



MOUNTAIN CLUB OF MARYLAND

**Local Operating Plan
for the
Appalachian Trail**

*From
Pine Grove Furnace, Pennsylvania
To
Center Point Knob*

and

*Blue Mountain-Tuscarora Trail Junction
To
Juniata River, Duncannon, Pa.*

March 2023

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PART I. INTRODUCTION

A. Statement of Purpose

This Local Operating Plan (LOP) has been prepared to provide information for our members and partner agencies about the Mountain Club of Maryland (MCM) and its responsibilities and policies for the management of the two Appalachian Trail (A.T.) sections in Pennsylvania (PA) for which MCM has been delegated responsibility:

- 1) From route PA-233 (Pine Grove Furnace State Park) to Center Point Knob, and
- 2) From the top of Blue Mountain (at the intersection with the Tuscarora Trail and Darlington Trail) to the bridge over the Juniata River.

[NOTE: This LOP does not discuss MCM's work in maintaining 10 miles of the A.T. in Maryland, because that work is conducted under the auspices of the Potomac Appalachian Trail Club (PATC), which has primary responsibility of the entire Maryland section of the A.T.]

This Plan is intended to serve as an appendix to MCM's Local Management Plan (LMP) submission to the Appalachian Trail Conservancy (ATC) and the National Park Service (NPS). The full LMP serves as a compilation of federal policies related to the A.T., plus MCM's acknowledgement of agreement with those policies (subject to any exceptions or qualifications noted by the club). By removing most club-specific details about MCM's A.T. responsibilities and approaches from the LMP, and placing in this LOP, our goal is to provide a condensed, more focused, description of our club's Trail work that can be easily used by our members and volunteers. By incorporating this document as an appendix to our LMP, our club-specific policies and practices will still be part of the formal LMP.

For consistency with the LMP, in this LOP we have, in general, followed the organizational structure in the 2022 Draft LMP Guide prepared by ATC. In a few cases, we have added or combined specific topics for efficiency or completeness. MCM notes that the policies described in this document are intended to serve as guidelines rather than strict protocols; our decisions and approaches may vary depending on the situations we face.

The goals of the Mountain Club's LMP, and this LOP, are:

- To provide a source of reference--for the MCM's leadership, corridor monitors, maintainers, and other interested members, and also for our partners outside MCM—about our areas of responsibility and our policies.
- To provide consistency in our Trail work while allowing leeway, where appropriate, for individual ideas and preferences.
- To enhance communication with maintainers and monitors in the field.
- To provide appropriate references where additional information or assistance is needed.

B. The Cooperative Management System

The Appalachian Trail has been a cooperative enterprise since 1925, when the Appalachian Trail Conference--now the Appalachian Trail Conservancy (ATC)--was formed. The *Comprehensive Plan for the Protection, Management, Development and Use of The Appalachian National Scenic Trail* (NPS and U.S. Forest Service, 1981) commits the federal agencies to support the volunteer Trail community and the cooperative management of the Trail.

The primary partners on any given section of the A.T. are usually the Trail club, ATC, and the land management entity, which may be:

- state land-managing partners
- federal land managing partners (e.g., NPS or the U.S. Forest Service)

For MCM's Trail sections in PA (described below), our primary land-owning partners are NPS, Michaux State Forest, Pine Grove Furnace State Park, the PA Game Commission, and the Duncannon Watershed. Many secondary partners, such as state and local law-enforcement agencies, also provide support when needed.

C. Description of the Trail

MCM's section of the Appalachian Trail in PA, which consists of two segments, totals approximately 29 miles in length. In addition, MCM is responsible for about 3 miles of side trails.

The southern section (located in Cumberland County) is 16.5 miles in length. The southern end of this section begins at route PA-233 (the northern terminus of the Trail section maintained by PATC). The MCM-maintained Trail section proceeds northward through Pine Grove Furnace State Park, then continues on South Mountain (the northern end of the Blue Ridge) through Michaux State Forest land. The Trail follows South Mountain north almost to its end point (passing through PA Gamelands #305 and also NPS-owned land) until it reaches the point where MCM responsibility ends at Center Point Knob. At that point, the Cumberland Valley Appalachian Trail Club (CVATC) assumes responsibility for a 17-mile stretch of the A.T. through the Cumberland Valley. Map 1 in the Appendices shows this southern section.

MCM's second Trail section (located in Perry County) is 12.5 miles in length. It begins at the north end of CVATC's area of responsibility at the top of Blue Mountain, where the Tuscarora and Darlington Trails intersect the A.T., within PA Gamelands #170. From here (proceeding in a northward direction), the Trail descends the north side of Blue Mountain (Kittatinny Ridge), entering land owned by NPS that includes a series of meadows in the valley between Blue Mountain and Cove Mountain. The Trail then climbs the southern end of Cove Mountain, entering another section of PA Gamelands #170. The Trail continues along the ridge of Cove Mountain through the Gamelands, then through Duncannon watershed land (managed by NPS through an easement with the town), before descending at the north end of the mountain into the town of Duncannon. The Trail passes through the town (mainly along High Street) until it reaches the Juniata River bridge, where MCM's responsibility ends and the York Hiking Club assumes responsibility. Map 2 in the Appendices displays MCM's northern section.

PART II. TRAIL, FACILITIES, AND VISITOR USE MANAGEMENT

A. General Trail Management

1. Trail Design, Construction, and Maintenance

Inspection of the Trail and related facilities is undertaken on a regular basis by maintainers under the direction of the MCM Supervisor of Trails. Generally, each maintainer is assigned responsibility for a 2-3 mile section of the Trail. Our maintainers perform periodic work trips throughout the year to inspect and maintain the Trail and to report the conditions to the Supervisor. The maintainer inspections are supplemented by reports from corridor monitors, ridgerunners, and hikers. In fulfilling this delegated responsibility, MCM carries out these duties in conformity with the Trail standards established by ATC's stewardship manual *Trail Design, Construction and Maintenance* by William Birchard, Jr., and Robert Proudman (second edition, 2000).

MCM notes that the southernmost part of our Trail section within Pine Grove Furnace State Park (approximately 1.4 miles) is mostly a paved walking trail. Our maintenance responsibility there is limited to repainting blazes. Similarly, the northernmost 1.5 miles of MCM's Trail passes along the streets of Duncannon, so maintenance there is also limited to repainting the blazes.

Emergency work and more rigorous projects, such as trail relocations or bridge construction, are typically undertaken by scheduled work parties organized by the Supervisor of Trails. MCM may contact the ATC and other agency partners for trail crew assistance, tools, financial assistance, landowner approvals, and advice regarding major trail design, construction, and maintenance problems. Maintenance tasks and improvements are prioritized by the Supervisor of Trails; highest priority is given to the correction of potential safety hazards, followed by Trail maintenance needed to prevent resource damage, and then maintenance or construction to provide a basic level of hiker comfort.

2. Accessibility

MCM recognizes that persons with disabilities should be able to use and enjoy the A.T. where appropriate, and that ongoing technological advances in equipment design now make it possible for persons with greater disabilities to access the backcountry. MCM is also committed to managing the A.T. as a primitive footpath and believes that the fundamental character of the Trail environment should not be altered to provide disabled access.

In consideration of the above criteria, MCM recognizes that accessibility is not required under federal law on existing sections of the Trail that are not connected to existing accessible segments or accessible trailhead parking areas, except for the requirement that all newly constructed public structures (shelters and privies) be made accessible.

