Bevier - Elting House, c.1690

Freer House, c.1720

1717 French Church, rebuilt 1972.
Huguenot Street
National Historic
Landmark District

Located just east of the Wallkill River off Rt 299, Huguenot Street is one of the oldest streets in America with its original houses. It is the site of six stone houses, the earliest dating back to the late seventeenth century. Along with a 1705 fort and a reconstructed 1717 French church and burial ground, they're a cherished heritage of the twelve French Huguenot families who settled here in what was then a Dutch colony.

Escaping religious and political persecution, the Huguenots first found refuge in Paltz on the Rhine River and then in what is now Kingston, NY. They followed the fertile land down the Wallkill valley, settling nearly 40,000 acres, which they owned in common.

Their first homes were crude shelters. These were gradually replaced with sturdy stone structures, heavily timbered with massive beams, reminiscent of the architecture of their French homeland. Inside, visitors see jambsess fireplaces, stone cellar kitchens and a Dutch wall bed, as well as a wealth of period and heirloom furnishings.

Photos courtesy Huguenot Historical Society.
The site includes six miles of the Vernooy Kill, the largest undammed tributary of the Rondout Creek.

The Vernooy and its tributaries provide habitat for native brook trout.
In The Region:

Vernooy Kill State Forest

Access to this new state forest from the Byway is at Lundy Road and Rt 209 in Wawarsing.

Formerly the Lundy Estate, it was conveyed to the State by the Open Space Institute and the Trust for Public Land. It will be managed by the DEC concurrently with the adjoining Sundown Wild Forest of the Catskill Forest Preserve.

The 3,688-acre unit will be managed as a reforestation area and will provide habitat for a variety of upland wildlife species, including the protected eastern timber rattlesnake.

This tract is the largest parcel of an important corridor linking the Shawangunks to the Catskills. It has the potential to accommodate a reroute of the Long Path (perhaps along the Vernooy Kill) that would eliminate miles of road hiking. In addition, hunting, fishing, trapping, mountain biking, horseback riding, snowmobiling, cross-country skiing and camping will be permitted.

Sugar maples along Lundy Road.

Stone wall attests to early agricultural use.
Awosting Falls flows into the Peter's Kill.

Cliffs of Shawangunk conglomerate at Lake Minnewaska.
In The Region:

Minnewaska State Park Preserve

With access from the Byway on Rts 44/55, Minnewaska State Park Preserve is best understood by realizing that it is both a State Park and a Preserve. Its charge is to serve the recreational needs of the public and still preserve the unique features which make this such a special place.

The Minnewaska highlands comprise the mid-section of the northern Shawangunks. Over 13,000 acres of spectacular rock formations, soaring precipices and panoramic views, windswept ledges with pine barrens, fast-moving mountain streams, scenic waterfalls, and Lake Minnewaska, Lake Awosting and the smaller Lake Haseco make this one of the most scenic natural resources in New York State.

About 350,000 visitors come each year, as many as 12,000 on some weekends. Most come to enjoy the 19th and 20th century carriageways and trails that wind through the forested mountains, extending from the core at Lake Minnewaska to the more remote regions.
Third graders in Glacial Geology Program hike from Overcliff to the Coxing Kill.

Research associates gather data to help the Preserve monitor changes.
In The Region:

The Mohonk Preserve

The Preserve’s Visitor Center is located on the Byway along Rts 44/55 just 1/2 mile north of Rt 299.

The largest member and visitor supported preserve in New York State, the Mohonk Preserve hosts some of the Shawangunk’s most beautiful and rugged terrain, with over 65 miles of carriage roads and trails, and more than 1,000 rock-climbing routes.

The mission of the Preserve is to protect this National Landmark Landscape while also providing for its use by the Preserve’s 9,000 members and visitors, who now number over 150,000 a year.

Balancing use and preservation is guided by the Perserve’s Land Management Plan, which considers the Preserve’s 6,500 acres as 11 geographical units. The plan is based on information from many authorities in natural area management as well as from the Preserve’s own Daniel Smiley Research Center, which works with over 50 research associates from 30 affiliated scientific institutions.

The Preserve’s multi-faceted Interpretive Plan, with over 200 programs annually, provides information and understanding to inspire a self-motivated stewardship ethic for the people of all ages who experience this landscape.

The Interpretive and Land Management plans work hand-in-hand so that the natural and peaceful beauty of this land can be sustained far into the future.
At 2,255 feet, Sam's Point is the highest point of elevation for views in the Shawangunks.

Maratanza Lake, the highest (2,242 feet) lake in the Shawangunks, is in a glacially gouged depression.

Photo by Roland Bahret
In The Region:

Sam's Point Preserve

Located in Ellenville off Rt 52, Sam’s Point is home to the rarest natural community in the northern Shawangunks, the globally unique dwarf pitch pine-barrens. It is home also to other rare natural communities, plants and animals.

Protection of this 4,600-acre tract, which includes High Point, Lake Maratanka, Verkeerderkill Falls and the ice caves was secured by the Open Space Institute in 1997. The Nature Conservancy is managing the property and is reaching out to the public to actively engage their help in conserving the area’s unique and fragile resources.

An example of this outreach is the $1.6 million Conservation Center. Designed to be entirely compatible within its natural settings, the center includes educational facilities, visitor services, staff offices, a picnic area, restoration of the historic Gateway Cottage, landscaping to improve and control parking while restoring damaged areas, and an outdoor educational pavilion for school groups.

The primary recreational activities are hiking, nature observation and cross-country skiing along the ten miles or so of trails and carriage roads.
Black Angus "momma" beef cows and newly dropped calves.
In The Region:

Watchtower Farms

In some years, close to 100,000 visitors tour the main facilities of Watchtower Farms located near the Byway off Red Mills Road in the Town of Shawangunk. This facility is part of the worldwide organization of Jehovah’s Witnesses.

A main focus of the more than 1,000 volunteers who live and work here is the printing of the Bible-based literature. This is done with a computerized system capable of publishing in any language, and with a printing capacity of over 300,000 publications per hour.

In addition, the agricultural operations of Watchtower Farms provide some of the most beautiful views of the countryside and the Shawangunk Mountains. Land is farmed in the towns of Shawangunk, Gardiner, New Paltz and Rosendale. About half of the land is rolling pasture for its beef herds. The balance grows crops such as field corn, wheat, alfalfa and hay.

Located here since 1963, Watchtower Farms has a long-standing commitment to the community and to the principles of sustainability. This has resulted in a well-planned operation with a balance of publishing and farming that has helped to preserve the rural character of the community as well as many wonderful views of the Shawangunk Mountains.
One of many eastern bluebird nesting boxes.

Milkweed attracts Monarch and other butterflies.
In The Region:

Shawangunk Grasslands National Wildlife Refuge

The refuge entrance is on Hoagerburgh Rd (Rt 18) in the town of Shawangunk.

Built as an airfield for training WWII pilots and now under the management of the U.S. Fish and Wildlife Service, the refuge is one of the most important places for grassland-dependent birds in New York State.

In fact, with 566 acres, it is one of only two grasslands in the Hudson River Valley large enough to support the entire assemblage of grassland birds. This is why the refuge has been designated as an “Important Bird Area” by Audubon New York.

More than 150 species of birds have been observed here during the year: northern harrier, upland sandpiper, barn owl, short-eared owl, horned lark, vesper sparrow, Henslow’s sparrow, grasshopper sparrow, bobolink and eastern meadowlark.

