ADIRONDACK NORTH COUNTRY ASSOCIATION

RESOLUTION IN SUPPORT OF NEW YORK STATE'S SCENIC BYWAYS AS AN INTEGRATED NETWORK IN THE ADIRONDACK NORTH COUNTRY REGION AND TO REQUEST INFORMATION FROM THE NEW YORK STATE DEPARTMENT OF TRANSPORTATION ABOUT GUIDELINES AND PROCEDURES FOR THE DE-DESIGNATION OF A BYWAY

NOVEMBER 1, 2002
ADIRONDACK NORTH COUNTRY ASSOCIATION
RESOLUTION IN SUPPORT OF NEW YORK STATE’S SCENIC BYWAYS
AS AN INTEGRATED NETWORK IN THE ADIRONDACK NORTH COUNTRY
REGION AND TO REQUEST INFORMATION FROM THE NEW YORK STATE
DEPARTMENT OF TRANSPORTATION ABOUT GUIDELINES AND
PROCEDURES FOR THE DE-DESIGNATION OF A BYWAY

November 1, 2002

Whereas, the Adirondack North Country Association has a longstanding history of
promoting road touring through publications such as “Off the Beaten Path” dating back to
the 1960’s, and

Whereas, the Adirondack North Country Association Board of Directors has
acknowledged the economic development and tourism promotion benefits of road
touring, and

Whereas, the Adirondack North Country Association Board of Directors were directly
involved in the support of highway designation of touring routes in the New York State
Highway Law in the nineteen eighties that resulted in the designation of such touring
routes in the Adirondack North Country Region, and

Whereas, the Adirondack North Country Association has a longstanding history of
presenting the highway touring routes in a Regional Map and in providing marketing and
promotional materials, and

Whereas, the Adirondack North Country Association recognized the work of the New
York State Legislature in 1992 in the establishment of a Scenic Byways Program in New
York State with designation in New York State’s Highway Law of specific Adirondack
North Country Scenic Byways, including the Olympic, Adirondack, Central Adirondack,
Revolutionary, Black River, Roosevelt-Marcy, Military, Dude Ranch, Seaway and
Champlain, and

Whereas, the Adirondack North Country Association has partnered with the New York
State Department of Transportation in the planning, promotion and marketing of the
Scenic Byway routes and has secured Byway funding for North Country projects, and
Whereas, the Adirondack North Country Association is actively involved in Corridor Management Planning for the Byways in a manner that engages local residents, businesses and municipal leaders in a Byways planning dialogue, and

Whereas, the Adirondack North Country Association believes the Byways program strengthens the economy and quality of life in the Adirondack North Country region’s fourteen counties, providing support in the planning, development and promotion of the touring routes and intermodal travel, and

Whereas, the Byway designation and Byway planning has resulted in funding opportunities for North Country projects for the benefit of residents, municipalities and businesses, and an approved Corridor Management Plan is a tool for accessing future funding from the Federal Highway Administration for Byway projects, and

Whereas, the Adirondack North Country Association supports the planning, development and marketing of an integrated Byway network and system in the Adirondack North Country region, and

Whereas, ANCA’s intentions in the corridor management planning is to create a marketing document that is non-regulatory, ANCA procured a statement from the Adirondack Park Agency indicating that Byway designation does not result in increased agency jurisdiction, and

Whereas, through the corridor management planning process the Adirondack North Country Association has reiterated the need for community input, grass roots dialogue, and municipal partnerships in the Plan development, and

Whereas, the Adirondack North Country Association has received resolutions from the Town of AuSable and the Town of Jay requesting that the Adirondack North Country Association “de-designate their area as a Scenic Byway because it takes away all authority from the local government,” and

Whereas, the Adirondack North Country Association respects the views of local government leaders and the authority of local self-governance, and

Therefore be it resolved that the Adirondack North Country Association will support the official designation of the roadways as New York State Scenic Byways and will request procedural information from the New York State Department of Transportation about the necessary steps that can be undertaken by local government to express their views and requests about the potential for de-designation of the corridor; and

Therefore be it resolved the Adirondack North Country Association, upon receipt of information from the New York State Department of Transportation, will provide this information to interested individuals and local government leaders.
MOTION: To pass the Resolution in support of New York State’s Scenic Byways as an Integrated Network in the Adirondack North Country region and to direct staff to request information from the New York State Department of Transportation about guidelines and procedures that can be provided to individuals and local government leaders who would like to pursue the de-designation of a Byway corridor. The motion was made by Paul Cantwell and seconded by Robert Quinn. The following directors agreed to the Resolution: Dick Bird, Paul Cantwell, Peter Cayan, Steve Erman, Bruce Ferguson, Bob Hadler, John Kiechle, Pieter Litchfield, Jon MacAbee, George Miller, Ron Ofner, Bill Peters, Bob Quinn, Arnie Talgo, Greg Caito, Dean Pohl, Ross Whaley. Joe Rota Abstained.
Regional Component
Attachment Five
April 11, 2003

Adirondack North Country Association
20 St. Bernard St.
Saranac Lake, NY 12983

Dear Ms. Martino:

Enclosed you will find a copy of County Resolution #53 in support of the Town of Chesterfield’s Constitutional Rights to perform and control its own zoning and planning.

If I might make a suggestion that would make your efforts to develop a corridor management plan more plausible for communities to accept. It would be to add a clause that would ensure that all municipalities within the corridor would have the right to control their own zoning and planning.

Sincerely,

Gerald H. Morrow
Supervisor

P.O. Box 456, Keeseville, NY 12944
Office 518-834-9042    FAX 518-834-4649  Home 518-834-7087
Resolution No. 53

April 7, 2003
Regular Board Meeting

RESOLUTION OPPOSING THE SCENIC BYWAY DESIGNATION OF NEW YORK STATE ROUTES 9 AND 373 WITHIN THE TOWN OF CHESTERFIELD AND SUPPORTING THE TOWN OF CHESTERFIELD’S CONSTITUTIONAL RIGHTS TO DO ITS OWN ZONING AND PLANNING

The following resolution was offered by Supervisor Morrow, who moved its adoption.

Upon the recommendation of the Department of Public Works Committee, with the approval of the Ways & Means Committee of this Body, and the same appearing proper and necessary.

WHEREAS, the Adirondack North Country Association (ANCA) is working on behalf of or with the New York State Department of Transportation on the development of a corridor management plan which includes Olympic Trail Scenic Byway designations; and

WHEREAS, New York State Routes 9 and 373 within the Town of Chesterfield are not currently designated as scenic byways; and

WHEREAS, the Town of Chesterfield strongly opposes the designation of said State Routes as scenic byways; and

WHEREAS, the Towns of Ausable, Black Brook and Jay, as well as the Village of Keeseville have requested that scenic byway designations within their respective boundaries be rescinded; and

WHEREAS, Essex County supports the rights of municipalities to exercise zoning and planning within their respective jurisdictions as authorized by the New York State Constitution.

BE IT RESOLVED, that the Essex County Board of Supervisors hereby expresses its strong opposition to the Scenic Byway Designation of New York State Routes 9 and 373 within the Town of Chesterfield, and supports the Town of Chesterfield’s constitutional rights to perform and control its own zoning and planning; and

BE IT FURTHER RESOLVED that the Clerk of this Board is hereby authorized and directed to immediately send certified copies of this resolution to: Governor George E. Pataki; Senate Majority Leader Joseph L. Bruno; Senator Elizabeth O’C. Little; Senate Minority Leader David A. Paterson; Assembly Speaker Sheldon Silver; Assembly Minority Leader Charles H. Nesbitt; and Assembly Members Chris Ortloff and Teresa R. Sayward.

This resolution was duly seconded by Supervisors Rushby and Canon, and adopted with Supervisors Both and Ashworth having abstained.
July 17, 2003

The Honorable
Gerald H. Morrow
Supervisor
Town of Chesterfield
P.O. Box 456
Keeseville, NY 12944

Dear Supervisor Morrow:

I am writing on behalf of the Adirondack North Country Association Board of Directors and in follow-up to your recent correspondence of County Resolution # 53 in support of the Town of Chesterfield’s Constitutional Rights to perform and control its own zoning and planning.

ANCA’s Board of Directors met on June 19, 2003 and passed the following Resolution:

**RESOLUTION:** The Adirondack North Country Association supports the rights of local municipalities to perform their own zoning and planning within their own jurisdiction as authorized by the Constitution of New York State. Members also requested that the ANCA Board response will be noted in the Corridor Management Plan.

