In addition, visitors can go sailing, scuba diving, charter fishing, and boat tours. Multiple Marina’s offer boat slips and a boat launch areas for easy access with winter storage available. Association Island, reachable by a stone causeway, is a major recreational development and provides full service facilities for several hundred recreational vehicles, has its own harbor with access into Henderson Bay and will support a variety of amenities for serious RV road warriors. Association Island offers a spectacular view of the inner harbor and across the lake.

Individual businesses, the local chamber, town and coordination advance promotion and marketing with agencies sponsoring special events within the harbor to attract local and regional visitors. In addition, its location on the Seaway Trail expanded opportunities to promote and market the area. LAC representatives continue to resonate throughout the committee process the need for a regional approach to further advance the market beyond local boundaries.

<table>
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<tr>
<th>Resources</th>
<th>Recommendations</th>
<th>Likely Partners or Stakeholders</th>
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**Route 3 between the Town of Henderson and Village of Sackets Harbor**

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<tr>
<th>Wescott Beach State Park &amp; Campgrounds— located on Lake Ontario along Route 3 south of the village, visitors are offered a spectacular view of the Northeastern end of Lake Ontario. The park provides opportunities for visitors to participate in swimming, hiking, and biking within designated areas of the park and along the sandy beaches of Lake Ontario. In addition, campers have an option to enjoy one of the lake front sites or to a more secluded spot above the lake away from the beach.</th>
<th>Develop new bicycle and walking trails in the park within a 1-2 year period as funding is available; Ongoing promotion and marketing of the park;</th>
<th>NYS Parks Recreation Office of Historic Preservation;</th>
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<tr>
<td>Visitor Information Center – Located on Route 3 North of Henderson and South of Sackets Harbor, the Chamber of Commerce maintains a visitor information booth from</td>
<td>Ongoing maintenance of the tourist materials and brochures; Develop a long-term plan to purchase adjacent property for future development as a picnic and rest area offering a pedestrian trail as funding becomes available.</td>
<td>Henderson Chamber of Commerce NYS OPRHP</td>
</tr>
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</table>
which point visitors have a panoramic view of the Bay, Association Island, Six Town, Stony, Bass and Gull Island, Horse Island and Sackets Harbor. On a clear day you can sometimes see ships making their way to the St Lawrence Sea Way.

| • Rhodes Greenhouse – located along Rt. 3 North of Henderson – is an 8.5- acre facility providing a registered NYS Nutrition Farmers Market, greenhouse operation and Alexander Corners General Store-tourist information center. Visitors can browse and/or shop for homegrown products & handmade crafts as well as a large supply of spring bedding plants. A large parking lot offers ample parking to accommodate automobiles, busses and Recreational Vehicles. | • Ongoing promotion and marketing efforts to expand economic development opportunities through tourism;  
• Ongoing enhancements general improvements to accommodate expanded growth as needed and based upon available funding; | • Chamber of Commerce & 1000 Island Tourism Council;  
• Private Owners |
### Scenic

| • Open space areas - To the east and south east of Henderson the rolling hills are a mix of cornfields, woods and dairy farms. Visitors are attracted to the picturesque beauty of landscapes reflecting an agricultural life-style that changes with the seasons and is reflected in the farm-related activities that range from planting-harvesting. | • Ongoing maintenance of open space area;  
• Develop a long-range plan to guide future development along the corridor while preserving open space areas (Currently, drafting a Comprehensive Plan to guide development with an expected completion date of 1-2 years). | • Private owners; local planning & town boards. |

| • Henderson View Tower & Information Center – is a scenic overlook of Lake Ontario and tourist information center located along Rt. 3. Visitors are attracted by breathtaking views of the Lake and surrounding landscape as a backdrop to boats entering the harbor, morning sunrises/evening sunsets, and peruse brochures and information identifying area attractions. | • Develop a long-term plan to enhance and preserve the scenic vista;  
• Public purchase of privately owned land surrounding the tower as opportunities are presented and funding becomes available;  
• As opportunities are presented, add a publicly managed and maintained picnic area, walking trail, staffing, and restrooms to the tourist information center.  
• Strategically place interpretive, directional and byway signage to facilitate visitors experience; | • Jefferson County Planning, Town and planning boards supported by local residents and businesses;  
• Chamber of Commerce, Seaway Trail, Olympic Byway, NYS DOT & OPRHP |

### Natural

| • Henderson Harbor Bay -. A drive along Harbor Road (county Route 123), which parallels Route 3, provides a | • Ongoing maintenance and enhancements to scenic vistas;  
• Ongoing fish restocking of Chinook salmon, Lake, | • Town and Village DPW Crews  
• NYS DEC |
<table>
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<tr>
<th>Water level view of the Bay and the cottages and permanent homes that line the eastern shore of the Bay. Henderson Bay is the largest natural harbor on Lake Ontario. More than 50 boats have their permanent mooring in this well protected anchorage. The Bay supports more than a half dozen marinas that provide dockage, haul store and launch facilities, covered docks and expert boat and engine maintenance. The Bay is home to both power and sailing vessels. From the Bay it's an easy trip into the Lake, or off to the St. Lawrence River and the Thousand Islands or to Kingston, Ontario. The day sailor can be more than content with a short trip to Stony Island, which is privately owned, but offers a wonderful anchorage in Dutch John Bay. The prevailing and highly reliable winds on the Bay make this an ideal location for sailing regattas. The Bay supports a large fleet of charter fishing boats. &quot;The Trench&quot; between Stony Island and the mainland is exceptionally deep and a favorite fishing spot. The Henderson Bay area is stocked with 40,000 Chinook salmon, Brown, and Rainbow Trout;</th>
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<tr>
<td>Ongoing efforts to secure available funding to construct a sewer district to serve Henderson Harbor businesses and residents to support economic development through tourism;</td>
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<td>- Town of Henderson, NYS and Federal Funding Programs</td>
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<tr>
<td>36,200 brown trout, 72,000 lake trout, and 20,000 rainbow trout, reinforcing the area as a popular fishing destination. Other good fishing can be had in many areas within only a few miles of the Bay. The Bay is typically frozen over from early January until April providing the hardy with opportunities to enjoy the popular winter sport of ice fishing.</td>
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<tr>
<td>Stony Creek - Stony Creek runs along an old glacier streambed and flows southwesterly through the Town. The creek enters from the northeast passing Smithville, flowing through Henderson Pond and the Hamlet of Henderson, and empties into Lake Ontario near Sawyer Bay. Visitors are provided with a NYS boat ramp and access to the Lake. The creek from Henderson Pond northward meanders through wetlands, and was stocked with 20,700 steelhead in 2001.</td>
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<tr>
<td>Little Stony Creek begins at the middle of the Town’s eastern boundary, and passes through Crystal Lake. The creek leaves the Town and crosses into the Town of Ellisburg near County Rt. 152.</td>
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<tr>
<td>El Dorado Nature Conservancy – the 360-acre conservancy is located south side Henderson at the end of Grandjean Road and is open during daylight hours from spring to fall. Established in 1968, the interest of visitors is peaked as they stroll along a boardwalk to gaze at soaring sand dunes, reminiscent of seashores, watching for</td>
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<tr>
<td>Recreationals</td>
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| **Hospice Regatta Weekend** – located at the Henderson Harbor Yacht Club in the harbor, the event has become one of the largest destination points for visitors drawn by activities and special events offered as fund-raising activities in support of hospice.  
1. Dinner  
2. Auction  
3. Walk-a-thon  
4. Tube race  
5. Garden tour  
6. Bartenders challenge  
7. Bands | **Ongoing promotion and marketing campaign to attract supporters;** | **Jefferson County Hospice Foundation, Chamber of Commerce, Town of Henderson** |
| **Large and Small Mouth Bass/Walleye/Lake Trout & Salmon Fishing - Licensed Charter Operators are located in Henderson Harbor along the eastern region of Lake Ontario and provide enthusiasts opportunities to fish and/or cap off the end of a successful fishing day with a shoreline feast.** | **Ongoing promotion & marketing campaign;**  
**Ongoing efforts to control/restrict the Cormorant population to allow for thriving fishing industry;**  
**Ongoing efforts to restock fish supplies;** | **Henderson Guides Association, Chamber of Commerce**  
**NYS DEC, Henderson Guides Association** |
| Bicycle Trail – located along Route 3 and designated bicycle trail – bicycle enthusiasts are enticed to traverse the corridor while experiencing the sights, smells, and scenic views of the byway. The well-maintained highway, rumble strip, and broad shoulders provide bicyclists with a barrier between the cyclist and vehicles to accommodate safe travel along the route. | Ongoing maintenance and enhancements along the route; Signage to inform and direct bicyclists to the byway and services along the corridor; | NYS DOT, Seaway Trail |

**Historic**
- Cemeteries –

1. Carpenter Cemetery – Located North on Route 3 and is the burial site of founding fathers and many revolutionary War and War of 1812 soldiers and sailors.

