| 1. Tannery Island  
2. Guyots Island  
3. Multiple sites located along the local waterfront. | Park project, as funding becomes available (2-3 years).
(Long Falls Park Project Approved Grant Application outlines a 3-phase approach to implementing plans to develop a waterfront park linking the mainland with Guyot's Island by a walking bridge.)

**Turning Point Park -**

- Historic significance as part of the Black River Canal System, 3rd largest next to the Erie Canal. An important corridor for commerce and travel, boats carried travelers from Lyons Falls to Carthage, turning around to make the trip back up-river, and stopping to pick up and/or drop-off passengers at points along the way.

- Interpretive signage to inform traveler of its historic significance.
- Develop strategic plan to enhance future development along its waterfront, encompassing “Turning Point Park.”
- Debris clean-up of the river to allow for excursion boats to once again travel up and down the river;

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| Long Falls Park -located along the waterfront on State Street in the historic downtown business district, the scenic views and natural beauty of the river attract visitors to stroll the park. The newly constructed footbridge linking the mainland to Guyot’s Island, brick paved sidewalk & natural walking paths along the riverfront and kiosk enhance the waterfront area in phase I of a 3-phase development project provided by matching rea $368,000 matching grant fund from NYS OPRHP. | Ongoing maintenance and general enhancements to the park;
- Add picnic tables and Bar-B-Q pits to accommodate visitors;
- Seek funding to implement Phase II of the “Long Falls Development Project” as opportunities are presented; | Village of Carthage and the Town of Wilna and supported by in-kind service from neighboring communities;
- Possible donations from local clubs – i.e. Eagles Club, Veterans Club, local church organizations, Greater Area Chamber of Commerce etc.
- Cooperative efforts through RACOG supported by state and |
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<thead>
<tr>
<th>Project Location</th>
<th>Initiative Details</th>
<th>Additional Information</th>
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</table>
| Village of Carthage and the Town of Wilna | - Develop a promotion and marketing campaign to attract visitors to the park;  
- Advance plans identified in the “Downtown Development Plan for the Villages of Carthage and West Carthage” with an outdoor Amphitheatre, and dump station for RVs, as opportunities and funding is available. | |
| Train Depot - Located along North Mechanic Street | - Identify potential uses of the property (3-5 years);  
- Gain controlling interest in the property as funding becomes available (5 years);  
- Enhance, preserve and protect the historic significance and structural integrity of the depot, as funding becomes available. | - Local Municipality’s through shared interest and historic significance to the broader area, Funding through NYS Parks, Recreation, Historic Preservation Office. |
| Memorial Park - located on State Street in the village along Route 3 | - Ongoing efforts to preserve and protect the historical significance of the cemetery, statue, individual headstones, and park. | - American Legion, Local interest groups supported by town and village efforts; NYS PRHPO; |

*1. Veterans Memorial*
| Historic Downtown Business District - designated in 1984 - Located along State Street - visitors are attracted to the historic architectural structural design of buildings contributing to the character of the village and listed on the State and National Registers of Historic Places. (The village is currently engaged in cooperative efforts with neighboring communities to implement recommendations from the “Downtown Revitalization Plan and Retail Analysis Plan” to strengthen existing businesses and attract new business.) | • Ongoing efforts to encourage commercial property owners to preserve, rehabilitate, restore, and/or identify adaptive reuse of buildings by providing 50/50 matching grant fund through the Office of Small Cities to implement a $600,000 Joint Micro-enterprise Façade & Public Improvement Program.  
• Ongoing enhancement of complementary streetscape and public improvements;  
• Ongoing efforts to advance recommendations and guidelines identified in the “Retail Analysis Report for the Villages of Carthage and West Carthage” in revitalizing the downtown area;  
• Develop a promotion and marketing campaign to attract retail business (1-2 years); | • Local municipality supported with funding from the NYS Governor’s Office of Small Cities and private commercial property owners.  
• RACOG Regional Retail Committee, Local municipalities, Tug Hill Commission, retail investors/developers/entrepreneurs.  
• Greater Carthage Area Chamber of Commerce, Commercial property owners, ANCA as part of the Olympic Byway marketing campaign | • Historic Homes/Buildings/Architecture – the attention of visitors traversing the village is drawn to the architectural style and design that reflects the culture, period, and individual and community affluence at that time. | • Ongoing maintenance/rehabilitate/restore/renovate for adaptive reuse. | • Private property owners, town and planning board. |
<table>
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<tr>
<th>Cultural</th>
<th>Village and planning boards and supported by local interest groups - Greater Carthage Area Chamber of Commerce;</th>
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<tr>
<td><strong>Cultural</strong></td>
<td><strong>Cultural</strong></td>
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<tr>
<td>Farmers Market - a newly constructed open-air facility, located at 120 Riverside Drive, provides ample parking space to accommodate vehicular traffic and located directly adjacent to and within walking distance of the “Historic Downtown Business District” and Long Falls Park, visitors are enticed to purchase fresh locally grown produce, baked goods, and crafts.</td>
<td>- Develop a Phase II plan to construct public bathrooms, concrete floor, indoor/outdoor ornamental lighting, and enclose the building as funding becomes available;</td>
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<td>- Promote and market the farmers market;</td>
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<tr>
<td>Churches - a significant contribution to the historic and cultural roots of rural communities, 4 early church communities continue to influence community development and offer visitors a historic view of community values and economic prosperity as reflected by its architectural design, artifacts.</td>
<td>- Ongoing structural maintenance, enhancements and preservation;</td>
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<tr>
<td><strong>Recreational</strong></td>
<td><strong>Recreational</strong></td>
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<tr>
<td>Carthage Area Chamber of Commerce - located on the 2nd floor of 313 State Street in the Carthage Savings and Loan Bank - promotional brochures and information on local &amp; regional points of interest, services and resources to facilitate visitors</td>
<td>- Ongoing promotion and marketing of the area;</td>
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<td>- Chamber of Commerce Board of Directors;</td>
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</table>
| Experience traveling the byway. | • Ongoing maintenance and enhancement of the existing facility,  
• Promote and market the park with a brochure that lists the services, special events and attractions held at the site (1-2 years); | • Local Municipality, Greater Area Chamber of Commerce, Special Interest Groups & Clubs |
| Carthage Area Recreational Park—Located on the outskirts of Carthage along Route 3 and host to special community events, visitors enjoy a kid’s playground, ball fields, indoor recreation hall, walking trail, cross-country skiing, ice-skating, picnic area and the recently added Skateboard Park. | • Ongoing maintenance and enhancements to boat launch areas;  
• Develop a waterfront plan to expand boat launch areas and build new docks, as funding becomes available (3-4 years);  
• Purchase waterfront property for recreational development as opportunities are presented and funding becomes available.  
• Construct boat docks to improve river access through LWRP as funding becomes available (5-7 years).  
Promote and market special fishing and boating events and activities; | • Villages of Carthage and West Carthage and Towns of Champion and Wilna (RACOG); NYS DEC;  
• Greater Area Chamber of Commerce. |
| Kayaking/Canoeing – located along the Black River from Carthage to Lyons Falls. Visitors are attracted to miles of flat water and opportunities to access and exit at various points upriver. (Supported by recommendations identified in the “Black River Corridor Economic Adjustment Strategy” Downtown Revitalization Plan for the Villages of Carthage and West Carthage” and the Retail Analysis for Downtown Carthage and West Carthage.”) | • Identify segments of the river that support fishing and develop a plan to stock/restock fishing area (1-2 years).  
• Develop a signage plan to direct visitors to boat | • NYS DEC, Local Municipality. Identify segments of the river that support fishing and develop a plan to stock/restock as needed through the DEC.  
• Local municipalities, NYS DEC |
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<th>DOT, RACOG</th>
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<tr>
<td>• Local municipality,</td>
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<td>supported by regional</td>
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<td>planning efforts and</td>
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<td>technical assistance</td>
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<td>providers &amp; grant</td>
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<td>funding.</td>
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<td>• Local business owners,</td>
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<td>Local</td>
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<td>&amp; Regional Chambers of</td>
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<td>Commerce</td>
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<th>launches &amp; docks, fishing areas, and parking areas (Grant funded through DOT w/projected completion date of 1-year).</th>
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<tr>
<td>• Develop a strategy to purchase waterfront property for future recreational development (1-2 years);</td>
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<td>• Identify, enhance &amp; develop complementary service &amp; attractions that can be advertised, promoted and marketed.</td>
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<td>Activity</td>
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<td>Hunting – Located on publicly owned property along Route 3 outside village limits – hunters are attracted to a bountiful supply of big and small game.</td>
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<tr>
<td>Birding – located along the natural habitat areas of the river – birding enthusiasts are attracted to the local species of waterfowl and migratory birds.</td>
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<tr>
<td>Snowmobile/ATV Trails &amp; Trailhead – the local snowmobile club grooms and maintains 45 miles of winter corridor (5) and secondary trails that link an expansive year-round corridor trail system from the Tug Hill Plateau to the Adirondacks as well as interstate and international trail systems from New England and Canada.</td>
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Hamlet of Natural Bridge

Resources are located between NYS DOT Start/End Mile Point Jefferson County 20.50 through 26.06

Located in Jefferson County in the Town of Wilna, Joseph Bonaparte, King of Spain, purchased a large chunk of land in 1818 with the intention of creating a “New France” and is credited with naming the hamlet as a result of its natural bridge caverns. In 1829 Joseph Bonaparte had a frame mansion constructed over the natural caverns and according to local legend provided an escape route, via a tunnel if needed. Privately owned, the caverns continue to serve as an attraction to visitors.

