EXISTING STUDIES AND PROGRAMS
(all available at Friends of the North Country, Inc. offices- 1A Mill Street, Keeseville, NY)

- **Essex County Summer Survey Program: Understanding Summer Visitors**
  Prepared for: Essex County Visitor’s Bureau
  Prepared by: Leisure Trends Group
  Date Published: May 2002 (Information collected July 2001 through October 2001.)
  Summary: Snapshots of major tourist hamlets in Essex County, N.Y., including the Lake Champlain and High Peaks regions includes information on visit expenditures, visit element assessments, over visit assessments, delivery against expectations, desire to return, likelihood of recommending, state of residence, previous visitor, gender, age and affluence. Snapshots of visitors based on time of year/season, business/convention visitor population, event attending visitor population, vacationing visitor population, and sightseeing/touring visitor population. Detailed results include: trip purpose and motivators, trip planning, visit dynamics, visit assessment, geographic profile and demographic profile.

- **Statewide Comprehensive Outdoor Recreation Plan 2002: New York State Office of Parks, Recreation and Historic Preservation**
  Date Published: Draft, September 2002
  Summary: New York State assessment of recreation resources and needs, including demographics of New York State, supply and demand of recreational resources, resource assessment, urban/rural recreation needs assessment, and specific activity analyses (i.e., swimming, boating, picnicking/day use, golfing, camping and winter activities). Detailed information on programs and initiatives, including goals and recommendations for open space, recreation and historic preservation; conserving and managing New York’s coastal and waterfront resources; trails and greenways; heritage programs; wetlands; water access and water recreation; fish and wildlife; biodiversity; farmland protection; and economic benefits of recreation and open space. Comprehensive study of New York State Outdoor Recreation System includes natural, cultural and recreational resources and resource planning for the New York State Park System. Also includes information under Policy and Implementation for state and federal funding such as Environmental Protection Fund (EPF), Clean Water/Clean Air Bond Act, Land and Water Conservation Fund and Recreation Trails Program. Important information in Environmental Impacts includes impacts and mitigation and cumulative impacts.

- **Crossing the River: Historic Bridges of the Ausable River**
  Prepared By: Steven Englehardt (Friends of Keeseville)
  Date Published: 1991
  Summary: A discussion of the history of the Ausable River Valley, with particular focus on the seventeen bridges which span the Ausable River

- **State and Local Governments Partnering for a Better New York: New York State Quality Communities Interagency Task Force Recommendations**
  Prepared By: Quality Communities Interagency Task Force, Lt. Mary O. Donahue, Chair, and Secretary of State Alexander F. Treadwell, Vice Chair

Olympic Scenic Byway Local Corridor Management Plan
Village of Lake Placid to Village of Keeseville
Date Published: January 2001
Summary: Strategic plan created for the Quality Communities Initiative includes recommendations for: State Leadership, Interagency Collaboration and Assistance to Local Governments; Using Technology to Distribute Information, Create Development Tools and Eliminate Barriers to Quality Development; Revitalizing our Downtowns; Maintaining New York’s Leadership in Open Space Conservation; The Renewal of New York Agriculture; Transportation Infrastructure – the Search of Quality in the Built Environment; Quality for All – Strengthening the Place we Call Home; and Economic Growth – Sustaining a Community.

- **Northern Forest Wealth Index: Exploring a Deeper Meaning of Wealth**
  Prepared By: the Northern Forest Center
  Date Published: September 2000
  Summary: Comprehensive analysis of indicators relating to the economic, social and environmental health of the Northern Forest Region.

- **Bicycle Master Plan for the Adirondack North Country Region of New York State**
  Prepared By: Holmes and Associates of Saranac Lake, New York
  Prepared For: the Adirondack North Country Association
  Date Published: November 1994; Reprinted October 1996
  Summary: Master regional bicycle plan that clearly demonstrates the community benefits and economic values of local bicycle planning efforts, and outlines 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 tourist destination. Includes health and physical fitness benefits, environmental benefits, transportation benefits and off-road trails benefits. Lists the six key ingredients for successful bicycle promotion: maps, events, shops, clubs, and cooperation of local highway departments and New York State agencies. Outlines the framework for developing a bicycle friendly region according to engineering, education and safety training, enforcement, encouragement and etiquette specifically for the Adirondack North Country region. Lists County and Scenic Byway findings (strengths and opportunities) of the study and recommendations for Clinton and Essex County.

- **Lake Champlain Bikeways: Making it Happen: A Manual for Communities and Businesses in the Champlain Valley Interested in the Benefits of Bicycle Theme Loops**
  Prepared By: Lake Champlain Bikeways
  Date Published: July 1997
  Summary: Manual designed to help communities, businesses and organizations establish bicycle theme loops as part of the Lake Champlain Bikeways network. Explains why theme loops are better for attracting visitors, how to get started, the economic opportunities of bicycle touring, and gives a list of improvement options for communities to make themselves more bicycle-friendly.
• **Lake Champlain Bikeways: A Directory of Bicycle-Friendly Accommodations and Services in the Champlain Valley**
  Prepared By: Lake Champlain Bikeways
  Date Published: unavailable
  Summary: Directory lists bicycle friendly accommodations in New York, Richelieu Valley (Quebec), and Vermont; bicycle shops; touring companies; campgrounds in New York and Vermont; other bicycle-friendly accommodations and other publications. Provides information including a map, list of supplies and equipment ("Everything a Bicyclist Needs"), and a brief summary of area history ("Bike Into History").

• **Relishing Our Resources: Along Lake Champlain in Essex County, New York**
  Written By: Virginia Westbrook, with drawings by Elayne Sears
  Date Published: 2001
  Summary: History of Essex County, New York towns and villages located along Lake Champlain, including Keeseville and the Town of Chesterfield. Includes information on natural history, military history and industrial history. Lists museums and historic sites, water access, golf, trails and transportation for each town.

• **The Underground Railroad in the North Country and early accounts of African-American life, abolitionists and newspapers in northern New York and Vermont**
  Written By: Rebecca Schwarz-Kopf
  Date Published: 2001
  Summary: Brief history of the abolitionist movement and the Underground Railroad in selected towns throughout the Adirondack North Country. Includes North Elba, Wilmington and Keeseville.

• **Hamlets of the Adirondacks: History, Preservation and Investment**
  Prepared By: Roger Trancik, Urban Design Consultant
  Date Prepared: August 1983
  Summary: Landmark study of the settlement of Adirondack hamlets, including AuSable Forks, Wilmington, Lake Placid, and Keeseville. Includes suggestions for marketing hamlets to visitors and ideas for basic aesthetic (context-sensitive) improvements.

• **Hamlets of the Adirondacks: Development Strategies**
  Prepared By: Roger Trancik, Urban Design Consultant
  Date Prepared: August 1985
  Summary: Continuation of previous study with redevelopment strategies for waterfront revitalization, recreation and tourism, industrial development, historic resources, infill development, public spaces, water and sewer and human resources. Provides a how-to for developing marketable features, targeting and identifying sites for development, leveraging development projects and the benefits of planning. Includes assessments for AuSable Forks, Keeseville and Wilmington.
A Thoroughly Wide Awake Little Village: A Walking Guide to Keeseville’s Historic District
Written By: Virginia Westbrook
Date Published: 1996
Summary: Detailed history and self-guided walking tour of Keeseville’s Historic district. Includes a wealth of information about the architecture of significant structures in the Village, notable residents, and the Village of Keeseville’s industrial heritage along the AuSable River.
ISSUES AND NEEDS FOR TRANSPORTATION AND COMMUNITY DESIGN COMPONENT

Route Description
The terrain of the Byway follows the Ausable River and its scenic River Valley. The River provides a tranquil or mighty background, depending upon the season. Lake Champlain, the nation’s sixth largest lake, lies only several miles to the east of the corridor. The official Byway eastern terminus is at the junction of Routes 9N and 9 in the Village of Keeseville. This segment of the existing Olympic Byway continues for 43 miles with its western terminus at Ray Brook.