2. Evergreen Cemetery – located off Route 3 on the Butteville Road and is enclosed by a wrought iron fence and ornamental gateway. A point of interest to visitors researching family roots or village history.

3. Butteville/Grow Cemetery – located off Route 3 on the Butteville Road, an iron turn style entrance provides the visitor with a unique view of the

4. Clark/Fales Cemetery – located off Route 3 on route 178 it is the burial site to early settlers. Unique to this cemetery, visitors interested in history will be intrigued by the remaining wooden markers.

- Ongoing maintenance and general enhancements to the grounds, headstones and fences and gateways;

- Ongoing preservation efforts as opportunities and funding is available;

- Henderson Historical Society – is located off Route 3 on County Route 72 and is housed in a Federal Style church constructed in 1839. It regularly publishes two flyers on Historical Driving Tours of the area featuring a complete listing of historic homes, buildings, & cemeteries

- Ongoing promotion and marketing of driving tours;

- Town of Henderson, Special Interest Groups

- Henderson Historical Society, Chamber of Commerce
located in the Villages of Henderson and Henderson Harbor.

**Archeological**

- Geological Interest - Route 3, just above Henderson Harbor, is high above the harbor and passes through a deep rock cut. The land falls dramatically to Harbor Road below, just a few feet above the water. The Bay is, without much variation, about 35 deep. Just beyond Six Town Island and the long shoal that connects Association, Six Town, Bass and Gull Island, the water depth quickly reaches 70 feet. More than 100 feet deep in the area knows as "The Trench" between the high mainland and Stony Island.

The entire area is part of a much larger story on the formation of the Great Lakes and the cataclysm that initiated the formation of the St. Lawrence River.

**Cultural**

- Mark Hopkins Performing Arts Center – located at 12469 County Route 123 – the center
- Ongoing promotion and marketing of special events;
- Mark Hopkins Board of Directors, Chamber of Commerce
seeks to provide music and art education and to be the focal point of cultural interest in the community. Visitors are attracted to a series of summer concerts, events, and activities listed as follows:

1. Farmers & Crafters Market – scheduled Saturday mornings throughout the summer.
2. Trash & Treasure Shop - scheduled Saturday mornings throughout the summer.
3. Summer concerts –
4. Octoberfest
5. Iron Block Poker Run
6. Annual Wine Tasting Event
7. Lila Bull Arts Academy

- Enhance and expand summer program to include a fall series as funding becomes available and is supported by visitors;
Town of Henderson

I. “Brief History of Henderson, N.Y.” written by the Town Historian Eric C. Anderson – (August 18, 2002) provides a brief historic summary of Henderson. Contact: Henderson Chamber of Commerce @ (315) 938-5568

a. Brochure Listing

- Town of Henderson (East/West Side): Historical Driving Tour – mapping and listing of historic structures and sites located in the Town of Henderson. Available through the Henderson Chamber of Commerce @ (315) 938-5568

- Henderson Harbor Area Chamber of Commerce: Tourist Information Events Circular. Available through the Henderson Chamber of Commerce @ (315) 938-5568

- 100 Acre Island on Lake Ontario at Scenic Henderson Harbor: New RV Resort & Marina; Available through the Henderson Chamber of Commerce @ (315) 938-5568

- The Aspinwall Motel. Available through the Henderson Chamber of Commerce @ (315) 938-5568

- “El Dorado Nature Preserve: A Migratory Bird Rest Stop” Contact the Nature Conservancy: Central and Western NY Chapter @ 315 Alexander St. Rochester NY 14604 or call (716) 546-8030

b. Promotional Circular:

- “Fishing Guide to Jefferson County: 1000 Islands Eastern Lake Ontario – Area Map and Charter Listing Available through the 1000 Islands Tourism Council @ 800-847-5263"
Community Forum

on the

Olympic Trail Scenic Byway

February 6, 2003

7:00 P.M.

Location: Henderson Town Office

Purpose:

- Identify Scenic, Historic, Recreational, Natural, Cultural, and Archeological Resources & Attractions.
- Recommend actions to enhance and promote the byways' resources;
- Discuss how to maximize the byways' tourism potential.

Your input is needed!!!

For additional information, please call the Tug Hill Commission at (315) 785-2380
Olympic Trail resources

By Benjamin Smith
Times Staff Writer

In a community forum Thursday, residents attempted to showcase what Henderson has to offer as the community worked to finish a proposal to extend the Olympic Trail Scenic Byway into Henderson Harbor.

Robert E. Ashedian and other residents have compiled a rough draft of Henderson resources. When the list is polished, the group will submit the plan to the Adirondack North Country Association, which is designing a corridor management plan for its 10 scenic byways. However, Kathleen M. Riches-Amyot, project director for the Olympic Trail advisory committee, has said that there is much more to add to the proposal.

"The more information you add, the more you promote yourself, the better your chances of getting this extension," she said.

Before the extension is approved, Henderson has to show that it has reason to be connected to the Olympic trail. One asset the town would like to emphasize is Association Island, which served as a training site for Olympic sailing teams until 1939.

The Olympic trail gets its name from its association with Lake Placid, which hosted the Winter Olympics in 1932 and 1980. Mr. Ashedian said Association Island, and other features, give Henderson as much right to be on the Olympic trail as anyone.

"You have to show why you should be included into this trail," Mrs. Riches-Amyot said.

The proposed draft also pointed out the many recreational opportunities that Henderson Bay and Lake Ontario provide. Yachting, swimming, sport fishing, camping at Westcott Beach State Park, and hiking through the El Dorado Nature Preserve all serve to make Henderson Harbor a peaceful tourist destination.

"There are a lot of pluses and benefits to being here that people just don't know about," said Mrs. McLeod.

The Commission for the Olympic Trail has spent the past year compiling a list of resources similar to the one Henderson will submit to the ANCA.

"When the state designated the byway 20 years ago, it didn't look at the resources along that route. So now it is asking itself how to promote something when it has no idea of what it has to offer," Mrs. Riches-Amyot said in her presentation.

"The management plan will identify the resources of the communities."

The management plan will be submitted to the state Department of Transportation, which will set up guidelines to promote, enhance and market the communities.
ANCA Should Keep Brochure?

#1

DOT
New York State's Olympic Scenic Byway
Corridor Management Plan
Town of Fine to the Hamlet of Ray Brook
November 2003
The Olympic Byway Corridor Management Plan
Town of Fine to the Hamlet of Ray Brook

Providing for the promotion of tourism and economic development as well as the conservation and enhancement of the byway’s underlying resources.

Prepared by the Wildlife Conservation Society’s Adirondack Communities and Conservation Program working on behalf of the Adirondack North Country Association.

Funding provided by the Federal Highway Administration’s Scenic Byway Program through the New York State Department of Transportation.

November 2003

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© The Olympic Byway, State Route 3, Town of Piercefield – Wildlife Conservation Society
© Oseetah Lake – Adirondack Lakes and Trails Outfitters
© Village of Saranac Lake – Wildlife Conservation Society
Wildlife Conservation Society's Adirondack Communities and Conservation Program

Olympic Trail Scenic Byway

Map Produced by the Adirondack Communities and Conservation Program
Data Source: Adirondack Park Agency and the Wildlife Conservation Society
September 2002

Legend
- Olympic Trail
- Local Action Committee Area
- State Land
- Adirondack Park Boundary
- Main Towns
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The Scenic Byways Program

What is a Byway?