Birdwatchers come from all over New York and adjacent states to see these birds. And, with its vast stretch of open meadows, the refuge offers a big sky and an unobtrusive landscape, quite a contrast to the densely-wooded Shawangunks.
Farm Markets in the Byway Region

**Barthels Farm Market**
Rt 209, Ellenville
647-6941

**Burd Farm Market**
Rt 209, Kerhonkson
626-2090

**Davenport Farms Market**
Rt 209, Stone Ridge
687-0051

**Dolan Orchards**
Rt 208, Wallkill
895-2153

**Dressel Farms**
Rt 208, New Paltz
255-0693

**Four Winds Farm**
Marabac Rd, Gardiner
255-3088

**Huguenot Street Farm**
205 Huguenot Street, New Paltz
256-0686

**Jenkins-Lueken Orchards**
Rt 299, Gardiner
255-0999

**Kelder Farm & U-Pick**
Rt 209, Kerhonkson
626-7137

**Phillies Bridge Farm Project**
Phillies Bridge Rd, Gardiner
256-9108

**Saunderskill Farm**
Rt 209, Accord
626-7103

**Sheeley Farm Stand**
LucasTpke, Accord
687-4497

**Stone Ridge Orchard**
Rt 123, Stone Ridge
687-0447

**Tantillo’s Farm Market**
Rt 208, Gardiner
256-9109

**Terwilligers Fruit & Vegetable Stand**
Rt 209, Accord
626-4209

**Very Berry Patch**
Springtown Rd, New Paltz
255-5569

**Wallkill View Farm Market**
Rt 299, New Paltz
255-8050

**White Feather Farms**
Sinsabaugh Rd, New Prospect
744-2422

**Wright Farms**
Rt 208, Gardiner
255-5300
Weigh-in at the Wallkill View Farm Market on Rt 299.
Places to Eat in the Byway Region

Accord
China Pavillion
Ivan’s Restaurant at Rondout Golf Club
Traficanti’s Hillside Restaurant
Twiggy’s Family Restaurant

Ellenville/Wawarsing/Kerhonkson
209 Diner
Aroma Thyme Bistro
B & G Sportsman’s Pub
Bentley’s American Grill
Brother John’s Pizza
Butcher Block Deli
The Callaway Club
Cancellerie Pizzeria
Candlelight Restaurant
China House
China Pavillion
Cohen’s Bakery
County Line Restaurant & Lounge
Delight’s
Dominick’s Restaurant & Pizzeria
European Deli
Fort Lox Bagel
Gold Mountain Chalet Resort
Grill & Chill
Il Paradiso Pizza & Restaurant
Ivan’s Restaurant at Rondout Golf Club
La Bella’s Pizza
Lighthouse Deli
Lock 31
Lone Rhino Cafe
The Log Cabin Restaurant
Mike & Larry Doubleplay
Ming Moon Restaurant
Mountainview Diner
Number One Chinese Restaurant
Sansui Restaurant
Shang Hai Red
Troy’s Deli and Pizzeria
Twist King Ice Cream
Wilson’s Market

Gardiner
Benson’s Bar & Restaurant
Lombardi’s
Benson Corners Restaurant
Lunch Box
Mountain Brauhaus Restaurant
Pasquale’s Pizza and Restaurant
Swiss Country Inn Restaurant

Marbletown/Stone Ridge/High Falls
Bodacious Bagels
Chefs On Fire
Clove Cafe
Depuy Canal House Restaurant
Eggs Nest Saloon
Inn At Stone Ridge Restaurant & Catering
Nibble Nook Restaurant
Northern Spy Cafe Restaurant
Rock Cliff House
Student Prince German Restaurant
Willow Creek Inn

Montgomery
Felicia’s Little Diner

Wallkill
Bobbie’s Café
Bruynswick Inn
H&P Deli-Mart
Heavenly Creations
Jam Joy Caterers
Jay Dee’s Deli
Lupita’s Pizzeria & Restaurant
O’Dwyers
Rob’s Pizza & Wings
San Marino’s Pizzeria & Restaurant
Shang Hai Palace
Stewart’s Shop
W.C. Gunks
Wallkill Clam Bar
Pine Bush Area
1776 Colonial Inn
Borderline Deli
Cronin's Slego Inn
Dunkin' Donuts
Dwarkill Country Store
Five Corner Super Deli
Fort Lox Bagels
Grist Mill Restaurant
Helen's Bake Shop
Herman's Restaurant
Heaven on Earth Natural Foods
Homestead Market
Hoot Owl Clam Bar
McDonalds
Pete's Pizza
Pine Bush Chinese Restaurant
Primo Pizza Village Diner

Real Deli
Subway
The Village Restaurant
Thorndale Dairy Bar

Rosendale
Chinese Gourmet Kitchen
Postage Inn
Rosendale Cafe
Rosendale Cement Co.
Springtown Green Grocers
Sunshine Cafe
Thirty-Two Lunch
Williams Lake Hotel and Resort
Zachary's Place

Walker Valley
Atom's Pizza

(continued)
Places to Eat in the Byway Region

**New Paltz**

- Anatolia
- Austrian Village Restaurant
- Bacchus
- Barnaby's
- The Bakery
- China Buffet
- China House
- College Diner
- Convenient Deli
- Cookies & Creme
- Gadaletos Seafood Restaurant
- Gilded Otter Brewing Company
- Gourmet Pizza
- Great Wall Kitchen
- Harvest Cafe
- Hoffman's Deli
- Hokkaido Japanese Restaurant
- Italian Supreme Restaurant & Pizzeria
- Juliannas
- Kitty O'Shea's
- LaBella Pizza
- Last Stand
- LaStazione Italian Restaurant
- Lemon Grass Thai Restaurant
- Loft Restaurant
- Main Course
- Main Street Bistro
- Mary's Country Kitchen
- McGillicuddy's Restaurant & Tap Room
- Moon Light Cafe
- My Hero Pizzeria
- Neko Sushi & Restaurant
- New Paltz Grille
- New Paltz Indian Restaurant
- Oasis Cafe
- Pasquale's Pizza and Restaurant
- Plaza Diner
- Public House
- P&G's Restaurant
- Rino's Pizza
- Ristorante Locust Tree
- Snug Cafe
- Starbucks
- Stewart's Shop
- Tommy C's Deli
- Toscani & Sons Restaurant
- Village Pizza
- Village Tearoom and Restaurant
- Yanni Restaurant & Cafe
Places to Stay in the Byway Region

**Ellenville/Wawarsing**
- Catskill Mountain House
- Chelsea Motel
- Colonial Motel
- Gold Mountain Chalet Resort
- Mountain View Cabins
- Nevele Grande Hotel
- Spring Glen Campgrounds
- Village Motel

**Gardiner**
- Country Meadows Bed & Breakfast
- Minnewaska Lodge
- Jingle Bell Farms
- Ujjala’s Bed & Breakfast
- Yogi Bear’s
- Jellystone Park Campground

**Marbletown**
- Bakers Bed & Breakfast
- Sparrow Hawk Bed & Breakfast

**New Paltz**
- 87 Motel
- Days Inn
- Lefevre House
- Mohonk Mountain House
- New Paltz Hostel
- Super 8 Motel

**Rochester**
- Hudson Valley Resort & Spa
- Pine Grove Dude Ranch
- Rondout Valley Campground

**Rosendale**
- Captain Schoonmaker Bed & Breakfast
- High Falls Motel
- Williams Lake Motel and Resort

**Pine Bush Area**
- Harvest Inn Motel
- Celtic Pines Farm Bed & Breakfast

**Walker Valley**
- Jeronimo’s Resort & Conference Center

**Wallkill**
- Abada & Jackson Bed & Breakfast
- Audrey’s Farm House Bed & Breakfast
- Pine Acres Camp
- Rhinehardt House Bed & Breakfast
- Scofide’s Cottages

Restored 1740 farmhouse on Brunswyck Rd (Rt7) in Wallkill.
The Albert Smiley Memorial Tower on Sky Top as seen from the Rondout Valley.
PLANS FOR TOURISM,
TRANSPORTATION,
PRESERVATION OF RESOURCES
AND MANAGEMENT OF
THE SHAWANGUNK MOUNTAINS
SCENIC BYWAY.
Scenic pull-off on US 44/NY 55.
Our Vision:
The Shawangunk Mountains Scenic Byway will be managed by a regional partnership of the eleven towns and villages that encircle the Northern Shawangunk Mountains. This is a coming together of the communities that, for thousands of years, have had a common bond with the Shawangunks.

