the remaining visitors. The byway program has the opportunity to provide visitors with information pertaining to history, communities, natural systems, and recreational activities.

Placed strategically along the byway roadway and in communities, interpretive signs and kiosks will help significantly to explain and interpret the byway resources thus contributing to a more positive experience for the byway user. Forestry practices, conservation easements, community history, mining, railroad history, and names of mountains, rivers, and ponds, are all facts that could be easily interpreted in an interesting way. Pull offs, public beaches, trailheads, and other high visibility areas are excellent places to locate interpretive signs. Design and production of such signs should be done to visually accommodate the surrounding environment and not distract from the natural beauty and scenic qualities of the area.

The Local Advisory Group has identified the following locations for interpretive signage:

- Piercefield Flow scenic overlook
- Pull-off at mile marker 3-7504-1377 at the south branch of the Grasse River.
- Pull-off at mile marker 3-7504-1511 between the Towns of Piercefield and Colton.
- Pull-off at mile marker 3-7504-1311 between Cranberry Lake and Star Lake.
- Along walk or overlooks along the Raquette Pond Shoreline Walk in Tupper Lake
- Along proposed boardwalk on Lake Flower in Saranac Lake.
- Sevey’s Corners in St. Lawrence County

Adirondack Community Information Centers

In an effort to provide information to visitors while also revitalizing rural town centers and surrounding communities, the Local Advisory Group recommends locating Adirondack Community Information Centers (ACIC) in byway communities. The ACIC project improves community infrastructure by converting underused hamlet areas to attractive centers and provides essential information on general Park information, historic sites, recreational opportunities and activities, near-by public land, significant natural resources, tourism attractions, and key conservation and development issues. The ACIC project provides a long-term vision for linking community resources to the natural environment that improves rural development, conservation efforts, and quality of life in the byway region. The project is a region wide effort focused on increasing the flow of Adirondack information among residents and visitors to the Park. A network of ACICs will link North Country byways and encourage visitors to explore the Adirondacks via byway routes.
Each ACIC is designed around a natural resource or cultural theme chosen by town residents. The themes provide a unique approach to understanding and appreciating the Adirondack ecosystem and cultural history complementing the stewardship and promotion of Byway resources.

Within the byway corridor, the hamlet of Star Lake currently has a temporary ACIC located in the former Star Lake School. The Clifton-Fine Economic Development Corporation along with the St. Lawrence County Housing Council is actively seeking funding for a permanent center. The theme for Star Lake’s ACIC exhibit is mining and geology which will be part of professionally designed interpretive panels.

The Village of Tupper Lake is interested in establishing an ACIC at the crossroads of the Olympic Scenic Byway (SR 3) and the Adirondack Trail Scenic Byway (SR 30). Tupper Lake would exhibit displays highlighting a local theme such as hunting or logging. Located at the crossroads of two major byways, this center will play a significant role in promoting Byway resources and travel in the region.

General Park information will also be available in all ACICs including a panel entitled “Where’s the Gate?”. Display panels and an outdoor sign with an ACIC logo will help travelers recognize ACICs on the Byway. The NYSDOT information center signs will also help direct visitors to the centers. This project fits into the revitalization plans of each community along the byway. The Wildlife Conservation Society’s Adirondack Communities and Conservation Program has facilitated this project since 1999 and continues to do so along the byway.

Self-Guided Tours: Driving and Walking

Many of the natural resources along the corridor are located in wilderness areas and are separated by long stretches of highway. This environment cultivates a perfect opportunity for
self-guided tours such as the Town of Colton self-guided Motor Tour that highlights nearly 70 miles of historic sites within the township.

The NYS Forest Ranger School in Wanakena offers a self guided driving tour of the James F. Dubuar Forest which is three miles in length and demonstrates examples of a managed forest. The effects of the Blowdown of 1995 are explained as is the operation to manage the cleanup. Opportunities for wildlife viewing are also possible.

Walking tours are available in the Village of Saranac Lake, the hamlet of South Colton, and the hamlet of Wanakena. Each emphasizes historic landmarks and recreational resources of the communities.

Other resources for interpretive programs along our section of the byway are available through the I Love NY promotional brochures, *Yesteryears, Roadside Ecology, and St. Lawrence County’s Guide to Waterfalls*. Opportunities exist for additional informational guides such as:

- Roadside wildlife viewing
- Scenic views

History and the Environment

The Natural History Museum of the Adirondacks will be a 38,000 square foot interactive natural history museum geographically centered in the Adirondacks. It will contain imaginative exhibits designed to add an educational component to the byway experience as well as foster an appreciation for the history and natural systems of the region. The museum will be situated on the eastern edge of the Village of Tupper Lake just off the byway. It will be located on the Raquette River, a major waterway along the byway. It will be surrounded by acres of wooded lands. Millions of visitors come to the Adirondacks each year to view the spectacular lakes, rivers, and peaks yet they may not impart real awareness of the story.
behind the natural beauty. The museum will inspire a broad public understanding of the natural systems that shape and sustain life in the Adirondacks. See the Existing Projects Section for additional information.

The Village of Saranac Lake proudly promotes its historic past as a “Pioneer Health Resort” for tuberculosis treatment, research and curing. The Saranac Laboratory, built by Dr. E.L. Trudeau in 1894, was the first institution devoted to tuberculosis research in the United States. Over 400 published papers resulted from the work of the Saranac Laboratory, which closed in 1964. In 1998, Historic Saranac Lake became the owner of the Saranac Laboratory and has since worked to restore the building as a new museum on Saranac Lake’s history in research and treatment of tuberculosis. See the Existing Projects Section for additional information.
Transportation System

The byway is not just an automobile-based travel corridor. Although roadways provide a means for moving automobiles and buses from one place to another, a byway traveler has many other choices of modes of transportation available to explore the region. The corridor’s historic railroad system, recreational trails, and waterways open up a world of opportunities to experience scenic vistas, enjoy outdoor activities, and to visit communities.

Roadways

Highway conditions along the byway are generally good. The roadway has at least six-foot wide shoulders, smooth surface, good visibility, and is maintained on a regular basis. For a list of scheduled maintenance for April 1, 2002 to March 31, 2007, please see Appendix D. The entire byway is two lanes wide and can sustain an increase in passenger vehicles as well as large trucks and buses.

Environmental Concerns:
Erosion along SR3 is occurring in places where steep slopes have been cut. There is a need to plant seed mix with "multi-story rooting depth." in areas with heavy erosion. For a detailed description, see Appendix D. Sedimentation and filling of wetlands are concerns where drainage isn’t adequate and heavy road salt is used to clear the roadway. Drainage and sedimentation issues need to be reviewed by the DOT.

Non-native, invasive terrestrial plants are expanding throughout the byway area and are a critical threat to biodiversity, processes, and services of natural ecosystems of the region. Uncontrolled spread of invasive plants has the potential to harm the byway region both aesthetically and economically as it dramatically changes the Adirondack landscape. The spread can be controlled through early detection and rapid response with the help of DOT and community participation (Adopt-a-Highway and Adirondack Park Invasive Plant Program).

The effects of roads on wildlife is an important research topic worldwide. While limited research has been done in the Adirondacks, it is known that roads pose a major threat to wildlife through various mechanisms including direct habitat loss, degradation and fragmentation of habitat, road avoidance, increased human exploitation, anthropic habituation, altered biodiversity and hydrology, and direct mortality (NCHRP 2002). Road salt and/or sand also have potential detrimental effects on wildlife species and their habitat. Animal-vehicle collisions are also a significant cause of damage, injury, and death for humans. Research on these issues is needed in the Adirondack region.
Recreational Access:
Due to the location of recreational access points directly on the byway and parking areas on opposite sides of the road, there exists the need for more clearly marked pedestrian crossings. These cross walks are near high pedestrian traffic areas where the speed limit is 55 mph. Painted cross walks would help channel the pedestrian to the proper place to cross and would alert motorists of pedestrian traffic.

Crossroad Connections:
The Route 3 segment of the Olympic Scenic Byway overlaps the Adirondack Trail Scenic Byway (State Route 30) in the Towns of Altamont and Harrietstown for 5.6 miles. At the crossroads, the traveler can chose to explore the Adirondack Trail which offers its own unique characteristics or stay on the Olympic Scenic Byway and continue the journey.

Connecting Roads:
Many interesting sites and communities are accessible via connecting roads off of the byway. Waypoint communities such as Colton, Wanakena, Newton Falls, and Conifer provide access to cultural attractions, natural and historic features, recreational opportunities, and alternative modes of transportation. For a full description of the waypoint communities, see The Byway, the corridor, and its communities Section.

Park the Car: Alternative Modes of Transportation
Within the byways corridor, there are several alternative transportation routes. These include public transportation, bikeways, walkways, waterways, recreation trails, and snowmobile corridors.

Public Transportation
Community Shuttle:
The byway area is rural and offers limited public transportation services. Residents and visitors can hop on a shuttle in Tupper Lake and ride to Lake Placid for a small fare. The Essex County Public Transportation and the Franklin County Transportation offer shuttles throughout the Tri-Lakes area and further along the byway into Wilmington and AuSable Forks.

Air Service:
Adirondack Regional Airport on Route 186 in Lake Clear is 9 miles from the Village of Saranac Lake. It offers commercial flights and car rental. Flights are available to and from several major eastern airports.
Rail Service:
Amtrak operates between New York City and Montreal, with connections east or west available in Albany-Rensselaer. Local stops are in Westport and in Plattsburgh, NY both 50 miles from Saranac Lake. Shuttle bus service is available from the east in Westport to Lake Placid and Saranac Lake.

Adirondack Scenic Railroad runs three times daily round trip between Saranac Lake and Lake Placid from May to October. The Historic Union Depot in Saranac Lake is located in the Village with easy access to restaurants, shopping, waterways, and sightseeing. Special events are held such as interactive Murder Mystery plays and Dinner Train and a Halloween Spook Train. Package deals are offered in conjunction with a local canoe outfitter and the Lake Placid Olympic Gold Medal Venue.

Map courtesy of Adirondack Scenic Railroad

Making a connection
Historically, the railroads in the region brought lumber to the mills and tourists to large resorts. Today, the railroad offers visitors an alternative to driving while enjoying spectacular scenery and experiencing the history of the routes. Efforts are underway to expand railroad service from Saranac Lake to Tupper Lake as well as rebuild the Tupper Lake train depot to reflect its original character.