Working with the land-managing agency and ATC regional office, MCM will begin any new trail or shelter projects by identifying possible candidate sections and facilities where universal access may be improved over the long-term. Any new shelters, tent pads, and privies constructed by MCM will comply with federal accessibility standards. However, there are no requirements to make outdoor recreational access routes (the trails connecting A.T. campsite features) accessible.

3. Trailheads and Parking

MCM maintains several trailhead parking lots along its A.T. sections—listed here from south to north:

- At Hunters Run, where the A.T crosses route PA-34, there is a small parking lot with capacity for about 5-6 cars.
- On Kuhn Road (south of Boiling Springs), at the trailhead of the White Rocks Trail. Because of the picturesque aspects of this side trail through a series of ledges and boulders, it is heavily visited. This lot was designed to hold 10 cars, but trail users sometimes squeeze 20 or more cars into the space. (In the past, dozens of additional cars often parked along Kuhn Road until the local township banned roadside parking.) [NOTE: In recognition of the high level of interest in this trail, MCM is interested in expanding the parking capacity in the future and is exploring possible approaches with ATC.]
- At PA-850 where the A.T. crosses the road, in the valley between Blue Mountain and Cove Mountain. This lot holds approximately 6-8 vehicles. The lot is frequently used, especially on weekends, when overflow cars park in the adjoining meadow. [As of 2022, MCM is exploring alternative ways of expanding the parking capacity at this location—e.g., by expanding the existing lot, or by creating additional parking spaces nearby at Millers Gap Road. Either option will require submission of a project proposal to NPS, and request for funds in the Capital Plan, in the future.]
- At the Appalachian Trail intersection with Inn Road in Dunannon, PA. This lot, which was built in 2017-2018, can accommodate up to 8 cars. The lot is surfaced with crushed stone and lined with barrier rails to prevent expansion. (Hikers also often park at a larger nearby lot at the Duncannon Recycling Center. This municipal site is not an official A.T. parking area and is not maintained by MCM.)

There is a kiosk with a bulletin board at each parking area except Hunters Run. Trash receptacles are not provided. The club periodically monitors these parking areas for adequacy, safety, vandalism, and littering. Trailheads are marked clearly with the appropriate standard signs. Trash and illegal dumping are discouraged and cleaned up in a timely manner.

MCM plans to continue discussions with ATC, and exploration of options, regarding the possible future expansion of parking capacity at Route PA-850 and Kuhn Road. The design and construction of any new parking facilities will be coordinated with and

approved by the appropriate agency partners.

There are also several places where hikers commonly park along roadsides near A.T. crossings in order to access the Trail, notably: on Whiskey Springs Road south of Boiling Springs; on Sheet Iron Roof Road north of route PA-94; on Green Mountain Road at the intersection with Pine Grove Road; and next to Millers Gap Road. These are not designated parking areas, and they are not maintained by MCM. In addition, there are multiple public parking lots in Pine Grove Furnace State Park that provide access to the Trail; MCM has no responsibility for those parking areas.

4. Relocations

MCM strives to locate the A.T. in the optimal location based on continuing club and agency partner reviews and will relocate only after consultation with, and approval by, ATC and agency partners. The MCM Supervisor of Trails will work with agency partners and ATC in determining the best route for the Trail. Major criteria to be observed are quality of hiking experience, safety, environmental impact, and trail protection. NPS review and approval is required in advance of all relocations.

Relocations will emphasize simplicity of the footpath to avoid heavy construction and expensive maintenance requirements. They also should reflect concern for hiker safety, without sacrificing challenges to hikers' skills and stamina, and should consider both environmental impact and Trail protection.

MCM will prioritize any proposed relocations based on need and available resources. Appropriate signs will be placed at the new relocation until the relocation is published in the guide and data books. Extra care will be taken to provide clear blazing of the new relocation. Retired Trail sections will be made obscure and the old blazes will be removed by scraping and/or over-painting in natural tones. As appropriate, MCM will provide notification through our newsletter, emails, and web site announcements.

5. Side and Connecting Trails

Trails leading to parking areas, water sources, shelters, and viewpoints are an integral part of the Trail. Alternate hiking routes and variable access points add variety to the hiking experience and lessen the impact on the main Trail. Side trails and connecting trails maintained by MCM are blue-blazed and maintained to accepted Trail standards. MCM follows the A.T. connecting and side trails policy, which outlines a process and specific criteria for official designation of any trail connecting or co-aligned with the Trail.

The following connecting and side trails are maintained by MCM:

- The Pole Steeple Trail just north of Pine Grove Furnace State Park. The club maintains the "official" spur trail from the A.T. that curves southwest from the A.T. to the back (uphill) side of the Pole Steeple overlook. A "front" trail, which connects the overlook to a parking lot at the bottom of the ridge in the State Park,

is also blue-blazed but is not a designated A.T. side trail. MCM does not maintain this lower section, although on occasion we may perform work to address major issues, such as large blowdowns, under the volunteer regulations of Micheaux State Forest.

- A spur trail from Kuhn Road to Center Point Knob (the White Rocks Trail).
- Side trails from the A.T. to each of the four shelters maintained by MCM: Cove Mountain Shelter, Bishop Darlington shelter, James Fry Shelter at Tagg Run, and Alec Kennedy Shelter. Within each shelter area, there are side trails connecting the shelter building to the privy and spring. (See section B. below for more information.)

MCM notes that it is not responsible for maintenance of several other trails on Cove Mountain that intersect our assigned section of the A.T., including the following trails:

- There is a trail located on the north side of the A.T. approximately halfway between Hawk Rock and Route 850 (south of the Cove Mountain shelter). The trail leads down the mountain and ends at a dirt road. This trail has been blue-blazed by local hikers and appears on PATC maps, but it is not a designated A.T. side trail and there is no official maintenance or recognition for this trail. Local residents use it for a loop hike.
- There also is an unofficial trail, locally referred to as the Susquehanna Overlook Trail, that leaves the AT near the north end of Cove Mountain, enters Duncannon municipal watershed property and then state property, and then rejoins the A.T. atop the mountain.
- After a Trail relocation in 2022, there are two trails that connect to the A.T. from the Duncannon recycling center parking lot. Previously, these trails were part of the A.T. until the Trail was rerouted to avoid descending the ridge and then immediately climbing it again. These connecting trails that resulted from the relocation are not recognized as part of the A.T. system, and MCM bears no responsibility for their maintenance.

Review of any other proposals for side trail relocations or new spur trails will be carried out in close coordination with MCM management partners and landowners, as appropriate. No construction will take place until approval is received.

6. Trail Signs

MCM erects and maintains signs at various Trail points where needed. The need for signs at side-trails, trailheads, vistas, etc., will be determined by the Supervisor of Trails based on periodic Trail assessments and in consultation with the appropriate managing partners. The need for signs placed within MCM shelter areas will be determined by the Supervisor of Shelters to indicate the location of privies, springs, tent sites, etc. Signs will be kept to a minimum and preferably displayed collectively at trailheads, parking areas, etc. Permanent signs, visible from the footpath, will be constructed of natural materials where possible.

The trailhead bulletin boards located at the Route PA-850, Kuhn Road, and Duncannon parking areas will be maintained and posted with current information including regulations and educational material about the Trail and the Trail managing partners. Emergency information is posted at the trailhead bulletin boards and in the four MCM-maintained shelters.