Byways are transportation routes across the country with special qualities that make them attractive to their users. Most byways are managed and promoted for tourism purposes, but the byway designation can also be used for other reasons such as to conserve and protect the area's resources. The overall goals of byway programs are to recognize, interpret, maintain, enhance, and preserve the unique qualities of byways. The Federal Highway Administration and State Transportation Departments have several types of programs and designations including Private Sector Byway, Local Byway, State Scenic Byway, and National Scenic Byway.

State Scenic Byway

State Scenic Byway programs are usually managed by either the state's department of transportation or economic/tourism development office. Although each state has a program, the requirements and funding opportunities vary greatly from state to state.

During the 1980's, the Adirondack North Country Association had identified eleven scenic driving routes to guide visitors through the Adirondacks and to significant tourism sites in an effort to stimulate economic development. With the advent of the Federal Highway Administration's National Scenic Byway Program, the New York State Legislature designated ten of the driving routes as official State Byways including the Olympic Scenic Byway and Adirondack Trail Byway in 1992.

Do Byways have to be Scenic?

Although the State and National programs refer to “Scenic Byways”, selected routes do not have to possess scenic qualities. For example, routes that follow abandoned coal mines or steel mills may have cultural or historic qualities, but not be considered “scenic” to most travelers. They could still qualify for local, state, and national Scenic Byways programs.

The Intrinsic Qualities

All byways must have at least one unique, intrinsic quality. Generally, state and federal programs look for up to six of these qualities when choosing routes for designation. The traditional qualities include archeological, cultural, historic, natural, recreational, and scenic.
Cultural
The cultural resources along a byway are those that provide evidence of the unique customs, traditions, and folklore of the past or present. These resources are built upon the heritage of the area combined with its present-day style and flavor to define what makes it culturally unique. Sites that are of civic or ethnic importance help to define the culture of an area, as do events such as plays and festivals. Additional examples of cultural resources are structures or landscapes that are important due to their artistic merit, or those that represent an achievement in technology, architecture, or engineering.

Historic
A byway has historic qualities if it contains visual evidence of the past. Typical historic resources include mining sites, places associated with famous people or events, historic canoe routes, or historic buildings. Some roadways themselves can even be considered historic in their own right.

Natural
Natural resources along a byway may include unusual land formations or topography, lakes and rivers, streams and wetlands, wildlife areas, and habitats for rare or endangered plants and animals. Parks and wildlife areas are also considered resources if they provide access to and interpretation of the natural qualities of the area. The identification of natural resources along a byway encourages education, preservation, and responsible stewardship of those resources.

Recreational
A byway has recreational qualities if it encourages active or passive activities such as hiking, camping, fishing, hunting, paddling, skiing, or cycling. The route itself may be the source of some of these activities, such as cycling, or it may provide access to the activity, such as an entrance to a series of hiking trails.

Scenic
While the level of scenic qualities is very subjective, the general concept of beauty can usually be agreed upon. Farms and forests, rivers and lakes, oceans and islands are all considered scenic. Urban areas can also be scenic, and may range from quaint downtown settings to flamboyant neon lights in the heart of a city. Scenic resources are improved by being distinctive, memorable, or uninterrupted.

Archeological
A byway has archeological qualities if it contains visual evidence of the unique customs, traditions, folklores, or rituals of a no-longer existing group. An example could be a historic hunting ground.
Routes and Corridors

Most Byways are confined to their route, or road location. Generally, this includes all defined resources within the road’s right-of-way. However, byways are beginning to extend their boundaries into “corridors”, or areas which are not directly road-side but still influence the traveler’s experience. The corridor is defined during a Corridor Management Planning (CMP) process after gaining approval through local consensus. Corridors allow byway users and CMP planners to consider more than just the road; this is a particularly useful way to include other modes of transportation, amenities, and resources that are located close to the chosen route.

Corridor Management Plan (CMP)

A Corridor Management Plan is a document that provides for the promotion of tourism and economic development as well as the conservation and enhancement of the byway’s underlying resources. Specifically the CMP:

- Reflects and describes the byway.
- Is a community driven document whose process is directed by a Local Action Committee.
- Describes the progression and names the local community members responsible in the planning process.
- Articulates a vision and set of local strategies for the corridor and its communities.
- Outlines methods to balance economic development and tourism promotion with preservation and protection of the byway’s resources.
- Details strategies, tools, and techniques for implementing the plan.
- Serves as an important document for future projects.
- Demonstrates a commitment to preserve, protect, and enhance the byway and its resources.
Project Description and Development

The Olympic Scenic Byway Corridor Management Plan

The development of the Olympic Scenic Byway Corridor Management Plan will help to promote tourism and serve as a new approach to economic development while maintaining and enhancing the intrinsic qualities of the byway. Communities along the byway are working toward a shared identity in order to develop a cohesive action plan that supports the vision, goals, and objectives of the region. Future marketing efforts will utilize the theme of the entire byway from a regional perspective bringing higher visibility to all participating rural communities.

Our section of the Olympic Scenic Byway encompasses portions of Routes 3 and 86 from the Town of Fine to the hamlet of Raybrook. It lies within a unique mosaic of private and public lands called the Adirondack Park. The byway is defined by its resources - natural, cultural, recreational, and historic. The byway resources are accessible by car, foot, bicycle, canoe, or boat. A broad sampling includes historic canoe routes, popular hiking trails, community ski areas, a historic railroad, scenic pull-offs, the Natural History Museum of the Adirondacks, and an active arts network. The corridor also features endless opportunities to visit local towns and villages located right on the byway, along with “waypoint communities”, which provide a variety of traveler conveniences and are easily accessible via connecting roads. The byways project has allowed local community planners to identify the contributing resources and describes strategies to promote, protect, and enhance them.

Upon completion, this Corridor Management Plan for the local sections of the Olympic Scenic Byway will be incorporated with two other trail segments to form one Corridor Management Plan for the entire 170-mile corridor. The three sections are:

- Route 3 from Route 180 in Town of Hounsfield to the Town of Pitcairn (45.38 miles)
- Routes 3/86 from the Town of Fine to the hamlet of Ray Brook (84.3 miles)
- Routes 86/9N from the Village of Lake Placid to the Village of Keeseville (38.20 miles)

For more information on the overall Olympic Scenic Byway project, please contact Adirondack North County Association at (518) 891-6200.
Local Advisory Group

The Wildlife Conservation Society's (WCS) Adirondack Communities and Conservation Program (ACCP) facilitated the organization and regular meetings of the Local Advisory Group. WCS sent invitation letters to many individuals and groups in the region including local governments, State University of New York's College of Environmental Science and Forestry Ranger School, the county and village Chambers of Commerce, St. Lawrence Planning Office, St. Lawrence County Housing Council, Clifton-Fine Economic Development Corporation, Historic Saranac Lake, Saranac Office of Community Development, local outdoor guides and recreationalists, local not-for-profit community groups, and local business owners. Representatives of governmental agencies such as the Adirondack Park Agency and Department of Environmental Conservation were also invited. For letters of invitation, and meeting announcements, see Appendix A.

Additionally, WCS submitted press releases in The Adirondack Daily Enterprise, The Tupper Lake Free Press, and North Country Public Radio inviting local citizens to join the Local Advisory Group. Presentations were given around the area to generate interest and recruit new members. For a list of media contacts and community outreach presentations, see Appendix A.

Approximately 65 people were involved in the Local Advisory Group that developed this CMP. The members came from diverse backgrounds and brought varying perspectives,
including recreational, business, governmental, environmental, and tourism. Members also added their own ideas for the future of the region, shared a willingness to listen to others, and offered the time and energy to see activities through to completion.