As recommended by the LAC the twenty mile western most segment of the Byway along Route 9N from Keeseville through Jay have been excluded from this local CMP description. The focus of this local plan begins on Route 86, at the border on the Town of Wilmington side of the Wilmington/Jay Town line which is approximately twenty miles west of Keeseville. The corridor becomes hilly, eventually entering steep mountain sides and forests at approximately the twenty-seven mile mark. Wilmington Notch presents an extremely scenic, but challenging travel experience due to these winding road conditions. Beyond Wilmington, the roadway enters the Town of North Elba (mile thirty-five) which has similar geography and topography through this section, and then the Village of Lake Placid (mile forty). This dense, charming Village provides a very different set of transportation issues and a heavy volume of year-round users. Leaving the Village, the corridor again becomes quite rural, passing into the small hamlet of Ray Brook in the Town of North Elba. The driving time is approximately three hours.

Concerns
The biggest concerns related to transportation and design for this portion of the byway are related to too much traffic in certain areas, safety concerns for bicyclists, pedestrians and vehicles, aesthetic issues, parking facilities at popular attractions, and insufficient public transportation. Community members and the LAC expressed clearly during the planning process that they appreciate the quiet nature of the area, and that increased incidences of traffic devices such as traffic lights are not desirable. A major objective related to transportation identified was to increase tourism without requiring major roadway changes, such as the additions of new lanes or an increase of traffic lights.

Specific areas that represent safety concerns include those in Wilmington Notch such as the popular Flume site. The concerns in the Notch are the narrow, winding conditions of Route 86, particularly regarding the safety of bicyclists who must share the road with vehicles. Wider shoulders are a necessity in this area. While the roadway is constrained by the steep rock faces in some locations through the Notch, perhaps the lane widths could be narrowed to provide more shoulder or bike lane area, with an appropriate speed limit reduction.

Specifically, the three-quarter mile long section at mile twenty-one to twenty-two, where the road negotiates a steep turn, providing only for narrow shoulders needs attention. The four-mile section at miles thirty to thirty-three, through Wilmington Notch also represents a limited shoulder width at a location with limited visibility.
Alternative Modes of Transportation

A common theme among the LAC with regard to transportation included the need for improved facilities and modes of alternative transportation. Sidewalks were deemed necessary in the hamlets, specifically in Wilmington. Bus service is minimal through the area and needed, given the low income of many residents and the heavy traffic in peak tourist season. Connections to the Amtrak system to the east via bus were also discussed as necessary, to draw travelers from downstate and New York City and south. Bus or trolley systems to disperse travelers to numerous destinations along the corridor are also needed so that they are not required to rent cars and create more congestion.

Extremely limited public transportation exists along the corridor. The Village of Lake Placid has a trolley that runs seasonally to transport visitors and residents around town. This endeavor has been extremely successful and well-used, which speaks well for increasing public transportation efforts. A seasonal bus also runs between Lake Placid and Wilmington, mainly to transport skiers to Whiteface Mountain. The corridor could greatly benefit from increased public transportation. Perhaps a good portion of this at least could be privatized, with the provision of tours which transport visitors between the railway station and ferry dock in Port Kent, and some packaging of tours (such as visiting craft stores) comprising some portion of these transport activities.

Encouraging increased bicycle travel for both transportation and recreation functions was another identified issue within the planning process. Not only do cyclists relieve vehicular traffic and its pollution, but they tend to spend a greater time and more money in the communities that they visit. Ideally, designated bike lanes would be provided along the length of the corridor to safely accommodate bicyclists. Local bicycle groups and retailers and interested community representatives should work with DOT to determine where shoulders can be widened, and designated bike lanes, or widened shoulders installed within the scope of DOT’s planned and proposed roadway improvement projects.
According to DOT’s Region 1 office (covering Essex County), no roadway projects are planned for Route 86 directly in the next five years. A bridge crossing the West Branch of the Ausable River is scheduled to be replaced in North Elba in 2009. Roadway improvements are planned for the Village of Lake Placid in 2013.

Recommendations
The group expressed serious interest in increasing public transportation along the corridor, providing better bicycling facilities for travelers, and working with other popular tourist communities to determine what they have done to limit increased visitor impacts on their roads. It was also recognized that certain portions of the Byway, particularly between Wilmington and Lake Placid, are more heavily traveled. Spreading traffic out along the whole length of the corridor is desirable to reduce traffic concentrations or tie ups. Lake Placid is linking to Saranac Lake via a planned off road bike trail. The potential for the pathway to be extended, or tied into corridor bike routes should be explored.

The future implementing agency of this plan, or local business owners and/or interested residents, should work with DOT to discuss a plan to limit traffic impacts on the community. Additionally, at the request of local communities, Friends of the North Country or another appropriate organization would be able to investigate grant writing efforts to obtain funding for a strategic transportation study for the corridor. Some concern was expressed however with
relying on federal transportation dollars for such projects, and any “strings” that might be attached to such endeavors.

Bicycle racks and information booths are also needed along the corridor to facilitate bicycle travelers. A greater number of pull off locations are also needed through this portion of the Byway, for vehicular as well as cyclist traffic.

**Linkages**
The Olympic Byway intersects with Interstate 87 in Keeseville, approximately twenty miles east of the intersections of Routes 9N and Route 86. Interstate 87 is a major federal highway which serves as a major north-south travel route and connects New York City to Montreal. In the Village of Lake Placid, the Olympic Byway intersects with the Route 73 Byway. The Route 73 Byway is a relatively short, but extremely scenic, connection to Interstate 87 (approximately 40 miles south of Keeseville) through the High Peaks area of the Adirondacks. The federally designated Lakes to Lochs All American Roadway runs along Route 9, to the east of the corridor, providing an increased future source for connecting visitor traffic to the area.

**Parking**
Parking facilities are a problem as well, particularly at the Flume, which often has spillover traffic along this busy roadway in the summer months. DOT should investigate increasing the parking area at this location, working with DEC, for more sites. If parking continues to be an issue, public transportation to popular sites will become increasingly important. DOT should also work with local governments to determine which areas need more guardrails, which was also a general concern expressed by the advisory committee.

**ISSUES AND NEEDS FOR RECREATIONAL RESOURCES**
The Olympic Scenic Byway is blessed with a broad base of impressive resources and attractions which provide for endless recreational opportunities for area residents and visitors. Currently, the primary limitations for greater enjoyment of recreational resources are limited or deteriorated facilities available at recreational sites, or a lack of signage and information to direct visitors. Most signs are currently the small brown signs provided by DEC to natural or recreational sites. These are not terribly obvious to the passerby, and are easily missed. They are also small enough so as not to be legible without stopping and closer inspection. Interpretive signs or kiosks and maps which will guide visitors are needed in conjunction with these trail and waterway marker signs.

At nearly every major trailhead along the Byway, interpretive signs are missing. These signs could provide needed information to hikers, as well as enrich the experience of non-hikers who would be able to read about the trail and the ecology of the locale. As the majority of the trails along the corridor lie on State land, this activity should be coordinated by the State Department of Environmental Conservation, with location and design input given by local residents.

Similarly, a need has been expressed for kiosks to provide local information at pull-over spots.
along the Byway. This would also serve the less mobile travelers and encourage a leisurely rate of travel with stops throughout the corridor. Encouraging through-travelers to stop along the Byway was a major goal of the Local Advisory Committee. A prioritized system for locating such interpretive kiosks should be set to provide for their long term provision. An example of a location which is in need of an interpretive pull off area for travelers is the Flume in Wilmington.

A high quality system of bicycling and touring trails is lacking through this portion of the corridor. Facilities to improve both mountain biking and road biking were presented as a significant recreational need. The needed improvements for on-road bicycling are discussed primarily with the transportation needs section of the plan. Improved off-road (mountain) biking facilities identified by the LAC mainly fall within two categories: 1) researching land easements and funding for a network of public trails, and 2) provision of a full-service mountain biking center. Development of an integrated network of mountain biking trails has already begun in Wilmington through a partnership effort between the Adirondack Mountain Biking Initiative and the Town.