Bus Service:
Trailways Bus Line operates daily between New York City and Saranac Lake, with connections east or west available in Albany. The Saranac Lake bus depot is located at the Hotel Saranac.

Boat Trips:
Saranac River Cruise Line operates in the summer and fall months on the shore of Lake Flower in the Village of Saranac Lake. An hour tour of Lake Flower cruises through natural
habitat and along miles of shoreline dotted with summer cottages and vistas of Adirondack mountains.

Bikeways and Horse Trails

Our section of the Olympic Scenic Byway travels through, St. Lawrence, Franklin, and Essex counties. These three counties stand poised to interconnect as a premiere biking destination as part of a regional biking trail. Miles of off-road trails and old logging roads present the horse back rider and mountain biker with endless hours of riding. Public trails open to mountain bikes and horses are only found on State Preserve Wild Forest Land. The Village of Tupper Lake has become involved in the Adirondack Mountain Bike Initiative and will explore possible mountain biking trails in the village. The Cold River Horse Trail Complex located between Tupper Lake and Saranac Lake is designed to offer loops for one to three day trips. The Cold River Ranch in Tupper Lake supplies horses and guides for full day and over night trips into the backcountry along the Raquette and Cold rivers. A bike shop in Saranac Lake supplies bikes, maps, and general biking information for cyclists.

Community Walkways

Community walking tours within our section of the Olympic Scenic Byway corridor are available in the Village of Saranac Lake, the Village of Tupper Lake, and the Town of Colton. Chambers of Commerce and Town Halls provide maps and other information. Waterfront walkways are also popular destination for residents and visitors.

Long Distance Recreation Trails

Long distance routes are being created in the byway region via interconnections of trail systems through forestlands and over waterways which will connect communities and provide an alternate means of transportation. A number of organizations and residents are working to expand existing trails and set up linkages on land and water for boaters, paddlers, cross country skiers and snowmobilers.

The system of waterways provides boaters and paddlers with unlimited opportunities. Many of the rivers and lakes link to other water bodies by way of portages, marshes, and streams. Parking is available at most of the NYS Department of Environmental Conservation boat launches to accommodate visitors opting to spend time exploring these routes. For a list of
waterways along this section of the byway, see The Many Roles of the Byway Section. For descriptions of specific long distance trails, see Recreation Section.

Snowmobile Trails

To accommodate the very popular sport of snowmobiling, hundreds of miles of snowmobile trails have been developed by snowmobile clubs. As to avoid trespassing, dangerous trail conditions, and loud noise in the communities, the Department of Environmental Conservation is in the process of developing a State Comprehensive Snowmobile Plan that will create snowmobile trails linking communities. Recognizing that although snowmobilers bring in money to local economies and help residents get outdoors to enjoy the long Adirondack winters, the noise and air pollution often generated from the machines isn’t pleasant to everyone. Limitations on the size of sleds and noise ordinances were suggested by the Local Advisory Group and should be brought to the attention of the DEC and local governments.

Stewardship

The Local Advisory Group encourages partnerships between local governments, not-for-profit organizations, private businesses, and community residents to work towards the protection and enhancement of transportation resources. Each of these trail projects along the byway must be community driven in order to succeed. The New York State Department of Environmental Conservation is responsible for managing all the lands within the Forest Preserve. The Adirondack North Country Association is working with local communities along the Northern Forest Canoe Trail to help enhance their connection to the rivers. Many lake associations have formed to maintain the character of the lakes. Paddlers clubs, biking clubs, and Chambers of Commerce along with others are currently working to enhance the resources and ensure accessibility. The Department of Transportation supports the Adopt-A-Highway program to help with upkeep of the roadways. See Appendix D. The Adirondack Park Invasive Plant Program coordinates invasive plant inventory, management, and education efforts throughout the byway region to eradicate the non-native plants and their threat to the Olympic Scenic Byway landscape.

Recommendations to address the transportation needs of byway:

- Create crossing areas at pedestrian crosswalks on the byway to include:
  > State Route 3 at the Ampersand Mountain Trailhead in the Town of Harrietstown
  > State Route 3 at Panther Mountain Trailhead in the Town of Harrietstown
• Plant multi-story rooting depth seed mix along steep slopes to minimize erosion.
• DOT review of drainage and sedimentation along the roadway to address erosion issues.
• Study poor roadside drainage areas to minimize sedimentation.
• A focused effort to control invasive plants along the byways such as activities of the Adirondack Park Invasive Plant Program can help assure the scenic, recreational and natural resources which draw byway visitors, while preserving the overall integrity of the Park.
• Research the effects of roads on wildlife by exploring frequency and locations of mortality along a range of road types and sizes. This research could be aimed at determining “hotspots” of roadkill in various regions and producing potential options and/or recommendations for reducing wildlife mortality on byways in the Park.
Tourism, Marketing, and Economic Development

The Adirondacks have a history of natural resource extraction in forestry, mining, hunting, trapping, and agriculture. Today, however, technological advances, sophisticated modes of travel, industrialization, and globalization have reduced employment in these industries in many rural communities in the Adirondacks. Forest Preserve Lands, which account for varying percentages of each town, are protected under the constitutional amendment as “forever wild”. This means these lands are maintained in natural condition and free from any type of development and timber harvest. These issues combined with low population, rugged terrain, and long distances between communities present serious challenges to economic growth in the Adirondacks.

Since the 1960s, tourism has become one of the primary economic activities in the Adirondacks. The Park is within a day’s drive for over 70 million people and it is estimated that over 9 million people visit the Adirondacks each year, and this number is increasing.

Eco-Tourism in the Adirondacks

Eco-tourism, which is defined as responsible travel to natural areas that conserves the environment and brings economic benefit to the local people, is on the increase. Activities such as driving tours, heritage tours, and recreation play largely into the local economies of communities.

Opportunities to enhance and maintain the byway resources that contribute to the success of eco-tourism in the Adirondacks are:

- Self-Guided Tours including heritage tours, water and scenic resource tours, and natural attractions site tours would be promoted through the Byway program.
- Promotional materials would be created to direct visitors to recreation trails, scenic views, and fishing hotspots.
- Adirondack Forest Preserve Education Program would inform visitors of the environmental issues facing the region, i.e. acid rain, global climate change, as well as educate users on low impact recreation and Rules and Regulations on State Forest Preserve lands.
- Adirondack Regional Training Program would provide information on issues such as acid rain, low impact recreation, wildlife issues, and global climate change.
- Adirondack Community Information Centers would inform and educate visitors and residents about byway resources.
Economic Benefits Begin with the Landscape

Many motels, restaurants, and businesses in rural communities rely on tourism dollars generated by visitors that come to recreate. The expansive State Forest Preserve Land provides recreational opportunities for all interests, ages, and abilities. County Tourism Offices and local Chambers of Commerce promote packages that include golfing, skiing areas, guided backcountry adventures, and lodging. Web sites, publications, and advertisements act as sources of information for byways visitors.

A sample list of the Byway’s recreational resources role in supporting sustainable economic development include:

- Restaurants, motels, gas stations, and stores will benefit from an increase in the number of tourists along the Byway resulting from the regional promotion of the area’s outdoor activities encouraging use of canoe routes along mountain biking, skiing, hiking, or snowmobiling trails.
- Expansive waterways in the byway corridor offer opportunities for outfitters, guides, and other businesses to form packages for paddlers and anglers.
- A Recreation Map in the Village of Tupper Lake will inform visitors of the numerous local resources, and how to access them thus encouraging more visitation and exploration of the community and its businesses.
- The upcoming St. Lawrence County Planning Office’s Map for All Seasons will promote the recreational opportunities in all seasons including shoulder and off seasons.

Tourist Accommodations

As we encourage an increase in visitors, a carefully planned expansion of traveler services must follow suit. Currently, during peak tourist season and large events, lodging facilities such as cabins, private homes, bed and breakfasts, and motels, are full in most communities. The Towns of Clifton and Fine have three lodging facilities that can accommodate approximately 100 people. The hamlets of South Colton and Colton have three lodging facilities including a bed and breakfast, the Village of Tupper Lake has 23 lodging facilities with approximately 96 beds, and the Village of Saranac Lake has 33 lodging facilities with approximately 500 summer beds and 300 winter beds. While these facilities are usually filled in the summer months, many close in the winter due to lack of business.

There are over 600 campsites available at campgrounds within the byway corridor. Most campgrounds provide beaches, wooded sites, hiking trails, and fire pits and some offer general stores, showers, and boat rentals. Both state and privately owned, these campgrounds charge a user fee. However, State Forest Preserve Land also contains public campsites that are available for no fee and without a reservation. These sites are on a first come first serve basis and may be located close to the road or more hidden away in the backcountry accessible.
only by trail or canoe. A trail map helps the visitor locate the camping spots and locator disks appear near the site. Parking is often available on the roadside for these sites. These accommodations offer an alternative to motel rooms and give the visitor the authentic “Adirondack” experience.

Recommendations to increase enhance accommodations include:

- Lodging facilities can use the Internet to improve marketing efforts. The Adirondack regional website, www.adk.com, offers a reservation service to owners of lodging facilities called WorldRes. This service lets online browsers conduct searches and make reservations online. The cost is minimal to the business owner and it expands the visibility of the business.
- Promote the byway communities as destination points for visitors along the byway highlighting cultural, recreational, and natural resources available throughout the year.

Traveler Services

Restaurants, including cafes, pizzerias, ice cream stands, and fast food are found frequently in byway communities. Larger communities such as Tupper Lake offer a dozen choices for the traveler. In smaller communities such as Cranberry Lake visitors can find good ol’ home cooking in a small diner. Grocery stores and specialty food stores supply visitors with needed groceries for camping trips, picnics, or snacking in the car. Mini-marts in most towns have a large inventory of different foods. Large grocery stores in Tupper Lake and Saranac Lake offer fresh fruit and vegetables along with a deli. A natural food store in Saranac Lake gives the traveler more choices for healthy snacks and gourmet items. Adirondack goods such as crafts, art, and furniture are sold in downtown shops and out of small house galleries along the byway.

Car service shops, gas stations, and towing services are found in the larger communities, but most local residents would be happy to help out a stranded motorist. However, the distance between most communities is at least 10 – 15 miles and the road is usually secluded and lined only with forested lands.