The Local Advisory Group developed a vision statement, goals, and objectives, provided ideas for specific projects, and assisted in the identification of local resources. They also collected existing reports, identified ongoing projects in the region that contribute the CMP goals, identified issues and opportunities along the byway, and formulated an action plan. The Local Advisory Group was directly involved in providing focus, direction, and momentum to the development of the CMP. As the coordinator of the Local Advisory Group, WCS wrote the final plan and made all final decisions regarding the CMP language. For a list of Local Advisory Group participants and contacts, see Appendix A.
The Byway and its Communities

The Byway

The Olympic Scenic Byway has been designated as an official New York Byway since 1992. It begins just east of Sackett's Harbor on Lake Ontario at the intersection of Route 3 and Route 180 and runs easterly 167.8 miles to the Village of Keeseville near Lake Champlain. On its way east, it crosses the Adirondack Blue Line, an imaginary line that outlines the 6 million acres contained within the Adirondack Park. The Park is the largest publicly protected area in the lower 48 states, larger than Yellowstone, Everglades, Glacier, and the Grand Canyon Parks combined, and is comparable in size to the state of Vermont. Approximately half of the land within the Blue Line is public land and is constitutionally protected as "forever wild" forest preserve. The other half of the land is privately owned and contains communities, businesses, homes, farms, and other settlements. The Adirondack Park has 150,000 year round residents living in 92 towns. Seasonal residents more than triple the population. Our focus, the Route 3 and Route 86 segment of the Olympic Scenic Byway that passes through the Towns of Fine, Clifton, Colton, Piercefield, Altamont, Harrietstown, and North Elba, features many resources including vast waterways, rolling mountains, vibrant communities, and rich natural and cultural heritage.

The scenic, natural, cultural, recreational, and historic resources along with the working landscape define the Olympic Scenic Byway corridor. This includes historic canoe routes, popular hiking trails, community ski areas, a historic railroad, scenic pull offs, museums, an active arts community, and historic sites. The corridor includes many important waypoint communities that are accessible by road connections. The waypoint communities are surrounded by picturesque backdrops, serve as a hub of activity in remote areas, contain an assortment of points of interest and provide access to recreational opportunities.

The People

Communities along the byway are proud of their rich history and abundant natural resources. Upon entering the Park from the west on Route 3 and crossing the Blue Line, the visitor enters into a system of waterways that criss-cross and run adjacent to the byway. As the trail unfolds, the visitor discovers a series of historic communities ranging from an old mining town, and a logging center, to a tuberculosis healing community.
Each community presents the visitor with different services and amenities. Although some offer more than others, most communities provide the visitor with restaurants, motels, cottages, mini-marts, information centers, phones, ATMs, and retail shops. The extensive menu of community events provides the byway traveler with unique experiences.

The Communities

Woven into the Adirondack landscape, each byway community is connected to one another by the Olympic Scenic Byway yet each is unique in its history. Following is a brief description of each community traveling from west to east:

As the traveler crosses the Blue Line, he/she enters the Town of Fine. Settled by farmers and loggers town in the 1840’s, it is one of the first areas settled in this region. Small hamlets in the town, such as Oswegatchie, Fine, Star Lake, and Wanakena, were sites of camps, hotels, and taverns for local lumberjacks. The railroad once ran through the communities taking logs to sawmills. Outdoor guides used these hamlets as base camps when preparing for hunting and fishing trips. Today these hamlets attract visitors to recreate and relax. Hikers, hunters, paddlers, and anglers enjoy sharing the landscape with a grand assortment of birds and wildlife. The hamlet of Star Lake, located directly on Route 3 sits on spring-fed Star Lake which is an ancient kettle-lake formed by glaciers. Wholesome home cooked meals are served at various restaurants with many offering the added pleasure of lake views. Star Lake has a grocery store, gas station/minimart, and hardware store for needed supplies. Flat Rock Pond Recreation Area offers a relaxing stop with picnic tables along the Oswegatchie River. An Adirondack Community Information Center is located in the center of the hamlet and offers information on area attractions, recreation resources, town history, and general Adirondack information. It also showcases and sells local artisan’s work.

In the Town of Clifton sit the small hamlets of Cranberry Lake and Newton Falls, just east of Star Lake. Lumbering began in Cranberry Lake in the early 1900s at mills along the lakeshore. Railroad track was laid to transport logs from the forests to the nearby mills. Mining was another activity that brought settlers to the area. Today, this region is one of New York State’s largest remote areas. There has been only minimal encroachment of development on the lake itself. Just to the south of the lake lie thousands of acres of rolling hills, numerous lakes and ponds, and unbroken forest lands that show little or no marks of civilization.
The lake itself has 55 miles of wild and unspoiled natural shoreline, most of which is state protected in the Cranberry Lake Wild Forest. It is the third largest lake in the Adirondack Park, about 11 acres. It is possible to paddle or fish all day without seeing another soul. It is indeed the doorway to some of the most scenic wilderness area, laced with well-marked trails beginning at various points around the shoreline. The area beckons to those who prefer the solitude of the less populated areas for fishing, hiking, camping, photography, hunting, snowshoeing, and cross-country skiing. A large state-run campground is located on the lake and offers showers, a picnic area, and two foot trails leaving from the campground. Handicapped accessible campsites are also available. Tooley Pond Tract is a state owned parcel located a mile west of Cranberry Lake. Its major features are the South Branch of the Grasse River, Tooley Pond Mountain, and Tooley Pond. Kayakers, hikers, hunters, and anglers can explore the area and enjoy wildlife, waterfalls, and the forest lands. Nearby, Five Ponds Wilderness Area is a 107,000-acre area that contains some of the most remote wilderness in the Park. The remoteness of the area and heavy beaver activity provides more rugged trail conditions than other areas in the region.

Visitor services in the Cranberry Lake area include restaurants, a gas station, motels, guide services. Local shops feature a variety of crafts. A summer arts series called “Celebrations” travels around Cranberry Lake, Star Lake, and Wanakena and provides the communities with events such as theatre performances, art shows, film series, and quilt shows. The Clifton Community Library offers a series of lectures and performances throughout the year.

The next town along the byway is the Town of Piercefield, which was settled at the turn of the century as a paper mill town. Its small hamlets were developed in the midst of the wilderness and houses were built to accommodate the lumberjacks, mill workers, and their families. While large hotels and schools once existed for the residents, today the hamlets are mostly residential and intertwined with hundreds of acres of State Forest Preserve Land. The artisan hamlet of Childwold includes a leather artisan, painters, and others. Massawepie Lake, Mount Arab, and the Raquette River are just some of the rich recreational resources that exist within the town. The Piercefield Museum is opened on Sundays and showcases hundreds of old photos and documents from the logging era. A town park offers a picnic area and beach on the banks of the Piercefield Flow (the Raquette River).
Continuing east, the Byway brings the traveler to the **Town of Altamont** and the **Village of Tupper Lake**. Visitors settled the forested lands in this area in the late 1700's and early 1800's as surveyors, trappers, lumberjacks and anglers. Most arrived via waterway “highways” long before the area was explored and mapped. The first settler came and stayed in the area around 1840. Logging began almost immediately as lumbermen used the Raquette River to channel logs and run them to mills located throughout the Adirondacks. The railroad opened up this wilderness and played an important part in the economic growth of the community.

The Village of Tupper Lake has long been known as the “crossroads of the Adirondacks” located at the junction of Route 3 on the Olympic Scenic Byway and Route 30 on the Adirondack Trail Scenic Byway. Tupper Lake is centrally located in the Park and has a whole host of recreational opportunities. It lies in the heart of the Ten Rivers Region and offers a diverse system of waterways for boating, fishing, swimming, water-skiing, windsurfing, and sailing. Public boat launches and boat rental shops give access to Tupper Lake, Raquette Pond, and the Raquette River. The Northern Forest Canoe Trail and Raquette River Corridor pass through the community and offer visitors an historic experience of traveling the routes many of the early settlers used as the primary mode of transport. Access to mountain biking, golf, ice-skating, snowmobiling, horseback riding, walking, hiking, and camping are significant assets to the community and are easily accessible to the public. A unique waterfront municipal park offers panoramic views of the Adirondack Mountains along with a picnic area, a boardwalk, and other facilities for visitors and residents. A New York State public boat launch with ample parking was recently constructed for access to Tupper Lake.

An Economic Revitalization Committee is concentrating on improving aesthetics and providing necessary infrastructure updates as a major focus in their economic development activities. An assortment of restaurants, lodging, shops, and services are located in Tupper Lake’s downtown and throughout the Village.