The mountain biking club represented within the LAC should meet State DEC representatives to investigate possible future off-road biking trails, and the implementation of efforts already underway such as the rail trail between Lake Placid and Ray Brook. This group should also convene to discuss possible sites for a mountain biking center, and discuss the feasibility of encouraging a private facility or a public-private partnership (ie- a facility located on public land, but operated by a private interest which charges for services). Investigation of the best location for such activities would take place through efforts of the LAC and interested biking groups. This venture should only go forward with willing private landowners, as much of the community has expressed unease with State use of private properties for recreational purposes.

According to the DEC Regional office in Ray Brook, most of the forested area surrounding Route 86 are designated Wilderness Areas, where mountain biking would not be permitted. However, along the north side of Route 86 in North Elba, there is an area designated as a Wild Forest, where mountain biking could be a future allowed use, although the planning for this area is in only its early stages. The Wilmington Wild Forest, which begins near the KOA Campground (a private facility), does include proposed mountain bike trails to connect the Flume to Whiteface. This plan is also only its draft stages however.

Another need expressed by the LAC is to designate and place "nature volunteers" in popular locations to act as ambassadors by providing information about the sites and areas to visitors, and to work with the State to sponsor nature talks. The DEC would be the likely lead agency for these volunteer efforts. These steps would not only allow visitors to be better informed of local ecology and recreational activities, but they would become inherently more attractive for visitor stops.

Water oriented recreational facilities that were identified as needing improvements included sites such as Lake Everest on the Ausable River at Wilmington. This site has siltation issues which impede the swimming experience. DEC should work with the Town to look at funding to improve siltation concerns, and to establish if this is a problem for other swimming or fishing
sites. The Town of Wilmington has worked with DEC on the Unit Management Plan for the Wilmington Wild Forest.

![Lake Everest - Wilmington](image)

Expanded catch and release fishing programs and associated interpretation facilities and promotion activities are another identified need in order to improve recreation along the Byway. DEC should work with interested Towns and local fishing groups to determine if it is feasible to expand the area where trout fishing is allowed. Similarly to the efforts with the interpretive kiosks for other ventures, local anglers should work with the State to identify further programs and sites which need further information displays.

A desire for historic tour information was also expressed through the planning process. Primarily, the LAC has found that opportunities for historic walking tours are missing along the corridor. The infrastructure needed for these tours would mainly include signage, brochures and ideally, volunteers to lead tours on weekends or peak seasons.
EXISTING SIGNAGE ISSUES AND RESOURCE INTERPRETATION NEEDS

Signage was one of the most controversial issues associated with the drafting of the corridor management plan. Many residents and local governments along this portion of the Byway are extremely sensitive to signage regulations. It became very clear from the planning process that businesses and local governments need clearer information and assistance in understanding what signage is allowed in the area and under which agency jurisdiction some regulations occur. The local participant finds the current mix of requirements is confusing and threatening to many local residents and business owners.

The Adirondack Park Agency, DOT, local businesses and local government representatives should meet to discuss how best to present information regarding signage requirements, to assist existing businesses with compliance, and to encourage and assist new businesses to open, without concern of the unknown regarding signage regulations. This should be facilitated by the LAC or local officials. While signage regulations related to Byways are minimal, this action is necessary due to the long history of perceptions and some erroneous communications regarding what is related to other requirements.

Signage for the Byway should reflect the unique character of the corridor, and be careful not to be generic “cookie cutter” markings of the trail. To meet this goal, each locality should be given the opportunity to provide their chosen logo to be included within the Olympic Byway’s signage, working with the State’s guidelines. Sensitivity should also be given not to place more signage than is needed to advertise the Byway. Gateway signs for the communities of Lake Placid and Wilmington are desirable, with the significant input of local officials.

Many of the attractions along the corridor are not adequately marked. Most resources on public lands have only small signs, which would not draw visitors unless they were already seeking these sites. In conjunction with visitor centers and pull off areas, significant interpretation is needed to display the resources available, and direct visitors to these sites. These include hiking trailheads, waterways, cultural and historical attractions as listed within the previous Intrinsic Values section. These activities are needed especially to pull visitor traffic to those sites which are undervisited. This would work toward accomplishing the goal of reducing excess numbers of visitors to those sites which are extremely busy.

While the DEC has marked most trailheads which lead to countless fishing spots, hiking trails, boating sites, etc., these signs are quite small. Perhaps a map to be distributed to visitors would best display these locations, without providing for the visual detraction of larger signage to these resources.

Many historic and cultural resources do not have adequate signage. These resources often do not have marked signage, and most do not have directional signage to lead visitors to these sites. Local historical societies should work with the visitor centers and Chamber of Commerce to better promote the area’s heritage, in the scope of the Byway corridor.
NEEDS FOR TOURISM, MARKETING AND ECONOMIC DEVELOPMENT

Through this portion of the corridor, The Olympic Byway contains a variety of tourism related amenities such as lodging, restaurants, convenience stores, post offices, pharmacies, gas stations, retail stores, and a myriad of other resources previously discussed. The difficulty is that there are often gaps in amenities between communities that force a tourist to bypass a community without stopping because there is not the “critical mass” of amenities that is desirable.

There is a need to coordinate the amenities and resources along the Byway to determine how they are used and what the market is for the pieces that are missing. For instance, in the eastern portion of the byway, it may not be feasible to develop significant lodging in each community in the near future. However, there could be key rest stops, interpretive facilities and retail shops that in the near future might induce travelers to spend time in these communities, and not to speed through on their travel westward. In identifying how local and visitor experiences could be enriched along this portion of the byway, therefore, two steps should take place. In identifying how local and visitor experiences could be enriched along this portion of the Olympic Byway, a variety of steps should be taken, with an emphasis on the Route 86 section of the Byway as communities along the Route 9N section have opted not to participate in this corridor management plan.

A market study of the existing facilities should be carried out to identify what are the most critical new developments to target in the next five years, and then for a longer range of the next ten years. At the same time, community residents and local agencies should discuss the likely missing pieces which would benefit locals and visitors alike. Comparing this list to the results of the market study should allow for the development of a strategic needs analysis and a plan for meeting these needs. A goal of the LAC is to keep business development local, so that growth of the Byway benefits the community as much as possible. Numerous lodging properties have failed along the Corridor in recent years, so facility development should be cautious as to be appropriately planned. In general, a lack of restaurants, and possibly particularly those which might appeal to visitors as unique “Adirondack” experiences appear to be missing along some sections of the local Byway route. Maximization of the existing facilities could also improve through increased marketing and packaging efforts. Again however, planning for development of such services should be carefully matched to a market analysis.

It is important to note that a sustainable level of tourism is the strong emphasis for this portion of the Byway. The LAC repeatedly noted the importance of preserving and enhancing the quality of life for local residents. While it was recognized that tourism represents a strong potential for local economic development, this should not occur at the expense of the resources which make the area so desirable, or its peaceful way of life. Traffic and air pollution were significant concerns of the LAC. As mentioned within the transportation concerns section, expanded roadways and numerous street lights are highly undesirable. Therefore, in tourism planning, the local advisory committee has requested that the Department of Transportation not intend to expand the roadways of the corridor, or to install significant new traffic control devices such as street lights. It is important to the character of the area for the roadway infrastructure as it exists currently, with alterations to improve safety and convenience to bicycles and pedestrians, and
providing for occasional pull-off locations for vehicles, should remain the same.

Along the same line, the LAC encourages the development of tourism buses and connections to Amtrak which runs a major line to the east of the Byway in Port Kent. Visitors who arrive via mass transit create much fewer negative impacts than those traveling solely by automobile. Similarly, improved bicycle routes and lanes, which encourage bicyclists, are also needed along the corridor.

![Whiteface Visitor's Center](image)

Essex County has built a good tourism network in recent decades, however these connections could continue to be strengthened at the local level. A regional tourism council (Lake Placid, Essex County Visitor's Bureau), regional visitor's center (Whiteface Regional) and several community development organizations (Friends of the North Country, Wilmington Historical Society, ANCA)) are now in place within the area. The parochialism that was the norm in years past is slowly breaking down. Some communities are still cautious, and slow to join efforts toward tourism development. Additionally, the major concerns that numerous residents have expressed regarding additional regulatory control through association with agency programs such as Scenic Byways is certainly another holdback to full community participation.