Thank you for offering a suggestion that will be included in our Corridor Management Plans for the Adirondack and Olympic Byways.

Sincerely yours,

Terry Martino
Executive Director
Steering Committee Meeting 5/1/01

- Announcement
- Agenda
- Minutes
April 5, 2001

Terry Martino
Adirondack North Country Association
20 St. Bernard Street
Saranac Lake, NY 12983

Dear Terry,

The Adirondack North Country Association (ANCA) has recently entered into a contract with the NYS Department of Transportation to develop Corridor Management Plans for the Adirondack Trail Scenic Byway (NYS Routes 30/30A From Malone to Fonda) and the Olympic Trail Scenic Byway (NYS Routes 86/3/9N, from Keeseville to Sackets Harbor). We consider this work effort to be very timely as we have the opportunity to coordinate the Byway planning with the outreach efforts being done by the Wildlife Conservation Society (WCS) for establishing Gateway Communities in the Adirondacks. ANCA and WCS would like to invite you to join us in an organizational meeting, scheduled for Tuesday, May 1, 2001 at Paul Smith’s College, to establish the oversight and approach that should be taken for this project.

ANCA believes that the NYS Byway Program and its support of a grass-roots planning process to develop Corridor Management Plans provides an exciting opportunity for community development in the North Country. Janet Kennedy, ANCA’s Byway Program Coordinator, will draw upon her experience in Byway planning to ensure that the Corridor Management Plans address the needs of the communities along the two Byways. We propose utilizing existing community groups to assist in the plan development in order to build local ownership and commitment to implement the plan. We hope you can join us at this important meeting, so we can move this project forward in a timely manner. The meeting is scheduled for:

Tuesday, May 1, 2001
Board Room at the Sporck Admissions Center
Paul Smith’s College
Paul Smiths, NY
10:00 to 3:00, lunch will be provided

A meeting agenda, location of the meeting room, and draft project approach is attached for your review. Please let us know if you will attend this meeting so we can plan for the lunch. If you have any questions regarding this project, please contact Janet Kennedy at ANCA’s satellite office in Essex (518-963-4281). We look forward to having you help us develop Byway plans for the Adirondack North Country region.

Sincerely,

Terry Martino
Executive Director

Encs.
ORGANIZATIONAL MEETING
Adirondack and Olympic Trail Scenic Byways

Tuesday May 1, 2001
10:00 AM

Meeting Room, Paul Smiths College
Paul Smiths, NY

Lunch will be provided

Agenda:

10:00 Greeting and introductions

- Project Overview

- Description of Proposed Project Approach

- Project Organization:
  Steering Committee
  Local Action Committees

- Workplan

- Special Studies

- Timeline

- Budget

3:00 Adjourn
ORGANIZATIONAL MEETING: Adirondack & Olympic Trail Scenic Byways
May 1, 2001  Paul Smiths, NY

Attending

Project Overview
After a round of introductions and a welcome to Paul Smiths College by George Miller, Terry Martino provided a project overview. On behalf of the communities along the Adirondack and Olympic Byways, ANCA has entered into a contract with NYSDOT to develop Corridor Management Plans (CMP) for the two Byways. The funding for the plans is from a National Scenic Byway grant that supports the development of CMPs and an application for national designation of these two NYS Byways. The proposed approach for the project has been developed from the experience gained from the Lake Champlain Byways project, which has enjoyed tremendous grassroots involvement and local support. David Fasser defined the CMP as a statement of inter-municipal partnerships among the communities of the Byway corridor that define and steward the “special place” and identify actions that can enrich the visitor’s experience. The NYS Handbook and National Scenic Byway program identify key elements which must be addressed in the Byway CMP. The emphasis of the CMP should be to plan regionally and act locally.

Opportunities and Issues
Terry expressed ANCA’s desire to integrate the Byway planning process with existing programs and efforts in the region. The WCS Gateway Community project has been identified as an opportunity to link visitor information with the Byway travel corridor. Issues that have been identified as potential areas of conflict during the planning process include the use of ATVs and snowmobiles in the Byway corridor. Sandra LeBarron clarified that there is a multi-agency task group that is addressing snowmobiles and their use of trails on State lands. There may be an opportunity to coordinate with the Byway plan. The issues related to ATVs is a bit more complicated and there is no similar task group at this time. The Tug Hill Plateau has identified a number of trails for ATV use. The DEC Unit Management Plans (UMP) address recreational opportunities on State lands and will look to integrate and connect trails. Although the CMP does not address recreational planning, it does address access to recreational opportunities, the use of the roadway as a recreational corridor (for bicycles or ATVs) and
as a connection between trails would be a consideration of the CMP. It was agreed that ATV and snowmobile users need be included in the planning process, and that the Byway planning process can facilitate discussions regarding the roadway connections, parking needs and access to the recreational resources. These issues will be dealt with at the local level by the LACs.

Project Organization and Workplan
Janet Kennedy provided an overview of the project organization, which is described in the “Proposed Workplan” dated 3/27/01, and distributed with the meeting notice. A Steering Committee (SC) will be established to coordinate regional activities and provide technical assistance to the planning process. The SC will meet on a quarterly basis, probably rotating around the region. It is suggested that representatives of county planning offices, regional organizations and state agencies serve on the Steering Committee – many are present at the organizational meeting.

The CMP will consist of one regional section and 6 LAC sections. The bulk of the work for the CMP will be carried out by 6 Local Action Committees (LACs). They will be responsible for developing the vision, goals and actions for each LAC, which will be written up as the LAC section of the CMP. The commonalities of the LAC vision, goals and actions will be integrated by the project coordinator for regional section. Each LAC section can identify additional goals and actions, allowing for flexibility and implementation at the local level. The RT 3, RT 30, Watertown and RT86/9N LACs will define the theme and storyline for each Byway. Malone and Johnstown LACs planning efforts will primarily focus on the Adirondack Trail’s connection to the Military and Revolutionary Trail Byways (which are the primary Byways in those areas). Watertown and the RT86/9N LACs will contribute not only to the theme and storyline of the Olympic Trail, but they will also address the connection to the Seaway Trail and Champlain Trail Byways.

The LACs will probably meet on a monthly basis, and have representatives that will attend the SC meetings. At the SC meetings there will be an opportunity to report on local activities, needs and concerns as well as network on common actions. Specific work elements to support the grant requirements are identified in the work plan, and will be completed by LACs and staff. Special studies that may require consultant assistance include: Economic study, Transportation resources, Recreation resources, and an Interpretive plan.

The project officially started in February 2001, and work is to be completed by January 2003. ANCA will work with LAC coordinators to develop agreements for tasks and funding to cover staff and consultant expenses within the available project budget. No local match is required for this project. The project proposal indicated that existing non-profit organizations would partner with ANCA in the coordination of the LACs and the development of the CMPs. ANCA has had initial discussions with partner organizations and proposes the following LAC areas:

Friends of the North Country, Inc. -- **Malone** (RT 30 south to the Blue Line)
Tug Hill Commission -- **Watertown** (RT 3, Sackets Harbor to the Blue Line)
Mohawk Valley Heritage Corridor -- **Johnstown** (RT 30, Fonda to the Blue Line)
Wildlife Conservation Society -- **RT 3** (RT 3 from Blue Line through Ray Brook and RT 30 Tupper Lake to Blue Line)
Friends of the North Country, Inc. -- **RT 86/9N** (Lake Placid to Keeseville)
ANCA (staff and consultant assistance) -- **RT 30** (RT 30 south of Tupper Lake, to the Blue Line)
Summary
It was agreed that the proposed workplan would guide the development of the two CMPs. Specific clarification points include:

- Individuals present at the meeting will be contacted for their interest in serving on the SC.
- Utilize existing non-profit organizations to coordinate the activities of the LACs to ensure grassroot involvement and local support, as well as create an infrastructure for implementation of the plan.
- The 6 LACs include: Malone, Watertown, Johnstown, RT 3, RT 30 and RT 86/9N, as described above.
- Ensure that the LACs coordinate on a regular basis with the adjacent LACs to ensure that there is sufficient coverage, without duplication, of the Byway region.
- Ensure that the requirements identified in the NYS Byway handbook and for National Scenic Byway designation and are addressed in the CMPs.
- Ensure that the LACs provide continuous contact and outreach to local government, local tourism and county planning offices as well as stakeholder interest groups during the planning process.
Steering Committee
CMP Project Update
8/20/02
August 20, 2002

Terry Martino
Adirondack North Country Association
20 St. Bernard Street
Saranac Lake, NY 12983

Dear Terry,

We are writing to inform the Adirondack and Olympic Byways Steering Committee members of our progress in the development of Corridor Management Plans (CMPs) for the Adirondack Trail and Olympic Trail Scenic Byways since we held our first organizational meeting last year at Paul Smith’s College.