Currently along the roadways and within communities, public restrooms are not available and trash receptacles are sparse. Gas stations and restaurants do however provide restrooms to paying customers. Public phones and automated teller machines are located at most mini markets and gas stations. Currently, cell phone service is not reliable in this area due a lack of cell phone towers located in the Park. However, the Adirondack Park Agency recently developed a cell phone tower placement policy which indicates acceptable locations and types of placement for cell phone towers.
Recommendations to improve visitor services:

- Encourage visitors to travel with cell phones in case of an emergency. Secluded roadways with little traffic can be unpleasant in a crisis situation. Advocate to make cell phone service available in current no-service zones.
- Locate public restrooms or composting toilets and trash receptacles at pull-offs and rest areas.
- Locate directional signage to lead visitors to businesses and waypoint communities off the byway. For location of Tourist Orientating Directional Signage, see the Interpreting the Byway Section.

Marketing and Promotion

Each county has a tourism office that focuses on promoting the area. Many communities have a Chamber of Commerce from which many local tourism plans and strategies originate. Local organizations and businesses work to promote the area through web sites, ads, mailings, and brochures. The Adirondack Regional Tourism Council (ARTC) and I Love NY produce much of the regional promotional material which removes traditional boundaries such as county lines and promote regions that are connected geographically by trails or roads or by natural features such as rivers and lakes. This practice supports the byway program and the Corridor Management Plan.

Publications: Currently ARTC offers five regional promotional booklets that identify specific activities such as paddling, hiking, roadside ecology, waterfalls of St. Lawrence County, and heritage sites, which are divided by geographic regions. They are sensitive to the over-use of certain resources and areas and encourage users to visit less used sections of the region. In addition, the publications primarily describe day-trips and encourage visitors to stay in area lodging facilities and eat in local restaurants.

Recommendations:

- Additional publications telling of locations and descriptions of scenic views, wildlife watching, mountain biking, and natural resources would help promote byway resources. This requires collecting data to present to ARTC and I Love NY. Current efforts include the Adirondack Mountain Biking Initiative which has acquired $25,000 to inventory existing mountain biking trails and the Department of Environmental Conservation has inventoried wildlife viewing spots in New York State.

Maps: Maps are effective tools to market the byway. Currently St. Lawrence County has developed a Map for All Seasons to promote the region year round. Tupper Lake has developed a Recreation Map highlighting recreation resources in the Tupper Lake area.
Recommendations:

- Encourage makers of roadmaps to highlight the byway route on their maps to ensure that visitors are aware of the byway no matter what brand map they use.

Web sites: Franklin, St. Lawrence, and Essex Counties have web sites that provide information on lodging, campgrounds, attractions, children’s camps, events, summer activities, winter activities, golf courses, canoe routes, soft adventure packages, weather, and crafts along the byway. Communities in these counties rely on these websites for promotion. Franklin County website is www.adirondacklakes.com, St. Lawrence County website is www.northcountryguide.com, and Essex County website is www.lakeplacid.com

The Adirondack Regional web site www.adk.com is a collective effort between the ARTC, county tourism offices and Chambers of Commerce. The web site was recently updated in May 2002 and provides visitors with technologically sophisticated information on scenic byways, lodging, promotional packages, trip planning, recreational activities, events, attractions, campgrounds, and more. The traveler can access byways maps and information on lodging and campgrounds. A Trip Planner allows the visitor to plan a trip online and gather information before leaving home.

Recommendations:

- Update website, www.byways.org, to include Olympic Scenic Byway resources.
- Use county and regional web sites to promote the Byway by providing a link to the Byway website www.byways.org.

Economic Development

One overall goal of the CMP is to encourage sustainable economic development in communities along the Byway. Byways bring economic benefits to local communities including:

- Increased visitor’s stay in the region. The byway gives the traveler a sense of continuity as well as encourages the traveler to explore the entire route. This will increase the amount of time spent in the area and therefore increase the amount of money put into the local economy.
- Improvement of local economy. Promoting recreation and tourism along the byway improves the local economy by bringing tourism dollars into the communities. General spruce-up and improvement of the appearance of the communities are inexpensive and make the area look more attractive.
- Redevelopment in town, villages, and hamlets. Partnerships between state, local, and private organizations and residents are vital for projects such as revitalization of rural town centers and redevelopment of abandoned sites.
- Extended tourist seasons. Promoting the byway in all four seasons will help extend the tourist seasons. Activities such as heritage tours, wildlife watching, and community festivals are alternatives to traditional seasonal activities such as skiing or hiking.
Recreational Resources

The protected lands adjacent to the Olympic Scenic Byway offer a unique landscape for some of the best recreational opportunities in the northeast. Access to many of these recreational resources is easily found just off the roadway while access to other recreational opportunities is found by traveling to the various waypoint communities.

The byway gives access to those that want to explore hundreds of miles of hiking trails, canoe routes, ski trails, and snowmobile paths many of which are part of an interconnected trail system. Campsites, rock and ice climbing routes, horse trails, golf courses, and a downhill ski center offer unlimited opportunities for relaxation and revitalization. The byway corridor's waterways allow both motorized and non-motorized access to backcountry wilderness and remote campsites as well as popular fishing and swimming holes. Miles of on-road and off-road trails beckon cyclists to journey through some of the most beautiful scenery and quaint communities in the Adirondacks. Hunters take to the woods each fall with bows, muzzleloaders, and rifles. Hunting is permitted on all state lands, so the hunting territory is considerable. Access to hunting sites and fishing spots are easily found along the byway. Remote trails and meandering streams allow wildlife viewing and bird watching for travelers looking for quieter pursuits. For a complete list of recreational resources, see Appendix C.

While assessing recreational resources along the Olympic Scenic Byway the Local Advisory Group identified long distance recreation trails as specific opportunities in which to promote the byway and provide travelers with a unique "Adirondack experience".

Recreational Trails

Within the large tracts of State Forest Preserve Land in the Adirondacks, there exists great opportunity to create contiguous multi-modal recreation trails across the region allowing for the exploration of varying terrains along waterways and mountain paths in the Adirondack Park. The wild beauty of the landscape abounds with trees, plants, fish, and wildlife lending a special ingredient to the outdoor experience that will satisfy the interests and match the capabilities of any recreationalist.
Water Passages

A large section of the New York State Wild, Scenic, and Recreational River System crisscrosses the Olympic Scenic Byway. These rivers are protected under the New York State Constitution to be preserved and protected for the benefit and enjoyment of present and future generations.

The waterways dotting the byway corridor include the Raquette River, Oswegatchie River, Grasse River, and the Saranac River. These four rivers are also part of the Ten Rivers Region centered just outside the Village of Tupper Lake. This region is a place where visitors can watch wildlife, canoe, and fish along miles of secluded rivers. The scenic surrounds help you step back in time as you experience the same water routes Native Americans, loggers, and Adirondack guides used to explore pristine backcountry lakes and rivers at the end of the century.

Waterway Trails

Native Americans and early settlers used Adirondack waterways as major transportation routes to travel and transport goods. The logging industry relied on these same waterways to carry logs to mill towns. Today paddlers continue the tradition of using waterways but now for relaxation, exercise, cultural and historical enrichment, and experiencing the natural world. The development of long distance canoe trails helps to protect and enhance this unique historic and recreational resource. The byway's waterways are a series of interconnected links that join to many magnificent bodies of water.

Oseetah Lake in Saranac Chain of Lakes. Photo Adirondack Lakes and Trails Outfitters
The Ten Rivers Region is centered at the base of Coney Mountain outside of the Village of Tupper Lake just minutes off of the Olympic Scenic Byway and directly on Route 30, the Adirondack Trail Scenic Byway. Here the visitor is within 30 miles of headwaters to ten renowned Adirondack rivers and thousands of crystalline lakes, hidden ponds, frothy brooks, and winding streams. Some of the best canoeing and kayaking in the world is found in this area. Early settlers and native people who traveled between the Mohawk Valley, Lake Champlain, and the St. Lawrence River used these ancient crossroads as byways and today paddlers come to find solitude and adventure in the area. A brochure and map are available for those who want to learn more about river access and history.

*The Ten Rivers Region: Explore 20 Unique Canoe Routes through the Heart of the Adirondacks.*

Map Courtesy of Wildlife Conservation Society
The Northern Forest Canoe Trail (NFCT), currently under development, traverses a section of the byway along the Raquette River in the Tupper Lake area and the Saranac River in the Village of Saranac Lake. This is part of this 740-mile trail through the northern forest. This trail is the first recreational multi-watershed project of its kind in the Northeastern United States. The NFCT is working with local communities along the route to enhance their connection to the rivers. The Adirondack North Country Association is participating in the efforts to open specific trail sections, involve communities and establish a stewardship program.

A paddler can launch a boat on the Raquette River at two sites in Tupper Lake, either directly on Route 3 or on Simon Pond on Route 30 just minutes off of the Olympic Scenic Byway and directly on the Adirondack Trail Scenic Byway. A short carry over historic “Indian Carry” which includes crossing the actual roadway helps continue the journey onto Upper Saranac Lake, a large lake dotted with islands and historic Great Camps. An approximately 20-mile paddle along wooded shorelines provides access to hiking and camping opportunities and into the Village of Saranac Lake. The remainder of the canoe trail continues north along the Saranac River into Lake Champlain and eventually through Vermont, New Hampshire, and Maine.

The Raquette River Corridor Project proposes to encourage cooperation and interaction among the townships along the river thereby creating a sense of unity and to engage in a joint promotion of the recreational opportunities and natural beauty of the Raquette River so that residents and visitors can experience the second longest river in New York State. A steering committee is working with communities to help establish local support and stewardship projects to enhance, interpret, and maintain the resources along the trail. Native American history, wildlife, and miles of remote paddling are just some of the treasures found along the river. Access to the Raquette River is found on the byway in many spots — Simonds Pond in Tupper Lake, Piercefield Flow in Piercefield, the seven reservoirs in the Town of Colton, and from the main streets in the hamlets of South Colton and Colton. Interpretive panels, brochures, a website, and educational programs have been discussed as ways to promote and protect the river.
Environmental Concerns:
Today, non-native invasive aquatic plant species threaten the natural communities along the Olympic Scenic Byway and the scenic and recreational values that draw the visitors who travel the route. Once established, invasive plant species form dense infestations that displace native plants and wildlife, producing a highly simplified, species poor environment. They also clog and disrupt the rivers and streams which bring numerous recreational boaters and anglers into the region. Eurasian milfoil for example, which is inadvertently carried from lake to lake on the propellers of boats, spreads rapidly once introduced to new waters, and threatens to choke off the waterways which are among the park’s most visited areas. With efforts such as inventory and monitoring, weed control, public education and outreach at public boat launch facilities, and identifying new approaches which can improve on the effectiveness of long-term invasives control work, concerned organizations and agencies in the region can help control the further spread of invasive plant species.