There is a need however for each community along the Byway to have a venue to use to promote themselves and to provide overall visitor information. Communities want to be able to tell their own story, and this should be accommodated within future marketing plans for the corridor.
These small scale efforts form a regional patchwork which fits well with the overall vision and theme of this portion of the Byway. Community specific visitor centers enable each locality to develop community-based products, businesses, events and activities that will enhance their unique economic bases. These smaller centers could be coordinated and tied together from a regional perspective as well, with each referencing and mapping out the other locations for visitors to plan to visit. These would likely be staffed by part time paid staff, and part time volunteers. Continual grant funds would be required for printing and working with marketing materials.

A coordinating entity for all of the tourism and marketing is also a major need for this portion of the Byway. This entity would work with local officials and volunteers to create these community-specific visitor centers and tie into the larger regional visitor centers to respond to be sensitive to both local needs and the effectiveness of tying into the greater region. Identifying an entity which will oversee the plan in its entirety, or entities which will oversee portions is a major need in maximizing the Scenic Byway status.

Clearly, visitor centers are also needed along the Byway. These could range from simple kiosk systems with maps and brochures and contact information for travelers, to periodic full-service visitor centers. In the near future, the development of a visitor center in the eastern portion of the Byway may be needed. The short-term need identified at this point appears to be the smaller scale kiosk-type centers located within each community, or at joint community-centers in between. Visitor information should base from these ongoing efforts in each Town.
Beyond the impact of tourism, and specifically locally-based, sustainable tourism, several other economic development priorities were identified by the LAC. The first of these is sponsoring of local craftspeople through the Byways effort. This would tie into tourism efforts through marketing campaigns to sponsor tours of their facilities and shops which tell the history of these trades. Numerous craft stores exist along the Byway and could be cohesively marketed, providing an interesting visitor experience and enriching the local economies.

Secondly, the LAC expressed a desire for improved high technology infrastructure to lure firms to the area. Poor communications infrastructure was noted as a major limitation to the area. Internet connection is mainly limited to dial up service throughout the corridor, and cellular service is poor. Providing fiber optics to the area, or at least broad-band internet service and cellular communications systems must happen before any high technology firms would consider relocating to the area. Encouragement of these types of firms to the area is important as they would provide year-round, higher wage employment. Limited job opportunities, seasonal employment and an influx of seasonal residents were identified as problematic to the corridor.

ORGANIZATIONAL CAPACITIES/IMPLEMENTATION STRATEGY

No organization stepped forward during the planning process to act as the implementing body for this document. As the communities in the eastern end of the corridor, at the time of this drafting, were officially opposed to the plan development, the plan was drafted relatively open ended. Where possible, certain agencies were identified as the likely implementing body of recommended actions, for instance, DOT and DEC. It will be critical for anyone working with this plan to continue to maintain clear communications with the Towns and Villages that comprise the Byway, regardless of their position. To carry out the plan to its maximum effectiveness, it will be critical for interested parties, governments or organizations to take ownership of the plan. This might occur with one identified overall implementing body, or a division of its goals, objectives and actions among entities. At the time that any entity does wish to move forward with this Plan. In light of the uncertainty of local ownership of the plan, the Adirondack North Country Association will continue to provide an umbrella to those communities interested in implementing the plan’s tourism promotion, marketing, and projects. In addition, the Adirondack North Country Association will provide linkages to the Center for Sustainable Tourism to insure that the communities will have an opportunity to implement the actions and goals identified in the plan.

The following organizations have expressed interest in future involvement:

<table>
<thead>
<tr>
<th>Organization</th>
<th>Location</th>
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<tr>
<td>Adirondack North Country Association</td>
<td>Saranac Lake, NY</td>
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<tr>
<td>Friends of the North Country, Inc.</td>
<td>Keeseville, NY</td>
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<tr>
<td>Town of North Elba</td>
<td>Lake Placid, NY</td>
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<tr>
<td>Village of Lake Placid</td>
<td>Lake Placid, NY</td>
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<tr>
<td>Town of Wilmington</td>
<td>Wilmington, NY</td>
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<tr>
<td>Whiteface Regional Visitor’s Bureau</td>
<td>Wilmington, NY</td>
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As numerous participants on the existing LAC, including Town officials from Wilmington, Lake Placid and North Elba, and business owners from the central to western portion of the corridor were enthusiastic about this process, these individuals might continue work as an active working LAC, to oversee the implementation of the plan. Perhaps ideally, the two major visitor centers in the area, the Whiteface Regional Visitor’s Bureau and the Lake Placid/Essex County Visitor’s Bureau could house the effort in the future, as time and resources allowed.

An official implementing body is needed to keep progress flowing, and to set up LAC meetings. Once the working group has reassembled, the work would not need to rest heavily upon the implementing body, as those members of the LAC and participating communities could equally split the tasks that would bring about plan implementation, as appropriate to each. As the plan progresses, it will be critical to keep all communities, including those which have opposed inclusion within the CMP in communication with these efforts.

It should be noted that the Adirondack North Country Association has been asked to serve as the lead agency on applications for Byway and enhancement funding through the NYSDOT. The LAC may pursue other grant opportunities and seek new partners for their projects and should keep ANCA informed of their efforts in order to maintain proper coordination of the work along the entire route.

PUBLIC PARTICIPATION

A list of over 200 public officials, business owners and local residents was developed and all were sent invitations to the four community meetings held within the area between October 2002 and June 2003. Prior to this, two informational sessions were held to discuss the project at its onset, with all local governments and communities, in April and June 2002. Additionally, press releases announcing the meetings were submitted to the Press Republican newspaper inviting the public to participate in the planning process.

A Local Action Committee of approximately fifteen individuals was distilled from the initial meetings. This Committee included Town representatives, community advocates, business interests, and other residents. The Local Action Committee met twice in November 2002, and once in June 2003. As stated at the beginning of the plan, participants held widely varying degrees of support to the CMP process, ranging from absolute opposition to the Byway on the whole, to full, whole-hearted support. A majority of participants within the Community Meetings were opposed to the Byway and the ongoing planning process, and their concerns have been carefully documented within this Plan. Meeting summaries are provided within Appendix B. As was stated at the beginning of this document, within the final LAC meeting of June 2003,
the work group determined that the Corridor Management Plan should not cover the communities along Route 9N.

Jeanne Ashworth, Wilmington
Howard Aubin, Clintonville
Paul Ford, Clintonville
Rarilee Conway, Wilmington
John Eldridge, Lake Placid
Bruce Huntington, Wilmington
Amy Shelton, Jay
Jeri Wright, Wilmington
Linda Depo, Friends of the North Country
Victoria Zinser Johnson, Friends of the North Country

Fred Balzac, Jay
Lee Bombard, Lake Placid
Judy Ford, Clintonville
Gerald Edwards, Chesterfield
Pat Gallagher, Lake Placid
Gail Mitchell, Wilmington
Vickie Trombley, Jay
Bert Yost, Wilmington
Rick Hazek, Harkness
# OLYMPIC BYWAY RESOURCES/POINTS OF INTEREST