To date ANCA has signed contracts with the following organizations responsible for developing the seven local segments which will be incorporated in and contribute to the development of the final two master CMPs:

1. **Friends of the North Country** - Olympic Trail (Keeseville to Lake Placid)
   *Clinton and Essex Counties*

2. **Wildlife Conservation Society** - Olympic Trail (Ray Brook to Fine)
   *Essex, Franklin, and St. Lawrence Counties*

3. **Tug Hill Commission** - Olympic Trail (Pitcairn to Sackets Harbor)
   *St. Lawrence, Lewis and Jefferson Counties*

4. **Friends of the North Country** – Adirondack Trail (Malone to Titus)
   *Franklin County*

5. **Wildlife Conservation Society** - Adirondack Trail (Duane to Tupper Lake/ Moody)
   *Franklin County*

6. **Northwoods Engineering/ANCA** – Adirondack Trail (Long Lake to Hope Valley)
   *Hamilton County*

7. **Northwoods Engineering/ANCA** – Adirondack Trail (Northville to Fonda)
   *Fulton and Montgomery Counties*

After hiring Sharon O’Brien to serve as Project Coordinator on April 1, 2002, ANCA hosted an organizational meeting on April 23 for the seven **Local Action Committees** (LACs) focusing on the scope of their initial planning work. The LACs then set up a network of **Local Advisory Groups** establishing the grass roots planning effort for the two byways. The LACs have attended public and organizational meetings to promote the project and have encouraged participation from government, business, civic groups and residents. Additionally, press releases, community announcements and direct mailings have been used to generate local project interest.
On June 19 ANCA hosted an educational session to explain required submissions for each component of the CMP and to define project deliverables. A handbook describing a non-regulatory approach to the development of a CMP was drafted by ANCA as a reference tool for the LACs. A copy is enclosed for your review.

To date the LACs have reported on their progress to date and have shared issues and concerns pertaining to Adirondack Park Agency jurisdiction and New York State sign laws. ANCA met with APA staff to address rules and regulations pertaining to signage and jurisdictional issues impacting byways (APA response letter enclosed). ANCA also met with NYSDOT to discuss signage regulations. At this time, and on a separate related project, ANCA is in the process of developing a statewide signage project with NYSDOT that will address regulations and policies regarding byway signage in addition to developing design guidelines.

The Phase I planning work by the LACs which includes the Coordination and Public Participation components of the project is moving forward. Visions, goals, and objectives are evolving as a result of ongoing dialogues at the community level. Under the Phase II planning work which includes the Inventory and Analysis of Existing Conditions, LACs are collecting information on relevant existing studies and reports; preparing resources; documenting and plotting corridor resources on project maps; researching and discussing transportation and community resources amongst the other components necessary to the CMP.

In overseeing the Phase III component of the project which includes the Development, Implementation Strategy and Action Plan, ANCA has advised each LAC that to create a successful CMP it is imperative participants are aware of the need for future commitment. As part of their planning work, the LACs are working to secure long-term local involvement.

ANCA’s current objective in drafting the master Adirondack Trail and Olympic Trail Corridor Management Plans is to review first drafts prepared by the seven LACs. Their local segment submissions will be edited and revised as needed. ANCA will meet with the seven LACs in September. Discussions will center on defining the scope of work to be performed by the project consultant(s) which may include transportation and community design studies, a recreation study, an economic development study, and an interpretive plan.

In that the two CMPs must accurately reflect the byways’ regional stories, covering expanses of over a hundred miles in an East-West and North-South direction, we will look to the Steering Committee to confirm if we have adequately conveyed the true essence of the Byways. Following ANCA’s September LAC meeting, we would like to bring the Steering Committee together to discuss the seven community outreach efforts and draft CMP material.

We look forward to working with you in the near future to hear your comments on the current planning. We will provide follow-up to you in the near future with a meeting date and location. We thank you for your ongoing participation as we develop the Adirondack and Olympic Corridor Management Plans.

Sincerely,

Terry Martino
Executive Director

Sharon O’Brien
Project Coordinator

Encs. CMP Component Handbook; Adirondack Park Agency Response Letter
October 21, 2002

Nancy Alexander
New York Dept. of Transportation
1220 Washington Avenue
Albany, NY 12232

Dear Colleague:

We are writing on behalf of the Adirondack North Country Association to invite you to a Steering Committee Meeting of the Adirondack and Olympic Trail Scenic Byways. The meeting will take place on November 21, 2002 in the new Weill Library at Paul Smith’s College from 1:00 until 4:30.

We are contacting members of the original project Steering Committee as well as reaching out to a few new parties to join in the oversight of this important co-operative regional project. The Corridor Management Plans for the Adirondack and Olympic Byways will impact future economic development and marketing efforts in the North Country while contributing to the promotion and maintenance of valuable New York State resources. With this in mind, we look forward to having you participate in this important session.

In 2001, ANCA established seven Local Action Committees (LACs) to engage communities in grassroots planning discussions. Information on local visions, needs, and opportunities has been collected covering the 170-mile Olympic Trail extending from Keeseville to Sackets Harbor (Routes 3/86/9N) and the Adirondack Trail’s 188-mile run stretching from Fonda to the Canadian border (Routes 30/30A).

Over the past year, the LACs have drafted Visions, Goals and Objectives and formulated themes which reflect the voice of local communities along the Byways. They are now ready to report to the Steering Committee and hear your impressions. The LACs will present an overview of their ongoing planning work and share a sampling of proposed local projects.

Your evaluations and comments are welcomed as we seek to coordinate the effort along the two corridors in order to achieve broad representation of community and regional needs. We look forward to seeing you in November. Please RSVP by November 12, 2002 by calling (518) 891-6200.

Sincerely,

Terry Martino
Executive Director

Sharon O’Brien
Project Coordinator
Adirondack North Country Association
Local Action Committee
Corridor Management Plan Report Outline
for October/November 2002 Steering Committee Meeting

Each LAC will be responsible for a presentation on their local segment of the Adirondack and Olympic Trails. Sharon will need an outline of your comments prior to the Steering Committee Meeting in order to prepare handouts for the meeting. Comments need to arrive at ANCA two weeks prior to the scheduled October/November meeting date.

ANCA will explain to the Steering Committee that each LAC is at a different stage in the development of the local CMP so the level of detail in your presentations will vary greatly.

We will be operating under limited time constraints and ask that each group present their work within the recommended time allowance of \textit{TBA} minutes.

Our intention is to give attendees a flavor for what is being discussed at the community level, a brief overview of what your Local Advisory Group has compiled to date, and an understanding of where you are heading. Each LAC will need to include enough background on project development to give the Steering Committee a sense of where you are with your planning work.

In your presentation you should:
- address the special \textit{local theme} and \textit{vision} emerging for your section of the byway,
- explain your goals and objectives, and tell how you arrived at, or are developing these,
- share your top three goals as they relate to your vision and support your theme,
- present a few examples from your proposed project list so the committee will have a feel for future activities in your locale.

We will also engage in discussion of major trends evolving throughout the region.

1. LACs should be prepared to discuss major needs and opportunities that have been highlighted in your discussions. Include any additional recommendations you might have for the activities that should be encouraged along the corridor.

2. LACs may be asked to share the their segment’s strongest assets and resources with the Steering Committee.
Adirondack North Country Association
Regional Steering Committee Meeting
Olympic and Adirondack Trail Scenic Byway Corridor Management Planning Projects
Thursday, November 21, 2002
1:00 – 4:00 PM
Weill Library at Paul Smiths College

Agenda

I. Terry Martino, Executive Director-ANCA, Welcome and Opening Remarks

II. Sharon O’Brien, Project Coordinator-ANCA, Project Status

III. Local Action Group Presentations

- Friends of the North Country/Olympic Trail (Routes 86 & 9N - Essex and Clinton Counties)
- Wildlife Conservation Society/Olympic Trail (Routes 3 & 86 - St. Lawrence, Franklin, and Essex Counties)
- Tug Hill Commission/Olympic Trail (Route 3 - Jefferson, Lewis, St. Lawrence Counties)
- North Woods Engineering/Adirondack Trail (Route 30 - Hamilton County)
- North Woods Engineering/Adirondack Trail (Routes 30/30A - Fulton and Montgomery Counties)
- Wildlife Conservation Society/Adirondack Trail (Route 30 - Franklin County)
- Friends of the North Country/Adirondack Trail (Route 30 - Franklin County)

IV. Questions and Answers

V. Summary
Adirondack North Country Association
Adirondack and Olympic Trail Scenic Byway Corridor Management Plan Project
Regional Meeting Minutes
November 21, 2002
Paul Smith’s College  1:00pm to 4:00pm


Terry Martino opened the meeting and welcomed the LAC members. She stated the Corridor Management Planning projects for the Adirondack and Olympic Byways were delayed because of a project staffing transition from Janet Kennedy to Sharon O’Brien and Sharon’s early responsibilities in 2002 in closing out the USDA Ice Storm Restoration and Recovery Grant. She said Janet Kennedy is now working entirely with the Lakes to Locks corridor and noted Kennedy’s success in having Lakes to Locks be recognized as an All America Road—one of 21 in the nation and recognized as "the best of the best” by the Federal Highway Administration. Martino said that a focus of the meeting would be to hear about the work of the LAC’s in relation to the timelines and work objectives specific to the different segments of the byways.

