vegetation, and constructing check dams to help stop erosion. Careful monitoring of a restored section of trail is then needed to ensure that little evidence remains of the old trail. Guidance in proper methods of closing trails is provided in a document entitled *OPRHP Guidelines for Closing Trails* ([www.nysparks.state.ny.us/recreation/trails/](http://www.nysparks.state.ny.us/recreation/trails/)).

### **G. Monitoring and Future Development**

The following guidelines will be utilized in the implementation of a monitoring system and in the review and approval process for future modification of this plan.

#### **1. Monitoring**

A program will be developed to monitor trail conditions. This will include an annual inspection of all trails and periodic trail inspections throughout the year, utilizing volunteer stewards as much as possible. The monitoring program should include, but not be limited to, the following:

- Monitor trail use to identify user conflicts and modify the trail system as necessary.
- Monitor trail conditions to ensure sustainability.
- Educate trail stewards and users and utilize other methods to identify the locations of invasive species.

- Remediate, relocate, and/or limit trail use where overuse is occurring.

## **2. Future Trails Development**

Proposals for modification of the ASP trail system beyond what is specified in this plan will be evaluated by the Park Manager. All future proposals for trail development projects, including the relocation of existing trails, development of new trails, and new uses of existing trails may need to go through a formal review process. Routine trail maintenance does not need to be addressed within this process. The scope and associated impacts of the proposed project on natural and cultural resources will determine the extent of the review process. In most cases, park-level review is sufficient. In some cases, a more extensive environmental review will be required under the State Environmental Quality Review Act (SEQR).

## **H. Environmental Review**

This Final Trails Plan, as an appendix to the Allegany State Park Final Master Plan, is the subject of an environmental review process under the State Environmental Quality Review Act (SEQR). Environmental impacts are addressed in Chapter 7 of the Master Plan. For the purposes of SEQR compliance, the entire Final Master Plan/ Final Environmental Impact Statement satisfies the requirements for an environmental impact statement as specified in Part 617, the rules and regulations implementing SEQR.

## TRAILS PLAN APPENDIX A

### Definitions

**Accessible trails** are designed for use by persons of all abilities, including persons with disabilities, in accordance with strict federal standards.

**Bike route** refers to a public highway that is designated as a route for bicycle touring.

**Bikeway** refers to a path or a portion of a road that is designed for the exclusive use of persons on bicycles and other similar wheeled devices.

**Cross country ski trails** are designed specifically for skiing and are often a system of looped trails of varying difficulty over rolling terrain. Other winter uses are usually prohibited along designated ski trails unless there is space alongside the ski tracks for the additional use. However, ski trails are often compatible with a variety of summer uses. Narrow ski trails often restrict users to traveling in only one direction from the trailhead while wider ski trails are often groomed with two sets of tracks for two-way traffic.

**Designated trail** refers to a trail that is officially designated for public use.

**Designated use** refers to an officially allowable use of a trail.

**Designed use** refers to the intended trail use that requires the highest level of development. The designed use controls the desired design and the subsequent maintenance of a trail. For example, horse trails are designed and maintained for equestrian use even though they may be available for other uses that require less development and maintenance. Although a trail may be actively managed for more than one use, and numerous uses may be allowed, only one use is identified as the designed use. Greenway trails are an exception as these types of trails are designed for multiple uses.

**Equestrian** refers to horseback riding. Equestrian trails are the same as horse trails.

**Greenway trails** are those multi-use (shared use) trails known variably as bikeways, rail trails, bicycle paths, greenways, recreationways, carriage roads, and community trails. They are relatively straight and flat, often hardened with asphalt or crushed stone, and designed for a multitude of uses that may include bicycling, hiking, strolling, jogging, inline skating, cross country skiing, and snowmobiling. Greenway trails are distinguished from other shared use trails by including a transportation component, in that they are desirable for use as a thoroughfare and are suitable for the use of road bikes in addition to mountain bikes.

**Hiking trails** are designed specifically for foot travel. Non-pedestrian uses of hiking trails are often prohibited.

**Horse trails** are natural surface trails designed for equestrian use. They may be either double or single track and are most often part of a designated trail network where there is adequate space for a trail loop or a series of loops. Many horse trails are shared use trails and often accommodate winter uses, such as snowmobiling or cross country skiing.

**Inline skating**, also known as rollerblading due to the influence of the Rollerblade Corporation, is a recreational activity using a type of roller skate that has two or more wheels arranged in a single line. Inline skating typically requires the use of paved greenway trails.

**Interpretive trails** are pedestrian trails designed for educational use in interpreting natural or historical features in the landscape. They are relatively short and are often laid out as a loop trail in a park-like setting. Interpretive trails can be similar to greenway trails in construction and are often accessible to persons with disabilities, but although they often accommodate wheeled vehicles, interpretive trails are not designed for through traffic. They can also be similar to hiking trails, but interpretive trails usually have a very gentle grade and are meant for users strolling at a casual pace.

**Loop trails** are designed to form a loop, whereby the trail user has the option of returning to their original starting point without returning on the same section of trail.