Land Passages

An 8.5-mile rail-with-trails Lake Placid-Saranac Lake Recreational Path is under development linking the communities of Saranac Lake and Lake Placid. The path is designed to offer new transportation alternatives away from the heavily traveled Route 86, enhance the recreational experience for visitors and residents, and promote the area as a premier bicycling destination. Grant funding for the preliminary work was provide by the Bikes Belong program. An additional amount of $796,575 was awarded to Adirondack North Country Association for this project through the Transportation Enhancements Program (TEP), which helps communities undertake projects targeted towards the cultural, aesthetic, historic and environmental aspects of the State’s intermodal transportation networks.
The Jackrabbit Trail is a 33-mile ski trail along and near the byway that is used by 3,000 – 5,000 skiers each year. Currently the Adirondack Ski Touring Council is working with local groups and agencies to expand the trail to Tupper Lake, reroute certain sections of the trail, connect Paul Smiths with Saranac Lake, and put in new parking areas, specifically:

- Parking lot at SR 3 and Old Wawbeek Road to facilitate trips to Deer Pond.

Linking communities with a continuous trail will provide recreational opportunities for byway visitors that can last for up to several days, thereby keeping travelers in the area longer as they explore the trail system. The trail system will also have opportunities for shorter duration trips so as not to exclude those who lack either the time or endurance to ski the entire trail.

Map courtesy of Wildlife Conservation Society
Bicycling, Walking, and Athletic Trainers

Over 9 million people visit the Adirondacks each year. As this number increases, so does the pressure to provide activities for a variety of people. The byway region offers many activities for families – hiking, camping, fishing, skiing, biking, etc. The region also offers excellent training opportunities for Olympic athletes and Ironman tri-athletes. Byway travelers might chance to see Olympic athletes practicing on roller blades along the roadside during the summer to stay in shape for skiing and skating until the winter weather brings back the snow and ice. However, the lack of safe alternative routes for families to enjoy walking and bicycling and sports enthusiasts to train without having to travel far off the roadway is an important issue that needs to be addressed. Most, but not all, of the byway has six feet of paved shoulder, which provides an extra margin of comfort for some pedestrians and bikers but is not satisfactory for all users. An alternative path for biking or running on the busy roads is important to continue to attract visitors. The feasibility of adding paved trails along or adjacent to the roadways is one alternative that should be explored by the byways planning groups.

For years the Adirondack North Country Region has seen a growing interest in the availability of bicycling trails. The Adirondack North Country Association distributes the popular Bikeways of the Adirondacks Map and reports that demand has remained high for the last four years with thousands shipped across the state and all across the country.

To better develop a Bikeways program and increase opportunities for bicycling throughout the region, the CMP endorses the Bicycle Master Plan for the Adirondack North Country Region of New York State, Holmes and Associates, 1994. This document proposes to develop a regional bicycle plan that clearly demonstrates the community benefits and economic value of local bicycle planning efforts, and that outlines the next steps necessary for creating bicycle friendly communities and for promoting the Scenic Byways system as the means for establishing the region's reputation as a bicycle tourism destination. The following recommendations are taken from the plan:

**Franklin County** offers a great diversity of bicycling, including hilly terrain with mountain views in Tupper Lake and Saranac Lake. The views feature dozens of lakes and ponds, a favorite to cyclists. The Saranac Chamber of Commerce has developed a regional reputation for successfully hosting large sporting events and the Tupper Lake Chamber of Commerce hosts the annual Tinman Triathlon featuring top cyclists. Both villages could offer input on developing a regional or sub-regional bicycling event.
Franklin County Bikeways Opportunities:
- The Olympic Scenic Byway offers a solid basis for a county-wide (or regional) bicycling trail system.
- Significant opportunity lies in the development of a "rails with trails" recreation trail along the Saranac Lake-Lake Placid railroad right of way. The Transportation Enhancement Program awarded the Adirondack North Country Association $800,000 in September 2002 for creation of a 9-mile bicycle-pedestrian path from Lake Placid to Saranac Lake. This project has high priority status in DEC state-wide trail planning efforts. The trail system would retain visitors in the area and serve as a training route for Olympic and other athletes.
- A town-wide recreation path is under development by the Town of Altamont. A portion of the path would follow the Niagara-Mohawk right-of-way through the Village of Tupper Lake. The lighted path would connect the High School, Civic Center, and downtown.
- Based on the popularity of the county's mountain biking map, Franklin County tourism office could reprint the Mountain Bike map and produce a county-wide Road Bicycling map.

St. Lawrence County has a diversity of existing bicycling opportunities that cut through lush forest land, expanses of open farmland, and along the St. Lawrence River. The Canton Cycling Club, located north of Colton, is probably the most active bicycling club in the region and hold annual events and races.

St. Lawrence County Bikeways Opportunities:
- The Olympic Scenic Byway offers a solid basis to create a county-wide (or regional) bike trail system.
- The northern St. Lawrence County Village of Canton's designation as a "Bicycling Friendly Community" by the American Bicycling Association can be used in promotional efforts.
- A county-wide bicycle route map would help St. Lawrence County become a more popular bicycle destination.

Cyclists in the Olympic Scenic Byway region. Photo Tim Holmes.
Essex County has a diversity of scenery, terrain, and environments for cyclists including numerous lakes and rivers.

Essex County Bikeways Opportunities:
- With four State Scenic Byway routes in place, a county-wide bike trail system is already in place.
- A county-wide bicycle route map would help Essex County become a more popular bicycle destination.
- The Lake Placid-Saranac Lake Recreational Path will attract cyclists to the area and allow for multi-community access.

To successfully and safely promote Bikeways within the Olympic Scenic Byway corridor, the following recommendations from the Bicycle Master Plan should be followed:

- Coordinated planning and development of regional bike routes and a regional map
- Safe and accessible bike routes, trails, and facilities within the communities
- Collaborative planning, promotion, and mapping that focuses on the Scenic Byway
- Appropriate economic climate and bike business activity to maximize the economic benefits of bike tourism.

Community Bikeways
Families and individuals enjoy community biking loops throughout the byway corridor. The Adirondack Park Mountain Bike Initiative developed with the intent to attract mountain bikers to the region and promote the Adirondacks as a premiere mountain biking center. Along the byway, the Village of Tupper Lake, the Town of Colton, and the Town of Fine have signed on to the initiative. Currently, the community of Tupper Lake is actively pursuing the opportunity to develop mountain bike trails in the community. A $7,500 grant has been secured to build a recreation pathway in the town. Holmes and Associates has secured funding from Community Enhancement Program to update the regional website www.adirondackbike.com. It will provide an online atlas that highlights 30 mountain bike trails and allow users to print local maps and get information on local bike shops.

Community Walkways
Self-guided walking tours include easy to moderate exertions on a “Heart Healthy” walk or a historic walking tour of over 100 properties listed in Saranac Lake on the National Register of Historic Places for their contributing architecture. The Town of Colton walking tour highlights historic buildings and the Stone Valley Hiking trails that follow the Raquette
Saranac Lake and on the Raquette Pond Shoreline Walk in the Village of Tupper Lake. Local Chambers of Commerce and Town Halls provide maps.

- Developing a walking tour program for each community in the byway corridor would give visitors the opportunity to explore the human and natural landscapes in the area.

Outfitters, Guides, Sporting Goods Shops

Between the hamlet of Star Lake and the hamlet of Ray Brook there are many recreation related businesses such as guide services, outfitters, boat/canoe/kayak rental operations, ski areas, golf courses, and retail shops that cater to visitors offering a range of services and supplies to accommodate their needs. Boat rentals, fuel, and boating necessities along with advice about fishing, picnic spots and places to swim are found at marinas and retail shops along the byway. Guide services and outfitters provide safe and comfortable trips through the backcountry and on the water. A dog sled kennel in the Town of Colton, run by an Iditarod finisher, offers dog sled excursions and recreational mushing. These facilities and suppliers of goods and services make it easier for byway visitors to experience and enjoy outdoor activities. Information on all of these operations is found at Chamber of Commerce offices and information centers. The following list outlines the various recreational activities available along the Byway.

Boating Services and Marinas

Saranac Lake – six
Tupper Lake – four
Cranberry Lake – one
South Colton - one

Boat Launches and Fishing Access

Oswegatchie via Inlet/Wanakena
Cranberry Lake via state boat launch and one marinas
Raquette River via State Route 3
Upper Saranac Lake via Corey’s and Indian Carry– one
Middle Saranac Lake via South Creek
Lower Saranac Lake via State Bridge and Ampersand Bay
Saranac River via St. Regis Canoe Outfitters in the Village of Saranac Lake, State
Boat Launch on State Route 3, Fogarty’s Marina
Raquette River in Higley Flow State Park
Carry Falls Reservoir
Golf Courses
  Clifton Fine Municipal Golf Course on SR 3
  Tupper Lake Golf Course SR 30
  Saranac Lake Golf Course SR 86

Information, maps, supplies, guidebooks, rentals, and equipment, guides
  Saranac Lake – fourteen
  Tupper Lake – six
  Cranberry Lake – one
  Star Lake – one

Horse-back riding:
  Cold River Ranch in Town of Altamont Tupper Lake

Ski Centers
  Downhill: Saranac Lake – Mt. Pisgah
  Cross-Country: Saranac Lake – Dewey Mountain

Campgrounds
  Public:
    Saranac Lake – Saranac Lake Islands
    Cranberry Lake – Cranberry Lake Campground
    Colton – Higley Flow State Park
    Ray Brook – Meadowbrook
  Private:
    Tupper Lake – Blue Jay Campground, Little Wolf Campground
    Cranberry Lake – Camper’s Village
    Colton – Blake McNeil Campground
    - Parmeter Camping

Boardwalks/Riverwalks:
  Raquette Pond Shoreline Walk in Tupper Lake
  Saranac Lake River Walk

Wildlife and Birding Areas:
  Natural History Museum of the Adirondacks
  Contact DEC, The Nature Conservancy, and Wildlife Conservation Society’s

Trail Heads: Contact DEC
Stewardship of Recreational Resources

State Forest Preserve Lands comprise a large area of land along the byway. This land is broken into Land Units and is managed by the New York State Department of Environmental Conservation (DEC). The DEC maintains trails, bridges, parking areas, lean-tos, campsites, and state boat launches on Forest Preserve Land. Recommendations for enhancement, maintenance, and changes on Forest Preserve Land must be submitted to the DEC and be included in DEC's Unit Management Plans. Other public recreation facilities such as Town or Village fields, parks, and gazebos are the responsibility of the Town or Village in which they reside. The Local Advisory Group supports the efforts of the many residents, local officials, and organizations, which work to protect and enhance recreation resources. The Local Advisory Group encourages partnerships between local governments, not-for-profit organizations, private businesses, and community residents to advance the protection and enhancement of recreation resources.