The small hamlet of approximately 337 residents serves as a gateway to the Adirondacks today and provides a brief respite from their travels as visitor’s pause to chat with local artisans located along Route 3 while they browse and shop for folk art and crafts and/or stop by the local café to experience the cultural flavor of the community.

Tourism:

The importance of tourism to local communities in stimulating economic development opportunities along the western segment of the Olympic Byway is documented in the Strategic Plan for Tourism in Jefferson County, Jefferson County Economic Development Strategy, Black River Economic Adjustment Strategy, and A Tourism Plan for the City of Watertown, New York. Typically, advancing recommendations identified in the referred plan falls to the individual agency/organization/entity requesting the report rather than an orchestrated regional effort to guide long-term development. In recognition of the significant contribution made to the corridor by private business owners providing service and resources to facilitate the overall experience of visitors traversing the byway and the efficiency and effectiveness in a regional approach to promotion and marketing initiatives, the LAC/LSC is recommending a regional effort orchestrated through local chambers and advanced by the Greater Watertown Chamber of Commerce, Seaway Trail, 1000 Islands Tourism Council, Olympic Byway and I Love NY Campaign.

Synonymous with its early development, are the Natural Bridge Caverns. Currently privately owned and operated, participants in community forums and LAC identified the need to seek opportunities through the NYS Office of Parks, Recreation, and Historic Preservation to purchase, maintain, promote and market as a key resource to the byway and local economy as funding and opportunities allow. Located along Route 3 and within a 10-mile radius are overnight accommodations providing a range of services at privately owned and operated campgrounds & establishments. Also, within the hamlet is a privately owned and operated diner offering visitor’s home-cooked meals served in a down-home atmosphere and reflective of the local culture. Clearly identified through participation at community forums is the need for public restrooms to accommodate visitors.
In January 2003, and following a lengthy discussion by committee members representing the western segment of the Olympic Byway Local Advisory Committee, it was unanimously agreed that the strategic positioning of the Olympic Byway Tourist Information Center was crucial to attracting visitors into local communities with greater opportunities for success based upon the high volumes of visitors accessing services along outer Arsenal Street and traversing Interstate 81. In addition, committee members identified the need to disseminate Olympic Byway information at tourist information centers located in neighboring communities to broaden and expand opportunities for benefit.

**Transportation:**

As NYS DOT reconstructed Route 3 within the past few years, no new projects are scheduled. However, Route 3 traverses through the hamlet and serves as the “Main Street” and is the location for privately owned and operated businesses providing service and sales to visitors traversing the byway. The wide shoulders easily accommodate bicyclists, providing a safe distance from vehicular traffic.

**Signage:**

Identified by the LAC is the need for interpretive and directional signage located at strategic points of interest and intersections to facilitate pedestrian, bicycle and vehicular flows of traffic and enhance the overall experience of visitors.

**Implementation:**

As local community representatives, members of the LAC recommend the continuation of quarterly meetings facilitated by the Tug Hill Commission to maintain the flow of communication and information to support the advancement of recommendations and build upon the strengths of neighboring communities in a regional planning effort. The CMP also identifies likely partners associated with the resources to implement the recommendations and serves as a reference list as members of the committee track progress.
<table>
<thead>
<tr>
<th>Resources and Special Sites &amp; Attractions</th>
<th>Recommendations</th>
<th>Likely Partners or Stakeholders</th>
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<tbody>
<tr>
<td><strong>Natural</strong></td>
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<tr>
<td>Mountainous Beauty/Fall Foliage –</td>
<td>Ongoing</td>
<td>NYS DOT &amp; DPW Crews</td>
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<td>surrounding backdrop along the byway –</td>
<td>maintenance</td>
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<td>Breathtaking views of a natural phenomena</td>
<td>and enhancements</td>
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<td>with scenic vistas strategically placed</td>
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<td>offer visitors an opportunity to pause</td>
<td>vistas and</td>
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<td>from their travels and gaze at the</td>
<td>picnic areas;</td>
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<td>natural beauty of the mountains.</td>
<td>Identify site/s</td>
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<td>public restroom</td>
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<td>facilities;</td>
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<td>Indian River – located along Route 3</td>
<td>Waterfront</td>
<td>Town of Wilna DPW crews, Boys/</td>
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<td>and just off route 3 on Lime and Depot</td>
<td>cleanup efforts</td>
<td>Girls Club &amp; local interest</td>
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<td>Streets. Visitors are attracted to the</td>
<td>along the bank</td>
<td>groups</td>
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<td>peace and quiet of the rural landscape</td>
<td>as opportunities</td>
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<td>while fishing for trout in one of the</td>
<td>are available.</td>
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<td>local fishing holes.</td>
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<td><strong>Natural Rock Formations</strong></td>
<td>Identify existing sites;</td>
<td>Local interest groups and</td>
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<td>Clearly mark</td>
<td>property owners; NYS DOT;</td>
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<td><strong>Recreational</strong></td>
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<td><strong>Hiking/Biking Trails</strong></td>
<td>Enhance trails</td>
<td>Local interest clubs, NYS DOT,</td>
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<td>through debris</td>
<td>Town DPW Crews</td>
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<td>Increase signage</td>
<td>direct visitors to designated</td>
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<td>to direct</td>
<td>public use trails;</td>
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<td>trails;</td>
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<td>Increase off-road parking areas to accommodate</td>
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<td>vehicle.</td>
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<td><strong>Fishing/Hunting/Camping</strong></td>
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<td>NYS DEC, NYS DOT</td>
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<td>enhance signage</td>
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<td>outdoor activities.</td>
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<td><strong>Cultural</strong></td>
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<tr>
<td>Folk Life—Local art and craft shops feature workshops and products to travelers, reflecting a way of life unique to the area.</td>
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<td>- Expand business opportunities through promotion and marketing along the corridor;</td>
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<td>- Possibly organize an Artisans Guild to cooperatively promote and market the resources.</td>
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<tr>
<td>- ANCA, Greater Area Chamber of Commerce, Thousand Island Tourism Council, in conjunction with business owners.</td>
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Village of Harrisville and Town of Diana

Resources are located between NYS DOT End Mile Point Lewis County Line 00.00-11.43 & St. Lawrence County 00.00 -7.90

Joseph Bonaparte (former King of Spain and brother of Napoleon) traded some of the crown jewels of Spain to buy land that covers much of what became the Town of Diana. He bought the land and moved to the "New World" to avoid capture in France. He named the town Diana after the mythical Roman Goddess of the Hunt as he thought she would enjoy the idyllic setting. Joseph Bonaparte became our first summer visitor, staying at a cottage that was built for him on the shore of the lake named after him. Foskit Harris acquired land along the Oswegatchie River from a land agent of Joseph Bonaparte and began the village of Harrisville in 1833. He constructed a sawmill and gristmill, harnessing the river for power to operate the mills.

By 1880 Harrisville had become the commercial and industrial center of the Town of Diana. The abundant natural resource of forests and water shaped industrial development and served to attract investors and residents supported by a chair factory, a sash and door factory, several active lumber dealers and a large paper mill, which continued to provide economic significance until its closure in the 1950’s. In addition, carriage makers, blacksmiths, a harness shop, and numerous general merchandise stores and retail service establishments such as barbershops and hotels supported community development. Current industry includes Viking Cives Inc, a maker of snowplows and Harrisville Dry Kiln Inc. with a state-of-the-art lumber-drying kiln.

Today visitors can still enjoy the former King’s favorite activities of hunting and fishing in the Town of Diana. There are over 20,000 acres of New York State forestlands to explore and hunt, providing year-round out-door recreational opportunities. Lake Bonaparte and numerous streams offer outdoor sport enthusiasts with opportunities to cast a line offshore or from a boat to fish. Local Bed & Breakfasts, motels and cabins provide overnight lodging to visitors and are supported by area restaurants.