7. Blazing

MCM uses the standard 2” x 6” blazing for the sections of the Trail that it maintains. Turns are indicated by two vertical blazes with the top blaze offset in the direction of the turn if there is adequate space. Maintainers responsible for Trail blazing are instructed about proper blazing style, including not to over-blaze, and about drip cleanup. No painted directional arrows, worded messages, or other symbols are allowed. Old blazes no longer maintained, or excessive blazes, will be scraped off and/or discreetly painted over in a natural tone. Trail blazes will not be painted on rocks if suitable trees are present for blazing.

8. Stream Crossings and Bridges

Most of the streams crossed by the A.T. on the MCM section are small and non-hazardous, even during periods of high run-off. In wet areas, our policy is to use natural elements when feasible (such as turnpiking) to elevate the Trail to facilitate proper drainage as an alternative to bridges. However, MCM has several bridges on its delegated portion of the Trail for crossing larger streams or chronically wet areas (listed from south to north):

- A bridge across Tagg Run located .3 miles south of Hunters Run Road. This bridge is scheduled to be replaced in 2023.
- Two bridges north of Sheet Iron Roof Road at .5 and .8 miles. The southernmost of these two bridges (i.e., .5 miles north of Sheet Iron Roof Road) was rebuilt in 2021.
A short boardwalk across wetlands just north of PA route 850. Just north of this boardwalk, there is a series of wooden walkway sections (puncheons). There are also puncheons across a short wetlands south of PA 850, as the Trail leaves Blue Mountain and the woodlands transition to open fields.
- A larger bridge 1.4 miles further north, across a stream at the base of Cove Mountain. This bridge was rebuilt by MCM in 2019.

While the bridge designs will vary based on the stream size and other conditions, MCM’s general policy is to construct a footbridge over streams using two stringers. The stringer logs are then covered by a board deck.

If safety concerns arise relating to any existing stream crossings, MCM will evaluate what steps are necessary to provide a minimum standard of safety. Difficulties encountered in wetlands areas, and proposed solutions, will be discussed with ATC.

9. Special Use Permits

The only Special Use Permit currently existing on MCM sections of the A.T. is issued for agricultural use in order to maintain an open pastoral setting. This agricultural area (currently used for hay fields) is located on land owned by NPS adjacent to PA-850. MCM recognizes its responsibility in monitoring the activities at this location in order to ensure that the provisions of the permits are being observed. Any violations will be reported to ATC.

10. Managing the Trail for a Primitive Experience

MCM will manage the Trail environment to optimize the scenic values, primitive qualities, and feelings of remoteness experienced by hikers. We will strive to emphasize simplicity and self-reliance in design and construction of the Trail footpath and its facilities. Each project that the club undertakes will be reviewed with respect to its impact on the primitive character of the Trail.

Implementation of the goals and policies and action described elsewhere in this plan will affect the Trail in some way, either positively or negatively. MCM will attempt to maximize positive qualities, and mitigate negative intrusions, so that the desired sense of remoteness remains as strong as possible.

For MCM Trail sections, the following are existing desirable qualities as perceived from the footpath:

- Lengths of sinuous, narrow and unimproved footpath that impel the hiker to see what is around the next bend in the trail.
- A quiet feeling of ridgeline remoteness without sight or sound of human civilization.
- Ridgeline winter views, through deciduous forest, of an expansive patchwork of farm, fields, and wooded ridges.
- Occasional year-round natural vistas from rock outcrops. Natural vistas are more appealing than obviously man-made ones such as powerlines and logging areas.
- A few brief lengths containing rocky ledges or boulders that challenge the balance and ability of hikers.

MCM notes the existence of the following negative qualities, affecting the Trail's scenic and primitive character, along our sections:

- Powerline swaths—between route PA-94 and Sheet Iron Roof Road.
- Commercial/industrial use along routes PA-34 and PA-94.
- Heavily impacted party sites at several locations, with resultant trash and campfire residue.
- Graffiti and/or trash at various locations.
- Trash dumping at trailheads or road intersections.
- Noise from motorized racing at the speedway near Whiskey Springs.

- Occasional noise from Deer Run campground.

11. Litter and Graffiti

Littering and graffiti are illegal activities on all federal lands. Littering on the MCM-maintained Trail sections occurs mainly at parking lots and, to a lesser extent, shelters. The club policy is to monitor these areas frequently and keep them as clean as possible. Regular monitoring for litter, and carrying away of small amounts, are part of the responsibilities of Trail maintainers, shelter maintainers and Ridgerunners. It is the club policy to avoid supplying receptacle bins and trash cans anywhere in this section because of the non-availability of regular trash removal services. When MCM is notified of a larger amount of trash dumping, shelter or Trail maintainers will arrange a special clean-up visit to the site. Larger clean-up projects, where a need is identified, may be scheduled as a club work event.

Litter will be picked up by maintainers and monitors and all club members on an on-going basis. Education of trail users and others will be conducted as needed through individual contacts, Leave No Trace publications, and club publications. We incorporate information about Leave-No-Trace on our parking lot bulletin boards and shelter postings, and in the MCM newsletter. MCM provides funding contributions for the ATC ridgerunner programs that support our trail sections during the late spring and summer months. The ridgerunners also educate hikers on Leave-No-Trace ethics.

In coordination with ATC and local volunteers, MCM works to remove graffiti near our sections of the Trail. Using a backpack pressure washer and “elephant snot” paint remover, MCM has led many graffiti clean-up work events. One recurring site for graffiti problems is at Hawk Rock above Duncannon.

Graffiti is a recurring problem in many areas along the Trail, and significant educational efforts at a broader level may be necessary to change long-standing local traditions in some small percentage of the population. MCM will continue to conduct cleanup activities when feasible, and we will work jointly with ATC and other partners towards a long-term solution.

12. Emergency Planning and Coordination

Responses to law enforcement, fire control, and search and rescue emergencies are dependent upon the established jurisdictions for the lands on which the A.T. is located. Such emergency operations will be conducted by local agencies and are outside the responsibility of MCM. However, our club supports emergency planning activities in the following ways:

- MCM posts emergency contact numbers and locations of the nearest medical facilities at our shelters and at our kiosks located at the trailhead parking lots at Kuhn Road, PA-850, and at Inn Road.
- MCM’s maintainers and monitors have knowledge of the land and access points,

and they will provide assistance if requested. We maintain a list of key people who have the knowledge to assist, along with their phone numbers, and we will share this list upon request. The list will be updated regularly.

- In 2020, MCM established a Check-In / Check-Out Policy for Trail volunteers. The policy encourages our volunteers to notify a Point of Contact (POC) when they leave home to perform volunteer work, and to notify the POC when they return home. The policy includes phone numbers for the POC to call if the volunteer does not return home timely.
- MCM has also written an Emergency Response Plan for our volunteers. The plan includes a list of actions to be taken in the event a volunteer is injured while performing Trail work, including phone numbers to be used for notifying ATC and NPS of the incident. Our volunteers are advised to carry this plan with them when undertaking Trail work. A list of emergency contacts is included in the Emergency Response Plan.

13. Trail Volunteer Safety and Skills Training

Trail maintenance and construction activities often require use of sharp tools, heavy lifting, and technical knowledge and skill. These activities often take place in fairly remote locations, and occasionally in inclement weather. It is important that volunteers practice safe work habits to ensure personal safety and the safety of others.