Through the Shawangunk Mountains Regional Partnership, we seek to add a regional dimension to the vision and plans created by our towns and villages. Together, we strive to encourage growth while preserving those resources that are essential to the intrinsic character of our region.

The future we see is one in which:

The Shawangunk Mountains Region will be recognized as a distinct region of New York State.

Tourism will be spread throughout the region rather than be concentrated on the Ridge.

Visitors to our region will be aware of our many scenic, natural, recreational and historic resources and will know how to access them as well as the places to dine, stay and shop.

Our recreational resources will be expanded and will include additional lands on the Ridge, fuller utilization of our waterways, more bicycling, and public access to greenways linking open space areas in the valleys and adjacent to the Ridge.

We will be more aware of the rich history of our region and we will have an organized program for the interpretation and presentation of the vast historic resources we have throughout the region.

Our transportation system will be improved, particularly in regard to the New Paltz section, and traffic will flow smoother and more safely through certain intersections. We will have adequate shoulders for the safety of bicycle travel throughout the region. And we will have a more aesthetically-pleasing corridor, with improved design and access management, graced by landscaping in keeping with our rural countryside.

We will continue to preserve the unique biodiversity and natural landscape of the Shawangunk Ridge. We will preserve farmland and other agricultural resources. We will be engaged in the on-going implementation of the Open Space and other plans our towns have just now begun to develop.

Although more housing will be built in our countryside, the impact of this on our scenic views will be minimized. We will continue, in particular, to enjoy the scenic views of the Shawangunks and be reassured of where we are.

Our Story:
The Shawangunk Mountains Scenic Byway tells the story of the towns and villages in the Wallkill and Rondout valleys and their connections with the northern Shawangunk Mountains as well as with each other.

It’s the story of the important natural resources in our region and seeks to expand our appreciation of these resources. Much of our story is historical, relating the experiences of man in these valleys and mountains for thousands of years.

Greater awareness of our natural resources and history adds to the enjoyment of the many recreational activities we engage in here. This enhanced awareness also adds meaning and depth to the scenic views we enjoy as we travel along the 82 miles of the Shawangunk Mountains Scenic Byway.
Tourism Plan

A. Assessment of Present Conditions

The Shawangunk Ridge is by far the major tourist attraction of the Region, with visitors enjoying Minnewaska State Park Preserve, the Mohonk Preserve, Sam’s Point Preserve and the Mohonk Mountain House. Surveys indicate that people who visit the Ridge are very satisfied with their experiences and enjoy, in particular, the scenery, recreation, proximity to nature and relative solitude that can be found here.

From this it follows that the commercial centers en route or closest to the Ridge, such as New Paltz, enjoy the largest share of the tourism trade while more remote communities realize less.

Ridge tourism has increased greatly in recent years. According to Manager Alex Collins, visitation at Minnewaska State Park Preserve has increased by 12-13% over the last five years.

However, capacity on the Ridge is limited. On many in-season weekends, space for parking at the preserves may not be available. Visitors may be turned away, often as early as 10 a.m., and lines of cars form along the roadway, causing safety concerns.

According to the Byway Ridge Subcommittee, representing the land managers on the Ridge, the answer is not to increase parking capacity at the present access points. To do so would be very expensive. Also, higher visitation, if concentrated, might harm the fragile natural communities on the Ridge. And the quality of the visitor experience may be compromised if a lot of people are out on the trails.

The Byway offers a viable way to address the capacity issues on the Ridge by offering a unique means of highlighting other resources in the Region and providing a truly enjoyable experience in reaching them.

The Region offers opportunities for quality recreation at our off-ridge preserves and our rail and canal trails. Our historic venues include the Huguenot Street National Historic Landmark District and the eight other historic districts in the Region, the D&H Canal Museum in High Falls and our many historic sites. Also, the “pick your own” farm markets, the antique and gift shops, and the special events organized in our towns and villages provide an array of activities for visitors to enjoy.

Designation of the Byway will enable programs to be implemented that will focus on the connectivity of the resources in the Region and will work, in a direct way, to moderate the impact of tourism on the natural resources of the Ridge while providing for economic growth in the towns/villages in the Rondout and Wallkill valleys.

Our emphasis, therefore, will be on distributing tourism throughout the Region, rather than on attracting more tourists to the area, although we recognize that some increase in tourism will result from our participation in the NYS Scenic Byways Program.
B. Goals of the Tourism Plan:

Our goals follow from the above assessment of present conditions related to tourism and our vision of the future for the Byway and the Shawangunk Mountains Region.

1. Build a strong identity for the Shawangunk Mountains Scenic Byway and the Shawangunk Mountains Region.

2. Improve the ability of each of the participating communities to benefit from the tourism that is attracted to our region.

   a. Build awareness of the many significant scenic, natural, recreational and historic resources along the Byway and throughout the Region.

   b. Guide visitors to these various resources, and to other places of interest in the Region.

   c. Enhance the meaningfulness and relevance of these resources.

   d. Manage these activities in a way that gains the participation and support of all the local communities and other stakeholders in the Region.

C. Communications, Marketing and Promotion:

1. Sign Program: The sign program for the Shawangunk Mountains Scenic Byway will be based on the New York State Scenic Byways Sign Program, as described in the Manual. This program “establishes a brand identity” for the State’s scenic byways and will:

   a. Allow for a diversity of expression while providing the public with a clear and consistent message throughout the State.

   b. Achieve the NYS DOT goals of providing byway branding, enhancing sign visibility and readability, and preserving traveler safety.

   c. Result in a system of signs that is characterized as distinct and recognizable and provides useful information to travelers including various services, destinations and events. Color, logo treatment, material, and scale of signs all play a part in this recognition.

   d. Assure that all sign information is clearly conveyed to traveling motorists, and easily comprehended from a moving vehicle. Color, font, typeface and scale are important factors in legibility.”

The Sign Program consists of a collection of seven distinct sign types that respond to the informational needs of travelers. This family of signs is intended to affect the travelers’ transition from a vehicle to a walking environment, and subsequently to a visitor experience.

Official signs permitted within the NYSDOT highway right-of-way:

Byway Identification Signs, provided by NYSDOT, are single-sided aluminum panels with our logo, spaced along the route, with an arrow panel when a turn must be executed.

Byway Community Identification Signs, also provided by NYSDOT, serve to introduce and welcome byway travelers to each byway community.

Tourist Oriented Directional Signs, provided by businesses, provide information to the traveling public about places located on the non-primary Byway routes.

Destination Marker Signs, provided by businesses and/or NYSDOT, employ symbolic design to direct travelers to a generic location, such as a hiking trail or boat launching ramp, where function is more important than name recognition.
Non-official signs permitted outside the NYS-DOT right-of-way:

Byway Community Gateway Identification Signs, provided by the community, offer opportunities for expression of a community identity along the Byway.

Pedestrian Directional Signs, provided by the community, guide visitors to points of interest after they have disembarked from their cars or buses. Also for walking tours.

Interpretive Signs, provided by the resource or community, interpret the significance of a particular site, resource or event.