Tupper Lake is also home to the new Natural History Museum of the Adirondacks. The Museum will support Tupper Lake as a destination for visitors along the byway. It will be located in Tupper Lake on 31 acres along the Raquette River with groundbreaking scheduled

Olympic Scenic Byway Corridor Management Plan
(Town of Pine to Hamlet of Ray Brook)
for 2003. The open land and river access supply substantial opportunities to provide a unique educational experience to the public. This 35,000 square foot state-of-the-art museum will include a surround-sound movie theater, 20-foot high mountain waterfall and live otter exhibit, giant aquariums, and live exhibits infused with media shows that explain the wonders of the natural world. Outdoor exhibits, tree canopy observation tower, a waterfront café, and museum gift shop will also be located on site.

Annual outdoor events draw visitors to the Tupper Lake area where they may opt to watch or join in the friendly competitions. Either way they will experience the gracious hospitality, friendliness, and uncomplicated lifestyle characteristic of the rural mountain community. Visitors line the lakeshores and riverbanks to watch the many seasonal canoe races featuring lovingly restored antique wooden boats or the latest state of the art crafts cutting across the sparkling waterways. Samples of other unique events include:

- Tinman Triathlon, a qualifying event for the National Iron Man Competition. Competitors swim 1.2 miles across a pristine lake, bike 56 miles over beautiful mountainous terrain, and run 13.2 miles all in one day!
- Woodsman’s Day is a chance for loggers to show their skills in the ever-popular chain saw log sculpture competition, log pulls, and greased pole climb.
- Fishing derbies take place on warm sunny days right up to the winter months where folks drill through a foot of ice to drop a line. Kids of all ages are welcome to watch or join in the competition.

The Village of Saranac Lake is the next stop on the byway. It is a historic village in the Towns of Harrietstown, North Elba, and St. Armand which first became famous for Adirondack guides who brought sportsmen into the wilderness and provided information on the area. These woodsmen knew which streams to fish and where the deer browsed. Many residents today still guide clients on adventures such as hiking, rock climbing, paddling, snowshoeing, skiing, hunting, and fishing.

In the late 1800’s, Dr. Edward Livingston Trudeau established a tuberculosis treatment and research center in Saranac Lake. Over 15,000 TB patients—including such famous people as Robert Louis Stevenson and classical composer Bela Bartok—came to the mountains to heal and lived in “cure cottages” built for TB patients. “Cure porches” built onto the cottages allowed patients to take in the fresh air. Many of the original cure cottages still exist today. Historic Saranac Lake gained State and National Register listing for these cure cottages and many appear as they did in the

Lake Flower, Saranac Lake. Photo WCS
early 1900's. A guided historic walking tour is available in the summer. Printed walking routes featuring many historic sites and points of interests are available year round at the Saranac Lake Area Chamber of Commerce.

The village is located at a bend in the Saranac River and is surrounded by magnificent mountains, scenic views, and more than 100 miles of canoe routes. Although the village is 2.5 miles square, it contains over 5 miles of waterfront, some of which can be seen right along the byway. A chain of lakes connects Saranac Lake with communities 90 miles away and allows paddlers to travel along this “ancient highway of the Adirondacks”. The St. Regis Wilderness Canoe Area, which is the only wilderness canoe area in the state, lets the visitor “pond hop” by canoe or kayak through the historic “Route of the Seven Carries” which begins at Little Clear Pond and ends at Upper St. Regis Lake. Small ponds, rich wetlands, and a river running through the village have prompted village residents to pursue a vigorous Waterfront Revitalization Planning process (see Existing Local Projects). Projects include a whitewater kayak practice area, a mile long handicapped accessible Riverwalk with picnic tables, gardens, canoe launch, and fishing access. Popular activities in the Saranac Lake area include hiking, biking, camping, fishing, hunting, golfing, cross-country skiing, snowmobiling, horseback riding, and nature walks.

An active historic society and arts community bring diversity to Saranac Lake with facilities such as the Adirondack Artists Guild and Pendragon Theatre, groups such as Historic Saranac Lake and Saranac Lake Artist Guild, and historic activities such as the Adirondack Scenic Railroad. Special events include gallery walks, Winter Carnival which began in 1897 and is the oldest east of the Mississippi, canoe races such as the 90-mile Adirondack Canoe Classic, the Spring Icebreaker, ‘Round the Mountain Canoe Race, Willard Hamner Guideboat and Canoe Race, and the St. Regis Invitational. An Annual Antiques Show, the Paint and Palette Festival, Loon Lake Live! Music Festival, summer concerts in the parks, and Adirondack Discovery lecture series also provide the community with activities and entertainment.

The last community in our segment of the Olympic Scenic Byway is the hamlet of Ray Brook which is located half way between the Village of Saranac Lake and the Village of Lake Placid. Local hiking trails lead to mountaintops and views of the Adirondack High Peaks. The brook itself offers quiet waters for a relaxing canoe ride. Once a farming community, it now serves as the home of the Adirondack Park Agency headquarters, Region 5 New York State Department of Environmental Conservation offices, and the Regional Headquarters of
the New York State Police. A golf course, restaurant, gas station, motels, and crafts store all exist in Ray Brook along with live music in the summer at one of the two campgrounds.

Local Waypoint Communities

Waypoint communities provide access to cultural attractions, natural and historic features, recreation opportunities, and alternative modes of transportation. A waypoint community provides the visitor not only with services and information, but it also ties together the entire byways experience with its historic and natural relationship to other communities and resources along the corridor. These communities are interconnected and each one contributes to the story of the Olympic Scenic Byway.

The Town of Colton on Route 56 serves a predominantly year-round population. The Town, nestled in the foothills of the mountains was settled in 1824 for lumbering and dairy farming. The swift moving Raquette River travels through the hamlets and historically has contributed to the local economy through logging. Today the landscape known to the early settlers has largely disappeared. Cleared forest lands have grown into wild scenic forest lands. The Raquette River still remains a working river providing hydroelectric power to northern and downstate residents. The river is also a recreational jewel with miles of paddling, fishing, hiking, and camping along its shores.

The Town’s two hamlets of Colton and South Colton are attractive residential and recreational communities. Basic to the area’s character are woodlands, historic hamlets, and scenic water bodies. Over 285 miles of rivers and streams run through the Town offering many travel corridors for boaters and hikers. A Raquette River Trail has been proposed and organizers held an initial meeting in October 2002 to address the creation of a recreation corridor for hikers and boaters. The Grasse River, the Jordan River, and the Bog River meander throughout the landscape. Over 75 lakes and ponds provide scenic views, swimming holes, and other recreational opportunities. The roads are lined with wildflowers throughout the summer months and colorful trees in the fall. In South Colton, the Three Falls Trail follows the Raquette and gives visitors a relaxing walk with magnificent scenery. A 60-mile self-guided Motor Tour of Colton identifies some of the area's vistas and points of interest.
The hamlets of South Colton and Colton on Route 56 contain several interesting and architecturally significant structures including Zion Episcopal Church and Hepburn Library. Visitors can find restaurants, convenient stores, and shops in the town, which is located within minutes to three large universities, St. Lawrence University, State University of New York at Potsdam, and Clarkson University. A walking tour of the hamlet of Colton is available as is the 9.7-mile Stone Valley Hiking Trail which follows the Raquette River through the community. Between the hamlets of Colton and South Colton is Higley Flow State Park. Located on the Raquette River, it offers 135 campsites, a sandy beach, picnic areas, hiking trails, and boating and fishing access. Blake Falls Reservoir and Carry Falls Reservoir also offer camping, boating, fishing, and picnicking. An outdoor guide and a canoe outfitter provides visitors with recreation information and services. Numerous road bike loops wind through the landscape as does a snowmobile trail system. A professional dog sled kennel offers mushing and dog sled excursions. Cabins, hunting, and cross-country skiing are available for outdoor enthusiasts. Hiking trails, a wildlife refuge, picnic areas, sledding, ice-skating, and canoeing are all accessible in Colton. Maple sugaring tours, antique shops, and craft stores provide visitors with an enjoyable experience.

The hamlet of Conifer on County Route 62 was settled as a paper mill town. Today, most of the land surrounding the hamlet is still owned by large paper companies. However, they have an agreement, called a conservation easement, with the New York State Department of Environmental Conservation to open some of their land to public use. Opportunities for hiking, snowmobiling, and hunting are abundant on these lands; however, special restrictions apply until December 31, 2004. The Mount Arab hiking trail leads to a historic fire tower and forester’s cabin which is under restoration.