Currently, the village is advancing efforts to implement a $60,000 Construction Project to build an island picnic site with public rest rooms within walking distance of downtown during the 2003 construction season, supported by the recently approved $25,000 NYS Small Cities Main Street Grant funding. Visitors can also enjoy a walk along the riverbank of the old millpond. The Town of Diana Historical Museum provides visitors with an opportunity to explore artifacts and documents reflecting significant events and day-to-day activities influencing community development. A gateway community to the Adirondacks, several local artisans, crafts persons and area merchants provide visitors with opportunities to shop for local art works, products, and services.
Tourism:

In recognition of the significant contribution made to the corridor by private business owners providing service and resources to facilitate the overall experience of visitors traversing the byway and the efficiency and effectiveness in a regional approach to promotion and marketing initiatives, the LAC/LSC is recommending a regional effort orchestrated through local chambers and advanced by the Lewis and St. Lawrence Chamber/s of Commerce, Black River Trail, Olympic Byway and I Love NY Campaign.

In January 2003 and following a lengthy discussion by committee members representing the western segment of the Olympic Byway Local Advisory Committee, unanimously agreed the strategic positioning of the Olympic Byway Tourist Information Center was crucial to attracting visitors into local communities with greater opportunities for success based upon the high volumes of visitors accessing services along outer Arsenal Street and traversing Interstate 81. However, committee members identified the need to disseminate Olympic Byway information at tourist information centers located in neighboring communities to broaden and expand opportunities for benefit.

Transportation:

The Black River Trail and Olympic Byway intersect the village along Routes 3 & 812 and provide visitors with reconstructed highways in good condition and a broad shouldered designated bicycle route.

Signage:

A kiosk is located in the village of Harrisville at the Oswegatchie Overlook, providing an opportunity to display and maintain information of interest to visitors traversing the byway. Community follow-up will be required to ensure it is an active resource of current information to maximize its use as an attraction to visitors. In addition, members of the LAC/LSC identified the need for byway signage located along the corridor at village & town boundary lines linking the community to the byway. Furthermore, attendees at the community forum and LAC/LSC were unified in suggesting interpretive signage be located at historic points of interest to inform visitors of the significance of the resource when funding is available to support regional, state efforts to do so.

In recognition of the importance of the tourist industry to service businesses located just off the byway and their need to gain the visibility along the corridor and the need to work within the parameters of ANCA and DOT regarding the placement of tourism-oriented directional signage, members of the LAC/LSC suggest some mechanism may need to be put into place to better inform businesses of the necessary application process required to attain the signage. Committee members expressed their support for consistency and continuity in signage along the corridor while addressing issues/concerns of business owners.
Implementation:

As local community representatives, members of the LAC recommend the continuation of quarterly meetings facilitated by the Tug Hill Commission to maintain the flow of communication and information to support the advancement of recommendations and build upon the strengths of neighboring communities in a regional planning effort. The CMP identifies likely partners to implement the recommendations.

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<tr>
<td>Lake Bonaparte</td>
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<tr>
<td>1. North Shore – located on North Shore Road – visitors have free access to a public boat launch, parking. In addition, visitors with reservations through the NYS DEC have free use of 6 campites through the Lowville office at (315) 376-3521.</td>
<td>• Ongoing maintenance and enhancement efforts to attract visitors;</td>
<td>• NYS DEC</td>
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<tr>
<td>2. South Shore</td>
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<td>State Forests</td>
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<tr>
<td>1. Toothaker Creek State Forest</td>
<td>• Ongoing maintenance and management of forests;</td>
<td>• NYS DEC</td>
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<tr>
<td>2. Greenwood Creek State Forest</td>
<td>• Clearly marked signage to direct visitors to parking areas;</td>
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<tr>
<td>3. Cold Spring Brook State Forest</td>
<td>• Develop a promotion and marketing campaign to attract outdoor enthusiasts;</td>
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<tr>
<td>Oswegatchie Overlook – located on Rt. 3 overlooking the Oswegatchie</td>
<td>• Develop a local process to maintain and enhance the kiosk to include points of interest &amp; visitor</td>
<td>Village and town, Chamber of Commerce,</td>
</tr>
<tr>
<td>Historical</td>
<td></td>
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</tr>
<tr>
<td>River in the village – visitors are attracted by the breathtaking natural views of the landscape nestled in the small rural community.</td>
<td>information (1 year);</td>
<td>&amp; special interest groups</td>
</tr>
<tr>
<td>Town of Diana Railway Museum – newly opened in the refurbished Harrisville Railroad Station located on Depot Street just off Maple Street –originally constructed in 1887 the museum is open Tuesday – Saturday from 10:00 A.M. to 4:00 P.M. from May to October and offer visitors free admission. However, donations are appreciated. Decorated in period design and reproductions the museum provides a gift shop and a greeting and baggage room as a backdrop to photos, scrapbooks, and locally collected memorabilia. Currently on loan to the museum for display purposes is a major Rose-colored quartz specimen.</td>
<td>• Ongoing maintenance and general enhancements existing facilities and artifacts;</td>
<td>• Town of Diana Museum Board of Directors with support from special interest groups; and local/ regional/state and federal funding sources;</td>
</tr>
<tr>
<td></td>
<td>• Ongoing historic renovations and preservation as funding is available;</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Ongoing efforts to complete bathroom and septic system as opportunities and funding are available (1-yr.)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Ongoing efforts to add a handicapped ramp to the freight Room as opportunities and funding are available (2-3 yrs.)</td>
<td></td>
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<tr>
<td></td>
<td>• Develop a promotion and marketing campaign to attract visitors;</td>
<td></td>
</tr>
<tr>
<td>German Prisoner of War Camp – Located in the Jadwin Memorial Forest on Rt. 812, a Civilian Conservation Corps Camp (CCC) was constructed during the 1930’s as part of the Federal Economic Recovery Program to plant trees on</td>
<td>• Interpretive signage to mark and inform visitors of its significance.</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>• NYS DEC.</td>
</tr>
</tbody>
</table>
abandoned farm land to complement conversation practices. In 1944 the CCC served during WWII as an operational base for German prisoners of war. Leaving only the utility building, the barracks were demolished in late 1940's.

| Recreational                        |  |  |
|-------------------------------------|  |  |
| **Lewis County Chamber of Commerce** - located at 7383-C Utica Boulevard, Lowville, N.Y. and offers visitors promotional brochures and information on points of interest, resources, and services to enhance the visitors experience.  | • Ongoing promotion and marketing of the local and regional area; | • Lewis County Chamber of Commerce Board  |
| **Hogsback/Lime Quarry/ Ongebonge & Green Pond Trail** - not handicapped accessible and are located along Rt. 812 & Rt. 3. Visitors are provided opportunities to enjoy the natural beauty of the great outdoors with a walk or recreational drive along the trails.  | • Ongoing maintenance and management of the trails;  
• Increase signage to direct visitors to parking areas and traversing the trails. | • NY DEC, special interest groups  |
| **Year-round Multi-use Trails**  | • Ongoing maintenance and enhancements to trails;  
• Develop a promotion and marketing campaign to attract visitors;  
• Link existing trail system to neighboring communities to develop an international and interstate corridor trail system as opportunities and funding is available; | • Special interest groups, NYS DEC, St. Lawrence County Planning & Chamber of Commerce  |
<table>
<thead>
<tr>
<th>Activity</th>
<th>Description</th>
<th>Responsible Parties</th>
</tr>
</thead>
<tbody>
<tr>
<td>Boating/Canoeing/Kayaking</td>
<td>Located at boat launch areas in state parks along Rt. 3 – outdoor enthusiasts are attracted by opportunities to paddle the open water while absorbing the natural surroundings of the great outdoors.</td>
<td>Ongoing maintenance to boat launch areas;</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Expand vehicular parking areas;</td>
</tr>
<tr>
<td>Hunting</td>
<td>Located in designated public areas around the village – outdoor enthusiasts are attracted opportunities to bag/tag large and small game as well as fowl.</td>
<td>Develop a promotion and marketing campaign to attract outdoor sport enthusiasts;</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Ongoing maintenance and general enhancements;</td>
</tr>
<tr>
<td>Camping</td>
<td>Scattered along Rt. 3 – visitors have the opportunity to select overnight accommodations at public and private sites offering no amenities to individual cabins and/or water/sewer/electric hookups.</td>
<td>Ongoing promotion and marketing campaign to attract visitors;</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Encourage private investment opportunities to provide quality overnight accommodations to visitors;</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cultural</td>
<td></td>
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</tr>
<tr>
<td>Folk Life</td>
<td>Small artisan and local craft shops sprinkled along Rt. 3 – visitors are invited to peruse the small craft shops displaying locally made products.</td>
<td>Ongoing promotion and marketing campaign to attract visitors to small shops and special workshops featuring folk art presentations.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Private business owners, Chamber of Commerce, Olympic Byway</td>
</tr>
<tr>
<td>Churches</td>
<td>Located on Maple Street, visitors are attracted to the historic architectural design reflecting rural values and cultural artifacts that shape community development</td>
<td>Ongoing maintenance and enhancements as opportunities and funding are available;</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Individual denominational communities and regional board of directors;</td>
</tr>
</tbody>
</table>
Draft: Corridor Management Plan
Olympic Scenic Byway

Implementation

The Tug Hill Commission will maintain communication with ANCA and advise the organization of their intentions to seek funding for Byway improvements to the western segment of the Olympic Scenic Byway. In the future ANCA will remain involved with local groups serving as the lead agency to secure Byway and Federal Highway Enhancement funding for eligible projects all along the Olympic Scenic Byway. This is a necessary step to provide proper coordination of Scenic Byway efforts. ANCA will also continue regional based marketing efforts for Byway communities and provide letters to support local efforts.