MCM is committed to following ATC, NPS, and other partner agency safety requirements for all club-authorized work and work trips. Volunteer worker safety will be of primary concern during MCM work trips and projects and with maintainers working on the Trail. Volunteer workers and maintainers should be properly clothed for weather conditions and the work; assume personal responsibility for judging their own ability to perform Trail work tasks; use proper safety gear along with safe tools and techniques; and educate themselves or be properly trained by the club for safe Trail work.

Chainsaws and other power tools can be particularly dangerous. Chainsaw operators must be trained and certified through an agency-approved chainsaw-certification program, usually sponsored by ATC. Use of MCM power equipment should be approved by the Supervisor of Trails, after safe operating ability has been demonstrated. Appropriate safety equipment must be used at all times. MCM maintainers are encouraged to use the “buddy system” when performing hazardous trail work. All Trail maintainers are encouraged to adhere to MCM’s Check-In / Check-Out policy and inform someone about the Trail section where the work will be done and the expected time of return. Volunteers are also encouraged to carry a copy of MCM’s Emergency Response Plan in case an emergency occurs during a volunteer activity.

MCM endeavors to provide safety training and instruct participants in club work trips about proper trail maintenance and trail construction skills. Trail maintainers are encouraged to participate in club work trips and comply with current ATC Trail maintenance standards (e.g., the *Appalachian Trail Design, Construction, and Maintenance* manual, by Birchard and Proudman, identified earlier).

Maintainers are also encouraged to attend any ATC-sponsored safety certification training opportunities, and to abide by currently-published ATC and NPS guidelines. MCM will announce (in emails, meetings, our web site, and our newsletter) upcoming workshops and training opportunities regarding trail safety and skills sponsored by our Trail managing partners.

B. Overnight Site Facilities

1. Shelters

MCM currently maintains the following four shelters on its sections of the Trail (listed south to north): the James Fry shelter at Tagg Run, the Alec Kennedy shelter, the Bishop Darlington shelter, and the Cove Mountain shelter. None of the shelters are visible from the A.T.

- The James Fry shelter at Tagg Run was built in 1998 and is located at the northern end of Michaux State Forest. The shelter has dimensions of 20 by 15 feet, with a clerestory roof design, double bunks at each end, and accommodates up to 10 persons.
- The Alec Kennedy shelter, which was built in 1991, is located on land owned by NPS. This structure is 8 by 16 feet with a single bunk at each end, with a maximum capacity of nine persons.
- The Bishop Darlington shelter was built in 2004 and is located within PA Gameland #170. Its dimensions are 20 by 10 feet with a clerestory roof design and double bunks at each end, with a capacity of nine persons.
- The Cove Mountain shelter, built in 2000, also is located within PA Gameland #170. This shelter has dimensions of 12 by 16 feet, timber-framed, clerestory roof design with double bunks at each end, and a capacity of 10 persons.

A noteworthy aspect of the Cove Mountain shelter is its ongoing problems with porcupines gnawing the wood on the outside of the Cove Mountain shelters and privy; in the past these porcupines also routinely entered the shelter at night to the concern of hikers. The porcupines at this location are very persistent, constantly seeking new means of access to both the shelter and privy, causing damage to the wood, and bothering hikers at night. MCM has proactively taken a series of steps to prevent their access, including removing entry steps and lining the buildings' sides with aluminum. We continue to test new protective methods, as needed, to preserve the structures as the porcupines adapt.

2. Tent Sites

Historically, there were no officially designated tent pads or platforms at MCM's four shelters for hikers who prefer tents to shelters (or for occasions when a shelter may be full). However, hikers have created unofficial congregate tenting areas on flat ground adjacent to the Darlington and James Fry shelters. In addition, at the Alec Kennedy shelter, hikers have created a smaller unofficial tenting area on rocky ground near the

shelter. The rocky nature of the ground surrounding the Cove Mountain discourages unofficial tent sites.

MCM recognizes that with modern lightweight tenting equipment, many more hikers carry tents than in past decades. Furthermore, during health events such as the COVID pandemic, there are greater health risks associated with group shelters. MCM is committed to expanding and improving the tenting facilities at our shelters. In this effort, we support A.T. policies favoring remote tent sites. Whenever possible, MCM will follow ATC recommendations to employ side-hill campsite designs, creating gently-sloped tent pads, to discourage campsite sprawl.

- In 2022, five tent pads were constructed at the Alec Kennedy shelter. A loop trail that will connect the new tent pads to the shelter and privy has been started and will be completed in 2023.
- MCM has developed a plan to replace the existing “unofficial tenting common area” at the James Fry shelter with individual side-hill tent pads; this activity is scheduled for Mid-Atlantic Trail Crew support in the 2025 NPS capital budget.
- MCM is interested in the possible future addition of tent pads or platforms at the Cove Mountain shelter, and we will work with ATC to explore options.
- The Bishop Darlington shelter location is not suited for side-hill tent pads because of the steep terrain, but there is an ample amount of flat space near the shelter that is used for tenting.

In addition to shelter-based campsites, Michaux State Forest and the PA Gamelands permit backpacking hikers to camp overnight at trailside sites while hiking along the A.T. without a permit, if they are staying no more than one night in any location. NPS has similar policies regarding trailside sites on its land along the A.T. corridor. However, unauthorized campsites (i.e., regularly used by hikers) have appeared at various places along MCM’s section of the Trail. Notable examples are near Hawk Rock above Duncannon, at the southern base of Cove Mountain near the stream crossing, near Center Point Knob, along Little Dogwood Run south of the Alec Kennedy shelter, and next to Tagg Run. MCM considers such camping undesirable but difficult to control. Maintainer efforts to eliminate these sites by removing the fire rings and covering the area with debris (such as fallen limbs) to discourage future campers have met with limited success; however, we will continue this activity as “targets of opportunity” when maintainers or work trip parties are in the area. In addition, MCM hopes that the future addition of improved tenting facilities at our shelters may reduce the use of unauthorized campsites.

3. Privies and Sanitation

MCM maintains a privy at each of its A.T. shelters. The James Fry, Bishop Darlington and Cove Mountain shelters have composting privies that utilize a two-bin design. With a composting privy, mulch or wood shavings are deposited into the bin along with the human waste under the toilet seat. The mulch promotes decomposition of human waste by increasing the penetration of air. Each bin has its own ventilation system and external cleanout access hatches. Inside the privy building, there are two lockable privy seats. One seat cover is kept locked until the first bin has been filled—this usually occurs about

every three years. The first seat is then locked and its bin left to compost until the second bin is nearly full. The finished compost from the first bin is then spread in the woods and the cycle is restarted.

The James Fry shelter privy was completed in 1999 and the Darlington privy was constructed in 2005. The Cove Mountain shelter and a pit privy were built in 2000; the pit privy was replaced by a compost privy in 2010.

The Alec Kennedy shelter, along with a single-bin composting privy, were built in 1991. In 2017 that privy was replaced with a new accessible two-bin moldering privy. The moldering privy has two framed cribs that allow more air to enter than does the ventilation system of a composting privy. This design allows for waste to be worked on by oxygen-loving (aerobic) bacteria that helps decomposition. As with the composting privies, one crib cover is kept locked until the first crib is full. The first toilet hole is then locked and that crib is left to compost until the second crib is nearly full.

Because they are the newest, only the Cove Mountain privy and the Kennedy privy are constructed in compliance with NPS accessibility requirements.