Sharon O’Brien presented a report on the Corridor Management Plan project evolution giving an overview of the Coordination and Public Participation Phase undertaken by the seven Local Action Committees. She noted the public’s response to the local planning efforts ranged from favorable to strongly opposed. ANCA had developed a non-regulatory approach to the planning work coupled with the local LAC’s ongoing educational efforts, which included highlighting of potential project benefits. In spite of the positive approach a voice of resistance remained clearly in place. ANCA met with NYS DOT to address how to proceed in light of the mixed local responses. Sharon O’Brien explained that Nancy Alexander of NYS DOT’s Landscape and Architecture Bureau advised ANCA to direct its attention to several specific components of the CMP. As a follow-up measure LACs were instructed to concentrate on: a theme to unify the Trail, including the intrinsic qualities and supporting resources, stating clear purposeful goals/responsible parties/suggested dates, targeting community needs, selecting projects carefully—remembering we look to locals to lead projects, including strong pilot projects and include safety issues, when preparing their drafts.
In response to informational requests from communities ANCA contacted the Scenic Advisory Board to request official language describing the process for removal of the designation of a Scenic Byway.

Sharon closed stating clearly that the plans must remain local plans and reflect the genuine interests of those who will come forward to take ownership and see the projects implemented. She reminded the group that ANCA is striving to create a CMP that will give a solid foundation necessary to effectively market the Byway, maintain its resources, and stimulate economic development and that ANCA plans to maintain a strong umbrella role with the Byways in the future. It was noted that ANCA will have to make changes to the original Project Timeline and Work Plan to allow for the effective development of local plans.

The seven Local Action Committees presented reports on their specific segments. They explained the outreach involved in establishing the local planning groups and described the broad representation of interests brought by the participants. Each committee listed the intrinsic qualities representative of their trail section and reported on tentative themes, visions, goals, and actions. They wrapped up their presentations with suggestions for potential projects.

Jennifer Chasalow of the Friends of the North Country reported on the eastern end of the Olympic Trail along Routes 86 & 9N through Essex and Clinton Counties from Keeseville to Lake Placid. She identified natural, recreational, historical, and cultural, resources. Scenic resources on private and public lands were not included. This omission came about in response to local constituents who have registered their concerns about the potential of increased State and Federal regulations. Participants have stated clearly that they want to maintain control over the implementation of the CMP and would pursue removal of the Byway designation if they deemed this was a necessary action. The LAC reported their theme centers on a “Journey into Nature, Recreation and Lives.” Some of the suggested projects included: informational kiosks, trail head improvements, use of off road trails for biking and cross country skiing, study of transportation carrying capacity, and themed loop tours.

Zoe Smith of the Wildlife Conservation Society reported on the mid-section of the Olympic Trail along Routes 3 & 86 spanning St. Lawrence, Franklin, and Essex Counties from the Hamlet of Raybrook to the Town of Fine. She identified natural, recreational, historical and scenic resources. The theme centered on natural beauty, extensive waterways, outdoor activities, historic character, and quality of life. Some of the suggested projects included: comprehensive interpretive programs utilizing self-guided tours and signage, highlighting of waterways through signage/brochures/multiple trails, improve visitor services with Adirondack Community Information Centers/restrooms/ and trash receptacles, and establishing a method to remain informed on regional issues that impact the Byway’s resources such as acid rain, climatic change and invasive species.
Kathy Amyot of the Tug Hill Commission reported on the western end of the Olympic Trail along Route 3 and 3A in Jefferson, Lewis, and St. Lawrence Counties from Sackets Harbor to Pitcairn. She identified natural, recreational, historical & archeological, cultural, and scenic resources and gave an overview of how each of these special qualities contributes to their theme. With a goal to create new and enhance existing economic development opportunities for communities along the trails by maintaining and enhancing corridor resources the CMP will support the numerous local community initiatives currently underway. Kathy Amyot spoke about planning for informational, interpretive and directional signage, along with identifying locations for tourist/visitor/info centers, rest areas, and kiosk placement. Additionally, Dave Zemback shared a bit of background on a re-routing proposal to switch from the current Route 3A to a more scenic roadway along Route 3 from the Village of Deferiet to Carthage. He also spoke about the local interest in renaming the Trail.

Cindy Garso of North Woods Engineering reported on the southern end of the Adirondack Trail covering Routes 30 and 30A through Fulton and Montgomery Counties from Fonda to Northville. She identified natural, recreational, historical, and cultural, and scenic resources and announced that local planning efforts are still in the discussion stage so specific recommendations are not finalized. Some potential project directions may include: marketing an improved positive image of this gateway to the Adirondacks, building infrastructure, improving and developing a variety of connections for touring and mountain biking, promotion of events to reach a wider market through regional efforts, technology and the internet, restrooms, creation of a Cultural/Visitor Center, working with Amtrak to consider and accommodate the specific needs of outdoor recreational enthusiasts. Cindy Garso reported there is a strong need for unification of efforts and cohesiveness in planning efforts to better serve the region.

Cindy Garso of North Woods Engineering also reported on the section of the Adirondack Trail along Route 30 that passes through Hamilton County from Wells to the County Line south of Tupper Lake. The theme is developing around the Byway’s strongest offerings of natural resources and wilderness experiences with outdoor recreation. Cindy Garso explained the opportunities are all not located right on the route and that the Byway is serves more as an approach that leads to the access for the experiences. She stated that the Byway now connects lake-to-lake and community-to-community. A proposed project is the creation and distribution of a booklet entitled “Free for All” featuring the “…events galore” and other opportunities for visitors in Hamilton County, which the Byway traverses from north to south. Other projects being considered were improvements for bicyclists and mountain bikers with particular attention to road safety.

Zoe Smith of the Wildlife Conservation Society reported on the next section of the Adirondack Trail along Route 30 in Franklin County from the Town of Altamont to the Town of Duane. She listed natural, scenic, recreational, historical and cultural resources and explained how this segment of the Trail “truly represents” the Adirondack Park. She described how the Byway winds through the state’s only wilderness canoe area, runs adjacent to acres of State Forest Preserve, and cuts across Tupper Lake, one of the Park’s
largest villages. Natural resources, recreational opportunities and cultural history were listed as valuable assets. Project recommendations have not been finalized but they see a need for better signage, pull offs for observation and to insure safety of users, improved visitor services, resource interpretation, activities to lengthen shoulder season, revitalization of Tupper Lake, and resource interpretation. She mentioned NYS DOT’s current re-routing of Routes 3 and 30 through Tupper Lake.

Angel Marvin of the Friends of the North Country reported on the northern section of the Adirondack Trail along Route 30 in Franklin County spanning the area from Titus to Malone. She stated that her LAC is preparing to make a recommendation in their plan to extend the Trail through Town of Constable to the Canadian border. She referred to historical and natural resources for this segment. Her theme was, “The Salmon River Valley and Malone, a historic industrial and transportation hub for Northern New York, possess the look, feel and lore of a quaint, rural ‘Border Town’ steeped in history and accented by its natural beauty and recreational opportunities.” She described the fishing on Salmon River, the 97 acre Malone Recreation Park, the wide variety of bird species and the Owl’s Head and Mt. View areas as a few of the major assets. She reported a need for signage and pull-offs. Her recommendations for pilot projects included downtown revitalization work and a river walk.

Following the discussions regional representatives were given the opportunity to engage in conversation with the presenters. The LACs answered questions pertaining to their segments. Lani Ulrich and Debbie McDonell offered to edit CMP drafts.