The local group is free to move forward with projects identified in the CMP, to pursue other local funding opportunities on their own, and to seek new partners.

The CMP will need to be re-visited, progress evaluated, and entries updated as conditions change along the Byway.
Appendix - A
October 29, 2001

The Olympic Trail Scenic Byway was designated by NYS in 1984 and consists of 170 miles of scenic and recreational attractions along NYS Routes 9N/86/3 & 3A from Keeseville to Sackets Harbor.

The Tug Hill Commission recently entered into a contract with the Adirondack North Country Association (ANCA) to develop a Corridor Management Plan (CMP) for that portion of the Olympic Trail along Routes 3 & 3A from Sackets Harbor to the Blue Line north of Harrisville. The purpose of the CMP is to better preserve, enhance, promote, and celebrate the natural, cultural and historic strengths of communities along this stretch of highway.

Since local involvement in the process is a key element to ensuring that the CMP for the Olympic Trail Scenic Byway addresses the needs of communities, ANCA and the Tug Hill Commission are encouraging existing community groups, businesses and interested parties to become involved in building local consensus. Raising awareness and appreciation for the Byway will provide a strong positive complement to other revitalization programs currently underway. To that end, the Tug Hill Commission is organizing a Local Advisory Committee (LAC) to provide input and work on activities related to the project.

You are invited to a preliminary meeting of the LAC to discuss next steps for the project.

November 7, 2001
7:00 p.m. – 9:00 p.m.
Ramada Inn
Outer Arsenal Street
Watertown, New York

I anticipate the LAC will meet six to eight times between November 2001 and June 2002 to assess community resources and identify needs in the development of a CMP.

Enclosed is a copy of the project overview in preparation for the meeting. If you have any questions regarding the enclosed information please feel free to contact me at (315) 785-2380 or kathy@tughill.org.

Sincerely,

Kathy Riches Amyot
Project Coordinator

Robert R. Quinn
Executive Director

Enclosures

Helping local governments and citizens shape the future of the Tug Hill region.
Appendix - B
From: Tug Hill Commission
Contact: Kathy Riches-Amyot, Project Coordinator
         Or Robert R. Quinn, Executive Director, 785-2380

Kathy can be contacted at the Carthage Municipal Office (315) 493-1060 M & W and at
the Tug Hill Commission Office 785-2607 on T & Th., Fri. & weekends at 658-2521

For Immediate Release

Management Plan Underway:
To Promote Olympic Trail Scenic Byway

The Local Advisory Committee (LAC) for the Olympic Trail Scenic Byway will hold
its third meeting January 9, 2002 at the Dulles State Office Building 1st floor conference
room located at 317 Washington Street, Watertown from 6:30-8:30 P.M.

The Olympic Trail Scenic Byway runs from Lake Ontario, through Watertown and
Lake Placid, and then on to Lake Champlain. The Tug Hill Commission is working on
behalf of the Adirondack North Country Association (ANCA) with funding provided by
the Federal Highway Administration's Scenic Byway Program through the New York
State Department of Transportation. The Commission is working through a local
advisory committee to identify local issues and needs that are common to communities
along the entire Olympic Trail. The LAC consists of representatives from communities
along the western portion of the Olympic Trail Scenic Byway (Jefferson and Lewis
Counties) and serves as a vehicle to encourage grassroots involvement from local
communities in identifying scenic, historic, natural, cultural, recreational, and/or
archeological resources for enhancement and/or promotion in the "Corridor Management
Plan" (CMP).

A framework in developing the "CMP" for the Olympic Trail Scenic Byway was
established by committee members during introductory meetings and replicates a model

(More)
used in the development of the Lake Champlain Scenic Byway. Currently, members of
the LAC continue to identify key issues to address, opportunities presented by
development and promotion of the byway, and develop a comprehensive list of area
resources. Examples of key issues and opportunities identified by the group include the
rerouting of the byway, the possibility of renaming the corridor to reflect a more unified
identity, and the growth of business opportunities related to recreation trends. “Creating
and signing a trail creates a destination made up of many complementary destinations,”
said David J. Zembiec, Director of Administration and Community Development for the
Tug Hill Commission. “Properly developed and promoted, this creates opportunities for
economic growth, community pride, and an improved quality of life for area residents.”

The 170-mile long Olympic Trail runs from Lake Ontario to Lake Champlain,
following NYS Route 3 to Lake Placid, and then following route 86 and 9 North to Lake
Champlain. It is one of 12 scenic byways in the Adirondack North Country Region, each
with its own theme. Robert R. Quinn, the Tug Hill Commission’s executive director,
noted that the Olympic Trail project builds on scenic byways in and near the Tug Hill
region. “It [the Olympic Trail] intersects with the existing Seaway Trail in the
Henderson-Sackets Harbor area, and then meets in Harrisville with the Black River
Trail—which runs from Rome, through Boonville, Lowville, Harrisville, and up to
Ogdensburg. At the same time, the Mohawk Valley Heritage Corridor is working with
ANCA to develop a corridor management plan for the Revolutionary Trail which crosses
the southern portion of the Tug Hill Region.” The Revolutionary Trail runs from Albany
to Rome, through Camden, and ends at its junction with the Seaway Trail in Pulaski.

For additional information, call the Tug Hill Commission at 785-2380.

# # # #
Communities Push for Recognition of Olympic Scenic Trail

The 170-mile Olympic trail begins at the eastern shore of Lake Ontario in Sackets Harbor and runs to the western shore of Lake Champlain in Keeseville. It passes through Watertown, Harrisville, Star Lake, Tupper Lake, Lake Placid and Wilmington, mostly following routes 3, 86 and 9N.

Kathleen Riches-Anytoy, circuit rider for the Olympic trail, which would likely lead to more development of the trail, Mrs. Riches-Anytoy, Mr. Quinn, David J. Zembecke, of the commission and representatives from many communica
tion and cooperation between communities along it, as well as attracting outsiders to Northern New York.

Members of chambers of commerce, tourism council leaders and elected officials from Carthage, Sackets Harbor, Henderson, Black River and Watertown assembled an inventory of resources along the western part of the Olympic trail at a meeting Dec. 5. Some of the assets included on the list were bicycle and snowmobiling trails, hotels and museums.

The placement of signs along the Olympic trail, indicating its route and name, will be a huge step in the process.

"That's one of the tangible things that would come from a corridor management plan," Mr. Quinn said. Some signs now mark the Olympic trail, but they are not plentiful enough to direct travelers.

"It clearly isn't as much as we hope to have at a later point," Mrs. Riches-Anytoy said.

The River Area Council of Governments is pushing for the trail to pass through Carthage on Route 3, instead of along Route 3A from Deferiet to Fargo. The council sent a letter to the Adirondack North Country Association requesting that change in July, but the trail has not yet been altered.

"The Black River is certainly more scenic than 3A," Mrs. Riches-Anytoy said, noting that if the Olympic trail stayed on Route 3, it would be longer but would follow the river from Deferiet to Carthage.

Communities near the trail, but not directly on it, are still included in the route's "corridor," and are eligible for federal Transportation Equity Act of the 21st Century funding recently made available to municipalities on scenic byways.
Route 3 on Olympic Scenic Trail, Promotion Begins

The Local Advisory Committee (LAC) for the Olympic Trail Scenic Byway held its third meeting, Wednesday, Jan. 9, at the Dulles State Office Building.

The Olympic Trail Scenic Byway runs from Lake Ontario, through Watertown and Lake Placid, and then on to Lake Champlain. The Tug Hill Commission is working on behalf of the Adirondack North Country Association (ANCA) with funding provided by the Federal Highway Administration’s Scenic Byway Program through the New York State Department of Transportation.

The Commission is working through a local advisory committee to identify local issues and needs that are common to communities along the entire Olympic Trail. The LAC consists of representatives from communities along the western portion of the Olympic Trail Scenic Byway (Jefferson and Lewis Counties) and serves as a vehicle to encourage grassroots involvement from local communities in identifying scenic, historic, natural, cultural, recreational, and/or archaeological resources for enhancement and/or promotion in the “Corridor Management Plan” (CMP).

A framework in developing the “CMP” for the Olympic Trail Scenic Byway was established by committee members during introductory meetings and replicates a model used in the development of the Lake Champlain Scenic Byway. Currently, members of the LAC continue to identify key issues to address, opportunities presented by development and promotion of the byway, and develop a comprehensive list of area resources.

Examples of key issues and opportunities identified by the group include the rerouting of the byway, the possibility of renaming the corridor to reflect a more unified identity, and the growth of business opportunities related to recreation trends.