## Historic/ Cultural

<table>
<thead>
<tr>
<th>Name</th>
<th>Description</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>John Brown’s Farm</td>
<td>Homestead of famous abolitionist</td>
<td>Route 73, south of Lake Placid</td>
</tr>
<tr>
<td>Olympic Center</td>
<td>Exhibits of Olympic equipment, uniforms, etc.</td>
<td>Route 86-Main Street, Lake Placid</td>
</tr>
<tr>
<td>-1932 and 1980 Olympic Museum</td>
<td></td>
<td></td>
</tr>
<tr>
<td>- Lake Placid Hall of Fame</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Olympic Center</td>
<td>Olympic ice skating and hockey rinks, professional figure skating shows, youth and adult hockey tournaments</td>
<td>Route 86-Main Street, Lake Placid</td>
</tr>
<tr>
<td>- Ice Arenas</td>
<td></td>
<td></td>
</tr>
<tr>
<td>North Elba Historical Society Museum</td>
<td>Collection of local history and memorabilia</td>
<td>At the Lake Placid Train Station</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Averyville Road, Lake Placid</td>
</tr>
<tr>
<td>Veterans Memorial Highway and Historic Wilmington Stone Bridge</td>
<td>Seasonal toll road to top of Whiteface Mountain 8 miles (May to October)</td>
<td>Near crossroads of Routes 86 and 431 in Wilmington</td>
</tr>
<tr>
<td>Lake Placid Train Station</td>
<td>National Register of Historic Places building, tourist excursion rides on the Adirondack Scenic Railroad</td>
<td>Averyville Road, Lake Placid</td>
</tr>
<tr>
<td>Lake Placid Center for the Arts and Gallery</td>
<td>Numerous films and live music, theatre, and dance performances throughout the year</td>
<td>Route 86, Lake Placid</td>
</tr>
</tbody>
</table>

## Recreational

<table>
<thead>
<tr>
<th>Name</th>
<th>Description</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>West Branch Ausable River</td>
<td>Fishing, swimming, picnicking</td>
<td>Most of corridor</td>
</tr>
<tr>
<td>Olympic Ski Jumping Complex</td>
<td>Ski jumping and freestyle competitions, chairlift and elevator rides to top of 120 meter ski tower</td>
<td>Route 73, south of Lake Placid</td>
</tr>
<tr>
<td>Olympic Speed Skating Oval</td>
<td>Public skating at the site of the 1932 and 1980 Olympic Oval</td>
<td>Route 86-Main Street, Lake Placid</td>
</tr>
<tr>
<td>Sports Complex (Verizon) at Mt. Van Hovenberg</td>
<td>Bobsled track, luge track, Biathlon, cross-country skiing, and snowshoeing for spectator’s and visitors</td>
<td>Route 73, Lake Placid</td>
</tr>
<tr>
<td><strong>NYSDEC Trails</strong></td>
<td><strong>Forest trails vary in lengths difficulty level</strong></td>
<td><strong>Various locations along Route 86- Wilmington and Lake Placid/North Elba</strong></td>
</tr>
<tr>
<td>------------------</td>
<td>--------------------------------------------------</td>
<td>--------------------------------------------------------------------------</td>
</tr>
<tr>
<td><strong>NYSDEC Wilmington Notch Campground</strong></td>
<td></td>
<td><strong>Route 86, Wilmington Notch</strong></td>
</tr>
<tr>
<td><strong>Whiteface Mountain Ski Center and Gondola</strong></td>
<td>Site of 1932 and 1980 Olympic ski events, ski trails for all abilities, gondola rides, mountain biking, seasonal events</td>
<td><strong>Route 86, Wilmington</strong></td>
</tr>
<tr>
<td><strong>Lake Placid Village Beach and Canoe/Kayak Access to Mirror Lake</strong></td>
<td>Sandy beach with lifeguards on duty.</td>
<td><strong>Parkside Drive, Lake Placid</strong></td>
</tr>
<tr>
<td><strong>Wilmington Mountain Biking Trails</strong></td>
<td>Integrated network of trails passing through the community and surrounding woodlands</td>
<td><strong>Throughout the hamlet</strong></td>
</tr>
</tbody>
</table>

**Natural**

<table>
<thead>
<tr>
<th><strong>Name</strong></th>
<th><strong>Description</strong></th>
<th><strong>Location</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>Ausable River</td>
<td>Scenic river</td>
<td>Adjacent to Route 86 for most of its length</td>
</tr>
<tr>
<td>Lake Everest</td>
<td>Swimming/scenic location on the River</td>
<td>Route 86, Wilmington</td>
</tr>
<tr>
<td>The Flume and Wilmington Wild Forest</td>
<td>Scenic waterfall and forest trails</td>
<td>Route 86, Wilmington</td>
</tr>
<tr>
<td>Mirror Lake</td>
<td>Scenic lake with surrounding village</td>
<td>Village of Lake Placid</td>
</tr>
<tr>
<td>Lake Placid/Brewster Peninsula</td>
<td>Scenic lake with observation trails</td>
<td>Village of Lake Placid</td>
</tr>
<tr>
<td>NYS DEC Trails</td>
<td>Hiking/wildlife observation trails</td>
<td>Various sites on Route 86, Wilmington and North Elba</td>
</tr>
</tbody>
</table>
APPENDIX A:
DOT CORRESPONDENCE
January 20, 1994

Mr. Mrs. Paul Ford
Ford's Upholstery
Factory Street
Clintonville, New York 12924

Dear Mr. Mrs. Ford:

A sign believed owned by you advertising Ford's Upholstery is located along State Route 9N near milemarker 1056. The sign is encroaching as it has been erected within the New York State right of way and must be removed.

These advertising panels must be taken down utilizing a highway work permit issued through the Clinton County Residency office, located on South Peru Street in Plattsburgh.

In accordance with Highway Law, you are advised to remove or cause the removal of these signs. In the event the encroaching sign is not removed within twenty (20) days from the receipt of this notification, the NYS Department of Transportation must take steps to remove the signs—billing responsible parties for all services.

I regret this action, however, the severe penalties placed on New York State for non-compliance with the Federal Highway Beautification Act make it necessary. A summary of sign regulations is attached for your reference.

If the sign has already been removed, we thank you for your cooperation and apologize for any inconvenience this notice may have caused. Should you have any questions concerning this matter, please contact me at the above address or telephone (315) 785-2414.

Very truly yours,

Patricia K. Stinson
Property Management Office

Enc.

ps

[Note:] Notification that sign structure will be removed as soon as weather conditions allow is acceptable.
Sign Spacing Restrictions:

On controlled access highways, no two sign structures shall be spaced less than 500 ft. apart, and outside villages and cities, no sign structure may be located within 500 feet of an interchange, intersection at grade, safety rest area, or information center measured along the highway from the beginning or ending of pavement widening at the exit front or entrance to the main traveled way. On other highways outside of villages and cities, no two sign structures shall be spaced less than 300 feet apart and within the villages and cities, no two sign structures shall be spaced less than 100 feet apart.

Zoning Restrictions:

Signs can only be located in areas as follows:

(a) *Zoned commercial or industrial area* means any area which is zoned for business, industry, commerce, or trade pursuant to a State or local zoning ordinance or regulation.

(b) *Unzoned commercial or industrial area* means any area which is not zoned by State or local law, regulation, or ordinance, and on which there is located one or more permanent structures devoted to a commercial or industrial activity or on which a commercial or industrial activity is actually conducted, whether or not a permanent structure is located thereon, and the area along the highway extending outward 300 feet from and beyond the edge of such activity. Each side of the highway will be considered separately in applying this definition.

ISTEA:

The passage of the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), contained a provision prohibiting the erection of new signs adjacent to any federally funded highways designated as Scenic Byways under State Programs. In the five counties designated as Region 7 for the New York State Department of Transportation (Clinton, Franklin, Jefferson, Lewis, and St. Lawrence), six trail systems have been designated: Adirondack, Black River, Champlain, Military, Olympic, and Seaway. Recent NYS legislation has passed designating these trail systems as Scenic Byways. The Department is prohibited from granting any new sign permits for Outdoor Advertisement adjacent to any of these routes. This is necessary to keep NYS in compliance with Federal requirements.

NOTE: A second advertising face/panel may be added to an existing sign, with the sign and property owner's permission, if it possesses a valid sign permit and meets local zoning and state regulations.

NYS’s Tourist Oriented Direction Sign Program has not been affected by the above legislation. This program allows sign placement within the State’s right-of-way if a business is tourist oriented and meets certain guidelines. A copy of the standard criteria is attached for reference. Please let us know if you are interested in this type of signage and I will mail you an application.\)
Pursuant to Sections 86 and 88 of the Highway Law, as amended by Chapter 923 of the Laws of 1977, the Department of Transportation has adopted Rules and Regulations covering the Control of Outdoor Advertising Signs Adjacent to Interstate and Primary Highway Systems. All outdoor advertising signs within the controlled area except for official signs, on premise signs and signs in areas certified in accordance with Section 150.9 of the aforementioned Rules and Regulations, shall be registered with the New York State Department of Transportation.