Topics included techniques for promoting CMP benefits with local government officials. It was reported that leaders from Towns and Villages have been encouraged to attend the planning meetings led by the seven LACs and the attendance by officials varied along the corridor. Some had a positive attitude and contributed to local meetings while others saw little or no merit and did not attend or stated publicly they did not support the planning process.

It was suggested that at the next Regional Meeting we allow time for officials whose communities have benefited to address the attendees and share numerous samples of the types of project and materials previously funded such as successful info centers, website development, interpretive guidebooks, and the Seaway Trail.

The discussion turned to future directions. Terry Martino asked for input and thoughts on where to go from here at the regional level? Questions were posed asking if Towns would even come to a trail-wide planning session for the Adirondack and/or Olympic Byways. Terry Martino asked the participants for recommendations on how to get people to participate when we decide on the format and date? It was agreed that assembling a pool of concerned peers who want to increase chances for funding or have previously benefited from the program could work well to motivate those who view the project in a negative light. We heard one suggestion about contacting the County Board of Supervisors regarding the CMP work to share project expectations, commonalities and include concerns from Towns that were not in support of the planning efforts.
The Steering Committee encouraged continued outreach to Town Supervisors and Boards and Villages from a practical standpoint to reach Board members.

Participants shared ideas on holding a regional forum bringing officials, planners, LACs, pro and con voices, etc. together to address two specific needs. One was to encourage acceptance of the planning effort and two to work to integrate the information collected for each Trail. Meeting attendees suggested the possibility of one meeting, two meetings, or direct visitations. Terry Martino announced ANCA would contact all LACs to hear their recommendations on handling the local government dialogues before making any decisions. The Steering Committee then asked ANCA to host a meeting in spring 2003 with topics to include visions, interests, and benefits.

Terry Martino announced there is a need to determine a process for allocating pilot project funding and stated that ANCA’s will review today’s dialogues and the November 30th major informational submission from the seven LACs for issues, concerns, commonalities before proceeding.

The LACs were informed that ANCA would contact them regarding budgets, contracts and new timelines following a review of the November 21 meeting results.

The LACs were praised for their accomplishments by attendees as the meeting closed.

Submitted by.

Sharon O'Brien
Project Coordinator
<table>
<thead>
<tr>
<th>Name</th>
<th>Organization</th>
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<tbody>
<tr>
<td>Kathy Amyot</td>
<td>Tug Hill Commission</td>
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<tr>
<td>Jennifer Chasalow</td>
<td>Friends of the North Country</td>
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<td>Cindy Garso</td>
<td>North Woods Engineering</td>
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<td>Heidi Kretser</td>
<td>Wildlife Conservation Society</td>
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<td>Angel Marvin</td>
<td>Friends of the North Country</td>
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<td>Zoe Sipos-Smith</td>
<td>Wildlife Conservation Society</td>
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<td>Dave Zembiec</td>
<td>Tug Hill Commission</td>
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<td>Bruce Armstrong</td>
<td>Jefferson County Planning Dept.</td>
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<td>David Cutter</td>
<td>Seaway Trail</td>
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<tr>
<td>Rebecca Getman</td>
<td>LP/ Essex County Visitors Bureau</td>
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<tr>
<td>Ed Hood</td>
<td>Adirondack Park Agency</td>
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<tr>
<td>John Kelly</td>
<td>Dept of Environmental Conservation</td>
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<tr>
<td>Janet Kennedy</td>
<td>ANCA &amp; Lakes to Locks</td>
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<tr>
<td>Deborah McDonnell</td>
<td>Saranac Lake Community Dev.</td>
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<td>Tracey Osborne</td>
<td>Hamilton County Tourism</td>
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<td>Neil Seymour</td>
<td>Franklin County Tourism</td>
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<tr>
<td>Alison Swartz (canceled)</td>
<td>Fulton County Tourism</td>
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<tr>
<td>Lani Ulrich</td>
<td>CAP 21</td>
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<tr>
<td>Lisa McCoy (canceled)</td>
<td>Fulton County Chamber</td>
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<tr>
<td>Jack Burke</td>
<td>Paul Smith's College</td>
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<tr>
<td>Terry Martino</td>
<td>ANCA</td>
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<tr>
<td>Sharon O'Brien</td>
<td>ANCA</td>
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Steering Committee Meeting 10/27/03

- Announcement
- Plan Work Sheets
- Minutes
- Attendee List
Dear Colleague:

On behalf of the Adirondack North Country Association, we are writing to invite you to a Regional Steering Committee Meeting for the Adirondack Trail and Olympic Scenic Byways on October 27, 2003 at the Hotel Saranac in Saranac Lake, New York. The morning session will begin at 8:45am and focus on the Olympic Byway. The Adirondack Trail will be featured during the afternoon session from 1:00 to 4:30pm. You are invited to attend either or both sessions as we move forward in the creation of the comprehensive vision and theme for each of the Byway’s master Corridor Management Plans. Please RSVP by October 21, 2003.

Since we convened in November of 2002, the seven Local Action/Advisory Groups met on an ongoing basis with Byway stakeholders in and out of the Adirondack Park to develop their local Corridor Management Plans. Four plans were drafted for the Adirondack Trail and three plans were developed for the Olympic Byway. It is now time to integrate the vision and themes brought forward in the local plans into master statements for the Adirondack Trail and Olympic Byway. The statements created at this meeting will serve as the foundation for future interpretation of the Byway and its resources. At our next meeting we will identify corridor-wide projects that will impact economic development, recreation, and transportation, and then ANCA will follow with the preparation of the final documents for review.

At the meeting on October 27, you will be able to interact with others from across the region as we work to synthesize what we have learned in the field. Rob Camoin of Camoin Associates will facilitate the meeting to direct us in arriving at one vision and one theme for each Byway. The careful synthesis of the local plans from a regional perspective is a key component to the future success of Byway work that will take place throughout the nine counties along the routes.

The vision and theme statements representing each local segment of the Byways are included in this mailing. Please review the material carefully prior to the meeting. A sample CMP outline is also enclosed to provide an overview of the scope of the work accomplished over the past year.

The voices of the people representing a broad spectrum of interests from cities, towns, villages and hamlets have been heard from across the region. We are now bringing our findings and recommendations forward at the meeting as the next step in the preparation of the two Byway management and marketing documents. We look forward to your attendance on October 27.

Sincerely,

Terry deFranco Martino  
Executive Director

Sharon O’Brien  
Program Coordinator
Vision

A vision is a depiction of the byway in the future, as it will be viewed by visitors. It may reflect the byway's values, resources, and intrinsic qualities. It will tell what we want the byway to be and what we want it to accomplish for communities, visitors, and the region.

Sample Vision Statements

The Mohawk Trail is an historic and scenic corridor that provides travelers and local residents access to abundant natural, recreational and cultural opportunities as well as regional commerce. Promoted as a scenic automobile-touring route as far back as the early 1900's, the road was one of the earliest in America to receive a scenic byway designation. Our vision is to expand economic opportunities along the Byway, particularly related to heritage and recreational tourism, while preserving the unique scenic qualities, natural resources, historic structures and communities that prompted its designation as a scenic byway in 1953.

The Cayuga Lake Scenic Byway is a diverse transportation corridor, which links scenic views of Cayuga Lake and the surrounding agriculture and woodlands; year-round recreational opportunities; historical resources; wineries; the City of Ithaca and quaint village and hamlet areas to form an interesting, inviting rural traveling experience.

Lake Champlain Byways link communities that share the resources and special qualities of Lake Champlain. The scenic, historic, natural, cultural, recreational, and working landscape resources of the Byway are managed in balance with economic development and tourism. Through the implementation of 'Célébration Champlain!' the world has learned that the Lake Champlain region possesses the character of two states and multiple nations, and provides a quality of life for its residents, and an experience for its visitors, that is surpassed by none.

Themes

A byway is organized around at least one theme for management, interpretation, enhancement, and promotion. Based on the identified byway resources, a theme represents the experience awaiting a visitor — the best of what the byway offers.

Scenic themes include natural or cultural landscape elements that provide an unusually appealing or memorable visual experience. Examples include landforms, water bodies, vegetation patterns or structures.

Natural themes might include distinctive geologic formations, topography, climate, hydrologic features (e.g., rivers, lakes, wetlands, and oceans) or habitats for wildlife.

Recreational themes can be based on both active and passive recreational features. Examples include state and local parks, reforestation areas, hiking trails, ski areas, water access points or indoor recreation facilities.