“Creating and signing a trail creates a destination made up of many complementary destinations,” said David J. Zembiec, Director of Administration and Community Development for the Tug Hill Commission.

“Properly developed and promoted, this creates opportunities for economic growth, community pride, and an improved quality of life for area residents.”

The 170-mile long Olympic Trail runs from Lake Ontario to Lake Champlain, following NYS Route 3 to Lake Placid, and then following Route 36 and 9 North to Lake Champlain. It is one of 12 scenic byways in the Adirondack North Country Region, each with its own theme.

Robert R. Quinn, the Tug Hill Commission’s executive director, noted that the Olympic Trail project builds on scenic byways in and near the Tug Hill region. “It (the Olympic Trail) intersects with the existing Seaway Trail in the Henderson-Sackets Harbor area, and then meets in Harrisville with the Black River Trail— which runs from Rome, through Boonville, Lowville, Harrisville, and up to Ogdensburg. At the same time, the Mohawk Valley Heritage Corridor is working with the ANCA to develop a corridor management plan for the Revolutionary Trail which crosses the southern portion of the Tug Hill Region.”

The Revolutionary Trail runs from Albany to Rome, through Camden, and ends at its junction with the Seaway Trail in Plattsburgh.

For additional information, call the Tug Hill Commission at 785-2380.
From: Tug Hill Commission
Contact: Kathy Riches-Amyot, Project Coordinator, Phone 785-2607
Date: October 2, 2002

For Immediate Release

Community Forums Scheduled
Along Western Segment of the Olympic Trail Scenic Byway

As part of an ongoing grassroots effort to identify Scenic, Historic, Recreational, Natural, Cultural, and Archeological resources along the western segment of the “Olympic Trail Scenic Byway,” community forums have been scheduled to expand local involvement in developing a “Corridor Management Plan” (CMP). The River Area Council of Government (RACOG) will host the first forum at the regularly scheduled meeting on October 15, 2002 at 7:00 P.M. at the Carthage Municipal Building, 120 South Mechanic Street, Carthage, NY. In addition, forums will be held at the Harrisville Central School on October 16, 2002 at 7:00 P.M., and October 24th at Flower Memorial Library, 229 Washington Street, Watertown, N.Y at 2:00 P.M., and Sackets Harbor which is to be announced at a later date. The purpose of the forum is to solicit local input in identifying resources and attractions along the byway as well as ideas for enhancing, promoting and protecting them.

Local community representatives along Routes 3/3A from Henderson Harbor to the Blue Line North of Harrisville - including officials, business owners, residents, and interested parties – have been meeting over the past year to list key issues/concerns; and

(Continued)
Olympic Trail Scenic Byway
Page 2 of 2, Community Forums Schedule

identify opportunities along the Olympic Trail. Those attending the forum will have the opportunity to comment on what has been completed to date

The Tug Hill Commission is overseeing the CMP for the western segment of the Olympic Trail from Lake Ontario to the Blue Line and has contracted with Kathy Riches-Amyot to serve as project coordinator. The CMP will be submitted to the Adirondack North Country Association (ANCA) in February 2003 and compiled with the work also underway along the middle and eastern segments to create a comprehensive plan for development of the entire Byway.

The 170-mile long Olympic Trail runs from Lake Ontario to Lake Champlain, following NYS Route 3/3A to Lake Placid, and then following route 86 and 9 North to Lake Champlain. As one of 12 scenic byways in the Adirondack North Country Region, the Olympic Trail is a road with a story to tell that provides a unifying theme to promote the communities along its route.

For additional information, please call the Tug Hill Commission at 785-2380.

###
Olympic Scenic Byway
Forum in Carthage, Oct. 15

As part of an ongoing grassroots effort to identify Scenic, Historic, Recreational, Natural, Cultural, and Archeological resources along the western segment of the "Olympic Trail Scenic Byway," community forums have been scheduled to expand local involvement in developing a "Corridor Management Plan" (CMP). The River Area Council of Government (RACOG) will host the first forum at the regularly scheduled meeting Tuesday, Oct. 15 at 7 p.m. at the Carthage Municipal Building.

In addition, forums will be held at the Harrisville Central School on Oct. 16 at 7 p.m. and Oct. 24 at Flower Memorial Library Watertown at 2 p.m., and Sackets Harbor which is to be announced at a later date. The purpose of the forum is to solicit local input in identifying resources and attractions along the byway as well as ideas for enhancing, promoting and protecting them.

Local community representatives along Route 3/3A from Henderson Harbor to the Blue Line north of Harrisville - including officials, business owners, residents, and interested parties - have been meeting over the past year to list key issues/concerns; and identify opportunities along the Olympic Trail. Those attending the forum will have the opportunity to comment on what has been completed to date.

The Tug Hill Commission is overseeing the CMP for the western segment of the Olympic Trail from Lake Ontario to the Blue Line and has contracted with Kathy Riches-Amyot to serve as project coordinator. The CMP will be submitted to the Adirondack North Country Association (ANCA) in February 2003 and compiled with the work also underway along the middle and eastern segments to create a comprehensive plan for development of the entire byway.

The 170-mile long Olympic Trail runs from Lake Ontario to Lake Champlain, following NYS Route 3/3A to Lake Placid, and then following Route 86 and US North to Lake Champlain. As one of 12 scenic byways in the Adirondacks North Country Region, the Olympic Trail is a road with a story to tell that provides a unifying theme to promote the communities along its route.

For additional information, please call the Tug Hill Commission at 785-2380.
To: Kate Pickert & Heather McRea
Fax: 782-1040
From: Kathy Riches-Amyot, RACOG Circuit Rider
Date: November 28, 2001

Kathy can be contacted at the Carthage Municipal Office (315) 493-1060 M & W and at the Tug Hill Commission Office 785-2607 on T & Th.

For Immediate Release

Management Plan Underway: To Promote Olympic Trail Scenic Byway

The Local Advisory Committee (LAC) for the Olympic Trail Scenic Byway will hold its second meeting December 5th at the RAMADA INN in Watertown from 6:30-8:30 P.M.

The LAC consists of representatives from communities along the eastern portion of the Olympic Trail scenic Byway (Jefferson and Lewis County), which runs from Lake Ontario, through Watertown and Lake Placid, and then on to Lake Champlain. The purpose of the LAC is to encourage grassroots involvement from local communities in identifying Scenic, Historic, Natural, Cultural, Recreational, and/or Archeological resources for enhancement and/or promotion in the "Corridor Management Plan (CMP)."

The advisory committee held its initial meeting in early November. A framework for developing the "CMP" was established, key issues to address were identified, and listed the opportunities presented by development and promotion of the byway. Examples of key issues/opportunities identified by the group include the rerouting of the byway as well as the possibility of renaming the corridor to reflect a more unified identity.

(Continue)
The 170-mile long Olympic Trail runs from Lake Ontario to Lake Champlain, from Lake Ontario to Lake Champlain, following NYS Route 3 to Lake Placid, and then following route 86 and 9 North to Lake Champlain. As one of 12 scenic byways in the Adirondack North Country Region, the Olympic Trail is a road with a story to tell that provides a unifying theme to promote the communities along its route.

For additional information, please call the Tug Hill Commission at 785-2380.
icials slate forums to obtain public input for plan
get national designation for Olympic Trail byway

in Nealon
st/n Writer

al officials are holding a series
things beginning Tuesday to
ublic input for a plan they
ill transform a state byway
with a national designation.
icials have been developing a
management plan for the
Trail Scenic Byway for
han a year. A plan must be in
before a byway can gain na-
status, which would likely
grant money for the munici-
al along the route and national
ternal marketing of it.
0-mile byway from Keeseville
western shore of Lake Cham-
o Sackets Harbor on the east-
ern shore of Lake Ontario gained
state status in 1984.

While Kathleen M. Riches-Amiot,
project coordinator for the western
portion of the trail who was contract-
ed through the Tug Hill Commission,
said it is premature to discuss a na-
tional recognition before the compe-
rensive plan is in place, she said "go-
ing for a national designation seems
like a natural progression."

The plan seeks to highlight
scenic, historical, recreational, na-
tural, cultural and archaeological re-
ources and attractions along the
route, which is almost entirely on
Route 3 in the western region. The
region stretches from Sackets Har-
or to just east of Harrisville, where
the Adirondack Park begins.

A local advisory committee has
been identifying these resources
during monthly meetings the past
year and hopes to continue the
process with the four forums over
the next couple of weeks.

"It will be a relaxed setting with a
specific purpose," Mrs. Riches-Ami-
ot said of the meetings, which start
at the Carthage Municipal Building
at 7 p.m. Tuesday.

Other forums are scheduled for

See Olympic — Page D4

Olympic scenic byway...

From Back Page

p.m. Wednesday at Harrisville Cen-
tral School and 2 p.m. Oct. 24 at Wa-
tertown's Flower Memorial Library.
The time and place of the fourth
meeting, to be held in Sackets Har-
or, will be announced later.