Storage box and/or buckets for compost-helper materials (typically wood shavings) are located adjacent to the seats at each privy. The compost helper provides bulk that helps air penetrate the waste materials and kill microbes. We keep additional large storage containers of wood shavings at each privy, which can be used by either an MCM maintainer or a ridgerunner to replenish the internal supply. Information regarding proper use of the composting privies is posted in each privy. All privies are an approved distance from water sources.

When built, the plywood bins at the James Fry and Bishop Darlington shelters were lined with fiberglass mesh to protect the plywood from moisture damage. MCM has found that, over a period of several decades, much of the fiberglass lining becomes loosened or damaged due to normal use. As a result, the plywood interior of these bins become vulnerable to moisture damage. In 2022, when MCM emptied a bin of composted material at the Darlington and James Fry privies, as an experiment we sprayed the empty bin with pickup truck bed liner to add a new layer of waterproofing material. If we find that this lining material adheres satisfactorily, MCM plans to repeat this process to help preserve other compost privy bins as they are emptied in the future.

MCM shelter maintainers check the privies at least every other month during the March – November hiking season. Local ridgerunners (in addition to the shelter maintainers) are asked to check on the bin supply level during their visits to supplement the regular MCM maintainer inspections and resupply trips.

4. Drinking Water

There are nearby local springs at each of the MCM shelters, although the water supply may be unreliable in dry weather. Each shelter site has a short side trail to the spring,

marked by blue blazes and direction signs. Elsewhere, there are other springs and small streams along this area of the Trail; a number of these water sources are also seasonal (dry in late summer and in the early fall), and tend to be somewhat unpredictable except in very wet years.

- At the James Fry shelter, water can also be obtained (in most years) from nearby Tagg Run, but must be filtered.
- The Alec Kennedy shelter spring, located south of the shelter, tends to dry up in late season. The spring feeds into Little Dogwood Run, which provides an alternate source of water (although it also may dry up).
- The spring at the Darlington shelter is located down a steep hill and typically is the earliest of the four shelter springs to go dry each year. Northbound hikers intending to stop at Darlington are thus advised to take water at a marked spring just before ascending Blue Mountain; southbound hikers should look for the streams crossing the trail as they come off Cove Mountain.
- The spring at the Cove Mountain shelter is two hundred feet away down a steep trail, but usually runs all summer.

All water source locations identified for public use at the shelters are marked with blue blazes and directional signs, thus assuring a water source will be provided to hikers at reasonable intervals along the Trail. Signs advising that water should be boiled, filtered, and/or chemically treated before use are posted on the trailhead bulletin board at Route 850, and in all four shelters. Incidental springs and streams along the Trail are not marked by MCM.

C. Visitor Use Management

1. Public Information and Outreach

The A.T. is a public resource, and dissemination of information pertaining to its physical location and the use of this resource is the responsibility of the organizations that manage it, including MCM. MCM conducts a variety of activities to inform members, hikers, and the general public about our club, our activities, and the Trail.

- MCM’s website, <https://www.mcomd.org>, provides the public with information about the club, our hiking program, and our Trail volunteer activities. Information includes a list of club activities, description of the MCM portion of the AT, a schedule of upcoming hikes, trail maps, links to other club sites as well as to the ATC web site, and contact information for our club leaders.
- We distribute an MCM newsletter, “Hiker High Points”, to all members three times each year.
- The club has a display booth and participates in outdoors-related community functions. Requests from other groups for educational programs or trail-related exhibits are also honored. We also distribute similar information at other events organized by local community organizations and employers.

- The club maintains a mailing address so that timely information may be supplied on request, but almost all such requests are now made by email. Informational documents such as club brochures are distributed at community events and to those requesting information about the club.
- MCM club members provide information and education to Trail users through direct communication during encounters on the trail. Club business cards are made available to members, who are encouraged to hand them out to interested members of the public.
- Along the Trail, we inform hikers and the local public concerning the use of the Trail with information (including maps, trail locations, and information about safety and protection of resources) posted on bulletin boards at trailhead kiosks and in the four shelters maintained by MCM.
- MCM provides information and education to Trail users and local residents at the annual Duncannon Trail Community (for which MCM is the host Trail club) celebration in Duncannon, Pennsylvania.
- When feasible, MCM provides funding support to the ATC ridgerunner program which patrols the Trail during the late spring and summer months to educate hikers on the best use of the Trail and the environment.
- MCM has wallet size business cards that list the club's web page and other pertinent information about our hiking program and other club activities. These cards can easily be handed to hikers or outdoor enthusiasts that MCM members meet on the trails.

2. Animal-Deterrent Food Storage

MCM's shelters are in compliance with ATC policy regarding animal-deterrent food storage systems. In 2016, MCM placed bear boxes (metal storage chests) at all four shelters for overnight hikers to safely store their food. MCM recognizes the growing presence of bears along the A.T. corridor and is hopeful that these boxes, if used consistently by hikers, can prevent unpleasant encounters at the shelters. MCM removes food hangers from inside the shelters when we observe them to discourage hikers from keeping their food inside the structures.

3. Organized or Sponsored Group Use

Consistent with the ATC policy on special events and group use, it is MCM policy that large groups are in most cases incompatible with the purposes of the A.T. as a wilderness footpath. Hiking groups staying overnight on the Trail are encouraged to limit their party to ten persons, and day groups are encouraged to limit themselves to 25. MCM will encourage leaders of scheduled day hikes on the A.T. with more than 25 participants to consider alternatives such as breaking the group up into separate hikes, breaking the group into smaller subgroups and staggering departure times, or similar variations.

Further, the Trail should not be used for commercial events or group activities (publicized spectator events, commercial or competitive activities, fund-raisers) that degrade its natural and cultural resources or social values. MCM recognizes that this

policy is often difficult to monitor and enforce.

The NPS lands commonly known as White Rocks (fronting Kuhn Road and the White Rocks trail corridor, west to the junction with the A.T.), are closed to open fires, possession and/or consumption of alcohol, and possession and/or disposal of glass bottles and containers. This area has a history of illegal camping, open fires and other illegal activity. (See the NPS *Superintendent's Compendium of Designations, Closures, Permit Requirements and Other Restrictions Imposed Under Discretionary Authority*.) A local ordinance by the area fire marshal also prohibits ground fires at this location.

MCM supports ATC's ridgerunner program which educates the public about large group abuse.

MCM notes that one of its "signature events," held every two years, is a day-long 41-mile day hike across Maryland on the A.T. This event, now known as the Hike Across Maryland (HAM), was first held in 1947 and continues to this day. Hikers begin at Pen Mar, PA and continue south to Harper's Ferry National Park, checking in periodically at checkpoints staffed by MCM safety monitors along the way. Other than MCM managing multiple safety and water/food resupply checkpoints along the route, and the fact that there is a registration fee to offset the costs of the event, the HAM is run in a similar way to our other club hikes. MCM limits the registration size, but (depending on weather conditions) the HAM often has more than 100 participants. This event is an exception to our general guidelines limiting hike size to 25 persons on the A.T., but the hike is carefully planned and monitored by MCM volunteers to assure responsible use of the Trail. MCM plans to continue offering the HAM every other year as long as other events which use portions of the A.T. remain "grandfathered" by NPS.

PART III. LAND AND RESOURCE MANAGEMENT

A. Natural Resource Management

1. Agricultural Use on A.T. Corridor Lands

The fields on NPS land on both sides of the Route PA-850 crossing are designated agricultural permit use areas with Special Use Permits. MCM will continue to work with the ATC to maintain awareness of the purpose, conditions and status of the permits and to ensure that the Trail markers, and treadway condition (e.g., mowing of grass along the Trail) remain in accordance with permit terms and conditions. Perceived problems will be reported to ATC.