The Adirondack Park Invasive Plant Program (APIPP) is a partnership between the NYS DEC, Adirondack Park Agency, NYS DOT, and the Adirondack Nature Conservancy. The group has worked together since 1998 on parallel efforts to control terrestrial and aquatic invasive species in the Adirondacks. These efforts were pulled together under the APIPP and partners agreed to monitor and control invasive plants in the Park, educate the public about minimizing the spread of invasives, and coordinate volunteer groups to help with eradication projects.

Waterways are especially susceptible to invasives, such as Eurasian Milfoil, as the primary means of distribution is on boats and boat propellers. Rapid spread of invasives not only threatens biological diversity but also limits access to water-based recreational activities.
Related Studies and Reports

The following list includes regional studies and reports that focus on recreation, community development, and tourism within the byway corridor. Please contact the Wildlife Conservation Society's Adirondack Communities and Conservation Program at (518) 891-8872 for information on any of these studies.

Community Development
Saranac Lake 2001: A Five Year Strategic Plan for Downtown Revitalization

The purpose of this project is to identify a community vision and mission statement supporting the community's preferred future condition. The study outlines Saranac Lake's current socio-economic conditions and through grass-roots participation, identifies community strengths, needs, and opportunities. A five year strategic plan of action is identified and addresses the following objectives: village uncleanness, code improvement and enforcement, developing Saranac Lake as an arts, cultural, architectural, and historical center, promoting recreational opportunities, downtown beautification, economic development and diversification, inter-community support and cooperation, and infrastructure improvements.

Saranac Lake Master Plan Update

This draft identifies the eight goals from the Five Year Strategic Plan and describes objectives for planning areas in the community specifically as they relate to the Local Waterfront Revitalization Plan. The plan encourages development that protects the quality and natural integrity of the waterfront and enhances the recreational use, public access, and its scenic qualities.

The Saranac Lake Riverwalk: A Conceptual Plan for River Access

This study reexamines the Saranac River's place in the landscape. The study identifies new opportunities for the river corridor that includes recreation and restored commercial development. Projects identified are a 1.5-mile pedestrian path along the river, linking a wide variety of riverine habitats, cultural landscapes, historic sites and private parks. It will also offer opportunities for new businesses and plays a large role in the overall development of the waterfront.

The Village of Saranac Lake Local Waterfront Revitalization Program (draft)
LA Group, P.C. (prepared for the Department of State), March 2002

This document is a comprehensive plan to promote economic development and revitalization of the Village's waterfront area while assuring the protection and beneficial use...
of waterfront resources. This plan can help attract public and private investment in waterfront projects since it demonstrates a community's commitment to economic development and resource protection and contains conceptual plans for projects that make the development process more predictable and efficient. Goals for the LWRP focus on increasing and improving public access to water resources, stimulating economic development in downtown Saranac Lake, protect and enhance natural resources, and improve pedestrian safety to and from the waterfront areas.

_Town of Colton 2000 Community Development Plan (draft)_
Colton Town Board and residents of the Town of Colton, Undated
This plan outlines community development and housing needs in the Town of Colton. The overall economic development objective is to enhance the tax base and expand business and employment opportunities for Town residents. Long and short term steps focus on tourism, beautification, recreation, removal of unsightly conditions, rehabilitation of existing structures, distribution of promotional packets to encourage development of a bedroom community, benefits of neighboring Forest Preserve land, upgrading signage and interpretation program, and promotion of endless outdoor activities. The overall public facilities objective is to continue upgrading municipal facilities to serve local residents and promote tourism.

_Tupper Lake Region Five Year Strategic Revitalization Plan_
This study describes the grassroots process used to identify the Tupper Lake Region's direction and development goals. The plan includes socio-economic data, historical information, a resident and visitor survey, community strengths, weaknesses, and opportunities, a vision statement, and revitalization goals. The goals include: improve community appearance, revitalize commercial district, develop the Natural History Museum of the Adirondacks, study feasibility to reopen Big Tupper Ski Area, reconstruct Railroad Depot, construct multi-use recreational trail system, create additional youth programs, foster community cooperation, and improve municipal parks.

_Tupper Lake Crossroads Redevelopment Project Report_
This project seeks to create a facility within the downtown that will serve as an economic generator for the town. The project proposes a community facility to enhance downtown, in order to serve the public that comes through Tupper Lake. The facility would be an attractive, pedestrian friendly design that faces the lake and would include a meeting room, a café, restaurant, lodging, and retail space. This proposal outlines design features and cost.

_Assessment of Market Potential for Development of a Hotel-Style Lodging Facility, Village of Tupper Lake_
Mary L. McLean (for the Tupper Lake Crossroads Development Project Investors Group), April 2001.
This study examines the current supply of lodging in the Tupper Lake Area and the potential to absorb more lodging under current conditions and in the event of a new Crossroads...
Facility. The study concludes that there is sufficient demand to support a new 17 room or larger facility assuming it would be part of a bigger public-private commercial revitalization effort.

Natural History Museum of the Adirondacks Master Plan
This document is designed to detail the consulting team’s assessment, recommendations, and plans for the new Natural History Museum of the Adirondacks. The purpose of the Master Plan is to first deliver a clear understanding of the Museum’s role, market position, facilities, visitor audience, and economics to individuals, foundations, corporations and governments that will provide finding, and support for the Museum. Second, it is meant to guide the detailed site, architectural, and exhibit plans that will be necessary in the construction of the Museum, and to deliver a complete and dynamic experience.

Tourism Strategy 2001 – 2005, St. Lawrence County
Professor Sarah Graham Mann, New York University, Summer 2001
This study was the topic of a graduate class at NYU and outlines the following priorities for St. Lawrence County’s tourism industry: build an identity for the destination, build community support for tourism, revitalize what is already there, train local people to learn about tourism. This study was the subject of the St. Lawrence County Tourism Conference in April 2002.

St. Lawrence County Comprehensive Tourism Plan 2001 – 2006
St. Lawrence County Chamber of Commerce (undated)
The purpose of this plan is to provide a blueprint for St. Lawrence County that will prioritize tourism development initiatives so that a well-defined cohesive marketing effort will result. The plan also could support funding requests and outline opportunities for collaboration with businesses, agencies, and communities in St. Lawrence County.

Linking Communities and Conservation Inside the Blue Line
This study focuses on three communities inside the Adirondack Park: Clifton-Fine, Altamont, and Johnsburg. For each community, the report explains how the town perceives itself, how major themes within the community relate to conservation, and how the Adirondack Communities and Conservation Program works with the community on these issues. The study also explores tourism in each town and how tourism relates to protection and management of the Adirondack Park.

The successor to the 1983 Hamlets of the Adirondacks: History, Preservation, and Investment, this manual describes physical planning and economic development strategies for hamlets within the Adirondack Park. It outlines eight redevelopment strategies: waterfront

Olympic Scenic Byway Corridor Management Plan
(Town of Fine to Hamlet of Ray Brook)
revitalization, recreation and tourism, industrial development, historic resources, infill development, public spaces, water and sewer, and human resources. A six-step model action program is described in order to provide planners with a framework to implement a successful hamlet renewal project. Of the communities highlighted in the manual, almost all that lie along the Olympic Scenic Byway corridor are included.

Tourism, Business, Community, and the Environment in the Adirondack Park
This report provides an in depth look at Adirondack tourism opportunities from the perspectives of 258 business owners from sixteen communities in the central and western Adirondacks including Tupper Lake, Wanakena, Cranberry Lake, and Star Lake. This information is available for tourism planning, community development, business assistance, environmental stewardship, and improving recreational opportunities in the Adirondacks.

Bicycle Master Plan for the Adirondack North Country Region of New York State
This publication shows the values of bicycle planning efforts, outlines steps needed to create bicycle-friendly communities, and provides steps to promote the region for bicycle tourism through the Scenic Byways Program. It also analyzes specific regions and provides recommendations in the areas of facility improvements, planning, and promotion.

Draft Feasibility Study Findings: The Saranac Lake – Lake Placid Recreational Path
Adirondack North Country Association (undated)
A draft is in process to develop an 8.5-mile rail-with-trails recreational path between the communities of Saranac Lake and Lake Placid. The path is designed to offer new transportation alternatives away from the heavily traveled Route 86, enhance the recreational experience to visitors and residents, and promote the area as a premier bicycling destination.

Historic Resources of North Elba
This document outlines the history of North Elba including the hamlet of Ray Brook and the Village of Saranac Lake. The report starts in 1800 and continues into present time. The document describes historic sites in the Town and focuses on transportation, agriculture, summer resorts, tuberculosis treatment, winter sports, and state government as the major themes that have shaped the Town of North Elba including the Village of Saranac Lake and the hamlet of Ray Brook into what it is today.

Bog River Unit Management Plan (UMP), (draft)
Department of Environmental Conservation, July 2001
The Bog River Unit covers Horseshoe Lake Wild Forest, Hitchins Pond Primitive Area, Lows Lake Primitive Area, Conifer Easement Lands, and Tupper Lake Boat Launch. The unit is contained within the Towns of Colton, Piercefield, Long Lake, and Altamont.
UMP describes the location and history of the area, lists an inventory of natural resources, facilities, recreational and cultural resources, explores the economic impact and public use of the area, looks at the current and future management and policy of the area, and lists a schedule of implementation of the plan. This document provides important information on existing resources and potential projects to be implemented by the DEC. This information is useful for community planning along the byway and for assessing resources to use in the promotion, protection, and enhancement of the corridor. Visit www.dec.state.ny.us/website/dlf/publands/ump/index#table for a complete copy.