On display at the meetings will
be a map identifying the already de-
termined resources along the by-
way's western segment and another
map showing the entire route, one of
12 in the Adirondack region.

Mrs. Riches-Amiot, as facilitator
of the meetings, will briefly outline
the work done to date by the local ad-
visory committee and show a two-
minute promotional video made by
the Adirondack North Country As-

sociation.

"It's a way to see, in different ways,
what's been done to date," she said.

Mrs. Riches Amiot also expects
"spur communities," or communi-
ties that are not on the byway's
route, but would like to be included,
to be discussed.

The villages of Carthage and
West Carthage are among these
communities. They are bypassed by
the byway as it runs along Route 3A
from Fargo to Great Bend.

The River Area Council of Gov-
ernments, which is hosting the first
forum Tuesday in Carthage in con-
junction with its regular meeting,
has already requested a rerouting of
the byway so it stays on Route 3
through the twin villages.

The trail has been split into west-
ern, middle and eastern segments
for purposes of developing the com-
prehensive plan. Officials from the
three segments must submit their
findings to the Adirondack North
Country Association by February.
The association will then integrate
the plans to form the comprehensive
management plan.
Appendix - C
<table>
<thead>
<tr>
<th>Prefix</th>
<th>FirstName</th>
<th>LastName</th>
<th>Title</th>
<th>Organization or Municipality</th>
<th>Address</th>
<th>City</th>
<th>State</th>
<th>PostalCode</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mr</td>
<td>Bruce</td>
<td>Armstrong</td>
<td>Director</td>
<td>Jefferson County Planning Department</td>
<td>175 Arsenal Str</td>
<td>Watertown</td>
<td>NY</td>
<td>13601-2566</td>
</tr>
<tr>
<td>Mr</td>
<td>David</td>
<td>Cutter</td>
<td>Executive Director</td>
<td>Seaway Trail, Inc.</td>
<td>109 Barracks D</td>
<td>Sackets Harbor</td>
<td>NY</td>
<td>13685-9534</td>
</tr>
<tr>
<td>Ms</td>
<td>Karen</td>
<td>Delmonico</td>
<td>President</td>
<td>Chamber of Commerce</td>
<td>230 Franklin Str</td>
<td>Watertown</td>
<td>NY</td>
<td>13601-</td>
</tr>
<tr>
<td>Mr</td>
<td>Gary</td>
<td>DeYoung</td>
<td>Director of Tourism</td>
<td>Thousand Islands Regional Tourism Develop</td>
<td>PO Box 400</td>
<td>Alexandria Bay</td>
<td>NY</td>
<td>13607-</td>
</tr>
<tr>
<td>Mr</td>
<td>John</td>
<td>Falge</td>
<td>Regional Landscape</td>
<td>NYS Department of Transportation</td>
<td>Dulles State Off</td>
<td>Watertown</td>
<td>NY</td>
<td>13601-3784</td>
</tr>
<tr>
<td>Mr</td>
<td>Richard</td>
<td>Halpin</td>
<td>Executive Director</td>
<td>Chamber of Commerce</td>
<td>7383 C Utica B</td>
<td>Lowville</td>
<td>NY</td>
<td>13367-</td>
</tr>
<tr>
<td>Ms</td>
<td>Eve</td>
<td>Holberg</td>
<td>Director</td>
<td>Jefferson County Job Development Corporation</td>
<td>JCJDC Downto</td>
<td>Watertown</td>
<td>NY</td>
<td>13601-</td>
</tr>
<tr>
<td>Mr</td>
<td>Mark</td>
<td>Kinsley</td>
<td>Planner</td>
<td>Lewis County Planning Department</td>
<td>RR1, Box 220</td>
<td>Crown Point</td>
<td>NY</td>
<td>12928</td>
</tr>
<tr>
<td>Mr</td>
<td>Heidi</td>
<td>Kretser</td>
<td>Director</td>
<td>Wildlife Conservation Society</td>
<td>Lewis County C</td>
<td>Lowville</td>
<td>NY</td>
<td>13367-</td>
</tr>
<tr>
<td>Mr</td>
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New York State Olympic Trail Scenic Byway
Local Advisory Committee (LAC)

November 7, 2001
7:00 – 9:00 P.M.

Agenda

I. Background

II. Introductions

III. Opening Statement

IV. Scenic Byway Video (5 min.)

V. Definition: What is a Scenic Byway?

VI. Traveling the Route 3/3A Segment of the Olympic Trail Scenic Byway Corridor

VII. Lake Champlain Byway Video

VIII. Corridor Management Plan (CMP)

IX. Issues/Opportunities

X. Vision
Olympic Trail Scenic Byway

Recognizing the scenic, historic, cultural, natural, recreational and archeological resources of the Olympic Trail Scenic Byway Corridor.

OVERVIEW

Olympic Trail Scenic Byway is an approach to economic development through the recognition of local heritage and resources. Local communities along the corridor will create a shared identity for the route 3/3A segment of the corridor from Sackets Harbor to the Blue Line North of Harrisville as the basis for an action plan. Members of each community will work together to establish the vision and methods to balance economic development and tourism with stewardship of the resources. This grassroots process will build and existing organizations and planning efforts. The project will succeed with broad participation of diverse partners and is limited only by the imagination of the participants.

LOCAL ADVISORY COMMITTEE

The Local Advisory Committee is the driving force behind this project. They will provide guidance and information on such items as important local resources, threats and issues, goals and strategies, and local implementation measures. It is anticipated that the plan will be based upon incentives and public/private partnerships to ensure that the plan will enjoy successful implementation and continued local support.

EXISTING CONDITIONS AND CURRENT ACTIVITIES

An inventory and analysis of existing data and resources will be used to provide recommendations for improvements to the transportation infrastructure, produce marketing and interpretive materials, and coordinate existing organizations to meet the goals and objectives established by the Local Advisory Committee.

IDENTIFICATION OF ISSUES, ACTIONS, AND PARTNERS

Workshops will be held to identify potential benefits and perceived conflicts with a Byways program. This process will explore opportunities and established a preliminary action plan by identifying activities that address the needs and identify the partners that would be involved in implementation. The Local Advisory Committee will utilize this process to develop local recommendations for the action plan.

THE BYWAYS ACTION PLAN

The local recommendations will be consolidated into a unified Byways Action Plan with a list of priorities, strategies, techniques, and tools to achieve objectives of the project:

1. Promotion to encourage visitors to “see and do” the Olympic Trail Scenic Byway;
2. Local management of resources in a self-sustaining manner;
3. Enhancement of the Byways for the enjoyment of residents and visitors.
The Elements of a Good Corridor Management Plan

As discussed, your corridor management plan should provide a comprehensive understanding of your route and your plans to preserve and enhance it. This is especially true if you are intending to seek National Scenic Byway designation. The Federal Highway Administration lists 14 components that must be in any CMP submitted for national designation. Even if you aren't intending to seek national designation, you can't go wrong including them in your plan. Here they are:

1. A map identifying the corridor boundaries, location intrinsic qualities, and land uses in the corridor.
2. An assessment of the intrinsic qualities and their “context” (the areas surrounding them).
3. A strategy for maintaining and enhancing each of those intrinsic qualities.
4. The agencies, groups, and individuals who are part of the team that will carry out the plan, including a list of their specific, individual responsibilities. Also, a schedule of when and how you'll review the degree to which those responsibilities are being met.
5. A strategy of how existing development might be enhanced and new development accommodated to preserve the intrinsic qualities of your byway.
6. A plan for on-going public participation.
7. A general review of the road’s safety record to locate hazards and poor design, and identify possible corrections.
8. A plan to accommodate commercial traffic while ensuring the safety of sightseers in smaller vehicles, as well as bicyclists, joggers, and pedestrians.
9. A listing and discussion of efforts to minimize anomalous intrusions on the visitor's experience of the byway.
10. Documentation of compliance with all existing local, state, and federal laws about the control of outdoor advertising.
11. A plan to make sure that the number and placement of highway signs will not get in the way of the scenery, but still be sufficient to help tourists find their way. This includes, where appropriate, signs for international tourists who may not speak English fluently.
12. Plans of how the byway will be marketed and publicized.
13. Any proposals for modifying the roadway, including an evaluation about design standards and how proposed changes may affect the byway’s intrinsic qualities.
14. A description of what you plan to do to explain and interpret your byway’s significant resources to visitors.
New York State Olympic Trail Scenic Byway Project
Corridor Management Plan (CMP)

Projected Work Schedule

Steering Committee Formation Meeting ..................September 24, 2001
Bi-monthly meetings to implement strategies & action plan identifying
responsible parties, resources, & projected time table.