The Regional Tourism Committee, guided by the NYS Scenic Byways Sign Manual, will develop a detailed and comprehensive sign program for the Shawangunk Mountains Scenic Byway, considering the usefulness of the above signs but also being careful not to contribute to the sign clutter that already exists in some areas.

As described in the Management Plan, this committee of the Shawangunk Mountains Regional Partnership will be made up of representatives of each of the towns/villages in the Region and other stakeholders. The involvement of this committee in this level of planning will help to assure that (a) the most appropriate locations are selected, (b) the Tourism Plan gains local support and (c) the committee is empowered with decision-making authority relating to these communities, which in turn will help to assure continuing participation on this regional body.

Visitor Centers: It is vital for us to intercept visitors at key locations along the Byway and help travelers make decisions about where to go and how to get there. This gives us the opportunity to suggest places in the Region where visitors otherwise might not go. One key location for a Visitor Center would be at the New Paltz Thruway exit. Another is at the intersection of Rts 44/55 and Rt 209 in Kerhonkson.

3. **Web site**: The Partnership will establish a user-friendly and helpful website, with graphics related to the basic Byway design, with links to other sites within the region, and to sites with special-interest information, such as on rock climbing, stone houses, etc.

4. **New Technology**: New electronic communications may direct travelers to other destinations when the ridge parking is full. This may also be used as a traffic management tool for directing travelers to other than the usual roads in or out of the region.

Another possibility is an electronically-cued tour guide for interpreting sights along the road, such as providing information on the geological origins of the ridge to travelers as they view the outcrops, ledges, and talus along the route.

5. **Inter-Active Kiosks**: These can be used at several locations around the Byway to provide information on the Region to travelers. Spots to consider include Bullville, Pine Bush, Wallkill, Rosendale, High Falls, Kerhonkson, Ellenville, and the pulloff overlooking the Wallkill Valley on Rts 44/55 just below the steel bridge. Consideration needs to be given to the safety of these areas in regard to possible vandalism. The experience of other Byways with kiosks should be obtained and utilized. Consideration might be given to the use of the Mohonk gazebo style similar to the kiosk at the Mohonk Mountain House gate entrance.

Joyce Minard, President New Paltz Regional Chamber of Commerce shows a visitor literature on the Region.
6. Printed Material: We would like to develop the following pieces for distribution as soon as possible after designation. Our Regional Tourism Committee will develop an on-going communications program to keep the Byway alive and fresh each year. It is important that all printed material have a consistent and related family look and speak with the same voice.

This will create a strong and quickly-recognized Byway identity.

Map: Large, colorful, folded, easily-read map of the Byway and Region, with photos and descriptions of significant places of interest in the Region. Consider same also as brochure.

Book/Video: High-quality reference guide for informing the various community and group leaders about the resources and attractions along the Byway and within the Byway region, and for creating enthusiasm for the Byway/Region. Contains information and illustrations from our Inventory of Resources.

Special-interest brochures:
Directed to hikers, road bikers, mountain bikers, rock climbers and seekers of farm markets, historic sites, antiques and gift shops, and places to eat/stay. Brochures describe resources and locations within the Byway Region.

Festivals/events in the Region should be given special promotion by the Byway. Creating awareness of these community attractions . . . such as county and other fairs, historic house days, Shawangunk Day, the Blueberry Festival in Ellenville, the Taste of New Paltz, the Pickle Festival in Rosendale . . . will help move visitors to places throughout the Region.

Handicapped Access: booklet indicating handicapped access to resources around the Byway.

7. Logo Displays:
Frequent use of the logo will help to build awareness of the Byway. This can be done by businesses promoting themselves as “Along the ....(logo)” in ads, on menus, napkins, at gas pumps, farm stands and door stickers, counter cards.

8. Clarify Identification:
Inform others who publish material about our area that this is the Shawangunk Mountains Region. We are not, as the Thruway sign now indicates, in the Catskills.

9. Publicity:
The Partnership should develop the resources for issuing press releases to local media on a regular basis, informing the public of our activities, as well as holding press conferences when topics warrant. It is important to maintain a continuity of activity so that the Byway is regarded as a living, active program.

10. Marketing Research:
Based on the review of existing information, the Tourism Committee will make a determination of information needs, give consideration to various techniques for gaining this information, and determine what priority this research should have.

D. Resource Interpretation

The Partnership Tourism Committee will develop a program to enhance the meaning-fulness and relevance of the resources in the Region, telling the story of the towns and villages in the Wallkill and Rondout valleys and the connections with each other, and with the northern Shawangunk Mountains.

Some aspects of this interpretive program,
particularly directional materials, are included in the Communications, Marketing and Promotion section above. The Tourism Committee, representing all of the communities in the Region and key resources, will include in the Resource Interpretation Plan the recommended location for the visitor centers, kiosks, interpretive markers, and interpretive brochure distribution points.

Initially, this will consist of simply distributing existing material about resources in the Rondout Valley to distribution points in the Wallkill Valley, and the other way around. A further step will be to combine venues in similar resource categories, such as old stone houses in both valleys, mountain biking in the region, etc., using a graphic format in keeping with the Byway “look”.

Success of the program will depend greatly on the enthusiasm and support generated at the local level. The response of the public and businesses in these communities at the Byway meetings indicates that this local involvement will be forthcoming, once the Byway is designated and we proceed to implement these plans.

E. Programs with Partners

The Shawangunk Mountains Regional Partnership will forge partnerships with the various special-interest and community groups throughout the Region. This will be done through a coordinated effort, led and supported by the participating municipalities in the Region.

Get-Acquainted Presentations: Soon after designation, the Byway should develop a basic Byway presentation for use at meetings of the various groups and communities throughout the region. This should be accompanied by an attractive folder containing basic Byway information, related to the “Birth of a Region” piece we used for our earlier public input sessions.

Special-Interest Groups: Many special-interest groups in the region are important to the tourism dispersal success of the Byway, such as the chambers of commerce, B&B associations, business development groups, historic associations, organizers of the wine and pottery trails, recreation-related groups such as the New York-New Jersey Trail Conference, the Mid-Hudson and Orange County bicycle clubs, the Gunks Mountain Biking Association, the county Farm Bureau groups and other farm organizations, such as the Rondout Valley Growers Association.

In addition to the focus on the Get-Acquainted Presentation, meetings of the Byway with these groups individually should include exploration of opportunities for partnering on projects related specifically to tourism dispersal. We need to (a) explain why this goal for tourism is important, (b) develop specific strategies and projects appropriate to the needs and resources of each group, and (c) encourage the formation of local initiatives.
of specific group-related plans for implementing these projects.

For example, mountain biking is now heavily concentrated at Minnewaska. The Byway can work with the Gunks Mountain Biking Association (GUMBA) and the management of Minnewaska State Park Preserve and Vernooy Kill State Forest to move bikers over to Vernooy, particularly when Minnewaska is full, and to establish a tradition of responsible biking at Vernooy.

**Community Groups:** As above, meet town/village groups to further activities helpful for dispersal of tourism, particularly for projects which help the communities benefit from the Byway. Organize and guide local Byway activity groups.

For example, Rosendale’s Main Street intersects with the Byway but is not part of the actual route. Signage at this intersection will help route visitors down Main Street. An effective strategy for this specific situation should be developed by the Byway and the Town Supervisor’s office along with local Rosendale Main Street business people.

**County Tourism Offices:** The Byway will establish a working partnership with the tourism offices of Orange and Ulster counties in order to include Byway and Byway Region information in the materials published by these offices.

F. **Tourism Services**

Many places to eat and stay are included in the inventory on pages G64-67 and there is no shortage of services for tourists in the Region. The Byway route has been planned to pass through the hamlets and other business centers in the Region. And there has been a significant increase in accommodations over the last four to five years.