2. Other Special or Unique Management Areas

Wherever possible, the A.T. should be routed to include access to areas and features that are unique to the A.T. experience. Should problems arise which threaten these areas, appropriate action will be taken under the guidance of ATC, NPS, and agency partners. No Special and Unique Areas have been identified on the MCM sections of the Trail at this time.

3. Wildlife Management

The natural habitats along the Appalachian Trail support a great variety of wildlife. In most cases, the narrowness of the Trail corridor precludes management practices that will significantly enhance habitat to a point of improving a species' over-all health, distribution, or range. However, in areas where there is increasing pressure from development, the corridor may provide an important source of forage and cover that sustains populations of small mammals and birds. The Appalachian Mountain ridgeline is also an important flyway for bird migration.

The PA Department of Conservation and Natural Resources, PA Game Commission, PA Fish and Boat Commission, and NPS are the primary agencies responsible for wildlife management. We will cooperate with these agencies to protect and preserve the wildlife in the corridor, and notify the appropriate agency of any suspected violation of regulations or any misuse of lands which could affect wildlife in the MCM areas.

4. Visual Resources Management

In 2021, an ATC-sponsored team conducted a Visual Resource Inventory of the entire A.T. in PA to identify and evaluate viewsapes. Their work identified the following viewsapes on MCM's Trail sections, listed in a south to north order:

- Fuller Lake in Pine Grove Furnace State Park
- Pole Steeple overlooks in Pine Grove State Park (2 views)
- Rock maze at Rocky Ridge south of Whiskey Spring Road

- White Rocks side trail near Center Point Knob—view of Cumberland Valley on NPS-owned land (3 views)
- Pastoral views in meadow land near Millers Gap Road owned by NPS (2 views)
- Gas pipeline, Cove Mountain in PA Game Land 170—east and west views of the Susquehanna River and the Cumberland valley (2 views)
- Hawk Rock above Duncannon; views to north, east, and slightly south over the Susquehanna River on NPS easement land.
- A view of Sherman’s Creek as the Trail enters Duncannon.

MCM notes that, if not actively maintained, trees or shrubbery can obscure vistas over time. We endorse keeping vistas open by active means, with the authorization of ATC and landowners. With landowner approval, viewsapes will be managed by active means and the methods of management will be a coordinated effort between the Supervisor of Trails, Trail maintainers, and management partners. Methods to keep a vista open can include:

- Cutting of encroaching brush and small trees at ground level.
- Selective choice of larger trees to be felled, to open or expand a vista.
- Any vegetation removal shall be done in a way that maintains a naturally occurring open appearance, and removed vegetation shall be placed out of sight from the vista or Trail.

In some cases, such clearing could require professional assistance, which would need to be coordinated with ATC. MCM will consult with ATC to determine environmental impacts of vegetation clearing on NPS land.

5. Threatened and Endangered Species

If protected species are identified along the section of Trail maintained by MCM, the club will work with its agency partners to devise ways to protect the species. If any protected species are identified on MCM Trail sections, we will make sure the maintainers for the relevant trail sections are aware of the locations for monitoring purposes. The club will coordinate with ATC as needed. Minor relocations of the Trail will be made if necessary.

With regard to major trail actions, such as relocations, new shelter construction, and open areas projects, the club will work with its agency partners through the planning process to determine that the actions will not affect any threatened and endangered species that are known in the area.

6. Invasive Species and Pest Management

MCM recognizes the adverse impacts of non-native and invasive plant, animal and pathogen species upon the ecosystems through which the Trail passes. Proliferation of these species threatens native biodiversity and has the potential to significantly alter the natural communities along the Trail.

Education/Prevention – MCM will cooperate with ATC and other partners in sharing information on non-native invasive species and their threats in our volunteer and public-information efforts. Coupled with education, we will cooperate with any efforts by ATC or landowner agencies taken to prevent the spread of non-native invasives to our Trail sections. For example, in past years, MCM conducted numerous work trips to pull garlic mustard along our Trail sections as part of a Trailwide initiative.

MCM will notify ATC of any unusual infestation on our A.T. sections. We will coordinate with partner agencies to assure that notices of any identified pests or invasives, or planned spraying or other treatments, are posted at trailhead bulletin and affected shelters.

7. Vegetation Management

Vegetation management involves the manipulation of plant species or habitat to meet a desired goal. Trail maintainers are educated to minimize the impact on any vegetation during their work trips, thus helping to maintain the natural appearance of the area. Trail clearing will in general be kept to the minimum A.T. specification, although in patches of briars or rapidly growing invasive vegetation a somewhat wider patch may be cleared to ensure that the Trail remains passable until the next maintenance trip. MCM will not use chemical applications for vegetative management.

Reclamation efforts may be required because of man-caused damage and misuse. Restoration that may be required because of overuse, poor treadway or facility design, or even natural calamity will be done in close consultation with ATC and other management partners. Identification of sites needing work, such as heavily eroded Trail sections, overused and trampled campsites, landslides, or eroding stream banks, will be identified through the Trail-assessment process. Agency partners, including the ATC, will be consulted regarding any vegetation restorations that are proposed by MCM.

8. Timber Management

MCM opposes all timber harvesting inside the Trail corridor. The club will, when possible, seek to limit any timber harvesting outside the Trail corridor that will adversely affect the Trail viewshed, generally in cooperation with ATC. All timber activities within the Trail corridor must be approved by NPS. MCM will notify the ATC of any timber harvesting of which it becomes aware within the A.T. corridor.

B. Land Protection

1. Corridor Monitoring

The Appalachian Trail corridor is extremely vulnerable to encroachments and abuse, such as dumping of trash, off-road vehicle use, timber theft, or illegal building of structures on A.T. lands. An active corridor-monitoring program is essential for detecting encroachments and easement violations, and it helps discourage many of these problems.

MCM accepts the responsibility of monitoring the NPS-owned corridor lands in our assigned sections. Volunteer monitors walk the approximately 25 miles of boundaries of their assigned sections of NPS-owned lands and report to MCM's Corridor Monitor Coordinator on its condition, as well as on that of the lands within the boundaries. These inspection trips may involve bushwhacking through thick brush and navigating stream crossings and/or steep wooded terrain. MCM monitors walk the boundaries of our assigned sections once yearly. Typically, we conduct these walk-throughs in the late fall or early spring when there may be less foliage to obstruct our views of boundaries—and, hopefully, fewer ticks.

The Monitoring Coordinator communicates with appropriate managing partners when conflicting uses (encroachments, litter, graffiti, illegal activities) are discovered. As needed and authorized, MCM monitors refresh the paint on boundary and witness tree blazes. Where necessary, signs may be posted to discourage conflicting uses.

MCM monitors do not act as law enforcers. However, MCM will, when possible, collect information and evidence of violations and report these to the appropriate agencies in coordination with ATC. MCM will work with ATC and other partners to identify solutions. To the extent that MCM monitors are comfortable, they will work to educate users and corridor neighbors.

2. Incidentally Acquired Structures and Dams

There currently are no dams on MCM's sections of the A.T. There are also no known acquired structures on our Trail sections that are listed for future demolition. MCM will work with ATC in accordance with federal policies should such structures be acquired along our Trail sections in the future.