Signs Prohibited:

Erection or maintenance of the following signs is not permitted in the controlled area:

(a) signs advertising activities that are illegal under State or Federal laws or regulations in effect at the location of such signs or at the location of such activities;
(b) obsolete, abandoned or discontinued signs; (c) signs that are not clean and in good repair;
(d) signs that are not securely affixed to a substantial structure;
(e) signs that appear to attempt to attract to itself or to direct the movement of traffic or which interfere with, initiate or resembles any official traffic sign, signal or device;
(f) signs which prevent the driver of a vehicle from having a clear and unobstructed view of official signs and approaching or merging traffic;
(g) signs which move or have animated or moving parts, except those giving public service information such as time, date, temperature, weather or similar information;
(h) signs erected or maintained upon trees or painted or drawn upon rocks or other natural features;
(i) signs that are not the subject of a valid current permit, if one is required, or
(j) signs that are not consistent with Part 150 of Title 17 of the Official Compilation of Codes, Rules & Regulations of the State of New York;
(k) signs beyond 660 feet outside urban areas and erected with the purpose of their message being read from the interstate or primary highways. (Sign erected beyond 660 feet and before September 1, 1977, are nonconforming and compensation will be paid before removal is required.)

Sign size restrictions:

(a) No sign shall exceed 30 feet in height, or 60 feet in length, or 1200 sq. ft.
(b) A sign structure may contain 1 or 2 signs per facing and may be placed double faced, back to back or U-type. However, a sign which exceeds 325 sq. ft. in area may not be double faced, abutting and facing the same direction.

I would be unable to register your sign under permit, if removed from the State right-of-way on which the Residency Office indicates is 33' from centerline in this area, because of the Federal legislation recently enacted as noted on the second page.

Signs placed on an integral part of the activity they advertise are considered on-premise and do not require a permit from this Agency.
Comments on my letter about my sign from the NYS DOT

They called it a "new" sign. It was not, as we had a sign in that location for several years.

They said it was in the state right of way. Not!

Said not having a valid permit. Not true. Was in compliance with my town and the state did not require any permit.

Said we were out of compliance with the Lady Bird Johnson, Highway Beautification Act of 1968 (?) to control billboards on interstates. I live on Route 9N.

It was as if they just threw everything they could think of in the letter to us. None of us who received the letter took any signs down.
LeClair’s Store/Restaurant
US Route 11
Ellenburg Depot, New York 12935

Dear Sir/Madam:

This is to advise you that a sign observed during annual surveillance, which is believed owned by you, or on property you own, is currently illegal under Highway Law (Sections 86 & 88) and/or the Federal ISTEA Legislation of 1991 for the following reasons:

[X] Sign is erected without benefit of permit adjacent a highway designated By New York state as a Scenic Byway (Military Trail).

The sign is located and described as follows:

  County: Clinton  Route: 11  Mile Marker: 1161.0 (L)
  Legend: LeClair’s Store/Restaurant
             (See photo attached)

As this sign cannot be made legal through registration, you are hereby notified of it’s illegal status and requested to resolve this violation through removal of the sign. If the sign has already been removed, we thank you for your cooperation and apologize for any inconvenience this notice may have caused.

Should you have any questions about this matter, please contact me at the above address or telephone (315) 785-2527.

Very truly yours,

Thomas Blatchford
Asst. ROW Agent

pt
Attachment
cc: S. Docteur, Clinton County Residency
PERMIT: Class 8/Illegal
LOCATION: Route 11/Clinton
SHOWING MILE MARKER: 1161.0
DATE: 10/30/01

OWNER: Unknown
DIRECTION: North
TAKEN BY: Tom Blatchford
APPENDIX B:
APA CORRESPONDENCE
May 30, 2002

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

Re: Scenic Byways

Dear Terry:

Mark Sengenberger and I appreciated the opportunity to meet with you and Janet Kennedy recently regarding the potential of scenic byways designation to benefit communities en route.

As we mentioned at the meeting, the Agency strongly supports the efforts of the Adirondack North Country Association and those towns actively involved in highway corridor planning. These plans can be important to maintaining or enhancing community character. They are also a basic requirement for eligibility for federal TEA-21 funds which can be used for a variety of transportation and tourism related activities of importance to communities in the Adirondack Park.

Following up on the successful ISTEA legislation signed into law by President Bush in 1991, in June 1998 President Clinton approved the largest public works legislation in the U.S. history, the Transportation Equity Act for the 21st Century, known as TEA-21. This authorized distribution of nearly $217 billion to the states for highways and transit improvements over the period 1998-2003. It also authorized funds for scenic byways planning, and pursuant to these plans, funding of transportation enhancements, trails development, and other projects linked to overall program goals.

As you are aware, the Agency has been involved in a very successful corridor planning initiative along Route 73 in Essex County, in partnership with the NYS Departments of Transportation and Environmental Conservation and the Towns of
North Hudson, Keene, Elizabethtown, and North Elba. We are also involved in a corridor planning initiative involving Route 28 in the Town of Johnsburg, Warren County.

As a direct result of the planning partnership along Route 73 in Essex County, nearly $1.7 million in federal and State matching funds have been made available to help involved towns address their transportation and intermodel infrastructure needs. For example, funds have been provided to construct a modern, new highway garage in the Town of Keene away from its current location adjoining the Ausable River. This effort alone demonstrates the value of State and local planning coordination along highway corridors.

In this planning effort, strong leadership was provided by the NYS Department of Transportation as the administrator of TEA-21 funds in New York State.

I also want to address two specific questions you raised. The first concerned whether scenic byways designation and/or the existence of a corridor management plan would result in Agency permit jurisdiction for new land use and development that would otherwise not exist. The second concerned the Agency's permit jurisdiction over the placement of signs along highway rights-of-way within the Adirondack Park.

On the question of byways designation, please understand that the predicates of our Agency's permit jurisdiction are clearly defined in the statutes we administer and do not reference scenic highway or byway designation as the basis for requiring any permits from the Agency. Further, whenever permits are necessary pursuant to the APA Act, the Agency is required to consider aesthetics including possible visual impacts on scenic vistas and natural and man-made travel corridors. Our evaluation in this regard is focused on the visual resources of the area and the specific characteristics and potential impacts of the proposed new land or development. In any location with scenic resources, aesthetic impacts will be seriously considered whether or not any specific highway or byway designation has been made.

On the second question, the APA has very limited direct involvement with sign placement within the Park. Typically, signs are considered by the Agency when they are associated with projects otherwise under review by the Agency. The State DOT and DEC together administer the Adirondack Sign Law, a 1924 statute which does not allow off-premise business signs and only allows the placement of directional signs at defined locations. I have attached some summary information on the
regulation of signs along State and local roads within the Park. For further and more in-depth information, I would suggest contact with the regional office of the State Department of Transportation.

Terry, as I mentioned when we met, we believe that the Scenic By-ways program allows localities a terrific opportunity to plan for the future. Further, designation allows communities en-route to take advantage of location along defined travel routes in garnering needed resources to transportation, tourism and other economic development opportunities. We are proud that the Agency has been able to be a partner with the State DOT and Adirondack Park Communities in the effort to attract new federal and State funding to the Adirondack Region.

If I can provide you with any further information, please contact me.

Sincerely,

[Signature]

Stephen M. Erman
Special Assistant for Economic Affairs

SME/bjf
Attachment
APPENDIX C:
TOWN RESOLUTIONS
Resolution No. 53
Resolution by Jon Douglass
Seconded by Martin Connell

The Town Board hereby voted to oppose the Tourism planning project and to rescind the road's status as a state-designated scenic byway.