According to Joyce Minard, President of the New Paltz Regional Chamber of Commerce, the Region is seeing a healthy growth in services. For example, five new bed and breakfast establishments have been added in 2005, and she notes that many people are planning to open new B&Bs. Many of the new B&Bs are designed specifically for this purpose, and not just a refit of large old homes. She says some new inns are also planned and they utilize historic design features, complementing the rural character of our area.

The Chamber’s website, www.newpaltzchamber.com, lists member services and indicates availability of lodging. This is an important service for visitors and establishments.

Joyce’s comments are echoed by others in the Region, such as members of the Ulster Bed & Breakfast Alliance, the Hudson Valley Lodging Association, and people close to the tourism business in Orange County.

Restaurants are also being added throughout the Region. Ellenville recently saw the opening of two fine restaurants: Aroma Thyme Bistro and Lock 31. Rosendale added The Rosendale Cement Company, a restaurant themed to the historic cement industry in this town. And, along the Rt 213 corridor in High Falls, an assortment of restaurants is helping to further the reputation of this hamlet for fine food. New Paltz has gained Japanese and Indian restaurants. And Pine Bush has extended the variety found there with outstanding Asian and vegetarian restaurants.

Designation of the Shawangunk Mountains Scenic Byway will serve to encourage further investments in tourism services in the Region. And, by voicing the vision and goals of the Byway and the Region, the participating Byway communities are clearly indicating a desire to serve the needs of visitors to the Region.
G. **Expand Recreational and Historic Resources:**
There is an opportunity for the Partnership to explore the possibility of gaining additional ecologically- and economically-responsible public access to the Ridge through the cooperative partnership of the Byway with Ridge land managers. For example, opening a Smiley Road access to Minnewaska State Park Preserve and Sam’s Point. Also, higher visitation at Mohonk’s Spring Farm access.

The Partnership should also work with other groups in the Region to study the possibility of expanding and linking outdoor and recreational resources not on the Ridge, such as along the Wallkill and Rondout, the rail and canal trails, cave exploring, etc.

Consideration should also be given to the open space planning now being done by the towns, and the likelihood of Greenways that may yield new recreational opportunities.

The Partnership should also explore the possibility of organizing a Shawangunk Mountains Region Historic Association, made up of representatives of the historic resources of the region. The group would aid in the exploration, development (restoration), preservation, promotion and interpretation of the historic resources of the Region.

*The New Paltz Regatta race is held on the Wallkill River each year. The community prepares for the event eagerly. Photos by Linda Engler*
Rt 299 in New Paltz one summer evening.
Transportation Plan

A. Assessment of Present Conditions

The 82-mile route of the Byway has been carefully chosen to utilize major roads and is made up of 60 miles of State highways, 21.2 miles of Ulster County roads, 0.8 mile of Orange County road and less than a quarter mile of Route 299 in the Village of New Paltz.

Overall, the roadways along the Byway are in good condition. Pavement on the State highways is ranked among the best in the State. Consistently adequate shoulders would be a major improvement, as would redesign of some intersections which are now carrying more traffic than they were originally designed to accommodate.

Other than during peak commuter hours, and on special fall and summer weekends, traffic levels are below the threshold capacity along most sections of the Byway route.

Traffic congestion is being experienced, however, in the Town and Village of New Paltz, particularly along Route 299. To address this, the Town, in collaboration with the NYSDOT, have sponsored a Transportation and Land Use Study. Byway roads in New Paltz are included in the study and will be effected by actions taken as a result of the study. The Byway is represented in this planning by our Project Manager.

Safety, as indicated by crash data for 1998-2000, is on par with the State average, except for the higher rates along Routes 44/55 between Route 209 and Route 299, and along Route 299 in the Village of New Paltz.

During early spring to late fall, vehicle backups at the access points to destinations on the Shawangunk Ridge present safety concerns and inconvenience. Land managers observe that visitation has increased greatly in recent years and believe it will continue to do so.

Ulster County Area Transportation and Arrow operate transit service in the area geared to commuter needs. Trailways provides service between New Paltz and NYC.

Bicycling along the Byway route is hindered by the lack of adequate shoulders along some sections, and the roadways in the villages/hamlets are narrow and busy.

A system of sidewalks exists in Ellenville, New Paltz (recently renovated), Pine Bush, Rosendale, and improvements are planned by the NYSDOT for Wallkill, Napanoch, Walker Valley and High Falls.

B. The Effect of Byway Designation on Transportation

In developing our goals and defining the route, we have been mindful of the possible consequences of designation on traffic volumes and patterns in the region. We realize that designation in itself will result in some increase in traffic as the Byway becomes part of the NYS Scenic Byway system and is included in tourism promotion at the state and county levels. However, we note that tourist traffic does not generally conflict with peak commuter hours.

Burying utility lines and providing appropriate shoulders are among the improvements recommended for many sections of the Byway route.
These considerations are reflected in:

- the choice of major roadways with the capacity to handle additional tourism-related traffic.
- the design of the route to provide numerous access points which connect to major highways (see Access Map page G-2).
- the decision to adopt a strategy of dispersing tourism throughout the region rather than focusing on tourism growth.

The Shawangunk Mountains Scenic Byway, therefore, has a sound transportation system foundation that is well-suited to our goals. A change in volume due to Byway designation is not likely to impact the flow of traffic along these corridors. This system can be improved, however, with benefits in terms of safety, convenience and enjoyment for all travelers through the strategies discussed below. These strategies were developed with the help of transportation consultants, Buckhurst, Fish and Jacquemart, Inc.

In designing these improvements, it is important to recognize that the Byway is part of a broader regional transportation system, which functions to move traffic to and from destinations, jobs, central places and also carries a growing number of trucks.

C. The Unknown Effect of a Casino on the Byway

A casino with a 950,000 sq. ft. gaming area and 600 hotel rooms on 150 acres has been proposed on US Route 209, just south of the Byway route in the Town of Wawarsing, with parking for 300 cars and 100 buses or other vehicles. The effect this project would have on traffic along the Byway is not known. However, with estimates ranging from 200% to a 400% increase in peak hour traffic near the site, we must express our concern about the possible effect this casino might have on the experience of travelers along the Byway. Certainly, its effect on the character of the Town of Wawarsing and the Village of Ellenville would be great. But even areas a distance from the site are likely to be impacted, such as the historic district of Stone Ridge, along Rt 52 by Sam’s Point, and the route from the New Paltz Thruway exit out Rt. 299 and Rts. 44/55 over the Ridge to Wawarsing.

We request the State, in its review of the casino application, to consider the potential impacts on the Byway and the entire Shawangunk Mountains Region.

D. Goals

1. Build a strong identity for the Shawangunk Mountains Scenic Byway and Region.

2. Enhance the availability, convenience and safety of multimodal travel throughout the Byway and upgrade the appearance along the Byway right-of-way.

1. Strategies and Projects

Utilize a consistency of design and features to create a recognizable commonality along the Byway route.

a. Guiderails

At present, many types of guiderails are used throughout the Byway: W-Beam, galvanized and self-maintaining Box-Beam, and Stone Masonry. It is recommended that the distinctive rustic, self-maintaining Box-Beam guiderails be used as replacements along the entire Byway route, with the exception of where the stone masonry guiderails are presently used.
b. **Gateways**

Many of the communities along the Byway have welcome signs. A distinctive and substantial design for Gateway Welcome Structures would provide continuity along the Byway route. The use of elements associated with the Shawangunk Mountains region, such as Shawangunk conglomerate, Chestnut Oak trees, or other native trees/shrubs would add to the distinctiveness and meaningfulness of the structures.