3. Road Crossings

MCM's southern Trail section is crossed by routes PA-34 and PA-94 and Pine Grove Road. There are also several notable Township roads, including Sheet Iron Roof Road, Old Town Road, and Whiskey Springs Road. These roads are used by hunters, ATV users, and mountain bikers as points of access to public land. The Whiskey Springs Road and Sheet Iron Roof Road A.T. crossings have shoulder areas suitable for parking of 4 or 5 cars. Cars also park along the shoulder of Pine Grove Road or nearby Green Mountain Road.

MCM's northern A.T. section is crossed by PA Route 850 and by a local road, Millers Gap Road. At the north end of Cove Mountain, after the A.T. descends to Inn Road in Duncannon, the Trail crosses numerous streets as it passes through the town (mainly along High Street).

The PA Department of Transportation (PennDOT) posts A.T. wooden crossing signs at the Trail intersections of major roads. MCM notes that the lettering on these sides becomes less visible to drivers after a few years, and we will report these instances to

PennDOT (through our ATC Regional Manager) when needed. MCM will work with PennDOT and the ATC as needed to improve the safety of road crossings.

In the event a road project is authorized in the future, MCM will coordinate with ATC in monitoring construction activities to ensure that the company builds the project in accordance with the terms and conditions of its right-of-way permit or other authorization, and following through on any agreed mitigation measures.

4. Road Closures and Access Control

Access roads to corridor land will be monitored by MCM maintainers and corridor monitors as part of their routine inspection, especially for unauthorized vehicular access. When serious problems occur, MCM will promptly notify ATC and, as appropriate, the land managing agency.

Most roads on PA Gamelands are closed to vehicular traffic, although the Game Commission permits the construction of occasional haul roads for timber management. There is a Gameland road (Dean's Gap Road) from Mountain Road to the Tuscarora Trail on the top of Blue Mountain, from which the Tuscarora Trail provides access to the Darlington Shelter along the ridge of the mountain. In the Gamelands area south of Duncannon (which is entered from Spur Lane), there is another, more rugged, gated road extending up Cove Mountain that ends near the A.T. shelter there. Both of these roads are gated to limit their use, although the gates may be opened during certain hunting seasons. MCM is able to access to both of these roads and uses them to haul supplies and equipment to these two shelters when needed.

When an area is identified as an access-control problem, the MCM Monitoring Coordinator and/or Supervisor of Trails will work with ATC and landowners—as well as law enforcement if appropriate—to identify possible solutions. Cables will not be used for road closures or access control.

5. Climate Change

MCM fully supports ATC and NPS goals to monitor and mitigate the causes of climate change, and we will work with our Trail partners when requested to help protect the Appalachian Trail corridor forest land; promote carbon sequestration and climate resiliency; safeguard biodiverse landscapes; and protect key ecological resources. We will also support their efforts to document and communicate the impacts of climate change to Trail users, partners and communities.

6. Cultural Resources

MCM will manage its Trail responsibilities in a way that will ensure the preservation of its historic and natural features. MCM recognizes the need for a cultural-resource survey of any structure more than 50 years old, or prior to surface-disturbing activities. MCM is not presently aware of any historic or archeological resources on its section of the A.T

apart from charcoal hearths in the vicinity of Pine Grove Furnace State Park and several near the James Fry at Tagg Run shelter. MCM will consult with its agency partners regarding the potential presence of such resources at the time that a development action or ground disturbance is proposed. A cultural-resource survey by a qualified archaeologist may be required prior to surface-disturbing activities.

C. External Threats

1. Impacts of Development

MCM supports ATC and NPS policies that seek to preserve and protect the scenic, cultural, historical, and natural resources of the A.T. and its surrounding environment. We will assist and cooperate with their efforts to avoid, minimize, or eliminate the visual and aural impacts caused by development within the A.T. corridor.

Developments that are considered incompatible with the purposes and scenic values of the Trail include ski lifts and trails, all buildings, observation towers, golf courses, subdivisions, and mineral or gravel extraction operations, etc. ATC's Policy on Roads and Utility Developments separately addresses public and administrative roads; powerlines; pipelines; communications lines, towers, and related utility buildings; wind energy facilities; aircraft beacons; and roads and utilities serving these facilities.

2. Utilities

MCM recognizes that public utilities are necessary for modern living. However, we also recognize the impact of the utilities on the primitive experience of the A.T. and will work in cooperation with ATC, our agency partners, and utility companies to mitigate such impact and minimize the development of such facilities near the trail. MCM encourages the removal of any facilities which are no longer needed. Currently, the only utility crossing the MCM-maintained section of the Trail is a pipeline crossing on Cove Mountain.

MCM will work in cooperation with the ATC, NPS, utility company, and its agency partners to evaluate the impact of any proposed utility or telecommunications facility company within the A.T. corridor. If a utility or road project is authorized, MCM will assist in monitoring construction activities to ensure that the company builds the project in accordance with the terms and conditions of its right-of-way permit or other authorization and follows through on agreed mitigation measures.

D. Other Recreational Activities and Non-Permitted Uses

1. Horse, Pack Animal, and Bicycle Use

The use of horses and pack animals on the Appalachian Trail or corridor lands is prohibited by NPS regulations. If MCM finds evidence of horse crossings, we will monitor them closely and consider the use of signs or barriers to control horse use. If deemed necessary, MCM will place deterrents, such as the use of fallen trees, at strategic

locations. MCM will use signs where needed to spell out local legal restrictions and indicate the penalty as it pertains to any violations.

Bicycles are also not permitted on the A.T. MCM will monitor trail use for signs of trespassing by bikers and, if necessary, consider the use of signs or other means to prevent such use. Where signs of trespassing are identified, MCM will work with ATC, NPS and other partners as appropriate to attempt to halt the incursions.

2. Hunting

Parts of MCM's section of the A.T. passes through Michaux State Forest and PA Gamelands, where hunting is permitted. MCM recognizes the potential danger of hunting within the A.T. corridor and works to educate and inform both hikers and hunters of one another's presence. We will use personal contacts, signs, web site announcements, and emails to inform the public that hunting is prohibited in the NPS-owned A.T. corridor through the MCM sections of the A.T. In addition, MCM will try within the limits of our ability to educate and inform both hikers and hunters about the shared nature of the A.T. through these state lands. To the limit of its influence, the club discourages the use of Trailside shelters by hunters, either for overnight or longer visits or as a site for dressing game. MCM assumes no responsibility for the safety of a hiker in the event of a hunting accident.

Except where the Appalachian Trail lies in designated hunting areas, the carrying of firearms along MCM-maintained sections of the Trail is generally prohibited. In some areas, it may be appropriate for land managers to designate the Trail and a narrow band of territory on either side as a "safety zone." If such an action is needed, MCM will coordinate with the appropriate land managers and agency partners.

MCM will remind our hikers (through email broadcasts, web site notices, etc.) of hunting seasons and strongly urge hikers to wear blaze orange during big game hunting season. The Game Commission typically posts notices of this type at its parking lots, and in the future MCM may post similar notices at our kiosks located in or near the Gamelands.

Our corridor monitors occasionally find deer stands on NPS lands during boundary monitoring work. In these cases, the monitors will attach a warning tag to the stand informing the owner that the stand must be removed or it will be removed by MCM and ATC.