Cultural themes are based on elements that have been significant in the course of human events. Examples might include churches, museums, educational institutions or other civic facilities. Cultural themes may also be based on sites of ethnic importance, or working landscapes, such as those related to farming, forestry or working waterfronts.

Historical (including archaeological) themes can be based on significant historical sites, districts or structures. They might be based on locations where pivotal historic events took place, even if there is no remaining physical evidence of those events. They may also be based on locations associated with an
individual or group that impacted history. Roads themselves may hold some historical significance. Archaeological resources might consist of evidence or artifacts from farms, hunting and gathering areas, burial sites, settlements or buildings.

Sample Theme Statements

The Cayuga Lake Scenic Byway centers on Cayuga Lake itself. All of the goals, recommendations and implementation suggestions revolve around protecting and enhancing the experience of users as they travel around the entire lake. The Lake, as the central feature, offers many experiences that lead to many sub-themes along the corridor that include urban centers, state parks, museum tours, geology and landforms, water and scenic resources, wildlife and fisheries, agri-tourism, wineries, educational resources and Native American history. All sub-themes revolve around Cayuga Lake and the scenic experience the corridor offers.

The Lake Champlain region is so rich in its historic, natural, and cultural resources that it almost becomes overwhelming to identify one theme for management, interpretation, enhancement, and promotion efforts. These resources are not only important to the residents as an integral part of their quality of life, but they are also attractive to visitors to explore and experience. Numerous studies have been undertaken that have consistently identified what motivates people to live or visit the region: The community “feel” of the small villages and towns; abundant outdoor activities and recreational opportunities; the scenic qualities of the natural environment and rural landscape; a chance to become “renewed” in peaceful settings.

In an effort to integrate the region’s resources into a unified story for Lake Champlain Byways, resources were identified at the local level, and woven together to create an integrated theme for the region, The Four Lives of Lake Champlain: (1) Pre-European influence (early geologic formation of the region, Native American culture); (2) European exploration, settlement and military conflicts; (3) industrial and commercial development; (4) recreation, tourism and the environmental movement.

Each one of these “lives” has scenic, historic, natural, recreational, cultural and working landscape resources that reflect the uniqueness within each of the counties that surround the lake. “The Four Lives of Lake Champlain” connects the land based resources to the lake, creating a comprehensive and integrating theme to relate the story of the social and economic development of the Champlain Valley. The link to the maritime heritage of Lake Champlain is a comprehensive theme for the Byway corridor since this country’s first transportation routes were along the waterways, moving to land when the trees were cleared and the villages grew.

Goals
The goals are the methods by which the vision will become a reality. The difference between a vision statement and goals can be a matter of providing more specific elaboration.

Sample Goals

preserve the rural scenic character of the corridor and protect important viewsheds.

Maintain and enhance the quality of recreational experiences available to byway users.

Highlight the scenic beauty of the region by encouraging travel along the lake.

Support tourist activity through carefully designed and placed signs, interpretive centers, and information kiosks.

Manage and the various resources along the lake to create a sustainable byway and ensure conservation of the many natural resources.

Increase accessibility to recreation areas and associated facilities.

Develop a sense of joint ownership by all users and managers.

Strengthen the economy of the region.

Ensure that the visitor’s experience meets or exceeds their expectations.
Themes by Segment
WESTERN SEGMENT

Natural Water Resources: An abundance of lakes, rivers, streams and ponds, etched out during the "Ice Age" with open space, woodland, and wetland areas to support local wildlife and fishing habitats along the western segment of the corridor i.e. Lakes Ontario, Star, Cranberry, Tupper, Saranac, Placid, & Champlain and the Black, Oswegatchie, Raquette, and Ausable Rivers. Also noted by canoeists and kayakers traveling the Black River and local residents are natural rock cavern's, crevices and formations sprinkled along the trail. Historical & Archeological: Diverse European backgrounds influenced architectural styles & designs and are reflected in historical structures that date back to the late 18th and early 19th centuries in each community along the corridor and include area churches, cathedrals, museums, and libraries. Native American relics can still be found along the corridor along with remnants of early settlements and commerce -ship building, military support and defense, agriculture, multiple manufacturing and paper mills, and retail commerce to support community and economic development. Outdoor Recreation: Local municipal parks constructed from historical ruins/sites important to the development of the local community offer picnic areas, walking, hiking, and bicycle trails, cross-country skiing, and parking for motorized vehicles. In addition, water-based outdoor recreational opportunities include boating, kayaking, and/or fishing along waterfront areas along the corridor. Westcott Beach State Park and Thompson Park and the New York State Living Museum offer additional opportunities that range from swimming to camping and tours to further enhance the visitor's experience. Local snowmobile and ATV Clubs maintain interconnected multi-use recreational trail systems supported by private business owners offering retail services and accommodations to visitors. Cultural (Folk Life & Small Town Character): The working agrarian landscape is limited to the segment of Rt. 3 from Sackets Harbor to Watertown, however, local farmer markets and multiple variations of produce stands sprinkled along the corridor depict a culture that reflect the rural heritage of the area. Contributing to local flavor of the area are artisans and crafters along the trail offering a unique peek at rural folk life in upstate New York through the sale of handmade products and workshops that demonstrate their craft. Area festivals and events celebrate diverse nationalities and the cultural heritage throughout the year – German, Italian, Irish, River & Dairy Festivals, Agricultural Fairs, and Woodsmen & Fireman Field Days, to name a few. Scenic Landscapes: An emphasis upon outdoor recreational opportunities centered around waterways, open space, woodlands, wetlands, and historical & archeological themes combined with the changing of seasons provide scenic vistas along a multitude of lakes, rivers, streams, creeks, and ponds that traverse the corridor.

CENTRAL SEGMENT

Our local section of the Olympic Byway centers on the magnificent natural resources, rich historic character, and innumerable recreational opportunities available in the area. What makes our section special is the vibrant rural communities integrated within expansive protected wild lands. The natural beauty, extensive waterways, access to outdoor activities, and historic sites contribute to the quality of life found in the region.

EASTERN SEGMENT

The eastern section of the Olympic Trail provides a journey into nature, recreation, history and lives. The lives of the residents are an integral part of the corridor, and contribute to its character in concert with its natural, cultural and historic resources. The area has experienced nature's renaissance and emerged with a patchwork blend of small-scale industry and natural beauty. The wildness of the area and its unique culture provides extensive and unique recreational opportunities.
<table>
<thead>
<tr>
<th>Section</th>
<th>Description</th>
<th>Assigned To</th>
<th>Vision Statement</th>
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<tbody>
<tr>
<td>Western:</td>
<td>Route 3 from Route 180 in the Town of Hounsfield to the Town of Pitcairn</td>
<td>Tug Hill Commission</td>
<td>Communities along the western segment of the Olympic Byway envision a high quality product that supports, enhances, and builds sustainable economic and community development opportunities through tourism and resource management; boosts community pride and spirit; provides travelers with a consistent thematic experience; and offers visitors quality services and accommodations that contribute to a positive traveling experience.</td>
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<tr>
<td>Central:</td>
<td>Routes 3/86 from the Town of Fine to the hamlet of Ray Brook</td>
<td>Wildlife Conservation Society</td>
<td>The Olympic Byway Vision is to preserve the natural, cultural, historical, and recreational richness of the area for the restoration of the human spirit as well as foster an understanding of the uniqueness of the Adirondack region. The byway will benefit the local residents and maximize tourist opportunities without compromising the integrity of the communities and resources that lie along the corridor.</td>
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<tr>
<td>Eastern:</td>
<td>Route 86 from the Village of Lake Placid to the Town of Wilmington</td>
<td>Friends of the North Country</td>
<td>The eastern section of the Olympic Byway preserves and markets the rich history, culture and recreational opportunities of the area, while maintaining its unique character. Visitors and residents alike enjoy extensive opportunities to experience the natural beauty of the Adirondack Mountains, and the Ausable River Valley. The cultural history of this region, including forestry and wood products, iron mining, farming and outdoor athletics is effectively interpreted and successfully marketed. The true local character is preserved with careful attention paid in all marketing efforts to avoid creation of any superficial experience. A delicate balance is maintained between encouraging visitors to experience the Byway and protecting residents who live in these communities from the possible negative impacts of tourism. In this balance, the plan ensures that all businesses, not just tourist-related industries, have an opportunity to grow and thrive in the communities along the corridor.</td>
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<tr>
<td>Western Segment</td>
<td>Goals by Segment</td>
<td>Eastern Segment</td>
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<tr>
<td>Create and strengthen new and existing economic development opportunities through</td>
<td>Create a regional identity among communities along the byway.</td>
<td>Enable municipalities who have expressed concerns about the CMP, and who agreed not to have their communities represented in the planning process, to have input in the potential for de-designation.</td>
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<td>unified efforts to build upon communities along the corridor through the promotion and</td>
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<td>marketing of corridor resources to attract new and repeat visitors.</td>
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<td>Increase and enhance directional/interpretive signage and kiosks along the corridor to</td>
<td>Strengthen ties among communities along the byway corridor.</td>
<td>Enable members who have participated in the planning process to have a voice in the implementation of the plan while maintaining local control of the CMP.</td>
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<td>facilitate the travelers experience.</td>
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<td>Develop new guidelines for commercial signage usage along the corridor to attract,</td>
<td>Improve access to and quality of recreational opportunities along the byway and encourage the development of additional resources.</td>
<td>Demonstrate and promote the resources of the area.</td>
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<td>inform, and direct tourists to local business establishments to support economic</td>
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<td>development initiatives.</td>
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<tr>
<td>Reroute the designated byway from Route 3A to Scenic Route 3 along the Black River</td>
<td>Improve awareness, understanding, and appreciation for the byways' recreational, natural, cultural, and historic sites and resources.</td>
<td>Identify funding for projects recommended within the objectives of the plan.</td>
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<td>from the V. of Deferiet into the V. of Carthage.</td>
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<tr>
<td>Maintain and uphold the cultural and historical identity of each community along the</td>
<td>Support local businesses.</td>
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<td>byway.</td>
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<tr>
<td>Encourage sustainable economic development in communities along the byways.</td>
<td>Promote a realistic experience by staying true to the character of the area.</td>
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<td>Involve educational facilities in area activities.</td>
<td>Encourage new economic development in the area of high technology.</td>
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<td>Improve accessibility, safety and relieve congestion along the corridor through multi-modal transportation.</td>
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<td>Preserve and enhance the aesthetics and safety of the roadway along the corridor.</td>
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<td></td>
<td>Get through-travelers to stop throughout this portion of the byway.</td>
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## OLYMPIC BYWAY RESOURCES

