

Fwd: Letter to DEC

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Date: Sunday, September 29, 2019, 09:34 AM EDT

Good morning Lakers

Enclosed is a letter to DEC from Floyd & Sue Barwig.

-----Original Message-----

From: jdmulcahy5@verizon.net <jdmulcahy5@verizon.net>

To: couchrock <couchrock@nycap.rr.com>

Sent: Sun, Sep 29, 2019 9:24 am

Subject: Re: Letter to DEC

Good morning Floyd & Sue,

Thank you for sharing your letter to the DEC. By sharing information we, the concerned residents of Eagle Lake can speak to the DEC and APA with one loud voice. The Eagle Lake board has started its own survey. We have been monitoring the use of the boat launch area, counting boats on the lake, and checking the camping area. Also we have developed a lake user survey to start in 2020. With this information we can challenge or agree with the DEC/APA findings.

Again thank you for your continued support and your letters to DEC/APA.

Hope to see again soon.

Jack & Debbie

-----Original Message-----

From: Floyd & Sue Barwig <couchrock@nycap.rr.com>

To: Jack & Debra Mulcahy <jdmulcahy5@verizon.net>

Sent: Thu, Sep 26, 2019 5:55 pm

Subject: Letter to DEC

Jack,

A copy of my most recent letter to DEC follows. In it, I challenge DEC's contention that the "roller structure" they propose at fishing and water access sites is of any use in launching or retrieving a boat.

If you wonder why I would write DEC at this time, it is because my experience working with government officials and being one convinces me that it is far better to engage with an agency like DEC early in their process rather than wait for their promised study and comment on it. By waiting, you allow DEC to identify the issues to be addressed and define how they choose to address them. It is far better for lake residents to put their issues on the study agenda, rather than wait for DEC to choose what they deem important. Also, as we saw in the last round with DEC, they do not publish all the comments they receive, let alone address them.

In the case of the "roller structure", DEC is either deluding themselves about its helpfulness to citizens or trying to put a happy face on their design that they know does nothing but make it difficult for people to use public waters. I think the latter.

I do not know what you and the ELPOI board are planning. If, however, you are assembling material on actual use of the beach and boat launch (as Zack Dorfman suggested) or records of

historical use of these facilities (as Rolf has mentioned) or other issues, I would urge you to submit them during the study process. The sooner you can the better. Then you have the initiative. Also, if they refute what you submit, you have time for a second round and more public/political outreach.

Feel free to share this letter with the ELPOI board if you choose.

Floyd

Floyd E. Barwig

September 19, 2019

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Robert Stegemann

Regional Director: Region 5

NYS Department of Environmental Conservation

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Dear Bob:

As part of the on-going dialog about the future of the boat launch and campsite on Eagle Lake, I am writing to you with some observations on the facilities that DEC has installed at Garnet Lake. It is my understanding that this facility serves as a prototype for the facilities that would be installed at other "fishing and water access sites" including, potentially, Eagle Lake. My comments will point out some challenges and inaccuracies in how this type of facility has been described. I request that you share these comments with your staff and make them part of the record for the promised 5 year study of Eagle Lake.

Prior conversations around a fishing access point described it as a barrier at the water's edge and a roller structure that would help an average person easily launch or retrieve an average vessel from a lake. An e-mail from DEC staff member Rob Florentino clarified that the roller structure is actually a PVC pipe installed over the steel pipe or bar wheel stop, allowing a person to "roll" a boat over the wheel stop. There is no separate roller structure to assist anyone launching or retrieving a boat.

On June 30, my wife and I traveled to Garnet Lake to inspect the fishing and water access site installed at that lake and take some key measurements. What we found was two square vertical posts of galvanized steel with a galvanized pipe or bar passing through the two posts. The bar or

pipe was secured with locks at each end and was covered by a black plastic pipe that went from post to post. The top of the covered bar or pipe was from 12 inches to 12.5 inches above the sandy surface of the launch area.

The first thing that we noticed is that the barrier is not at the water's edge. Facing the lake, the left hand side of the barrier was 8 feet from the water; the right hand side was 5 feet from the water. We visited after a rainy portion of the summer; it was not at a time when low water would be expected. Any boat would not be easily launched into the water without being carried or dragged over dry land.

The second thing that we noticed is that the "roller" does not roll. There was a straight-line scuff mark all along the top of the black plastic indicating that objects (presumably canoes, kayaks and small boats) had been dragged over the barrier without making it rotate. To check this observation, I attempted to rotate the black plastic pipe by hand. I could not move it with one hand. I could move it with two hands, but the black plastic pipe caught repeatedly. The barrier is a bar or pipe with a plastic pipe serving as a protective coating to minimize damage to the bottom of water craft, not a roller.

Our third observation was that the barrier and so-called roller is very low to the ground – much lower than the keel rollers on either of our boat trailers or the bed of our pick-up truck. The roller on the trailer for my guideboat is 20" off the ground, as is the roller on the trailer for our 15' Boston Whaler. The bed of the pick-up truck, in which we carry kayaks, is 37" off the ground. A parked trailer at the Garnet Lake facility had a roller 26" off the ground. Why wouldn't a person back up to the barrier and use the higher roller (roughly at knee to waist height) to handle a boat rather than dropping the boat to the DEC barrier and stooping to skid it almost at ground level?

The skid marks on the barrier at Garnet Lake are more an indication that people dragged their boats over the barrier to get past it than an indication that it served any useful purpose in boat handling.

We also noticed that the barrier is low enough to pass under our guideboat trailer for roughly 30" from the rear roller (about 4' from the end of the boat) before hitting the spring hangers. The trailer for the Boston Whaler could pass 20" beyond the barrier (about 30" from the stern of the boat). The pick-up truck could pass 40" past the barrier to the end of the tailgate. Why would anyone stop short of the barrier, drop a boat low to the ground and drag it over the ground when they could back up to or over the barrier and work at a better height for handling a light boat?

Obviously, if the barrier is at or under the end of the trailer, it can't serve as a roller or be of any help in handling a boat. The barrier is a wheel stop, a device to keep trailers out of the water, and nothing more.

Walt Hornberger's letter to the editor in the September/October 2019 issue of the Adirondack Explorer reinforces this point that the "roller structure" is just a barrier to use of a lake, not an aid to boat launching. Mr. Hornberger's letter indirectly raises another issue that your study needs to consider: do the barriers that DEC is installing, which make access to public waters extremely difficult or impossible for elderly, infirm, or disabled individuals violate the Americans with Disabilities Act?

The design of the barrier at Garnet Lake meets only one design criterion : it blocks anyone attempting to back a trailer into the water. It serves no other purpose. It is abundantly clear that the DEC design would be of no use at all helping to launch a "typical" boat at Eagle Lake, where boats such as our 15' Boston Whaler (1000 pounds weight with its 70 HP outboard) are the rule.

As I have pointed out above, it offers no realistic help in launching or retrieving any boat, no matter how small or light. The claims that it is a helpful device for boat handling are blatant

nonsense and DEC should desist in making those claims. Admit that DEC is blocking trailer access to a lake and doing no more.

Sincerely,

Floyd E. Barwig

Cc:

Terry Martino, Executive Director, Adirondack Park Agency

Richard Weber, Deputy Director for Planning, Adirondack Park Agency

Jack Mulcahy, President, Eagle Lake Property Owners, Inc.