**c. Signs**

Well-designed, properly-sited and legible signage is an important element of the Byway identity program. The sign program for the Byway is discussed in the Tourism Plan.

**2. Provide adequate paved shoulders, consistently, along all the state highways and county roads included in the Byway route.**

At present, sections of the state highways and all of the county roads along the Byway route have no or inadequate paved shoulders. Correcting these conditions would represent a major improvement in the transportation system in the Region.

According to the Ulster County transportation Plan 2003 Moving Forward, “Adequate road shoulders are not only important for safer bicycling and pedestrian travel, they provide for vehicle recovery areas thus reducing off road crashes. They also provide needed space for disabled vehicles or those involved in service or maintenance so that travel lanes remain clear; they facilitate snow clearance; and they increase pavement life. It is estimated that for our area pavement on a road with adequate shoulders will last 25% longer.

“Some locations on these routes also have a dangerous dropoff at the edge of the pavement or a reduction in width or loss of shoulders at the crest of hills.” These conditions are particularly hazardous for bicycling.

While improved safety is a priority, we are also mindful of the need to preserve the scenic quality of our roadways and to avoid giving a quiet country road the appearance of a super-highway by adding over-sized shoulders.

Our recommendation, therefore is for 4' shoulders on the State highways and for 2'-3' shoulders on most county roads. Further, the unpaved adjacent area should be graded to avoid a steep dropoff.

**3. Improve safety and reduce traffic backups by the redesign of certain intersections.**

Several of the intersections along the Byway (see road segments) were not designed to handle the traffic volumes we will continue to have, and should be considered for redesign.

Although each intersection should be considered in terms of its particular circumstances, we would like to recommend that consideration be given to the use of roundabouts along the Byway route. The roundabout is not a “cure-all” for all intersection problems, and the design does have drawbacks. But it does have special advantages of particular value for a scenic byway.

According to our transportation consultants Buckhurst, Fish and Jacquemart, Inc., “Originally developed in the United Kingdom
in the late 1960's ... there are about 50,000 modern roundabouts in the world today, and perhaps 500 in the U.S. They are gaining popularity all over the world, mostly due to

the better safety, shorter delays and greater aesthetics in comparison to traffic lights.

A recent NYS DOT study of 33 roundabouts built in the U.S. over the last 10 years showed that total crashes decreased by 47%, and injury crashes dropped 72%, with typical intersections in higher-speed, rural environments showing the greatest benefits.

"Unlike the high volume two-lane roundabout in Kingston, which also has bypass lanes for right turns, we would envision primarily one-lane Roundabouts for the Shawangunks, which are even safer than two-lane and easier to handle."

Special reasons for considering Roundabouts on the Byway are: (a) the central island provides an ideal location for local identification and landscaping, (b) they add a distinctive, unifying feature to the route and (c) roundabouts enhance the "sense of arrival" travelers would experience at some locations.

4. Improve landscaping along the Byway right-of-way.

Better landscaping is one of the major ways the beauty and rural character along the Byway can be enhanced. In our communities,

over time, we have lost scores of trees to development, the building and widening of roads, utility lines, diseases like Dutch elm and Chestnut blight and age. The toll has been great, and it has far outpaced efforts to replant trees.

The answer is for each community to organize a landscape advocacy group to (a) become knowledgeable about the science and art of landscaping public places and right-of-ways, utilizing the resources of Cornell Cooperative Extension, the DEC's Urban Forestry Program, the National Arbor Day Foundation, and Landscape Consultants. Then, (b) to assist local planning boards in encouraging attractive, sustainable landscaping when land use decisions or special permit reviews come before the board. And, (c) to gain the cooperation of the NYSDOT to provide landscape plans and plant material for those locations where land owners agree to provide the necessary care on a continuing basis, aided when possible by the above group of landscape advocates.

Newly planted trees in Pine Bush.
In addition, our towns/villages should consider the adoption of landscape standards. For residential subdivisions, these should include the requirement for street trees every 35-40 feet. Significant trees on the parcel should be identified, and conserving these trees should be considered in the design of the site, with appropriate measures taken to preserve these trees during the construction process. For commercial developments, parking at the side or rear of a facility will aid landscaping design. Tree islands with the space of at least two parking stalls each, with one of these islands for every 20 stalls, will perform better than smaller units.

Sunken planting beds and rain gardens should be considered in parking lots and medians where the opportunity exists to provide both landscaping and water quality treatment.

It is also recommended to remove unhealthy and dead trees along the r-o-w when doing so will open up views of the mountains and countryside.

5. **Improve roadway design with raised instead of painted medians.**

Utilizing raised instead of painted medians provides additional opportunities for landscaping with trees, shrubs or perennials when these do not interfere with sight lines. According to consultants BFJ, “These medians can serve multiple purposes, including separating oncoming traffic lanes at larger intersections and providing rear-end protection for vehicles in a left-turn lane. Raised medians also have the benefit of helping to reduce traffic speeds, acting as refuge islands for crossing pedestrians, and if the medians are wide enough they provide space for a turning lane at major intersections. Raised medians also serve as access management devices by eliminating left-turns, and thereby improving traffic flow and pedestrian safety.”

 Exit from the NYS Thruway at New Paltz. Landscaping improvements (photo below) would make this a much more appealing entrance for the town, and still maintain the functionality for the Thruway Authority.

Existing painted median.

Photos and art by BFJ

Proposed median landscaping.
6. Upgrade the safety and attractiveness of our Main Streets.

a. **Bury utility wires where possible.**
   Overhead utility wires are prominent on many of the Main Streets, where it might be economically feasible to bury the wires. If so, according to BFJ, “certain sidewalk paving styles can be chosen to allow for work on the utilities without completely replacing the sidewalk. Such sidewalks usually contain small brick pavers. These also provide an aesthetically pleasing edge for the pedestrian area along a Main Street. Where this is not an economical option, the wires should be sited to be minimally intrusive, and care taken to prune trees properly.”

b. **Plant street trees and other landscaping.**
   “Using planters or low-growing trees on the side of the street where there are utility wires, and planting street trees on the opposite side creates landscaping on both sides without requiring the pruning of trees for utility maintenance,” says BFJ. There are also many places along the Main Streets of our villages/hamlets where more street trees, shrubs or flowering plants could be grown, enhancing the attractiveness of our neighborhoods for all of us to enjoy.

c. **Minimize sign and light pollution.**
   To retain the special character of our villages/hamlets, it is important to consider the adverse effect of sign and light pollution. Certainly, businesses can be promoted and the necessary level of night visibility achieved without creating an atmosphere so disturbing to the senses that it repels the visitors whose trade we want to gain. We suggest that this be done through ordinances, guidelines or the consensus of local business groups in a manner best suited to each municipality.

d. **Improve pedestrian safety.**
   High-visibility pedestrian crossings are recommended to alert drivers to the presence of pedestrians and to their right-of-way. These are more attractive when done with granite block pavers than with painted striping. BFJ says “Street neck-downs (see photo) are often added to enlarge and improve the pedestrian domain.

The establishment of pedestrian zones, in areas where walking is a means of transportation, should be considered for appropriate Byway villages/hamlets. Sidewalk studies are suggested in the route segments.

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*Existing signage and overhead utility wires in Wallkill.*
*Photos by BFJ*

*What the same street would look like with sunken utility lines, pedestrian scale lighting.*
7. Utilize access management to reduce traffic conflicts.

Our town/village planning boards play an important role in access management, and provide a key tool to shape the safety and efficiency of our Byway roads now and into the future. According to the Federal Highway Administration, access management is “the process that provides access to land development while simultaneously preserving the flow of traffic on the surrounding road system in terms of safety, capacity and speed. It attempts to balance the need to provide great mobility for through traffic with the requirements for reasonable access to adjacent land uses.”