<table>
<thead>
<tr>
<th>Resource</th>
<th>Scenic &amp; Natural</th>
<th>Recreational</th>
<th>Cultural</th>
<th>Historic &amp; Archaeological</th>
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<tbody>
<tr>
<td>Adirondack Mountains</td>
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<tr>
<td>Adirondack Scenic Railway</td>
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<td>Agricultural Farmland &amp; Open Space</td>
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<tr>
<td>Alex T. Duffy Fairgrounds</td>
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<td>Altamont Recreational Path</td>
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<td>Arts and Decorative Craft Galleries</td>
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<tr>
<td>Augustus Sacket House (Sackets Harbor Visitor Center)</td>
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<tr>
<td>Bartok Cottage Historic Site</td>
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<td>Berkeley Square National Register Historic Business District</td>
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<td>Black River Bay and Muskellunge Bay Wetlands Area</td>
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<td>Black River Cemetery</td>
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<td>Black River Village Architecture</td>
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<td>Brewster Peninsula</td>
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<td>CanAm - Historic reenactment of British invasion</td>
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<td>Canoe &amp; Kayak Portage Areas</td>
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<td>Carthage Area Recreational Park</td>
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<td>Carthage Historic Downtown Business District</td>
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<td>Carthage Memorial Park</td>
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Adirondack North Country Association
The Olympic Scenic Byway Corridor Management Plan (CMP) Project
Regional Steering Committee Meeting Minutes
October 27, 2003
Hotel Saranac Lake at Saranac Lake, NY 8:45am to 11:45am


Terry Martino opened the meeting and greeted the participants. She gave an overview of the two promotional Byway campaigns spearheaded by ANCA in 2002 and 2003 and distributed two glossy Byway booklets created as part of the recent tourism initiatives. She also introduced today’s meeting facilitators, Robert Camoin and Ellen Morosoff-Pemrick of Camoin Associates. Martino shared a list of Mr. Camoins’ accomplishments in community and economic development which included the restoration of Saranac Lake’s Union Depot and Saranac Lake’s Five-Year Strategic Revitalization Plan which was successfully implemented and contributed to Saranac Lake’s earning the prestigious All America City designation.

Sharon O’Brien introduced the Local Action/Advisory Byway Groups and reported on their accomplishments over the past year. She announced seven local CMP drafts had been completed and that ANCA, Friends of the North Country, North Woods Engineering, Tug Hill Commission and the Wild Life Conservations had worked directly with Byway communities to create the local planning documents. She explained that the groups had discussed economic and community development opportunities with a focus on tourism, studied recreational opportunities, inventoried and mapped the route’s natural, recreational, historical and cultural resources, proposed marketing strategies,
suggested promotional activities, worked to form new partnerships to implement the CMPs, and made recommendations for transportation and safety improvements.

O'Brien stated that there was a two fold purpose for the morning work session. One was to integrate the ideas recorded in the local plans into a consolidated vision which will be used to define the future of the Byway and the second was to agree upon a universal theme for the entire Byway route to serve as a banner in future promotional efforts.

O'Brien then introduced Robert Camoin. Camoin explained that as attendees worked they should keep in mind that the vision will be a depiction of the Byway as they see it for the future and that a theme will be the story a byway has to tell. He led the group in discussions focusing on the Byway’s commonalities and guided them in sharing comments that were charted and used to develop the framework for the Olympic Scenic Byway’s vision and theme.

Camoin distributed handouts of the visions, themes and resource lists that had been prepared by the seven local groups and led the participants through a series of questions. He asked them to consider, “What do you think of when you hear a reference to the area?”, “What would you like the byway corridor to be known for?”, “What are the unique qualities of the Byway?”, and “What is special about the areas along the corridor?”

The attendees broke out into small discussion groups and assigned a spokesperson to summarize and report their recommendations. All responses and suggestions were recorded. The culminating exercise enabled each participant to vote for his or her preference of vision and theme statements. Camoin said he would study the comments and prepare a draft vision and theme statement that would be reviewed by ANCA and presented for final approval at the next meeting on November 21. The idea of “Olympic Sprit” along with world class outdoor sports and recreation, and a place for people, lives and accomplishments were identified as key concepts.

The participants were thanked for their efforts and invited to return for the next session to be held on November 21, 2003 to assist in developing the CMP goals and to make recommendations for potential projects along the corridor. Attendees were also invited to attend ANCA’s Annual Meeting on November 19, 2003.

Submitted by,

Sharon O'Brien
Byway Program Coordinator
OLYMPIC BYWAY
Morning Session

Regional Steering Committee Meeting

October 27, 2003

Brian Fenlon
NY DEC - Region 6

Jon Kopp
Tupper Lake Chamber of Commerce

Kathy Amyot
Tug Hill Commission

David Cutter
Seaway Trail

Peter Cayan
ANCA

Victoria Zinser-Johnson
Friends of the North Country

Don Caldera
ANCA and Country Business Services

David Winchell
OLY & ADK NYSDEC Region 5

Dave Zembiec
Tug Hill Commission

Angel Granger
North Elba/Lake Placid Comm. Dev. Office

Terry Martino
ANCA

Babs Reid
Lake Placid/Essex County Visitors Bureau

Zoe Sipos-Smith
Wildlife Conservation Society

Bill Peters
ANCA

Robert Camoin
Camoin Associates

Sharon O'Brien
ANCA

Arnie Talgo
NY Power Authority

Ellen Morosoff Pemrick
Camoin Associates
Steering Committee Meeting 11/21/03

- Announcement
- Draft Statements and Projects
- Minutes
- Attendee List
November 5, 2003

Dear Colleague,

ANCA’s Regional Steering Committee for the Adirondack Trail and Olympic Scenic Byway held on October 27th resulted in a successful exchange of ideas leading to the development of a draft Byway Vision and Theme statement for each route. The recommendations for the final statements will be presented by Camoin Associates at our next meeting on November 21st. You will find a summary of the October 27 meeting discussions enclosed.

Camoin Associates will facilitate the last Regional planning meeting on November 21 at the Hotel Saranac in Saranac Lake. The morning session for the Olympic Byway will run from 8:45am until 11:45am and the Adirondack Trail Session will meet from 1:00pm until 4:30pm.

Participants will work on finalizing our goals for the two Byways and will be discussing potential model projects for inclusion in the master Adk Trail and Olympic Byway Corridor Management Plans. We will focus on identifying and prioritizing those projects that will impact economic development, transportation, and recreation along the two Byways.