**Mountain bikes** are bicycles designed especially for use on backcountry trails. Mountain biking has been one of the fastest growing recreational activities in the United States over the past couple decades.

**Mountain biking trails** are typically designed as backcountry trails for low-impact mountain biking and can range from general use to challenging.

**Multi-use trails**, also known as multiple use trails and shared use trails, are trails on which more than one use is officially allowed.

**Nature trails** are interpretive trails that are designed to educate users about natural features, natural history, or wildlife along the trail.

**Road bikes** are bicycles designed especially for use on paved surfaces.

**Seasonal roads** are those public roads that are officially closed to motor vehicle traffic during a portion of the year, often during the winter season from December 1 to April 1. Seasonal roads are often used as snowmobile trails.

**Service roads** are roads or trails that can be traversed by full-size motor vehicles for administrative purposes but are not open for public use of such vehicles. Many service roads are designated trails.

**Shared use trails**, also known as multi-use or multiple use trails, are trails on which more than one use is officially allowed.

**Single-track trails** are trails on which users must generally travel in single file. This term often refers to equestrian, hiking, and/or mountain biking trails that have a tread width of 12-24 inches.

**Snowmobile trails** are designated winter routes for the use of snowmobiles. New York State has an extensive network of designated snowmobile trails that are funded through the OPRHP Snowmobile Unit and are maintained predominantly by local user groups.

**Summer trails** are those trails that are open for summertime uses.

**Trails** are defined as paths or routes marked for human travel, open for public use, and separated from a public road, except for seasonal roads that are used as trails when closed to highway use, and except for highways that are used as connector routes between non-contiguous sections of long distance trails.

**Winter trails** are those trails that are open for wintertime uses, especially for snowmobiling and skiing when there is adequate snow cover.

## TRAILS PLAN APPENDIX B

### Trail Development Standards for New York State Parks

Trails should be developed using appropriate design standards based on desired uses. Considerations should be made for either a single or multiple treadway, tread width and surface, corridor and vertical clearance, sight distance, grades, and turning radius to provide an appropriate trail experience for expected users and levels of use. Trail development and maintenance will be guided by design standards as provided in the table below for various types of uses. These standards should be used as a starting point and modified as necessary to address the natural characteristics of the resource and specific needs.

| Trail type                   | Vertical clearance  | Corridor clearance                              | Tread width   | Surfacing materials  | Sight distance   | Slope   | Turning radius  | Users/mile |
|------------------------------|---|---|---|--|--|---|---|------------|
| Biking:<br>Class 1<br>(Path) | 8-10 feet   | 5-6 feet<br>(1 lane).<br>8-10 feet<br>(2 lane). | 2-3 feet<br>(1 lane).<br>6-8 feet<br>(2 lane).                                      | Smooth pavement,<br>asphalt, concrete,<br>crushed stone, clay or<br>stabilized earth.  | Min: 50 feet<br>up to 100 feet<br>on downhill<br>curves or road<br>crossings           | 0-5%<br>Max: 5-10%<br>sustained, 15%<br>shorter than 50<br>yards.<br>Outslope: 2-4%   | 8-14 feet<br>depending<br>upon speed.   | 40         |
| Mountain<br>Biking           | 8-10 feet   | 1.5 – 6 feet<br>(1 lane)                        | Novice -<br>36”<br>Intermed.-<br>24-30”<br>Advanced-<br>12-18”                      | Firm natural surface<br>including soil, rocks,<br>wood; hardened<br>surface for wet areas.   | Min. of 100<br>feet up to 150<br>feet on<br>downhill<br>curves or road<br>crossings    | Overall grade not<br>to exceed 10%.<br>Climbing turns<br>not to exceed 7-<br>12%.<br>Outslope: 3-5%                                       | Novice/<br>intermediate -<br>8 feet min.<br>Advanced – 6<br>feet min.   | 10         |
| Cross<br>Country<br>Skiing   | 8-10 feet<br>above<br>snow depth<br>(10-12 feet<br>in summer) | 8 feet (1<br>lane)<br>10-12 feet<br>(2 lane)    | 4-6 feet<br>(1lane)<br>7-8 feet<br>(2lane)<br>8-10 feet<br>(uphill and<br>downhill) | Snow with<br>underlying bare soil,<br>rocks or wood chips.<br>Outsloped underlying<br>material. Can be<br>groomed or<br>ungroomed. | Downhill runs,<br>stream or road<br>crossings - 50<br>feet. Otherwise<br>not critical. | 0-5%<br>Max: 10%<br>sustained,<br>15-25% shorter<br>than 50 yards,<br>25-40% shorter<br>than 50 yards<br>(expert only).<br>Outslope: 0-2% | Avoid sharp<br>turns. Never<br>locate a turn<br>at the base of<br>a downhill<br>run. Min. - 50<br>feet.<br>Preferred –<br>100 feet. | 5-30       |