Ricky Nolan  Yes
Shirley Thomas  Yes  Martin Connell  Yes
Rita Rougeau  Yes  Jon Douglass  Yes

Resolution adopted.
October 12, 2002

Friends of the North Country
1A Mill Street
P.O. Box 446
Keeseville, NY 12944

Dear Linda,

Please find below the resolution offered and passed at the last regular monthly meeting of the Town of AuSable, in regards to the By-Ways Corridor.

Resolution V: Councilman Jeffrey Kelley proposed that the Town of AuSable not participate in the Corridor Management Plan and to ask ANCA to rescind their resolution and de-designate our area as a scenic byway because it takes away all authority from the local government. Councilman Jack Connell seconded the resolution. Unanimously approved.

Councilman Jack Connell    Aye
Councilman Jeffrey Kelley    Aye
Councilwoman Marjorie Zmijewski     Aye
Councilman Terry Soulia     Absent

Sincerely

Eileen Powers
Town Clerk
PRESENT were Councilpeople MARJORIE Zmiijewski, Jack Connell, Jeffrey Kelley, Attorney William Russell, Highway Superintendent Timothy Booth, Building Code Officer Curt Smith, and Dog Code Officer Scott Benware.

Absent Councilman Terry Soulia.

List attached with residents names in attendance.

Supervisor Sandra Senecal opened meeting at 6:30 P.M.

I. Minutes from the September 12th meeting were approved on motion of Councilman Jack Connell, seconded by Councilwoman Marjorie Zmiijewski. Unanimously approved.

II. Supervisor Sandy read her monthly supervisor's report. Bills of the evening were General $27,267.48, Highway DA $7001.34, Highway DB $7301.39 and Lighting $678.00. Warrants number 669 through 719. On motion from Councilwoman Marjorie Zmiijewski, seconded by Councilman Jeffrey Kelley the bills will be paid. Unanimously approved.

III. Mr Donald Sykes was spokesperson for the group signing a petition wanting the public parties, and dances controlled with a curfew and noise ordinance, specifically to mention the Harvest Dance and Pondstock held annually at Twin Ponds. Petition is attached to minutes. The local residents are concerned with excess traffic, trash, noise, drugs and their safety as well as those attending the events. A possible ordinance will be worked up and put into effect before the next occurrence, after checking with the Town of Plattsburgh, and Peru and/or County for their ordinance control.

IV. Lloyd Stats from the Friends Of North Country. The one extra candidate that was originally scheduled to be presented tonight is being tabled until further developments. Mr. Stats introduced Timothy Crowningshield who spoke on his own behalf. Mr. Crowningshield had his legal land contract. After discussion led by Attorney William Russell, Mr. Crowningshield was told he had to make application to the Town Planning board. Next meeting of that board will be October 22 @ 6:30 P.M. Councilman Jack Connell made resolution that a person has to have a deed, land contract and/or a three year lease recorded in Clinton County so that a tax map reflects the parcel and proof of ownership. Councilwoman Marjorie Zmiijewski seconded the resolution. Unanimously approved.

V. Judy Ford was called upon in regards to the By Ways Corridor. She spoke briefly about it. Councilman Jeffrey Kelley proposed resolution that the Town Of Ausable not participate in the Corridor Management Plan and to ask ANCA to rescind their resolution and de-designate our area as a scenic byway because it takes all authority away from the local town. Councilman Jack Connell seconded the resolution. Unanimously approved.
The Town Board of the Town of Jay held their monthly meeting October 10, 2002.


Absent: Councilman Gerald Hall, Hurt in an accident.


Supervisor O’Neill called the meeting to order at 7:00 P.M.

Councilwoman Trombley made a motion to offer a Resolution that the Town of Jay does not support or endorse the Olympic Trail Corridor. The Town of Jay requests that ANCA rescind the designation of the Corridor within the Township of Jay. The Resolution was 2nd by Councilman Depo. A roll call vote was taken: Councilwoman Trombley, yes, Councilman Depo, yes Councilwoman Shalton, yes Supervisor O’Neill, yes. Councilman Hall, absent. The Resolution is duly passed.

Two people walked in and dropped this page off at ANCA’s office on November 3, 2002.
RESOLUTION

TOWN OF JAY, ESSEX COUNTY, NEW YORK

DATED: JANUARY 9, 2003

WHEREAS, the New York State Department of Transportation working through the Adirondack North Country Association is in the process of developing a Corridor Management Plan for the Olympic Trail Scenic Byway along Routes 86 and 9N in the Town of Jay, and

WHEREAS, the Olympic Trail Scenic Byway has been designated a Scenic Byway under the Federal Highway Administration National Scenic Byway Program and the New York State Legislature has also designated it as a Scenic Byway, and

WHEREAS, It is the position of the Town Board of the Town of Jay that there has not been provided enough information to the residents of the Town of Jay for the Town to make an informed and intelligent decision as to whether the Scenic Byway Designation and the requested Corridor Management Plan are in the best interests of the people of the Town of Jay and whether such designation will impair the property rights of the people of the Town of Jay.

NOW, THEREFORE, AND AFTER DUE DELIBERATION, IT IS HEREBY RESOLVED AS FOLLOWS:

1. That the Town of Jay, because of the paucity of information regarding the Designation and Corridor Management Plan, the irreparable effect approval of such a Plan might have on the people of the Town of Jay and the potential impact it may have upon their property rights, hereby resolves not to be included in the Corridor and will not take part in the Corridor Management Plan for the Olympic Trail Scenic Byway.
2. For the reasons as hereinabove stated, the Town of Jay is requesting that the Federal and New York State Governments rescind the designation of Routes 86 and 9N located within the Town of Jay as parts of the Olympic Trail Scenic Byway until such time as proper legal and administrative procedures are put in place to safeguard the property rights of the people of the Town of Jay including, but not limited to, the provision of a mechanism to terminate Scenic Byway Designation should the Town of Jay wish to do so after such designation has been made and placed in effect.

3. This Resolution shall take effect immediately and shall remain in full force and effect unless otherwise rescinded.

MOTION BY: COUNCILMAN TROMBLEY
SECONDED BY: COUNCILMAN SHALTON

ROLL CALL VOTE

<table>
<thead>
<tr>
<th>Name</th>
<th>Vote</th>
</tr>
</thead>
<tbody>
<tr>
<td>VICKY TROMBLEY</td>
<td>YES</td>
</tr>
<tr>
<td>GERALD HALL</td>
<td>YES</td>
</tr>
<tr>
<td>ARCHIE DEPO</td>
<td>YES</td>
</tr>
<tr>
<td>AMY SHALTON</td>
<td>YES</td>
</tr>
<tr>
<td>THOMAS O'NEILL</td>
<td>YES</td>
</tr>
</tbody>
</table>

January 9, 2003
September 10, 2002

Linda Depo  
Friends of the North Country, Inc.  
P.O. Box 446  
Keeseville, New York 12944

Dear Linda:

At the Town of Chesterfield Town Board Meeting held on September 3, 2002 the following resolution was adopted:

Upon a motion made by Councilman Richard Klages, seconded by Councilman Russell Blaise and unanimously carried it was RESOLVED that the Town of Chesterfield Town Board does not support or endorse the Olympic Trail Corridor Management Plan.