We will be considering model projects that have the potential to bring corridor wide benefits to Byway communities. We encourage you to bring your suggestions for projects that support the goals that have been presented from communities throughout the region.

Enclosed you will find a list of goals for the Adirondack Trail and Olympic Byway that were prepared by the ANCA’s Local Action/Advisory Groups on behalf of the local communities. Please familiarize yourself with these lists prior to the meeting.

We look forward to your attendance on November 21. A RSVP form is attached for your convenience.

Sincerely,

Terry deFranco Martino  
Executive Director

Sharon O’Brien  
Program Coordinator

Encs:
Revised Vision and Theme Statements

Vision Statement

The Olympic Scenic Byway is a historic transportation corridor connecting people and communities from Lake Ontario to Lake Champlain. Weaving in and out of the Adirondack Park, the byway provides access to world-class sports and outdoor recreational opportunities, working landscapes, and abundant natural resources— from farmlands and forests to rivers and lakes. The Olympic Scenic Byway offers visitors a memorable travel experience that fosters an understanding of the area's rich industrial heritage and promotes exploration of the environment, while preserving the cultural traditions, natural resources, and authentic character of thriving byway communities.

Theme Statement

The theme for the Olympic Byway is The Olympic Spirit. The Olympic Spirit tells the story not only of the athletes training for the Winter Olympics and other national and international sports competitions, but also of the guides who forged paths through the wilderness, the early settlers, loggers and sportsmen who utilized the area’s rivers and forests for industry, and the health seekers and recreationalists experiencing the wonders found in the mountains and valleys.

The Olympic Spirit refers to the pride and perseverance of those who live here, and captures the determination of residents and visitors who seek opportunities in diverse, rural landscapes. By linking the scenic, historic, natural, recreational, and cultural resources of the Olympic Byway, this theme will promote a quality experience that engages the soul.
Olympic Byway  
November 21, 2003

Revised Corridor-Wide Goals

Regional Cooperation
- Encourage ownership and local involvement in Byway efforts.
- Strengthen communications to keep the Byway communities informed of local and corridor-wide actions.
- Strengthen ties among Byway communities to foster cooperative initiatives.
- Empower local communities to engage in Byway initiatives.
- Evaluate progress and update the CMP as needed.

Stewardship
- Encourage the proper usage of corridor resources.
- Protect the rural, historical, and cultural character of communities along the Byway.
- Enhance residents' and visitors' understanding and awareness of Byway resources and the Adirondack Park through education.
- Provide for conservation and stewardship of natural resources.

Marketing and Promotion
- Promote regional identity through use of the Byway's "Olympic Spirit" theme.
- Encourage communities to market themselves as "Byway Communities," both collectively and individually.
- Participate in promotional campaigns that encourage travelers to visit a variety of resources found in all the Byway communities.
- Utilize the Internet to provide access to Byway travel information.

Interpretation and Signage
- Install effective approved signage to provide information on the region's unique recreational, natural, historical and cultural resources, including its industrial heritage.
- Develop and improve interpretive centers and kiosks to increase visitors' enjoyment of their time spent along the corridor.
- Improve the awareness of local history among both visitors and residents of all ages.
Tourism Development
- Strengthen the application of regional identity of the Byway.
- Increase accessibility to resources and recreation areas.
- Improve the availability of goods, services, food, and lodging that appeal to visitors.
- Improve access to and quality of recreational opportunities along the Byway.
- Encourage through–travelers to stop along the route.
- Attract new and repeat visitors to the area.

Economic and Community Development
- Encourage sustainable economic development in communities along the Byway.
- Encourage economic development through improved telecommunications infrastructure.
- Promote small town arts and crafts, wood products and agriculture highlighting their local origins and relation to the working landscape.
- Place NYSDOT Tourist Oriented Directional Signage (TODS) to attract and direct tourists to local business establishments.

Transportation and Safety
- Improve accessibility and relieve congestion along the corridor through multi–modal transportation.
- Improve safety conditions for all Byway users.
- Enhance aesthetics along the corridor.

Corridor Expansion
- Seek NYSDOT Scenic Advisory Board approval to proceed with the process to include the addition of a new ten mile loop of Scenic Route 3 along the Black River from Route 3A in the Village of Deferriet into the Village of Carthage, located within the Town of Wilna and Jefferson County and rejoining the existing Olympic Byway at Route 3A in Fargo.
- With NYSDOT Scenic Advisory Board approval collect and submit the necessary data and endorsements to extend the Olympic Scenic Byway route ten miles to a new western terminus at Henderson Harbor on Lake Ontario.
Regional Cooperation
- Establish an online bulletin board for the Olympic Scenic Byway with links to chambers of commerce, industrial development agencies, and other resources for economic development in the region.
- Ensure Byway community representation at NYS Department of Transportation hearings on proposed transportation projects.
- Conduct a regular byway exchange or conference to share information and success stories.
- Develop a means by which the Byway partners can share grant information.
- Coordinate year-round events planning.
- Support the use of the “Byway Community” designation.
- Partner with existing regional organizations to promote the Byway.
- Establish a link to the Adirondack Regional Tourism Council website.
- Distribute copies of Corridor Management Plan goals and projects to Department of Transportation regional offices and municipalities located along the Byway.
- Encourage Byway communities to participate in NYS Department of Environmental Conservation Unit Management Plans.
- Create an oversight agency for Byway management and implementation of the Corridor Management Plan.
- Evaluate and update the Corridor Management Plan as conditions change.

Stewardship
- Develop a public education program to address the problem of invasive plants along the roadway.
- Restore and rehabilitate significant historic structures.
- Identify natural resources to be preserved and managed where appropriate (such as Natural Bridge).
- Protect, enhance, and maintain significant views.

Marketing and Promotion
- Establish a year-round calendar of events along the Byway.
- Construct informational kiosks that are uniform in appearance to promote Byway resources and events.
- Utilize the Byway theme on promotional materials.
Create Byway-wide 'Olympic Spirit' events.
Use the Byway name for branding where appropriate on advertising, maps, and brochures.
Establish links to business community promotions and tourism promotion agencies.

**Interpretation and Signage**
- In cooperation with the NYS Department of Transportation, the NYS Department of Environmental Conservation, and the Adirondack Park Agency, create scenic pull-offs with interpretive signage.
- Identify and enhance wildlife viewing areas.
- Establish a network of Adirondack Community Information Centers.
- Provide support for local agriculture by establishing farm markets, creating an agricultural research park, and promoting agri-tourism.
- Support the development and operation of the Natural History Museum.
- Avoid over signing the route.

**Tourism Development**
- Develop and maintain a system of multi-use trails with links to and between communities and a map to promote their use.
- Work with the NYS Department of Transportation and local communities to provide public restrooms along the Byway.
- Improve trail access.
- Work with NYS Department of Transportation and NYS Department of Environmental Conservation to establish roadway pull-offs for overlooks and observation areas.
- Encourage the development and expansion of year-round businesses in Byway communities.
- Develop informational centers to market the Byway and its resources.
- Construct canoe and boat launches with signage.

**Economic and Community Development**
- Strengthen and support agricultural economic development and promote crafts made by local artisans.
- Establish a Byway revolving loan fund to support community and economic development.
- Encourage post-secondary schools to serve as resources for business planning assistance.
- Create, expand, and improve public access to waterfronts.
- Develop farmers markets in Byway communities.
- Enhance streetscapes, facades, commercial districts, and building interiors throughout the region.
- Educate potential entrepreneurs about Empire Zone and other incentives available, and the types of development desired in Byway communities.
- Upgrade infrastructure including water and sewer, sidewalks, and telecommunications.

**Recreation**
- Identify areas where fishing, rafting, snowmobiling, and/or other recreational activities are allowed.
- Install signage to mark locations appropriate for motorized or non-motorized boat use as well as caution signs noting dangerous areas.
- Enhance existing parks, beaches, public recreation areas, etc. with signage.
- Develop community recreation trails.

**Transportation and Safety**
- Install crosswalks and sidewalks to promote pedestrian safety.
- Widen highway shoulders along the Byway where appropriate.
- Extend, improve, and maintain bike routes and mountain biking trails.
- Encourage alternative modes of transportation.
- Construct public parking areas along the Byway with trash bins.
- Increase public transportation.
- Extend the Scenic Railway.
- Conduct research on the impact of roads on wildlife mortality.

**Corridor Expansion**
- Gather local support and prepare and submit paperwork to the Scenic Advisory Board for the addition of the new ten-mile loop of Scenic Route 3 along the Black River.
- Extend the byway with a new western terminus at Lake Ontario.