| <b>Trail type</b>                     | <b>Vertical clearance</b>                         | <b>Corridor clearance</b>  | <b>Tread width</b>  | <b>Surfacing materials</b>  | <b>Sight distance</b>  | <b>Slope</b>   | <b>Turning radius</b>                  | <b>Users/mile</b> |
|---------------------------------------|---|--|---|---|--|--|--|-------------------|
| Hiking:<br>Front-country              | 8-10 feet   | 4 –8 feet  | 4-6 feet  | Bare soil, rocks, stone dust, or wood chips. May have hardened surface (concrete, asphalt or boardwalks) in high use areas.   | Not critical barrier on reverse curves may be used   | 0-5%<br>Max: 15% sustained, 40%+ shorter than 50 yards.<br>Outslope: 4% max. | N/A                                    | 0-30              |
| Hiking:<br>Primitive,<br>Back-country | 8-10 feet   | 4-6 feet   | 18 –30 in.  | Bare soil, rocks, gravel, wood; hardened surface for wet areas.   | Not critical   | 1-5%<br>Max: 15% sustained, 40-50% shorter than 50 yards.                    | N/A                                    | 1-5               |
| Equestrian                            | 10-12 feet  | 5-6 feet (1 lane)  | 18-30 in. (1 lane)  | Soils with a large % of rocks, clay, organic matter. No rocks football sized or larger. Appropriate soils require little tread development. In problem areas, water control measures may be installed. Cut brush flush with ground. Remove dead or leaning trees. | Not critical unless 2-way traffic. 50-100 feet.<br>100-200 feet at motorized road crossings. | 0-10%<br>Max: 10% sustained, 20% shorter than 50 yards.<br>Outslope: 4% max. | Min: 6 feet.<br>Wider turns preferred. | 5-15              |
| Snow-mobile                           | 8-12 feet above snow depth (10-12 feet in summer) | 1A: 14-16 feet<br>1B: 14-16 feet<br>C: 8-12 feet<br>D: 8 feet min. | 1A: 12 feet<br>1B: 8-12 feet<br>C: 4-8 feet<br>D: 4 feet min. | Groomed snow<br><br>Groomed snow<br><br>Groomed snow<br><br>Ungroomed snow  | Min – 50 feet.<br>100+ feet.   | 10 – 15%<br>Max: 25% sustained, 40% shorter than 50 yards.                   | Min: 50 feet.<br>100 feet              | 15                |

### **Accessibility**

New trails, and altered trails connected to an accessible trail or designated trailhead, should be designed to improve accessibility for persons with disabilities. Trail conditions, including topography, geology, and ecology, and expected experience will limit the number of fully accessible trails. The *Draft Final Accessibility Guidelines for Outdoor Developed Areas* (AGODA), published in 2009 by the federal Architectural and Transportation Barriers Compliance Board (“Access Board”), contains the most recent standards used to design and construct pedestrian trails to be accessible, and to assess accessibility. There are some departures permitted from the technical provisions. Although the AGODA only applies to federal agencies or for trails that are designed or constructed using federal funds, OPRHP will follow the proposed guidelines as closely as practicable and apply standards consistently on all State Park pedestrian trails. For further details, refer to the AGODA at <http://www.access-board.gov/outdoor/index.htm>. The following is an abbreviated listing of the proposed standards without the exceptions:

- Surface – The trail surface shall be firm and stable.
- Clear Tread Width – The clear tread width of the trail shall be 36 inches minimum.
- Openings – Openings in trail surface shall be of a size that does not permit passage of a ½ inch diameter sphere. Elongated openings shall be placed so that the long dimension is perpendicular or diagonal to the dominant direction of travel.
- Protruding Objects – Protruding objects on trails shall have 80 inches minimum clear head room.
- Tread Obstacles – Where tread obstacles exist, they shall not exceed 2 inches high maximum.
- Passing Space – Where the clear tread width is less than 60 inches, passing spaces shall be provided at intervals of 1000 feet maximum. Passing spaces shall be either 60 by 60 inches minimum space, or an intersection of two walking surfaces which provide a T-shaped space provided that the arms and stem of the T-shaped extend at least 48 inches beyond the intersection.
- Slopes – Slopes shall comply with the following:
  - Cross Slopes – The cross slope shall not exceed 1:20 maximum.
  - Running Slope – Running slope of trail segments shall comply with one or more of the provisions of this section. No more than 30 percent of the total trail length shall exceed a running slope of 1:12.
  - Running slope shall be 1:20 or less for any distance.
  - Running slope shall be 1:12 max. for 200 feet max. Resting intervals shall be provided at intervals no greater than 200 feet.
  - Running slope shall be 1:10 max. for 30 feet max. Resting intervals shall be provided at intervals no greater than 30 feet.
  - Running slope shall be 1:8 max. for 10 feet max. Resting intervals shall be provided at intervals no greater than 10 feet.
- Resting Intervals – Resting intervals shall be 60 inches minimum in length, shall have a width at least as wide as the widest portion of the trail segment leading to the resting interval, and have a slope not exceeding 1:20 in any direction.
- Edge Protection – Where edge protection is provided along a trail, the edge protection shall have a height of 3 inches minimum.
- Signs – Newly constructed and altered trails and trail segments that are accessible shall be designated with a symbol at the trail head and all designated access points. Signs identifying accessible trail segments shall include the total distance of the accessible segment and the location of the first point of departure from the technical provisions.