Wanakena was settled in 1880’s and in 1900 a group of Yale professors built a camp near the narrows of the Oswegatchie River. Later a lumber company, hotel, lumber mills, school, dance hall, billiard parlor, large department store, and barber shop opened up in Wanakena. Tourists would come from all over the area to visit the town. When the lumber company left in early 1900’s, most people moved and much of the land surrounding the community was sold to the state where it sits today, nestled in among thousands of acres of protected Forest Preserve Land. It is located at the end of County Route 61. The Oswegatchie River flows through the community and provides access to many miles of wilderness paddling, camping, and fishing. An adventure
guide service recently opened in Wanakena and offers guided trips throughout the region. The Wanakena Historical Society recently built an informational kiosk in the center of town that highlights historical resources such as the pedestrian bridge, and is the starting point for the **Walking Tour of Wanakena History**. Syracuse University's Forest Ranger School sits along the banks of Cranberry Lake and is open to the public for tours and lake access.

The **hamlet of Newton Falls** is located deep in the forest along the Oswegatchie River about three miles north of the Byway or Route 60. An old paper mill town, it resounds of a time when company homes were built for workers and grand hotels serviced visitors. The site of the old Benson Mines allow an interesting glimpse into the past. County Road 60 is the original route connecting Star Lake and Cranberry Lake before Route 3 was built for the 1980 Olympics. This scenic road passes through Newton Falls and follows the Oswegatchie River. It is a perfect route for bikers or sightseers.

Today, just over 200 people live in the community. Although company homes still exist and the Newton Falls Hotel offers accommodations and meals to locals and travelers, economic hardship has hit the area. In September of 2002, a Canadian paper company purchased the abandoned Newton Fall Paper Mill. They are committed to re-opening the mill and beginning their paper operations using feedstock recycled pulp. Locals look forward to re-opening the mill as a key economic development stimulus for the community.
The Many Roles of the Scenic Byway

The Byway Theme

Our local section of the Olympic Scenic 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.

Mountian View. Photo WCS

The Byway Corridor

The expanse of a Scenic Byway corridor is determined by the resources that are accessible from the byway and the transportation routes necessary to get to these resources. Based upon this definition, the corridor for the Olympic Scenic Byway includes specific lands north and south of Routes 3 and 86.

The area north of the byway includes the
- The hamlets of South Colton and Colton on State Route 56.
- The hamlet of Newton Falls on County Route 60.

The southern portion of the byway corridor includes
- The hamlet of Wanakena on County Route 61.
- The hamlet of Conifer on County Route 62.

These communities although not located directly on Routes 3 or 86, provide access to cultural attractions, natural and historic features, recreation opportunities, services, and access to alternative modes of transportation. The Local Advisory Group refers to these important communities as “waypoint communities”.

Within the byway corridor, there are several transportation routes. These include the Olympic Scenic Byway route, connecting roads, bikeways, walkways, and waterways. Following is a description of each route:
The Olympic Scenic Byway

The Olympic Scenic Byway is the automobile-based transportation route throughout the corridor and has already received designation as a New York State Scenic Byway. The byway currently follows Routes 3 and 86 from the Adirondack Blue Line at the Town of Fine in St. Lawrence County and travels east through Franklin County to Essex County’s hamlet of Ray Brook. (See Appendix B for a map of the entire byway and our local segment.)

Olympic Scenic Byway Connecting Roads

The roads that link the waypoint communities to the Olympic Scenic Byway are considered connecting roads. State Route 56 serves as a crucial economic tie between the byway and the Town of Colton in St. Lawrence County and has been identified as an important connecting road. County Route 60 connects the byway to the hamlet of Newton Falls, County Route 62 connects to the hamlet of Conifer, and County Route 61 connects to the hamlet of Wanakena.

Bikeways

Our segment of the Olympic Scenic Byway passes through parts of St. Lawrence, Franklin, and Essex counties and provides potential opportunities for a regional bicycle trail system. Currently, bikers ride through many of the Byway communities, take scenic loops through St. Lawrence County, and travel on County Route 60 through Newton Falls. Ongoing bike projects focus on maintaining and establishing bike trails and connecting communities. The Olympic Scenic Byway provides an excellent basis for the development and promotion of bicycling routes. Bikers in general are interested in historic sites, and cultural events and would be receptive to maps and byway promotional materials that feature bike routes. Mountain bikers can find miles of technical and level trails on Wild Forest Lands and old logging roads. The Adirondack Park Mountain Biking Initiative is actively focused on promoting the Adirondack region as the premier mountain biking destination.

Walkways

Community walking tours within the Olympic Scenic Byway corridor are available in many communities. Local Chambers of Commerce and Town Halls provide maps with detailed routes, distances, terrain, points of interest, and other opportunities for recreational activities. Waterfront walkways in the Villages of Tupper Lake and Saranac Lake are also popular destination for pedestrians.
Waterways

The Olympic Scenic Byway follows an extensive waterway system. The majority of this system is accessible to the public with areas for motorized and non-motorized watercraft. Lakes, ponds, and rivers within the corridor provide access to camping, fishing, hiking, swimming, and backcountry exploring.

The following is a list of waterways and their access points:

- **Star Lake** in the Town of Fine is accessible from the state boat launch at the junction of Youngs Road and State Route 3. Only car-top boats are allowed at the launch—canoe, kayak, etc. Visitors are sometimes surprised to see a motorized dock pass by as residents on the lake attach motors to their docks and float up and down the lake.

- **Cranberry Lake** is surrounded almost entirely by state land with 46 designated campsites and hiking trails found on the shore that lead to remote ponds and mountains. The many bays, inlets, and outlets encourage exploration by boat. Motorized and non-motorized boats are welcome on the lake. Access points are the state boat launch on Columbian Rd., the Emporium Marina, and Wanakena via the Oswegatchie and Dead Creek Flows. The Cranberry Lake outlet starts on the Oswegatchie River and slowly winds to the Newton Falls reservoir.

- **Oswegatchie River** offers both whitewater and flatwater paddling. It travels through some of the last virgin stands in the Adirondacks. The Five Ponds Wilderness Area surrounds the river and offers views of the widespread storm damage from the Blowdown of 1995. The Oswegatchie River is part of the New York State Wild, Scenic, and Recreational River System.

  *Flatwater: A 40-mile round trip paddle winds through virgin white pine stands and vast wilderness. Access points are from, Cranberry Lake, Lows Lake and Inlet near Wanakena. A gentle section also starts north of the byway and flows 65 miles to the St. Lawrence River. Numerous access points such as at Flat Rock Pond in the Town of Fine permit trips of varying lengths.*

  *Whitewater: From Newton Falls to the west, the river flow quickens through Class II-IV rapids. The Middle Branch west of Star Lake plunges over waterfalls and flows through a rocky gorge. This section is classified as Class III.*
- **South Branch of the Grasse River** flows from Massawepie Lake area to the St. Lawrence River and offers spectacular flatwater and whitewater paddling with carries around waterfalls. The Grasse River is part of the New York State Wild, Scenic, and Recreational River System. It was first opened to the public when the State acquired the Tooley Pond Tract in 1999. A 4.5-mile stretch of flatwater leads to the 40-foot Lampsons Falls where, the river drops 220 feet in seven miles as it cascades over nine waterfalls and flumes. This section is for experts only and is rated Class V. The North Branch is a 16.5-mile paddle with a nice mix of flat water and rapids -up to Class IV. Access to the Grasse River is at the boat launch on State Route 3 in the Town of Clifton.

- **Raquette River** offers a historic route that was once traveled by trappers and guides and is still used by many paddlers. It is part of the New York State Wild, Scenic, and Recreational River System.

  **Whitewater:** The 17-mile stretch from the byway at Piercefield Flow north to Carry Falls Reservoir offers exciting whitewater paddling. The river winds north through rapids and over two waterfalls. State Land borders most of the area and carry trails are available for some of the rapids. Water level is changeable and depends on dam release or spring melt off.