3. Non-Permitted Uses

Both motorized and non-motorized trail bikes and other off-road vehicles are incompatible with the purpose of the A.T and are not permitted. All use of motorized vehicles along the Trail, except for emergency or limited special-use purposes, is prohibited by federal legislation. The club will work with agency partners to manage the motorized/mechanical use problems where possible. The range of possible actions includes:

- Trail maintainers and corridor monitors will watch for signs of incursions, report them, and post signs when and where a need is identified.
- Information and education activities led by club members or ATC can be offered to appropriate organizations and groups as needed.
- Road closures and barricades will be installed as needed by monitors and maintainers as authorized by the Supervisor of Trails, in coordination with agency partners. In 2022, MCM set up rock and log barriers to block all-terrain vehicles from entering the Trail from a nearby private campground.
- Law enforcement action will be requested by club officers if the situation warrants.

4. Other Recreational Uses

The A.T. is intended as a footpath open to any and all who travel by foot. However, other recreational uses of the Trail and corridor lands may be compatible if they do not require any modification of design and construction standards, cause damage to the treadway or trail facilities, require an engine or motor, or adversely affect the Trail experience.

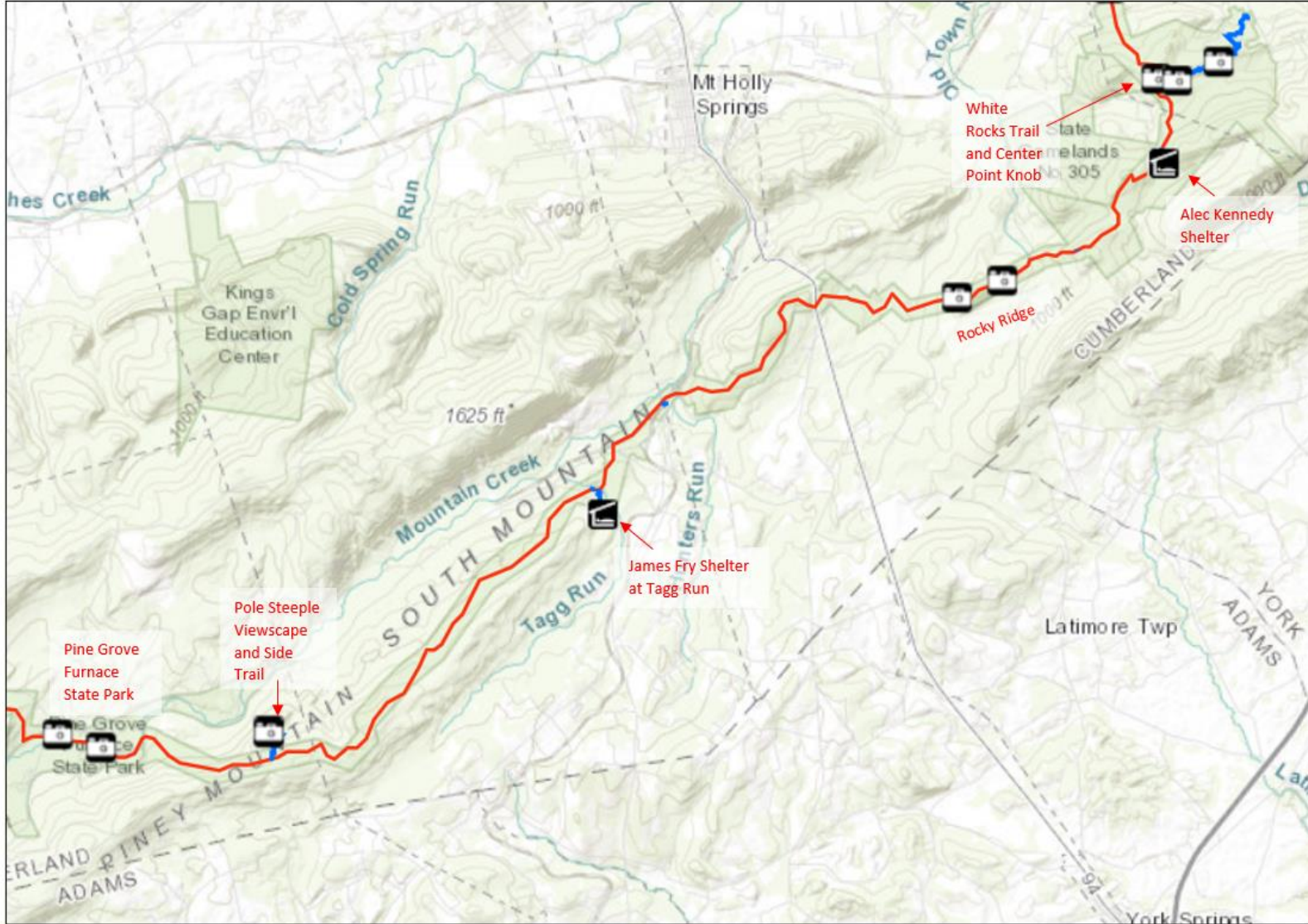
MCM notes that on occasion, rock climbing groups have carried out rock climbing exercises at selected sites on the club's section of the Trail--notably near the White Rocks Trail, but there are other possible sites suitable for rock climbing activities. MCM is not opposed to such activities if the criteria cited above are satisfactorily addressed; in these cases, we will work with ATC and the landowning partner to determine whether and under what conditions rock climbing will be allowed.

If in the future we receive requests from parties interested in conducting other recreational activities on the Trail or within the corridor, we will follow a similar process to determine whether the activity is permissible. We note that ATC has issued policy guidance on several recreational activities such as hang gliding and geocaching, and MCM will follow that guidance if such activities are proposed in the future.

ACRONYMS

A.T.	-	Appalachian Trail
ATC	-	Appalachian Trail Conservancy
HAM	-	Hike Across Maryland
LMP	-	Local Management Plan
LOP	-	Local Operating Plan
MCM	-	Mountain Club of Maryland
NPS	-	National Park Service
PA	-	Pennsylvania
PATC	-	Potomac Appalachian Trail Club
PennDOT	-	Pennsylvania Department of Transportation

MOUNTAIN CLUB OF MARYLAND APPALACHIAN TRAIL SOUTHERN SECTION
Pine Grove Furnace State to Center Point Knob



MOUNTAIN CLUB OF MARYLAND APPALACHIAN TRAIL NORTHERN SECTION
Center Point Knob to Juniata River (Duncannon)



MCM APPALACHIAN TRAIL LEADERSHIP

<u>Position</u>	<u>Official</u>	<u>Email Address</u>
President	Bill Saunders	President@mcomd.org
Vice-President	Cliff Garratt	Volunteer@mcomd.org
Supervisor of Trails	Jerry Wright	ATTrails@mcomd.org
Supervisor of Shelters	Bill Saunders	ATShelters@mcomd.org
Corridor Monitoring Coordinator	John Barrett	ATMonitor@mcomd.org

PARTNER ORGANIZATIONS AND CONTACTS

Appalachian Trail Conservancy Regional Office

318 E. Old York Road
Carlisle, PA 17015

Rachel Lettre, Regional Director, rlettre@appalachiantrail.org
Michele Miller, Regional Trail Manager, mmiller@appalachiantrail.org

Michaux State Forest

10099 Lincoln Way East
Fayette, PA 17222

Pennsylvania Game Commission

8627 William Penn Highway
Huntingdon, PA 16652

PA Gameland Officer: #170: 814-643-1831 / 1835

PA Gameland Officer: #305: 814-643-1831 / 1835

Duncannon Trail Community

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