The Ulster County Transportation Plan (2003) states that implementing access management techniques improves safety, preserves highway capacity, helps the economy and the environment, and saves tax dollars. Techniques cited in the Plan’s Access Management Guidelines include:

- Limiting driveway connections
- Restricting the number of driveways per lot
- Providing adequate driveway spacing from and between intersections, and between driveways.
- Establishing driveway specifications for turn radius, sight distance and throat length.
- Utilizing channelization islands and uniform signal spacing
- Creating turn lanes and continuous two-way left-turn lanes
- Utilizing medians to limit turning movements
- Providing frontage and parallel roads
- Encouraging internal access connections for developments as an alternative to frontage roads.
- Applying access management techniques to subdivision design.

Our municipal boards can require that access management techniques be initiated for developed areas when there is a change in ownership or land use, requiring special permits or a review of site plans.

8. Encourage the use of bicycles throughout the Byway Region.

In addition to the recommendations above for shoulders, guiderails, signs, intersections, and access management, all of which will benefit bicyclists, the following bicycle-specific suggestions should be considered:

a. Partner with local bicycle organizations, such as Mid-Hudson Bike Club, Orange County Bicycle Club, Gunks Mountain Bicycling Association, bike shops and others to define a network of slower, local roads for bicycling throughout our Region, such as Berme, Tow Path, Bruinswick Roads and others. This network should be signed as local bike routes and a program for publicizing these routes and connections developed.

b. Study the possibility of “Park ‘n Bike” facilities which could be used by bicyclists to park, bike a section of the Byway and return.
c. Welcome resident and visiting bicyclists with installation of bike racks at key locations in villages/hamlets. This will enable bicyclists to ride from home to the commercial centers, park the bike, shop and do other chores, and then return home by bike.

d. Create “Biking in the Shawangunk Mountains Region” brochure giving Byway and back road routes, as well as tips and safety help.

e. Install “Share the Road” signs to help vehicle/biker consideration and courtesy. This message of “Share The Road” should be included in all Byway information related to the Byway route and regional attractions.

9. **Study the possible use of a shuttle bus system between the Ridge and nearby villages/hamlets.**

A shuttle bus program offers the opportunity to reduce vehicle usage, enabling more visitors to access the ridge without increasing parking needs. It also may allow hikers/bikers to be ferried from one location on the ridge to another, possibly reducing trail head congestion since it may avoid the need for hiking/biking a circular, or out-and-back route.

At Acadia National Park in Maine, the Explorer Shuttle Bus has been highly successful in providing service to visitors and minimizing the impact of vehicles on the island. Each year, the 17-bus fleet carries over 285,000 passengers. The Acadia program, based on an in-depth study of the needs and preferences of potential users, should be used as a possible model for a Shawangunks shuttle bus.

10. **Improve handicapped access, particularly to nature areas.**

An inventory of handicapped access locations in the Byway region has been prepared by New Paltz resident Norman Turner with the cooperation of the Resource Center for Accessible Living in Kingston. These locations should be publicized by the Byway as part of its public participation and tourism activities.

Ways to provide additional access should be explored, in particular the possibility of wheelchair access from routes US 44/NY 55 to Awosting Falls.

11. **Extend trails to link communities.**

Although many of our communities are separated by considerable distance, we should seek to form linkages for pedestrians where possible. It will also be helpful to inform travelers along our present trail systems of the location of amenities which may be near, thereby linking these trails to the nearby hamlets/villages.

12. **Advocate maintenance of rights-of-way.**

The Partnership should develop a working relationship with the NYS DOT resident engineers and the county highway superintendents and advocate for a high level of maintenance along the Route.

The Partnership should also initiate a program of encouragement and support for the many Adopt-A-Highway groups in the Region.

Neckdowns and bollards are traffic calming devices used along this Main Street. Photo by BFJ
Description and Recommendations for Segments

Jurisdictions: Route 299 west of the Wallkill is a county road that functions as part of the Federal highway system...Route 299 from the Wallkill to Route 32 is a Village of New Paltz road. From Route 32 east it is State Route 299. Other jurisdictions are US44/State 55, State Route 208, State Route 213, US Route 209, State Route 52, State Route 302, Orange County Road 14, Ulster County Road 9, UC Road 18, UC Road 7, UC Road 1.

1. NY Route 299 from the Thruway to the Wallkill River

Note: The Byway route and conditions in New Paltz will be subject to the results of the NYS DOT comprehensive study of this area.

Description: (1.5 miles) This is a busy two-lane road that passes through the commercial center of the Town of New Paltz and, at Joalyn Rd, enters the Village of New Paltz. W-beam guardrails. Major renovation of sidewalks and curbs along Main Street in the village was completed by the NYS DOT in 2003.

Recommendations: At the I-87 Thruway interchange, major landscaping work is needed to overcome the effect of a major truck-parking facility on one side and a cement barrier storage area on the other. A berm and plantings of spruce do help screen a commuter parking lot. Landscaping the two islands at the entrance would create a favorable visual impression of the Region for visitors at this key gateway.

Opposite the interchange is the ideal location, given the present routing of traffic, for a Shawangunk Mountains Scenic Byway regional information center. This is also a good location for a Gateway Welcome Structure, and study should be given to the location for an information kiosk.

Several trees along the Thruway overpass have died and should be replaced. The appearance of the road would be enhanced by additional shade trees and the burying of utility wires. This should be con-
2. UC Route 299 from the Wallkill River bridge to US44/NY55

**Description:** This nearly 6-mile two-lane county road provides some of the most scenic views along the Byway. It passes over the Wallkill River via a narrow steel trestle bridge, and goes from the Town of New Paltz to the Town of Gardiner just east of Yankee Folly Road. The road is in good condition except for the lack of shoulders. W-beam guardrails.

**Recommendations:** Although this is a State Designated Bike Route, the minimum four-foot shoulders required by this designation may degrade the value of this signature viewpoint. A more context-sensitive recommendation is a 2'-3' shoulder.

The New Paltz Transportation Study may consider whether a pulloff would be helpful just west of the bridge, giving travelers an opportunity to refer to their directions and to stop and enjoy the views. An information kiosk may also be useful here. Future technology might enable tourists at this point to be directed north toward Rosendale on the Byway or Mohonk Preserve's Spring Farm when the access points further west are full. The pulloff might be incorporated into the design of a Roundabout at Springtown Road. Utility lines for the first mile along Rt 299 and also along Springtown Road are particularly intrusive, marring these beautiful views. Burying these utility lines should be given a priority here. Since this section of the road is in the floodplain, suitable flashing signs should be available for use when it does flood.
Signs alerting travelers to Wallkill View Farm Market and Jenkins-Lueken's market would help their businesses and aid safety.

The intersections of Rt 299 and Libertyville Road and Gatehouse Road should be studied for redesign. Elimination of the Y intersection to a T would be safer. Also at Rt 299 and Sparkling Ridge.

Two make-shift pulloffs near Butterville Road should be eliminated for safety and aesthetic reasons.

3. US Route 44/NY Route 55 west to Kerhonkson

Description: (10.4 miles) This two-lane road winds through a notch in the mountain, provides access to the Mohonk Preserve and a scenic pulloff overlooking the Wallkill valley. Passing forests and cliffs, the road serves the Peters Kill access and main entrance to Minnewaska State Park Preserve. Two pulloffs west offer spectacular views of the Catskills and then the road descends past residential and service use areas, over the Rondout Creek to the intersection of NY Route 209 in Kerhonkson. The section has rustic guiderails and steel box-beam, W-beam and stone masonry guiderails. Shoulders are of adequate width in most but not all places.