  **Flat water:** For flat water paddling, seven reservoirs are located on a 27-mile stretch of the Raquette River – Carry Falls, Stark Falls, Blake Falls, Rainbow Falls, Five Falls, South Colton, and Higley Flow reservoirs. The reservoirs are the setting of the largest inland hydroelectric project in northern New York. Orion Power New York maintains the carry trails between the reservoirs along with picnic areas, boat launches, beaches, and campgrounds. The reservoirs are accessible from the boat launches along Route 56.

In Tupper Lake, access to the Raquette River is found at a boat launch right on the byway east of the Town of Altamont and at Stony Creek Ponds at Corey’s Rd. At both access points, the river meanders with a gentle flow along sandy wooded banks. Campsites and lean-tos are available for paddlers and hikers. This river offers great opportunity for bird watching, fishing, and wildlife viewing. Access to Upper Saranac Lake and points north is at Stony Creek Ponds on Corey’s Road via Indian Carry appropriately named for the Native American’s who used this historic carry while traveling by boat between Canada and Lake Champlain.

- **Massawepie Lake** has one of the northeast’s largest mires (also known as a bog). It is estimated to be over 900 acres. There are also many small ponds and lakes to paddle along with the Grass River Flow linking to the Grasse River.
• **Tupper Lake** is also known as Raquette Pond. A navigable marsh connects Tupper Lake, Simond Pond, and Raquette Pond. A boat launch in the village provides access to motorized and non-motorized boaters. State campsites and lean-tos are available on the western shore. A walkway and picnic area are located on its shores in the Village.

• **Saranac Lake Chain** is a 17.5-mile waterway that travels from Upper Saranac Lake to Lower Saranac Lake with one half-mile carry. The shores and islands are lined with spectacular Great Camps and several campsites and lean-tos. A terrific opportunity for bird watching and wildlife viewing, the Saranac’s are open to motorized and non-motorized boats. This route continues through two sets of locks through Oseetah Lake, Lake Kiwassa, and into the Village of Saranac Lake where the Saranac River begins. Access to Upper Saranac can be found at Indian Carry on Old Dock Rd. off of SR 3, Middle Saranac is accessible at South Creek, State Bridge on SR 3, and the Ampersand Mountain Beach just off of the byway, and access to Lower Saranac Lake is at Ampersand Bay and Second Pond on SR 3.

• **Saranac River** is part of the New York State Wild, Scenic, and Recreational River System. The river offers primarily slow-moving flat water as it leaves the Village of Saranac Lake. A whitewater kayak practice area is located in the village and offers beginners and experts a place to sharpen their skills. A NYSDEC boat launch is located in the Village of Saranac Lake on Route 86. The river flows through woodlands and marshes and offers panoramic views of the mountains. A short section of whitewater (Class III) is found just before the river empties into Franklin Falls Pond. The river continues to flow north to Lake Champlain. Access points are found at the various village parks along the river. A River Barge Tour offers tours of Lake Flower.

Most state boat launches offer parking and are marked with a New York State Department of Environmental Conservation boat launch sign. The system of waterways provides boaters and paddlers with unlimited opportunities and many of the rivers and lakes link to other water bodies by way of portages, marshes, or streams.
Vision, Goals, and Objectives

The Local Advisory Group developed a vision statement for the Olympic Scenic Byway Corridor Management Plan. A series of goals and objectives support our vision statement and will encourage the continuation of the projects initiated at the community level.

Byway Vision

The Olympic Scenic 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.

Byway Goals and Objectives

Following a series of community exchange sessions, goals and objectives, as viewed from the local perspective, were established for our section of the Olympic Scenic Byway. The goals and objectives were presented for regional comment and that input is also represented in the entries that appear below. Projects and activities that will enable the byway project to realize goals and meet objectives selected in the Corridor Management Plan were identified and are outlined in an implementation plan that appears in the Action Plan Section.

I. Create a regional identity among communities along the Byway.

1. Identify businesses to participate in a comprehensive visitors' package.
2. Create a consistent signage program that promotes the byway.

II. Strengthen ties among communities along the Byway corridor.

1. Encourage Town Boards, Chambers of Commerce, and others to coordinate efforts, promote, and learn from one another.
2. Support the establishment of multi-community recreation corridors.

III. Improve access to and quality of recreational opportunities along the Byway and encourage the development of additional resources.

1. Encourage continued development of recreational resources along the corridor.
2. Develop and improve existing access points to recreational resources along the Byway.
3. Support grant funding for recreational resources along the corridor.
4. Develop a consistent signage program to direct visitors to and recreational resources.

IV. Improve residents' and visitors' awareness, understanding, and appreciation for the byways' recreational, natural, cultural, and historic sites and resources.

1. Create a program to interpret and educate residents and visitors about the sites and resources along the Byway and the uniqueness of the Adirondacks.
2. Encourage communication and partnerships among various public, non-profit, and for-profit organizations.
3. Create an identity for the byway corridor and promote the byway to both residents and visitors.
4. Encourage a coordinated education effort about the Adirondack Forest Preserve and natural resources along the byway.

V. Maintain and uphold the cultural and historical identity of each community along the byway.

1. Encourage community involvement in identifying cultural history.
2. Participate in the restoration of downtowns and historic districts in communities along the byway.
3. Support community programs promoting cultural heritage.

VI. Encourage sustainable economic development in communities along the byways.

1. Promote partnerships among businesses, local government, and community organizations.
2. Improve hospitality services along the byway.
3. Consider redevelopment options in towns, villages, and hamlets.

VII. Involve educational facilities in area activities.

1. Utilize college resources and faculty expertise in community development, resource stewardship, and other projects that support the vision of the byway.
2. Involve educational facilities as a tool to educate on the ecological and historical importance of the area.
Corridor Resources: Intrinsic Qualities

The intrinsic qualities of the Scenic Byway have been identified and evaluated by the Local Advisory Group. The qualities that were identified as significant along our section of the Olympic Scenic Byway are natural, recreational, cultural, and historical. We also included the working landscape as an important quality of our region. A description of the byway's resources is described below. See Appendix C for a complete inventory and map of resource locations. For a visual display of some of the byway’s resources, please see slides in Appendix E.

Natural

The geology and topography along the Olympic Scenic Byway have resulted in many beautiful natural features including dozens of waterfalls, world-class rivers, expansive lakes and ponds, and rugged mountains. The unique Adirondack climate gives growth to marshes and bogs, mixed woodlands, and old growth forest. These habitats support various wildlife species such as the moose, whitetail deer, turtles, coyote, loons, eagles, black bear, and many others. Much of the natural resources along the byway occur on State Forest Preserve Land which not only ensures their protection under the New York State Constitution, but also makes them available for public use. State maintained parking lots provide safe and easy access to enjoy the natural resources. Outdoor activities such as hiking, canoeing, biking, hunting, fishing, and wildlife viewing are popular in this region and are easily found directly off of the byway.

Recreational

The Olympic Scenic Byway cuts through one big “playground” – the Adirondack Park. With thousands of acres protected as Forest Preserve Land, the traveler can pick from numerous recreational activities and facilities. Hiking trails, canoe routes, bike loops, fishing holes, boat launches, snowshoe trails, cross-country ski trails, whitewater kayak spots, and much more contribute to the multitude of recreational resources available. Other facilities such as recreational fields, golf courses, swimming pools, bowling alleys, and ski centers are found in communities and are used extensively by residents and visitors. Many organizations are working towards linking trails with communities, for example the Northern Forest Canoe Trail and the “rails with trails” Recreational Bike Trail.
Cultural

Cultural resources along the byway include those resources that are rich in cultural history and play an important role in the course of human events such as the many historic buildings from the tuberculosis healing era in Saranac Lake, public libraries that contain Adirondack collections, and museums big and small – Piercefield Museum, Colton Museum, Natural History Museum of the Adirondacks, Saranac Lake Union Depot, and Saranac Lake’s museum featuring its history as a “Pioneer Health Resort” in the treatment of tuberculosis.

Other cultural resources along the byway are annual events or festivals held in communities that strengthen human relationships among residents and draw visitors to the area. Such events include the Woodsmen Days in Tupper Lake, the Winter Carnival in Saranac Lake, Colton Country Days in St. Lawrence County, and many antique shows and music and craft festivals.