Local Action Committee Formation Meeting ................November 7, 2001
(LAC) Monthly meetings throughout the process

- Inventory & Analysis of Existing Assets;
  1. Identify vision, goals, & objectives for LAC’s;
  2. Identify existing programs & studies;
  3. Identify Historical, Scenic, Cultural, Natural, Archeological, &
     Recreational Resources (Themes) and map the Byway
     Corridor;
  4. Identify transportation & community design issues & needs;
  5. Identify issues & needs regarding recreation resources;
  6. Identify existing signage & interpretation resources as well as
     issues & needs;
  7. Identify corridor needs & opportunities for economic
development;
  8. Identify organizational capabilities for the Byway;

Completion date for inventory & analysis:............................May 2002

Consultant Task: ..............................................................June-October 2002
  - Transportation & Community Design Recommendations;
  - Recommended Improvements/Enhancements and Potential to existing
    Historical, Cultural, Scenic, Natural, Archeological, and Recreational
    Attractions;
  - Educational/Tourism Development Opportunities;
  - Interpretation Plan;

Finalize CMP .............................................................November 2002-January 2003

Project Completion .....................................................February 2003
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Mark Hopkins Performing Arts Group
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Community Relations / Public Affairs Off.
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Mr. Gary Williams
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Mr. Mark Hamilton

Continued on Back
OLYMPIC TRAIL SCENIC BYWAY
LOCAL ADVISORY COMMITTEE LIST
Olympic Trail Scenic Byway
Local Steering Committee

September 24, 2001 Meeting Minutes
1:30-3:30 P.M.

On September 24, 2001 attendees an organizational meeting was held at the Tug Hill Commission Conference Room on the 6th Floor of the Dulles State Office Building. Attendees at the meeting: Bruce Armstrong, Jefferson County Planning; David Cutter, Executive Director of Seaway Trails; Gary DeYoung, 1000 Islands Regional Tourism Development; Renee Garrison, NYSDOT; Richard Halpin, Center for Community Studies; Gary Hamburg, Lewis County Chamber of Commerce; Eve Holberg, Downtown Watertown Development Office; Mark Kinsley, Lewis County Planning Department; Kenneth Mix, Watertown City Planning Department; Robert Quinn, Executive Director of Tug Hill Commission; David Zembiec, Director of Tug Hill Commission; and Kathy Amyot, Project Coordinator.

The meeting opened at 1:32 P.M. with a welcome to attendees and each attendant providing a brief introduction of themselves and the agency/organization they represent followed by viewing the Adirondack North Country Association “Scenic Byways” promotional video.

Attendees reviewed the Olympic Trail Scenic Byway Corridor Management Plan (CMP) project overview followed by a discussion regarding the approach to the work plan. Eve suggested attendees prepare a list of existing studies and forward them to Kathy by the next meeting. In addition, it was suggested a method to approach which studies may need a closer review is the repetitive times a given study appears on varying lists submitted by each attendee.

Renee suggested an effective approach to broadening participation of local organizations/businesses/and interested parties is to form focus groups in each community along the corridor.

Group discussion regarding the existing limitations surrounding recreational resources that would attract a tourism economy emphasized the need to cultivate an environment along the corridor that could sustain development. An identified issue in marketing the area is developing services along the corridor that could accommodate travelers into the area as well as provide a quality of service that would attract travelers. Attendees also identified the development of the Olympic Trail Scenic Byway “Corridor Management Plan” (CMP) as an opportunity to expand the local tourism economy.

Attendees identified a list of names and organizations to contact for the Local Advisory Committee Meeting with a projected date being November 7th, following the next steering committee meeting.

Next Meeting is scheduled for November 1, 2001.

Meeting closed at 3:50 PM.
To: Local Steering and Advisory Committee Members

From: Kathy Riches-Amyot, Project Coordinator

Date: November 28, 2001

Re: Olympic Trail Scenic Byway

Greetings! Enclosed is a copy of a summary of minutes from the November 7th organizational meeting and a copy of the issues/opportunities and preliminary vision statement identified by members of both committees.

Next Meeting: December 5, 2001
Location: RAMADA INN, Watertown, NY
Time: 6:30-8:30 P.M.
New York State Olympic Trail Scenic Byway
Corridor Management Plan (CMP)

Local Advisory Committee (LAC)
Organizational Meeting
Location: Ramada Inn
Time: 7:00-9:00 P.M.
Date: November 7, 2001

Minutes

Attendees: Bob Ashodian, Mike Sligar, Gary DeYoung, Rick Novy, Nancy Robbins, David Altieri, Bruce Armstrong, Christine Hoffman, Doris Gorham, Kevin Smith, Mark Pacilio, Wayne McIlroy, Lori Borland, Bob Fetterly, Terry Martino, David Zembiec, and Kathy Amyot

Dave Zembiec, New York State Tug Hill Commission (THC), opened the meeting at 7:05 P.M. by welcoming attendees and presenting a brief overview and background of the development of New York State Scenic Byways Program. Dave stated the Seaway Trails Scenic Byway received the first designation in New York State (NYS) and became the model for the development of additional Scenic Byways in NYS. Attendees introduced themselves and the location along the Route 3 corridor they represent.

Terry Martino, Executive Director of the Adirondack North Country Association (ANCA) provided an opening statement regarding ANCA’s role in the North Country and Scenic Byways Program. Terry highlighted ANCA’s role in administering federal funding through the Department of Environmental Conservation for the planting of trees in local communities destroyed during the “Ice Storm.” In addition, the NYS Department of Transportation has contracted with ANCA to develop the Adirondack and Olympic Trail Scenic Byway “Corridor Management Plan” (CMP), emphasizing the potential for economic development to local communities along both corridors.

Kathy Amyot, Project Coordinator, presented a promotional video on Scenic Byways and summarized by stating, “Scenic byways are roadway corridors developed to meet the needs of local communities while providing the traveler with positive and diverse experiences. Scenic Byways have at least one major unifying theme/intrinsic quality based on the corridor’s Scenic, Historical, Natural, Recreational, Cultural, and/or Archeological resources.” New York State currently has 12 designated byways administered by the New York State Department of Transportation (NYSDOT).

A preliminary list of reasons to travel the Olympic Trail corridor were identified by attendees in a brainstorming exercise and include: restaurants and bookstore in Sackets Harbor; cycling and snowmobiling in Cranberry Lake; Henderson Overlook; fishing, boating/rafting and scenic beauty along the Black River; Access to Fort Drum; Natural Bridge Caverns; Canadian Route to Maine; and the multiple opportunities to enjoy the foliage, open space and active
farmlands, hunting, and culture and history throughout the corridor. In summing up the exercise, Kathy emphasized the Scenic, Recreational, and Natural theme/intrinsic qualities that support the NYS designated Olympic Trail Scenic Byway, identified in the preliminary list.

To gain a contextual framework of the process involved in developing a CMP, attendees viewed a segment of the “Lake Champlain Byway” video, a suggested model for replication in the development of the Olympic Trail Scenic Byway Project. The elements of developing a CMP were highlighted by Kathy in a Power Point presentation and emphasize the grassroots approach to balance the needs of communities along the corridor and its resources with the interests and experience of visitors.

While members of the LAC identified several issues, a discussion to reroute the segment of the designated Olympic Trail along Route 3A from Deferiet to Fargo was emphasized. Attendees agreed Route 3 along the scenic Black River into Carthage offered more services to travelers and was in keeping with the intrinsic qualities of the scenic byway. Several members expressed concerns regarding future use of Route 3A as a scenic byway as it borders Fort Drum and may require limiting access due to increased security measures.

Another key issue the group discussed was centered on the “Olympic” theme. Committee members asked if the Olympic theme make sense to the traveler experiencing the corridor and how does a traveler who does not identify with the Olympic theme identify with the corridor?

Additional issues identified by attendees:

- The corridor is not a road (travelers will access and exit at differing points);
- Money (financial resources) for development;
- How to promote the corridor;
- Need for an active outreach to gain broad community support;
- Negative implications to local communities in developing a rooftop highway;
- Current Olympic Trail Scenic Byways name (refers to one event in one location);
- Strengthen local identity to corridor development;
- Need to define the corridor;
- Regulatory restrictions surrounding zoning, signage, and view sheds;
- Watertown’s role as the city and service center; giving attention to local needs and issues within the broader plan.

Attendees also identified a list of opportunities reflecting economic development, resource management, community services, and visitor and roadway management.

- Need to define the corridor;
- State and regional marketing;
- Expand the current business season;
- Invent the “product,” i.e. interpretive products (themes);
- Encourage cycling;
- Establish a unifying theme and a stronger identity;
• “Sell” the small-town experience;
• Quality Of Life;
• Share/Learn from one another.

A preliminary vision was identified by attendees by listing elements for advancement and is reflected in the following vision statement. To add an edge to what the product developers are marketing, i.e. greater appreciation and stewardship of the resource, enhance the quality of life, the corridor becomes a desirable route travelers choose, create new and expanded business and economic opportunities, boost local and regional pride/spirit.

The group discussed whether the next meeting should be held in a central location or if “focus group” meetings or forums should be held at differing locations along the route to broaden community support. The decision was to meet next in a centralized location and hold local forums as the project progresses along differing segments of the trail as an effective way to reach out locally. At this time, members of the Local Advisory Committee (LAC) agreed to meet the first Wednesday of each month until June of 2002 from 6:30-8:30 P.M. at the Ramada Inn, Arsenal Street, Watertown, NY.