Five Ponds Wilderness Area Unit Management Plan (UMP)
Department of Environmental Conservation, April 1994
The Five Ponds Unit covers the Buck Pond, Parker's Island, Raven Lake, Tomar Pond, and Wanakena Primitive Corridor. It includes the Towns of Clifton and Fine. The UMP describes the location and history of the area, inventories the natural resources such as soils, forest type, wildlife, fisheries, facilities, recreational and cultural resources, it explores the economic impact and public use of the area, looks at the current and future management and policy of the area, and lists an implementation plan. Public comments and replies are also included. This document provides important information on existing resources and potential projects to be implemented by the DEC. This information is useful for community planning along the byway and for assessing resources to use in the promotion, protection, and enhancement of the corridor. Visit www.dec.state.ny.us/website/dlf/publands/ump/index#table for a complete copy.

Aldrich Pond Wild Forest Unit Management Plan (UMP)
Department of Environmental Conservation, February 1995
The Aldrich Pond Unit is contained in the Towns of Fine, Pitcairn, Diana, and Webb. The UMP describes the location and history of the area, inventories the natural resources such as soils, forest type, wildlife, fisheries, facilities, recreational and cultural resources, it explores the economic impact and public use of the area, looks at the current and future management and policy of the area, and lists an implementation plan. Public comments and replies are also included. This document provides important information on existing resources and potential projects to be implemented by the DEC. This information is useful for community planning along the byway and for assessing resources to use in the promotion, protection, and enhancement of the corridor. Visit www.dec.state.ny.us/website/dlf/publands/ump/index#table for a complete copy.
Existing Local Projects

The following local efforts support the Vision, Goals, and Objectives for this segment of the Olympic Scenic Byway. This list should be updated as projects are completed and new projects emerge.

The Ten Rivers Region Project
A plan has been developed to promote the waterways of the Adirondacks. The Ten Rivers Region is centered on the boundaries of Franklin, St. Lawrence, and Hamilton Counties just a short distance from the Olympic Scenic Byway and directly on Route 30, the Adirondack Trail. At this point, a short trail leads to the top of historic Coney Mountain, where a visitor can experience a 360-degree panoramic view into the Adirondack Heartland. The Ten Rivers project interprets and guides visitors to headwaters of ten renowned Adirondack Rivers. A brochure promotes and interprets the important byway resources and signs and interpretive panels are being developed.
Contact: Jon Kopp, Tupper Lake Chamber of Commerce, 60 Park St. Tupper Lake, NY 12986, 518-359-3328

Self Guided Driving Tours Arts and Crafts Trails in the Adirondack North Country
This project offers a map and brochure that features the Olympic Scenic Byway and directs travelers along seven scenic trails that offer art studios and shops to visit. Local artists bring a unique flavor to the communities along the byway. Many Adirondack artists offer products exclusive to the area contributing to visitors true Adirondack experience. A regional approach to promoting artists helps to tie byway communities together while maintaining local identity.

AdirondackCrafts.com
AdirondackCraft.com provides an on-line retail outlet for Adirondack-based craftspeople, artisans and small businesses that otherwise would not have Internet exposure for their products. Many of the artists reside in communities along the byway and their creativity contributes to the quality of life in the communities where they reside.
Contact: Holmes and Associates, PO Box 295 Saranac Lake NY 12983, 518-891-6525.

Community Exchange Day Series
Many communities along the Olympic Scenic Byway share similar challenges regarding economic development, tourism, and conservation. Community Exchanges bring residents together to share experiences and innovative approaches to community development and strengthen ties among communities along the byway. An exchange has been held in the Village of Saranac Lake and plans are to continue the exchanges in other byway communities such as Tupper Lake and Star Lake.
Contact: Wildlife Conservation Society’s Adirondack Communities and Conservation Program, 7 Brandy Brook Ave. Suite 204, Saranac Lake, NY 12983 (518) 891-8872.

Adirondack Community Information Centers
The Adirondack Community Information Center (ACIC) project is a region-wide effort focused on increasing the flow of Adirondack information among organizations, residents, and visitors of the Park. The center interprets and directs travelers along the byway to the many resources and amenities. Each ACIC is designed around a natural resource or cultural theme chosen by town residents. The themes provide a unique approach to understanding and appreciating the region’s ecosystem and cultural history. ACICs are located in the centers of towns to offer basic introduction to the Adirondacks for visitors and residents who mingle in downtown stores and restaurants. The ACICs offer a great opportunity to provide information to byway travelers. Efforts are underway to convert a temporary ACIC in Star Lake into a permanent center with professionally designed exhibits and other services including an outdoor interpretive trail.
Contact: Wildlife Conservation Society’s Adirondack Communities and Conservation Program, 7 Brandy Brook Ave. Suite 204, Saranac Lake, NY 12983 (518) 891-8872.

Northern New York Travel and Research Center at SUNY Potsdam
The mission of the NNYTRC is to fulfill the research and information needs of communities, tourism agency professionals, entrepreneurs and other industry stakeholders in Clinton, Franklin, Essex, St. Lawrence, Jefferson, Lewis, Hamilton, and Warren counties. The primary mission is to develop and track reliable, consistent and comparable data to measure the nature, magnitude, and economic impact of tourism in the region. Local Advisory Groups for the Olympic Scenic Byway will find valuable information for future byway planning and economic opportunities at the center.
Contact: State University of New York College at Potsdam, 315-267-3051.

Northern Forest Canoe Trail
The NFCT is a 740-mile waterway trail that runs from the Adirondacks to northern Maine. The trail connects communities and the natural world through the rivers of the region. See Section III, Recreation, for more detailed description. Interpretive panels, maps, and brochures will describe the natural and cultural history of the region while guiding visitors along the historic canoe route.

Natural History Museum of the Adirondacks
This 38,000 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. NHMA will include 31 acres of outdoor exhibits including access to the Raquette River, tree canopy observation tower, a waterfront café, and museum gift shop. The Museum will be sited at the eastern edge of Tupper Lake village just off of the Olympic Scenic Byway (Route 3) and the Adirondack Trail Byway (Route 30). The Museum will help improve awareness of the byway's natural resources and act as an educational facility that will educate on the ecological importance of the region.

**Contact:** Elizabeth Lowe, PO Box 897, Tupper Lake, NY 12986, (518) 359-3981.

### The Saranac Lake – Lake Placid Recreational Path

The Town of North Elba, in partnership with the Adirondack North Country Association, is in process of developing an 8.5-mile rail-with-trails recreational path between the communities of Saranac Lake and Lake Placid. The path is designed to offer new transportation alternatives away from the heavily traveled Olympic Scenic Byway (State Route 86), enhance the recreational experience to visitors and residents, and promote the area as a premier bicycling destination. This path could potentially extend to Tupper Lake making a large portion of the byway accessible by bike.

**Contact:** Adirondack North Country Association, 20 St. Bernard St., Saranac Lake, NY 12983, (518) 891-6200.

### Raquette River Corridor Project

The Raquette River Corridor Project encourages the promotion of the recreational opportunities and natural and scenic resources of the second longest river in New York State. Enhanced facilities along the corridor will promote tourism and encourage tourists to spend time in the Olympic Scenic Byway region while preserving and protecting the natural qualities of the area. Increased tourism and recreational activities will encourage the revitalization of riverside hamlets of Tupper Lake, Colton, and Piercefield.

**Contact:** Joann Ferris, 20A Cold River Dr. S. Colton, NY 13687, (315) 262-2553

### Adirondack Park Invasive Plant Program (APIPP)

APIPP coordinates plant inventory, management, and education efforts throughout the Adirondack region. It coordinates free training and plant identification and survey methods for volunteers interested in conducting an invasive plant survey. Information collected is used to determine the distribution of invasive plants and to direct control efforts. Plant distribution maps, fact sheets, images, and additional resources are available on its website.
Contact: Hilary Oles, APIPP, 518-891-4050 x 280.

Adirondack Scenic Railroad
Excursions on the railroad regularly operate between Lake Placid and Saranac Lake with historic trail stations at both locations. This scenic ride offers an alternative mode of travel along the byway while fostering an understanding and appreciation the heritage of the region. Plans to reconstruct the historic train depot and expand rail service to Tupper Lake are currently underway.
Contact: Adirondack Regional Railroad, PO Box 84, Thendara, NY 13472.

Saranac Lake Local Waterfront Revitalization
The Village of Saranac Lake has proposed the following projects to enhance, encourage, and contribute to the redevelopment of the entire Village. These projects support sustainable development, improve access to recreational resources, and improve understanding of natural, cultural, and historical resources in the Saranac Lake area.

- **The Lake Flower Project**
  Lake Flower is the centerpiece to the Saranac Lake community. This project concentrates on activities such as constructing a multi-use, all season recreational path along the Lake, replacing the bandstand at Riverside Park, reconstruction of the sea wall, constructing public docks, stabilizing the banks of Lake Flower, State Boat Launch improvements for people with disabilities, providing a canoe/kayak launching area and public dock at Baldwin Park, develop new parking lots, picnic tables, and a fishing platform. NYS DOT has scheduled roadwork for this portion of the byway in 2003.

- **Lake Colby Project**
  Lake Colby is located on the northern part of the Village and is a popular lake for swimming, picnicking, and ice fishing. Improvements include developing a four season plan that includes year round restrooms for winter events, addressing the long term control of non-native aquatic vegetation, constructing a picnic pavilion, a canoe/kayak launch site, and a more visible pedestrian crossing from the hospital to Wallace Park.

- **Saranac River Walk**
  In 1992, the River Walk was presented as a conceptual plan for access to the Saranac River. The handicapped accessible plank and paver path represents the changing view of the riverfront from a service area behind the commercial district, to an opportunity for recreation, new commercial activity, and significant landscape of Saranac Lake. The River Walk establishes a 1.5-mile pedestrian path along the river, linking a wide variety of riverine habitats, cultural landscapes, historic sites, and private parks. Besides the aesthetic value of the River Walk, the walkway provides many opportunities for new businesses and plays a large role in overall development.
of the waterfront. The plan will bring more people into the village for recreation, boost pedestrian traffic, and expand the use of the river. It offers spectacular views, a boardwalk, benches, canoe launch, and interpretive information. The launch is the primary access point to the whitewater canoe/kayak practice area.