Recommendations: The intersection of Rts 299 and Rts 44/55 is one of the priority areas for improvement along the Byway. It has potential for providing tourism services with design features that complement the dramatic open views here of the cliffs. An intersection study, with the participation of the land owners in this area, should consider the need for a turning lane and signage alerting traffic in advance of the turn. An overall landscape plan is also needed. This is an ideal location for an information kiosk, or possibly a major shuttle bus stop.

The inside of the hair-pin turn is being overrun by long vehicles, and consideration should be given to redesign of this turn, factoring in the uncertain value of the pulloff opposite it.

Shoulder width is adequate, except where the shoulder narrows to less than a foot.

The three scenic pulloffs would benefit greatly by signs alerting travelers to their location in advance. Interpretive signage would enhance the extent and meaningfulness of their use.
Parking by Mohonk Preserve users should be discouraged at the Wallkill Valley pull-off. This area should be reserved for travelers to enjoy the scenic views and for the location of an information kiosk, helping travelers learn about the Wallkill Valley.

The overflow of cars at Mohonk’s West Trapps entry, the Peters Kill and main entry to Minnewaska State Park Preserve presents a hazardous conditions. The Minnewaska State Park Preserve’s Master Plan calls for a new, improved entrance. A major study of ways to manage this overflow at all three access points should be undertaken.

For handicapped access, two spaces, one for wheelchair vans, off the eastbound lane of Rts 44/55 at the bridge over the Peters Kill, and a designated trail leading to Awosting Falls, should be considered. This would provide quality wheelchair access to one of the most beautiful areas in the Shawangunks.

The “T” intersection of Rts 209 and Rts 44/55 is one of the priority areas for improvement along the Byway. Vehicles entering Rt 209 from the Ridge are faced with a safety concern, particularly when making a turn southbound. It is also an intersection where visitors will be executing key decisions about which way to go since it is where the Byway spur meets the north-south Rondout corridor. A study that would consider needs for (a) safety, (b) directions, (c) tourism information, and (d) improved landscaping should be considered for this important intersection.
4. NY Route 302 from NY Route 17K in Bullville to Pine Bush

Description: (5.3 miles) This is a beautifully scenic two-lane road. The 4.1 mile stretch from Burlingham Road to Van Keuren Road was designated a State Scenic Road in 1988 by the DEC. Heavy traffic during peak hours due to commuting south. Some 60 school buses also use this road. Shoulders are narrow, although better south of the OC 48 intersection than north of it. Steel box beam guardrails.

Recommendations: At Rt 17K, signage and an information kiosk would help announce the

The intersection with County 48 is hazardous due to the speed of vehicles coming over Thompson Ridge, and this is the cause of rear-end collisions with cars turning onto Rt 48 by the Hopewell Presbyterian Church. A study of solutions should consider a caution signal, warning signage, and rigid speed enforcement.

Travelers heading north need advance notice of the Crawford rest area in order to safely access it. The area has the potential to be more attractive. Excess mulch around the base of the trees here may invite insects and disease.

Byway and orient visitors to the region. This should be part of a redesign of this intersection, and integrated into the wider turning lanes which are needed here.

Scenic pulloffs on both sides at Thompson Ridge would give travelers an opportunity to enjoy the views of horse farms and the Shawangunks. These might be combined with an information kiosk to help interpret these views and the rich history of the area.
5. In Pine Bush, NY Route 302 and NY Route 52.

Description: (1.2 miles) The busy hamlet of Pine Bush starts just north of Black Hawk Road on Rt 302 and extends to where the same road meets NY Route 52. This is a busy two-lane Main Street road. The sidewalk/curb system is irregular and in disrepair in many places.

Recommendations: As traffic continues to increase along Rt 302, (Pine Bush is designated a Priority Growth Area by Orange County Planning), and as more homes with driveways are built adjacent to the road, access management is needed to preserve scenic beauty, aesthetics and enhance safety.

An upgraded sidewalk system with curbing is needed from Borden Avenue on Rt 302 to Boniface Drive on Rt 52. This, along with access management and improved landscaping, will help the Town’s “Renaissance” plan for the redesign and rehabilitation of Main Street to be successful. The burying of utility lines through the hamlet would also aid beautification.

A redesign of the Rt 302/Rt 52 intersection is indicated by the peak hour traffic backups and the need for an aesthetically pleasing juncture of these two Byway roads. The redesign should consider the possibility of a Gateway Welcome Structure and information kiosk. This would help tourists decide which direction to take, and is a logical location for this facility.
6. NY Route 52 from Pine Bush to County Route 14 at Allard Corners

**Description:** (3.7 miles) This is a two-lane State highway through rural areas with scenic views of farmland and the mountains in the distance. The fast-moving road has narrow, irregular shoulders, with a steep dropoff, and W- and steel Box-beam guiderails.

**Recommendations:** 4' shoulders are needed along this road. In many sections, there is no room to pull off the road even slightly. The Byway rustic box-beam guiderails will add more safety. The pulloff at County Route 17, Fleury Road, where Rt 52 goes from Crawford into Montgomery, is in need of major repair, or elimination. The Byway turns left at Orange County Route 14, and a left turning lane should be provided here, along with advance signage to alert travelers from either direction of this turn for the Byway route.
7. North on OC Route 14 and UC Route 9, east on UC Route 18

**Description:** (3.3 miles) With 0.8 mile of Orange County Road and 2.5 miles of Ulster County Road, these are scenic two-lane county roads which are in good condition except for the lack of shoulders. W-beam guardrails are used.

**Recommendations:** Safety can be improved at the 4-way stop sign intersection of Rt 9 and Rt 18. Some cars do not make the full stop, and sight distance can be obstructed by the vehicles in the private driveway on the northeast corner and the brush on the other corners. Drivers should be encouraged in advance to slow down, and to come to a full stop. This may be a potential location for a single-lane roundabout.

On the west side of the Wallkill Bridge, a privately-owned pull off should be curbed to discourage illegal parking here.

The condition and capacity of the bridge over the Wallkill should be studied by NYSDOT and Ulster County and necessary recommendations made and implemented to assure its suitability for the Byway, including improvement of the aesthetics of the pipeline.
8. UC Route 18 and NY Route 208 through Wallkill to NY Route 300.

**Description:** (1.2 miles) This is at first a two-lane Ulster County road going from the Wallkill Bridge through the hamlet of Wallkill, passing through the Main Street section. Then NY Route 208, coming from the south, intersects and the Byway follows Route 208 north, past the town offices and park, up the hill through a residential section with wonderful old homes, past the middle school to the NY Route 300 intersection.

![Map of Wallkill area](image)

**Recommendations:** The Comprehensive Plan recently approved by the Town of Shawangunk includes sound recommendations for design and landscape ordinances, a facade improvement program, and a business improvement district for Wallkill. As part of this, landscaping (including street trees) should be considered in front of the post office. Prominent signage is also needed at this point to direct Byway travelers to turn here.

Consideration should be given to signage that would inform travelers along Rt 208 of the services available in the Wallkill business area. Also, signage to encourage southbound Byway travelers to continue through the business area on the Byway instead of turning down Rt 208.

Consideration should also be given to landscaping in front of the police station, and to creating more park facilities, such as benches, walks, landscaping at Borden Park with available parking indicated. This should be done also at the nearby entrance to the Shawangunk Trail.

The attention of an arborist is needed to prune, thin and improve the livability of the big and beautiful old maple trees along Bona Ventura Street (Rt. 208), and also the trees at Borden Park.

For travelers who wish to turn east on NY Route 300, a full-width turning lane would help the flow of vehicles at this traffic light intersection. Major redesign of this intersection is indicated by the intention to develop a Gateway Overlay Zone here cited in the Town of Shawangunk Comprehensive Plan of 2003.