The next LAC meeting will be held 6:30 P.M. on December 5, 2001 at the RAMADA INN on Arsenal Street, Watertown, NY.

The meeting concluded at 9:00 P.M.
To: Local Steering and Advisory Committee Members

From: Kathy Riches-Amyot, Project Coordinator

Date: January 3, 2002

Re: Olympic Trail Scenic Byway-CMP

Greetings and Happy New Year! Enclosed is a copy of a summary of minutes from the December 5, 2001 meeting as well as a copy of updated issues/opportunities and projected 10-year vision for the corridor, identified by members of both committees.

Next LAC Meeting: January 9, 2002

Location: 1st Floor Conference Room of the Dulles State Office Building, Watertown, NY

Time: 6:30-8:30 P.M.

Open Parking: Is available in the State Office Building Parking Garage (enter the garage from the back of the building and walk into the side entrance of the building from the parking garage).
New York State Olympic Trail Scenic Byway
Corridor Management Plan (CMP)

Local Advisory Committee (LAC)
Organizational Meeting
Location: Ramada Inn
Time: 6:30-8:30 P.M.
Date: December 5, 2001

Minutes

Attendees: Bob Ashodian, Mike Sligar, Ross Jacobs, Rick Novy, Andy Nevin, David Altieri, Kate Pickert, Ken Mix, Doris Gorham, Mike Geiss, Mark Pacilio, Wayne McIlroy, Lori Borland, Bob Fetterly, Frank Ross, Charlotte Richmond, Bob Quinn, David Zembiec, and Kathy Amyot

Kathy Amyot, Project Coordinator, opened the meeting at 6:35 P.M. and welcomed both returning and new committee members to the process of developing a “Corridor Management Plan” (CMP) for the Olympic Trail Scenic Byway. Members introduced themselves to the group and their affiliation to local communities along the corridor.

Bob Quinn, Executive Director of the New York State Tug Hill Commission, provided a brief overview of the Commissions role in providing service to rural communities within and around the Tug Hill Plateau. He outlined the contractual relationship between the Adirondack North Country Association (ANCA) and the Tug Hill Commission in partnering to develop a CMP for the Olympic Trail Scenic Byway. Bob emphasized the importance of grassroots involvement and support from local organizations, officials, and interested parties along the corridor to ensure community needs are being met in successfully developing a CMP. In addition, he stated “CMP provides an opportunity for economic development based on the intrinsic qualities that stem from scenic, historical, cultural, recreational, natural, and archeological resources along the corridor.

Dave Zembiec, New York State Tug Hill Commission, provided a brief summary/synopsis of the November 7, 2001 meeting by presenting an overview of the preliminary process. Dave reviewed key issues and opportunities identified in early discussions regarding the development of the Olympic Trail Scenic Byway “Corridor Management Plan” (CMP) such as the rerouting of the designated Olympic Trail along Route 3A from Deferiet to Fargo. Another key issue and opportunity the group discussed centered on the relevance of the “Olympic” theme. Dave summarized the discussion regarding concerns of committee members questioning how the traveler might identify with the Olympic theme when several of the corridor communities themselves do not identify with the Olympic theme.

Kathy Amyot, Project Coordinator, presented the second half of the Lake Champlain Byways video to provide a context for the development of the CMP. Key elements of a CMP were outlined and include grassroots participation, resource management, tourism development,
financial resources, marketing and promotion, support and implementation, transportation safety, and an overall regional plan.

The meeting focused on developing a comprehensive list of resources by building on the preliminary list previously identified at the November 7\textsuperscript{th} meeting. Rick Novy, Carthage Chamber of Commerce, and Bob Ashodian, Henderson, presented the group with a compiled list of resources from their respective areas of representation and emphasized the value of the rural character and scenic beauty. Group members discussed the "Quality of Life" in the North Country and emphasized many of the 17\% of military retirees from Fort Drum choose to stay in the North Country and stated it is the second most desired area for military retirement with the first being San Antonio, Texas.

In addition, committee members identified the significance of Lake Ontario and The Black River in the development of the communities along the corridor, providing intrinsic qualities unique to the area and shared common threads in listing resources that include fishing, boating, scenic views, history, and special events. Members of the committee agreed a common link each could identify with is the water and economic development that incorporates those resources. Mike Geiss suggested an opportunity to connect with the Olympic Trail Scenic Byway theme and recreational events/activities along the corridor. A lengthy discussion exploring opportunities along the Black River and the potential development of a White Water Rafting and Kayaking Training Center in the City of Watertown ensued and stimulating discussion regarding competitive sport events sponsored by local clubs/organizations/and interested parties communities. (See: comprehensive list of identified resources).

Committee members also identified a comprehensive list of opportunities related to the development of a CMP for the Olympic Trail Scenic Byway and reiterated opportunities previously identified. Group members agreed businesses offering seasonal service have an opportunity to develop year-round multi-dimensional activities to attract visitors to the area and identified the need to expand interconnected multi-use trail systems. As each community along the corridor features year-round special events to attract visitors, participants discussed a cooperative effort to promote and market the region is an opportunity to increase the potential for successful economic benefit and enhances the overall experience of the visitor/traveler.

A lengthy discussion regarding the inconsistent-zoning enforcement within communities and along the corridor challenges efforts to enhance visual. and Mike Geiss stated the Department of Parks and Recreation is offering overnight accommodations in 2002 as part of its bicycle friendly approach to attracting visitors and suggested involving the New York State Department of Transportation in the process to incorporate highway improvements that support the overall CMP.

An additional list of opportunities reflect economic development, resource management, community services, and visitor and roadway management are listed as follows:

- Need additional lodging/Bed & Breakfast/Hotels;
- Consistent zoning enforcement to support CMP;
- State and regional marketing, e.g. brochures, improved web site, bus tours;
• Expand the current business season, e.g. multi-dimensional activities & events, entertainment, culture;
• Invent the "product," i.e. interpretive products (themes);
• Expand interconnected multi-use trail system;
• Establish a unifying theme and a stronger identity;
• "Sell" the small-town experience;
• "Quality Of Life”;
• Share/Learn from one another.

Committee members listed **projections for future development** along the Olympic Trail Scenic Byway corridor ten-years from the present is listed as follows:

• To balance economic growth with the preservation of rural character and scenic beauty;
• 0% unemployment;
• Historic rehabilitation of designated districts and structures significant to the history of the area and significant to development;
• Enhanced contiguous development and expansion of multi-use recreational trail systems linking Lake and river trails with other areas;
• Authentic reproduction of 1812 Warship;
• Adequate development of Water/Sewer system/infrastructure;
• Hottest travel destination by boat or car for vacationers and repeat/regular visitors;
• Maintain the sense of safety and security;
• Strong sense of community pride.

The **preliminary vision** previously identified in as follows: to add an edge to what the product developers are marketing (i.e. greater appreciation and stewardship of the resource), enhance the quality of life, the corridor becomes a desirable route travelers choose, create new and expanded business and economic opportunities, boost local and regional pride/spirit.

The group agreed to re-locating LAC meetings to the 1st floor conference room at the Dulles State Office Building, Washington Street, Watertown, New York. Free parking is accessible in the attached parking garage with a side entrance to the building located on the 2nd floor. Committee members agree efforts to incorporate relevant information from the Natural Bridge, Harrisville, and St. Lawrence County communities to the Blue Line are significant to the CMP andsuggest follow-up communication explore methods to involve representatives to broaden community support. At this time, members of the Local Advisory Committee (LAC) agreed to meet the first Wednesday of each month until June of 2002 from 6:30-8:30 P.M. at the 1st Floor Conference Room in the Dulles State Office Building, Washington Street, Watertown, NY.

Due to the holiday committee members agreed to change the next LAC meeting to the second Wednesday for the month of January. The next meeting will be held on **January 9, 2002** at the Dulles State Office Building, 317 Washington Street, Watertown, NY. From 6:30-8:30 P.M.

The meeting concluded at 8:30 P.M.
Olympic Trail Scenic Byway CMP Resources

December 27, 2001

CARTHAGE

Scenic
• Black River
• Fall Foliage
• Deer River Gorge

Natural
• Bird Watching
• Fishing
• Hunting
• Natural Bridge Caverns

Historic
• Mill Sites
• Black River Canal/Turning Point Park/Long Falls Park
• Downtown Historic Business District
• Historic Homes/Buildings/Architecture
• 4 River Valleys Historical Society
• Veterans Memorial
• Pioneer Cemetery
• Civil War Cemeteries & Monuments
• Train Depot

Archeological
• Native American Sites

Cultural
• Farming/Farmers Market
• Library
• Winterfest
• Autumn Harvest Festival
• Elks/American Legion/VFW
• Churches of various denominations
• Fireworks Display
• Holiday Parades