Councilman Blaise
Councilman Johnson
Councilman Klages
Councilman LaMountain
Supervisor Morrow

Aye
Aye
Aye
Aye
Aye

Sincerely,

Gerald H. Morrow  
Supervisor

P.O. Box 456, Keeseville, NY 12944  
Office 518-834-9042  FAX 518-834-4649  Home 518-834-7087
APPENDIX D:
MEETING SUMMARIES
Olympic Trail Scenic Byway
Local Advisory Committee (LAC) Work Session
June 5, 2003

Location: American Legion Post 504
McCrea Street
AuSable Forks, NY 12912

Time: 7:00pm

Facilitators: Friends of the North Country, Inc.
Victoria Zinser Johnson, Executive Director
Linda Depo, Development Director

Local Advisory Committee Members Attendance
Howard Aubin  AuSable Forks
Wesley Sheldrake  AuSable Forks
Lee Manchester  Jay (Lake Placid News)
George Arnold  Keeseville
Rick Hazak  Harkness
John Eldridge  Lake Placid/North Elba
Vickie Trombley  AuSable Forks (Town of Jay Board)
Jeff Kelley  AuSable Forks (Town of AuSable Board)
Gerald Ford  Clintonville
Judy Ford  Clintonville
Dana Peryea  Ray Brook

Meeting Notes
(The following is a translation of notes taken at the meeting. They are not verbatim or transcripts from tape recordings)

Reviewed Preliminary Draft of Olympic Trail Corridor Management Plan
Project Introduction- Victoria Zinser Johnson

Local Advisory Committee (LAC) Comments on Preliminary Draft

LAC: List who wrote the document and who was on the Local Advisory Committee-possibly add as an Appendix to the Corridor Management Plan document

LAC: Regarding de-designation- the concern is that the process put in place by NYS Dept. of Transportation for de-designation would be impossible to get through. The local Government (towns) should have sole responsibility (authority) for resource protection of the corridor management plan (scenic byway law)

LAC: Resource Protection is the same as or equal to scenic vistas
Who is ultimately responsible for scenic vistas? If public property then the government and if they are protected then all property public or private within a mile is also affected.
If it is private, then the owner has to allow it to be “protected” and if they do then the property within a mile regardless of whether it is private or public is still affected.

LAC: Why has no Public Hearing been held on this project? Public Hearing meaning formal minutes and the proceeding taped. Friends: A Public Hearing could be held if the LAC wants one. Basically the same public input process has been used already. Everyone has had the opportunity to say what they want, notes have been taken on the proceedings, although they have not been formally tape recorded and the results of the comments have been used to create the corridor management plan document that they are looking at. A formal Public Hearing could be held for the last comment period if the LAC wants it that way, but the outcome would be the same as it is now since the comments are basically going to be the same ones we’ve been hearing since the beginning. LAC: The meeting to review the final draft of the Corridor Management Plan will be conducted as a formal Public Hearing. Friends will facilitate the Public Hearing process.

LAC Discussion regarding the State Route 9N section of the Scenic Byway:

LAC: The Corridor Management Plan should begin at the State Route 86 border. The municipalities of Keeseville, AuSable, Black Brook and Jay are not in favor of the Corridor Management Plan. The concern is that the APA will use this as a means of gaining jurisdiction in areas they do not currently have jurisdiction in. The concern is that the towns can volunteer for all aspects of the corridor management plan except NOT to participate. Friends: The Corridor Management Plan focuses on route 86 resources. All resources highlighted were those in the Wilmington/Lake Placid area. LAC: 2/3 of the Corridor’s communities unanimously opted out of the corridor management planning process and to de-designate by resolution. This is not noted in the Plan document.

LAC Discussion of specific pages in the Corridor Management Plan:

LAC: See Page 16
Home of 1,000 Animals
Land of Make Believe
These businesses no longer exist. They were a real boon to the communities when they existed. They faced all kinds of regulations by State Agencies- these are examples of how small businesses get pushed out by regulations.
Olympic Trail Scenic Byway
Local Advisory Committee (LAC) Work Session
June 5, 2003

LAC: Resources and Planning Documents Section
Why would you put in APA documents? What relevance to they have?
Friends: Good question! They were in the Planning Section of the Friends Library and were added as plans that had been done. They were not reviewed for specific relevance to the Scenic Byways. Clearly, given the concerns about the APA and its regulatory power should not have been included at all.  Friends will eliminate them from the appendix completely.

LAC: See Page 8 - Objective 18
"Investigate having train bring tourists to the area..."
DOT is not the "superheros" The train in the Lake Placid/Ray Brook area has been a problem. They blow the horn continuously. Harmful to residents and animals. Unable to get the issue resolved.
Friends: We will make the distinction clearer that the train is actually Amtrack from New York not side scenic rails.

LAC: See Page 34
Local Towns expressed a desire to do their own zoning and planning not under APA jurisdiction

LAC Final Comments

LAC: Where do the Friends stand on this issue? You work in the Towns along Route 9N? What do you think?
Friends: We cannot speak for the Board of Directors. We see where you are coming from and can do our best to present your comments and concerns to ANCA. The LAC is supposed to have control over the creation of the Corridor Management Plan and it appears that this LAC is saying that the Corridor Management Plan should not include the Route 9N Section. The communities along this section do not want to use the Corridor Management Plan as a tourism tool.
LAC: Why is ANCA not here? Why do the Friends take all the heat alone? We want ANCA at the final meeting. We want ANCA to know how strong our comments are. We feel Friends watered down our comments. We want the Corridor Management Plan to reflect that we do not want the Route 9N corridor included at all. We want the corridor to begin at Route 86. We want the first page of the Corridor Management Plan to include excerpts from the resolutions passed by the towns about de-designation and their desire not to participate.
Friends: We will pass on the Olympic Trail's LAC comments to ANCA and revise the Corridor Management Plan to reflect the comments made tonight.

Meeting Adjourned
9:15pm
Olympic Trail Scenic Byway Corridor Management Plan: Local Advisory Committee (LAC) Meeting #1
November 12, 2002
Wilmington, NY

In attendance: Bruce Huntington, Fred Balzac, Jeri Wright, John Eldridge, Rarilee Conway, Bert Yost, Jeanne Ashworth, Judy Ford, Gerald Edwards. Friends of the North Country, Inc. staff: Linda Depo, Jennifer Chasalow, Victoria Zinser Johnson, AICP

VISION:

- Whole Byway tied road to Olympics and Athlete’s Trail ("Iron Man" Trail)
- "Iron" ties to our history
- Iron mines to Iron Men
- River used to transport logs
- The mill – J & J Rogers – mining companies – nail factory
- Archeology/history – company towns
- Preservation
- Beauty
- Olympic bikeways
- Name – add onto Olympic Trail: AuSable Valley; The Old Adirondack Trail; farming
- Adirondack Park – End Over End or Side to Side
- Attractions – tourism
- Stonework is unique – engineering feats of the area – Chapel Pond
- Olympic Trail – no traffic lights between Lake Placid and Keeseville; keep need for traffic lights to a minimum
- Not Lake George
- Not copy of Lake Placid
- NOT Old Forge

WHY:
1. Too many signs
2. Too many cars/people
3. No "small village" feeling
4. Honky-tonk feeling
Olympic Trail Scenic Byway Project- Community Meetings
Summary of Break-out Group Discussion

Community Meeting #1
October 28, 2002
Wilmington Town Offices

"Project Concerns" Group

- Participation in this process should not mean approval of everything that follows in the plan
- Concern with addressing the sum of needs for the whole area within this plan
- Quality of Life is a crucial thing to preserve for area residents - concern expressed that increased private vehicular traffic (and related air pollution, more roads or wider roads resulting), and unsafe conditions for pedestrians might result
- Buses or trains would be more sustainable methods of encouraging visitors
- The wilderness experience of the area needs to be preserved; while this "wilderness community" is an asset for marketing, it is most important that it be kept for locals to enjoy
- It is crucial to protect the character of the area
- Loss of local control is a strong concern
- Property rights are also a concern with the Byways process
- Concern with local governments being saddled with any identified projects from the plan; with no available funding
- Could a quality of life commission be created to improve communities along the Byway?
- In the drafting of the plan, participants in the process must be able to review, comment and if desired, include a "minority report" within the plan; parts of the plan should not be able to be altered in any way after approval by participants without going back to them to review
- Any signage discussions within the plan must be clear to not negatively impact local businesses
- Provision of rest areas along byway could create jobs for local residents
- How will the four local governments who have opposed the process be included? Will the plan be drawn up anyway for their segment, even though they oppose it?
- Local residents did not have input into the designation since it was a prior designated byway; could a study be completed to determine the economic viability and environmental impacts of a Byway in the area?
- How can development occur in the area and not destroy it?
- The term "Olympic Trail" does not accurately capture the whole story of the region; something which captures the history the area and its ancestry might be more appropriate.
- Iron mills and pulp and paper mills are important parts of the history of the area