Contact: Deb McDonnell, Village of Saranac Lake Community Development Office, 2 Main St., 3rd Floor, Saranac Lake, NY 12983, 518-891-0490.

Saranac Lake All-America City Designation 1998
All-America City Award recognizes exemplary civic accomplishments in communities of all sizes. It celebrates the spirit of grass-roots citizen involvement, creative community effort, and collaborative problem solving. After adopting a master plan in 1988 outlining the current vision for the community, the Village identified ways to diversify its economic base and restore dated infrastructure while still maintaining its historic character. The award has allowed the community an important marketing tool for publications and in storefront windows; it has given the community an awareness of personal effort and pride, and has given the recognition to those efforts on a regional level. Saranac Lake's All-America City recognition will help the byway promotional and marketing efforts as well as improve visitor's understanding of the uniqueness of communities of this byway community.

Contact: Deborah A. McDonnell, Director of Community Development, 2 Main St., 3rd Floor, Saranac Lake NY 12983, 518 891-0490.

Saranac Lake: Historic Preservation
Between 1884 and 1954, Saranac Lake was the foremost center for tuberculosis treatment and research in the western hemisphere. Dr. E. L. Trudeau founded two ground-breaking treatment and research institutions which grew to become internationally important. Dr. Trudeau's methods of treatment — fresh air, rest, wholesome food and peace of mind — attracted thousands of patients to Saranac Lake from all around the world. This influx of health-seekers created an economic boom in the village, as patients also found housing and care in private "cure cottages" with multiple porches, which provided ready access to fresh air, even for the bedridden.

Architectural Treasures: In 1980 Historic Saranac Lake was incorporated to focus attention on the importance of the village’s past. As a result, 177 buildings, including five historic districts, are listed on the New York State and National Registers of Historic Places. Representatives of the organization lead tours and distribute books and brochures to help interpret the local architecture. Cure cottages, distinguished by their many porches, are still in use as houses and apartments, and may be viewed by passers-by all over the village. Restored properties open to the public include:

- **Union Depot (1904):** The Saranac Lake railroad station at 19 Depot Street was restored in 1998 with funding from ISTEA and other contributions. It serves as a seasonal visitor center providing information on recreation, transportation, local
crafts, and tourism attractions. It is also a terminus for the Adirondack Scenic Railroad, which offers seasonal tourist trains between Saranac Lake and Lake Placid.

- **Bartok Cabin**: Hungarian composer Bela Bartok spent the summer of 1945 in a modest cabin he sublet behind the house at 89 Riverside Drive, and from which he returned to New York only weeks before his death. Here he wrote his Third Piano Concerto and Viola Concerto. Through the volunteer efforts of many musicians over seven years, and with help from Bartok's son, Peter, this humble building has been saved from demolition and substantially rebuilt. It is open by appointment and for use as a summer studio by composers and musicians.

- **The Saranac Laboratory** (1894, 1928, 1935): This was the first scientific laboratory established in the US for research on tuberculosis. Historic Saranac Lake acquired this historic building in 1998, and has since worked to restore the building and establish a new museum on Saranac Lake's history in research and treatment of tuberculosis. As of 2002, restoration, adaptive re-use construction, and fund-raising are still underway.

**Contact**: Mary Hotaling, Historic Saranac Lake, PO Box 1030, Saranac Lake, NY 12983, (518) 891-0971.

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**Tupper Lake Village Economic Revitalization Program**

The Village of Tupper Lake is in the process of creating a master plan to help revitalize the waterfronts and link the waterfronts to the Main Street and Park Street sections of the village. The actions support the CMP goals of sustainable economic development, supporting cultural and historical heritage, and improved access to recreational resources. Some of the components of the plan will be a multi-use recreational trail system that would link the proposed Main Street railroad station with the business districts, Village municipal Park and the Natural History Museum of the Adirondacks and linkage to the DOT recreational travel corridor. The final product will be conceptual working drawings of the improvements to be made and the associated cost estimates for these improvements as defined by the Economic Development Committee with public input.

**Contact**: Tupper Lake Chamber of Commerce, 60 Park St., Tupper Lake, NY 12986. (518) 359-3328

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**Next Stop Tupper Lake!**

An effort to build a new train station in Tupper Lake to reflect its original historic character is underway by a group of local residents. Expansion of rail service from Saranac Lake is expected once the depot is rebuilt. This project promotes local cultural heritage and will help improve the awareness and appreciation for the history of Tupper Lake.

**Contact**: Dave Naone, 16 Prospect St. Tupper Lake, NY 12986.

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Photo WCS.
Town of Colton Stone Valley Recreational Area.
Trailheads for the Stone Valley Trail are located in the center of the hamlet of Colton. The seven-mile trip follows the Raquette River and crosses an historic bridge, passes spectacular rapids, falls, and a gorge, offers interesting geologic features, and connects with the Colton Museum and fire station. Four trails connect with the main trail to form alternative loops. The Town of Colton Town Hall provides maps and the Adirondack Regional Tourism Council brochure Yesteryears highlights the trail. This recreation trail offers an alternative to driving and gives visitors a chance to experience the natural and historic attractions of the area.
Contact: Town of Colton, Town Hall, Colton, NY 13625.

Walking Tour of Wanakena History
The Wanakena Historical Society was founded in 2000 and has raised money to erect interpretive kiosks in the small hamlet. A brochure directs visitors along a self-guided tour through town describing significant buildings and historic sites. This program contributes to the byway goals in that it promotes local heritage, it gives visitors an alternative to driving, and improves awareness and understanding of the byway’s historic sites.
Contact: Bill Gleason, Wanakena Historian, 248 Beedee St., Syracuse, NY 13224.
315-446-4440.

The New York State Department of Environmental Conservation Unit
Management Plans (UMP)
UMP's are plans intended to assess the natural and physical resources present within a land unit, identify opportunities for recreational use, and consider the ability of the resources and ecosystems to accommodate public use. Further, they identify management objectives for public use which are consistent with the state land classification guidelines and the wild character of these lands. These plans help to improve access of recreational opportunities along the byway. See Map B.
Contact: Dave Smith, Forester, NYS Department of Environmental Conservation, (Region 6), State Office Building, Watertown, NY 13601-3787 (315) 785-2236.
Supporting Organizations

Many organizations and agencies have been supportive of the byways project and continue to be involved in community planning, economic development, tourism, and natural resource conservation. These organizations deserve a sincere thank you for all of the hard work and commitment they put forth in assuring that the Adirondacks are a pleasant place to live and visit.

Adirondack North Country Association
Adirondack Park Agency
Adirondack Regional Tourism Council
Adirondack Scenic Railroad
Advertiser’s Workshop
Clifton-Fine Economic Development Corporation
Franklin County Department of Health
Franklin County Tourism Office
Historic Saranac Lake
Mark Kurtz Photography
Nancie Battaglia Photography
Natural History Museum of the Adirondacks
New York Department of Environmental Conservation Region 5
New York State Department of Transportation Region 7
New York State Department of Transportation Region 1
Paul Smith’s College
Saranac Lake Area Chamber of Commerce
Tupper Lake Chamber of Commerce
Saranac Lake River Corridor Commission
St. Lawrence County Chamber of Commerce
St. Lawrence County Housing Council
St. Lawrence County Planning Office
State University of New York College of Environmental Science and Forestry Ranger School at Wanakena
The Nature Conservancy
Tim Holmes and Associates
Town of Altamont
Town of Clifton
Town of Colton
Town of Fine
Town of Harrietstown
Town of Piercefield
Village of Saranac Lake Office of Community Development
Wildlife Conservation Society’s Adirondack Communities and Conservation Program
Action Plan

After defining the vision, goals, and objectives for the Olympic Scenic Byway Corridor Management Plan, the Local Advisory Group developed a comprehensive list of projects that support the byway vision. The Local Advisory Group ranked each objective by its importance to the community. This list serves as a resource tool to implement the Corridor Management Plan and evolved into the Action Plan.

The LAC followed three steps to form an Action Plan:
1. Rate the need for each objective immediate, intermediate, or long term.
2. Identify immediate actions as those that address potential threats to a byway resource or those that bring immediate results.
3. Identify strategies, responsible parties, and funding sources if possible.

This process resulted in a Byway Action Plan, which grouped the projects into three categories – Year One Projects, Five-Year Projects, and Long Term Projects. When these projects are complete, other projects can be added and the Byway Action Plan can be updated.

Year One Projects - 2004

Within the next year, several specific projects can realistically be accomplished as residents, local organizations, and governmental agencies continue to work together with our Local Advisory Group. Completion of these projects will generate enthusiasm and momentum for other projects along the byway.

☐ Involve residents and officials in the Community Exchange Day series to promote efforts among byway communities.
   Responsible Organization: Wildlife Conservation Society’s Adirondack Communities and Conservation Program.

☐ Continue the Village of Tupper Lake Waterfront Revitalization project to improve and maintain natural, historic, scenic, recreational, and cultural resources along the byway.
   Responsible Organization: Village of Tupper Lake.

☐ Continue the Village of Saranac Lake Waterfront Revitalization Projects to improve and maintain natural, historic, scenic, recreational, and cultural resources along the byway.
   Responsible Organization: Village of Saranac Lake Office of Community Development.

☐ Develop the St. Lawrence County Map for All Seasons that details trails accessible from the byway for hikers, bikers, and motorized vehicles users.
   Responsible Organization: St. Lawrence County Planning Office.
Support the efforts of the Raquette River Corridor Project to enhance and interpret the resources along the river.
Responsible Organization: Raquette River Corridor Trail Steering Committee.

Erect locator sign for Ten Rivers Region at Coney Mountain to promote the region.
Responsible Organization: Ten River Region Working Group/Tupper Lake Chamber of Commerce.

Offer an Adirondack Regional Training Program to Chamber of Commerce and Adirondack Community Information Center staff as an orientation to regional programs including byways and management organizations in the Adirondack Park.
Responsible Organization: Wildlife Conservation Society's Adirondack Communities and Conservation Program.