Many facilities along the byway double as community and cultural resources. The Beth Joseph Synagogue in Tupper Lake provides services to a small Jewish community but also has an art gallery and serves as a location for lectures, music, and other community events. The Pendragon Theatre in Saranac Lake hosts live theatrical performances year-round. Colleges such as the State University of New York College of Environmental Science and Forestry Ranger School at Wanakena and North Country Community College in Saranac Lake bring cultural events to communities.

Scenic

The Olympic Scenic Byway is undoubtedly scenic. Miles of road wind through protected forested land, along hundreds of miles of rushing rivers, past scenic shorelines of pristine lakes and ponds, and into the rolling hills and majestic mountains that make up the Adirondack Park. The byway connects small, rural communities that enhance the scenic landscape with quaint town centers, vibrant waterfronts, and historic buildings. The rural character of communities is woven into the wildness of the forest lands make the byway truly unique and scenic.

While it is understood that numerous local scenic views could be entered as contributing resources in the CMP for the Olympic Scenic Byway, the vistas were not recorded in the plan in response to ANCA’s Issues and Concerns paper released in July 2002 which stated that scenic views and traveling experiences have proven to be one of the most controversial resources for a Byway to identify and recommended that they Byway CMP not include such an inventory.
Historical/Archeological

The intact historic character of the rural communities along the byway will appeal to byway travelers. The tuberculosis healing era has shaped the Village of Saranac Lake. Historic cure cottages, laboratories, hospitals, hotels, and churches appear on nearly every corner and back street. Robert Louis Stevenson, composer Bela Bartok, and other renowned people sought a cure for TB in Saranac Lake along with thousands of people from around the world who relocated to the area to breathe the healthy mountain air. Magnificent Great Camps offer a glimpse of historic Adirondack architecture and act as summer resorts for the wealthy. The Mt. Arab Fire Tower, which served as a lookout for forest rangers in the early 1900s, is currently under renovation and serves as one of the few standing fire towers in the Adirondacks. The many historic canoe routes in the area served as transportation corridors for hunters, trappers, loggers, and outdoor guides.

In that both time and climate create a need to further renovations, many towns and villages encourage business owners to restore building facades but often need help funding such activities. Historic buildings and especially historic downtowns attract tourists to the region. Beautification efforts by residents and civic groups ensure the continuation of this important economic activity. While only one archeological resource has been identified, we recognize that future archeological resources may be found.

Working Landscape

Another quality worth mentioning is the working landscape. Historically, the Adirondack economy is based on natural resource extraction. The landscape has endured years of logging, mining, and farming. Rivers were used to drive logs to mills, mountainsides were mined for rich magnetic iron ore, and forests were bared of their trees. While many of the first settlers failed miserably farming the poor Adirondack soils, remnant successful farms still exist in the Northern Adirondacks. A tannery in the Town of Fine was one of the first industries in the area. Its location in the middle of lumbering territory was inevitable since the only method known to tan hides in the 1870s was with tannic acid which is a rich by-product of hemlock bark. An oar factory existed in the 1850s on the banks of the Oswegatchie River in the Town of Fine. Some oars were made 20 feet long and were used in large harbors such as Boston and New York.
Many communities once shaped by logging, mining, farming, and other industries along the byway showcase old photos and documents in museums or libraries. Many of the old mills and mines still exist and although overgrown and often dilapidated, they are quite visible in the communities. While all mines along the byway have now closed, large commercial forestry companies still actively manage many of the forestlands. The self-guided James Dubuar Forest driving tour in Wanakena lets travelers get a close look at a managed forest and the effects of different forestry techniques used today.
Interpreting the Byway

The landscape of the Adirondack Park, home of the Olympic Scenic Byway, has very few billboards, off-premise signs, and signs in general. Although this helps preserve the wilderness character of the Adirondacks, it also leaves many visitors unclear about the location of nearby attractions. Visitors must rely on guidebooks, promotional brochures, and informational pamphlets for directions and specifics but even these may not always be easily available. Chambers of Commerce, information centers, and local businesses often provide these materials to visitors, but not all travelers visit these places before they head out on the byway. Interpretive signs, kiosks, and directional signage that aren’t obtrusive in the natural environment are needed to help inform visitors of the area without distracting from the character of the Adirondacks.

Signage

In order to preserve the “wilderness feel” of the Adirondacks, a 1924 Adirondack Sign Law, which is administered by the New York State Department of Transportation and the New York State Department of Environmental Conservation states that business signs at off-premise locations are not permitted in the Adirondack Park and only directional signs at defined locations are permitted. As is currently the procedure, interested parties must apply to the NYS DOT for a permit to place a sign along a Federally designated highway. Since 1991, NYS DOT has been responsible for enforcing the prohibition of erecting new, off-premise, and outdoor advertising along designated NYS Scenic Byways that are part of the Primary Highway Systems. Local regulations also apply to all signage. However, the Lady Bird Johnson Federal Beautification Laws (1960s) precede the Byway regulations in prohibiting off-premise advertising on Federal Aid Highways.

The placement of signage for businesses and attractions must be done in accordance with the soon-to-be-released NYS DOT signing criteria for NYS Byways which includes the Adirondack Sign Law regulations. Our Local Advisory Group would like to consider Tourist Orienting Directional Signage (TODS). The Local Advisory Group has raised numerous concerns about the potential for signs to litter the landscape if too many are allowed and to distract from the natural beauty of the area is not placed properly. If TODS were to be erected, our wish is minimize their use, standardize their look using the brown and yellow format, and localize them together in places with existing road signs.

Potential sites for TODS:

- The junction of State Road 56 and Route 3 eastbound and westbound directing travelers to South Colton and Colton’s restaurants, accommodations, historical sites, and recreational access points.
- The junction of SR 3 and CR 61 eastbound and westbound directing travelers to Wanakena’s restaurant and small grocery store, and recreational access points.
• The junction of SR 3 and SR 30 eastbound and westbound in the Village of Tupper Lake directing travelers to services and shops on the main street.
• The junction of SR 3 and Main Street in Saranac Lake westbound and eastbound.
• The junction of SR 3 and SR 86 in Saranac Lake westbound and eastbound.

Olympic Scenic Byway signage located along the roadway at strategic locations will remind travelers that they are on the byway and inform new travelers that they are entering the Olympic Scenic Byway. Recommendations for marking the byway route:
• In the Village of Saranac Lake as SR 86 makes a sharp turn west bound and east bound.
• Junction of SR 3 and SR 86 in the Village of Saranac Lake east bound and west bound.
• On SR 3 entering the Village of Saranac Lake from the west.
• Junction of SR 30 and SR 3 east bound and west bound as well as at the T.
• Along SR 3 entering the Village of Tupper Lake from the east.
• Junction of SR 30 and SR 3 in the Village of Tupper Lake at the traffic light east-bound and west bound.
• Junction of SR 3 and Lake Street in the Village of Tupper Lake in front of Beth Joseph Synagogue east bound and west bound.
• On SR 3 at the St. Lawrence/Franklin county line.
• Junction of SR 56 and SR 3 east bound and west bound as well as at the T.

Community Identification Signs

The NYS DOT will produce Community Entry Signs to place at entries to byway villages, cities, towns, and hamlets. Communities along the Olympic Scenic Byway will consider receiving this official byway welcome sign.

Interpretive Signs

Nowhere else in the country can you find a 6 million acre State Park that encompasses protected land, recreational opportunities, natural resources, and cultural attractions all coexisting within the surrounding historic communities. Often visitors to the Adirondacks don’t know or understand the uniqueness of the area. “Where’s the gate?” is a question many visitor’s often ask when visiting the Adirondack Park. General information on the Adirondack Park is not always easily accessible. In 2001, the two existing Adirondack Visitors Interpretive Centers in Newcomb and Paul Smiths served 74,000 people, the Adirondack Museum in Blue Mountain Lake served 90,000. However, the Adirondacks hosts over 9 million visitors per year. This means only 2% of the visitors are learning about the Adirondacks through existing facilities. It seems that a new strategy is needed to reach the remaining visitors. The byway program has the opportunity to provide visitors with information pertaining to history, communities, natural systems, and recreational activities.