Develop a Recreation Map for the Village of Tupper Lake as a promotional piece for byways resources.
Responsible Organization: Tupper Lake Chamber of Commerce.

Continue Historic Saranac Lake's historic preservation efforts such as the renovation of the Saranac Laboratory Museum.
Responsible Organization: Historic Saranac Lake.

Continue the Village of Tupper Lake's historic preservation efforts such as the Goff Memorial Library, Beth Joseph Synagogue, and the Municipal Park.
Responsible Party: Bill Frenette.

Continue restoration of Mt. Arab historic fire tower as a historic resource along the byway.
Responsible Organization: Friends of Mt. Arab.

Participate in restoration of downtowns and historic districts in communities to preserve cultural heritage along the byway.

Five-Year Projects (2004 – 2009)

Promote the byway and local businesses through brochures, Internet, and other publications.

Organize a Ten Rivers meeting with Town Supervisors and local leaders to discuss promotion of the area.
Responsible Organization: Tupper Lake Chamber of Commerce/Ten Rivers Group.

- Develop a mountain bike trail network in Tupper Lake.
  Responsible Organization: Tupper Lake Chamber of Commerce.

- Enhance the content of Adirondack Crafts website, www.adirondackcraft.com, to promote local Adirondack crafts to travelers and provide a local map of artist’s locations.
  Responsible Organization: Holmes and Associates.

- Hold a Ten Rivers Region Conference that offers workshops and field trips into the Ten Rivers Region along the byway.
  Responsible Organization: Tupper Lake Chamber of Commerce/Ten Rivers Group.

- Develop a “rails with trails” recreational trail between Lake Placid and Saranac Lake and encourage its extension to Tupper Lake.

- Extend the Jack Rabbit Cross Country Ski Trail to Tupper Lake to offer a multi-use recreational trail to byway visitors.

- Build the Natural History Museum of the Adirondacks in Tupper Lake.
  Responsible Organization: Natural History Museum.

- Develop Adirondack Community Information Centers in Tupper Lake and Saranac Lake to offer a consistent message about the Adirondacks and byways while offering specific information about each individual community.
  Responsible Organization: Wildlife Conservation Society’s Adirondack Communities and Conservation Program and participating communities.

- Construct the permanent Adirondack Community Information Center in Star Lake to inform residents and visitors of the natural and cultural resources of the community and to serve as a gateway welcome center.
  Responsible Organization: Wildlife Conservation Society’s Adirondack Communities and Conservation Program.

- Restore the upper level of the Fine Town Hall to its historic condition and develop a Town of Fine museum.
  Responsible Organization: Town of Fine

- Construct an outdoor kiosk for after hours viewing at the Tupper Lake Chamber of Commerce to inform visitors of local and regional events along the byway.
  Responsible Organization: Tupper Lake Chamber of Commerce.
- Educate communities on the resources available to help with economic development and tourism in the region.
  Responsible Organization: Merwin Rural Services Institute at SUNY Potsdam Travel and Tourism Research Center.

- Encourage byway communities to forward current information to the Adirondack Regional Tourism Council for regional promotional materials.
  Responsible Organization: Local Chambers of Commerce.

- Address the threat of invasive plants along the byway and establish a model for controlling invasives along byways across New York and other states.

- Research the effects of roads on wildlife mortality.
  Responsible Organization: Wildlife Conservation Society's Adirondack Communities and Conservation Program.

Long Term Projects

- Create multi-use recreational trails connecting byway communities with state land, communities, and waterways as a transportation alternative to byway travelers.

- Educate visitors about the byway region and the Adirondack Park through the Adirondack Forest Preserve Education Program.
  Responsible Organization: Leading Edge, Saranac Lake.

- Reconstruct the train depot in the Village of Tupper Lake as an important transportation alternative along the byway and extend the Adirondack Scenic Railroad to Tupper Lake.
  Responsible Organization: Next Stop Tupper Lake!

Connecting the Byway Communities: New Partnerships

The Olympic Scenic Byway Corridor Management Plan project has developed into an important means to link communities within the byway corridor. Many great ideas and momentum has come out of the corridor management planning process and important inter-community connections have been made. For instance, the Raquette River Corridor idea came after a series of pre-Local Advisory Group meetings and continues to develop as the
members of the Local Advisory Group meet and exchange ideas. The idea to connect byway communities through a series of Adirondack Community Information Centers was strengthened through Local Advisory Group meetings as a way of providing visitors with consistent and easily accessible information.

Implementation

Upon completion of our local segment of the Olympic Scenic Byway Corridor Management Plan, many community groups, local and county agencies, Chambers of Commerce, business owners, and others in the tourism industry look to this Byway project to provide direction for tourism, as a tool to help foster stewardship of the region's resources, and as an opportunity to provide eligibility for future funding opportunities.

Individual members of the Local Advisory Group have also agreed to act as community spokespersons for the byway in terms of larger regional issues such as Unit Management Plans, acid rain, noise pollution, clean water, invasive species, and global climate change.

Of the many byway projects recognized, the Local Advisory Group identified organizations and/or partnerships between efforts to implement the corridor projects as listed in the Action Plan. The Adirondack North Country Association has been asked to serve as the lead agency on applications for Byway and Federal Highway Enhancement funding for eligible projects along the Olympic Scenic Byway. The Local Advisory Group can, however, pursue other grant opportunities and seek new partners for their projects. Throughout the process, the Local Advisory Groups should keep the Adirondack North Country Association advised of these efforts so all groups can properly coordinate work along the entire route. The Adirondack North Country Association will also continue regional based marketing efforts of Byway communities and provide letters of support for local efforts. The local groups are free to move forward with projects identified in the CMP, to pursue other funding opportunities on their own, and to seek new partners.

Evaluation

A Local Advisory Group should re-visit the Corridor Management Plan Goals and Actions to make revisions over time. An evaluation of the effectiveness and success of the CMP should be reviewed on an annual basis.

Olympic Scenic Byway Corridor Management Plan
(Town of Fine to Hamlet of Ray Brook)
Appendix A
Appendix A

Local Advisory Group
Community Participation

A-1    Local Advisory Group Meeting Announcements
A-2    Media Contacts and Community Outreach Presentations
A-3    Local Advisory Group Mailing List
September 5, 2001

Dear

The Adirondack North Country Association is in the initial stages of developing a Corridor Management Plan for the Adirondack Trail Scenic Byway (NYS Routes 30/30A from Malone to Fonda) and the Olympic Trail Scenic Byway (NYS Routes 86/3/9N, from Keeseville to Sackets Harbor). The intent of this project is to protect, promote, and enhance important resources in the Adirondack region and to create economic, recreational, and tourism opportunities for area residents and visitors. Enclosed please find an overview of the Scenic Byways project.

The outcome of this project will be based on the needs of Adirondack residents in order to make sure that they support the results and are encouraged to work together to implement those results. With this in mind, ANCA has asked WCS’s Adirondack Communities and Conservation Program to organize a Local Advisory Committee to provide input and work on activities throughout the project for the following areas:

- **Rt. 3 from the Blue Line to Saranac Lake, Rt. 86 from Saranac Lake to Ray Brook, and Rt 30 from Tupper Lake north to the Blue Line** [see map]

I hope that after reading the enclosed information, you or a member of your staff or board will be interested in serving on this committee and/or acting as a resource to provide information for the planning process. I anticipate that the LAC will meet on six to eight occasions between September 2001 and June 2002. Meetings will likely take two to three hours. If you are unable to serve, I would appreciate any input you might have regarding others who may be interested.

The first informational meeting will be held at 7:00 pm on Thursday September 27th at the Aaron Maddox Hall, 179 Demars Blvd in Tupper Lake. If you have any questions, please call Heidi at (518) 327-6989.

Sincerely,

Heidi Kretser
Program Coordinator
January 11, 2002

Dear

**Project:** Corridor Management Plan for The Adirondack and Olympic Trails Scenic Byways

This is a reminder that the next **Local Action Committee (LAC)** meeting for the **Scenic Byways Corridor Management Plan** for
Rt. 3 - the Blue Line to Saranac Lake and
Rt. 30 - north of Rt. 3 to the Blue Line

will be held on **Wednesday, January 30th at 6:30pm at Maddox Hall in Tupper Lake.** Refreshments will be served.

In October, the LAC identified many of the intrinsic qualities and resources along the Byways. WCS has since mapped the corridors and labeled the resources. We will share the maps at January’s meeting while we continue to inventory resources and begin to identify issues and needs along the Byways. As we move forward, we are still looking for more input from communities along the Byways specifically Pitcairn, Clifton-Fine, Piercefield, Colton, Altamont, Harrietstown, St. Armand, Brighton, Franklin, Santa Clara, Waverly, and Duane.

If you cannot make the January meeting, please consider sending another representative(s) from your community.

Enclosed is a project overview and LAC Task List.

Please RSVP to Zoe Smith 518-891-0612.

Thank you,

Zoe P. Smith
Community Coordinator
Wildlife Conservation Society’s
Adirondack Communities and Conservation Program
February 15, 2002

Dear

As you may know planning is underway for the Olympic and Adirondack Trails Scenic Byways Corridor Management Plan. The Local Action Committee has started mapping the community resources and has begun addressing issues and opportunities along the byway relating to recreation, transportation, economic development, signage, and interpretation. This information will be the foundation for the Corridor Management Plan.

We have reached out to residents in several communities and realize that it isn’t always easy to make monthly meetings. Although it may be difficult for you to attend the planning meetings, we would still like to include your ideas. Your input would help us to complete this project most successfully.

Since the Olympic Trail runs through your front yard, you know best what your community can offer visitors that travel along the byway as well as issues and opportunities your community faces concerning the byway. As visitors travel through your area they may notice hiking trails, waterways, interpretive signs, multi-use trails, and interesting natural attractions along with the overall quality of life in your community. As we map the resources along the byway, we need to include those resources that your community offers. We would like your help in providing us with that information since you know better than we do what makes your community special.

Please take time to read over the enclosed materials and reply to Zoe Smith via email or USPS by Friday, March 8.

If you are interested in attending our next planning meeting, it is on Wednesday, February 27 at 6:30 pm at Maddox Hall, Tupper Lake.

Thank you,

Zoe Smith
Wildlife Conservation Society’s
Adirondack Communities and Conservation Program
PO Box 265
Paul Smiths, NY 12970
518-327-6986