9. NY Route 208 from NY Route 300 to US44/NY55

**Description:** (5.3 miles) Other than the small commercial area at the Rt 300 intersection, NY Route 208 is a 2-lane highway with good 4’ shoulders and steel box-beam guardrails until the hamlet of Ireland Corners at the intersection of US 44/NY 55.

**Recommendations:** At the crossroads of two major routes, the hamlet of Ireland Corners has the potential for further economic development by offering more services to tourist and other travelers along these roads.

Some landscaping here would improve the attractiveness of the intersection, and should be integrated with the signage needed to inform travelers of the attractions west toward the hamlet of Gardiner. When completed, the Town of Gardiner Comprehensive Plan may indicate the desirability of a Byway “spur” west along US44/NY55. If so, we will apply to amend our designation to include this.

Consideration should be given to a reduction in the speed limit for south-going traffic on Rt 208 so that the 45 mph limit is extended to 0.8 mile beyond this intersection. This should be done along with an examination of parking demand and access management associated with high volume farm markets.

Farm market signage is needed for the three farm markets along this road.
10. NY Route 208 from Rts 44/55 to NY Route 299 in New Paltz

Description: (5.7 miles) North of Ireland Corners, Route 208 continues as a scenic two-lane highway but with very narrow shoulders along the southern section. W-beam guiderails are used, except just south of Watch Hill Road, where steel box beam guiderails are used.

Recommendations: With the high amount of truck traffic on this State highway, 4' shoulders are needed. Also, the rustic Byway box beam guiderails.

The intersection with Jansen Road is excessively wide, and would be more attractive if the roadway was narrowed at this point to conventional specifications.

Thinning out elm trees on the west side just south of the town line will open up views of the mountains. Conversely, additional landscaping with trees between parking areas and the road is suggested. This will improve the appearance of the Byway along this section.

Location of a scenic pulloff with an information kiosk where the views of the mountains are particularly special should be considered. This might be done in cooperation with a farm market.

At the busy intersection of Rt 208 and Rt 299 in New Paltz, the Byway route requires a difficult left turn, and there is not room here for a turning lane. A detour for bicyclists, using Mohonk Avenue and Water Street, is suggested. The route of the Byway between this intersection and Springtown Road is covered above.
11. UC Route 7, Springtown Road, to NY Route 213 in Rosendale

Description: (7.4 miles) This is a winding, scenic two-lane country road, with views of farmland and Bonticou Crag. The road is in good condition but has practically no shoulders and W-beam guardrails. It is joined by Mountain Rest Road, adding some traffic coming over the mountain. The road does flood between Rt 299 up to Dug Road, although this is not normally during the summer months.

Recommendations: This is not a heavily traveled road, and it is not used by many trucks. A shoulder of 2-3’ is suggested to provide safer use by bicyclists. But it is important to preserve the country road character of this stretch of the Byway, and not to cut down the big old trees near the road edge.

Signage is suggested at the new New Paltz town boat-launching site, providing access to the Wallkill River. Consideration should be given to thinning of trees along this section to open views of the river.

The intersection of Springtown with Mountain Rest Road is an odd "Y" intersection with partial stop signs. It may benefit from an improvement such as a roundabout to assist the heavy left turn traffic movement.

As the road (Keator Rd) descends, it is important that a wider (4’) shoulder in good condition, with reasonable slope, be provided for bicyclists going in either direction since this is not an easy hill to negotiate.
12. NY Route 213 from Route 7 in Rosendale to Route 1 in High Falls

Description: (3.3 miles) This is a curving two-lane road, following the old canal in some places, with very irregular widths and shoulders (due in part to the cliffs alongside the road) making turns particularly hazardous, and a combination of W- and steel box-beam guardrails.

Recommendations: Establish 10’ minimum width for travel lanes and widen to 12’ where the turn by the Snyder Estate is particularly hazardous. 4’ shoulders and rustic box-beam guiderails are recommended, with care taken to avoid narrow shoulders at turns. This will improve safety of access to the Snyder Natural Cement Historic District. Shoulders should be continued with consistency through High Falls to Lucas Turnpike.

At the intersection of Rt 7 and Rt 213, on the north side, is a good location for a “Welcome To Rosendale” gateway and information kiosk, encouraging travelers to attend to the attractions on Main Street and other parts of Rosendale.

A Gateway Welcome Structure is also suggested for High Falls.
13. UC Route 1, Lucas Turnpike, from High Falls to US Route 209

Description: (6 miles) This 2-lane country road is in good condition but has no shoulders and is fitted with W-beam guardrails.

Recommendations: Consideration should be given to ways to open up views of the Rondout Creek just south of High Falls, if so doing is agreed to by land owners.

Prominent Byway signage indicating the turnoff for the Rest Plaus Historic District and Kripplebush Historic District would enable travelers to be aware of these side trips off Route 1.
14. US Route 209 from County Route 1 to US44/NY55

Description: (5.5 miles) This busy two-lane road is designated a “future bike route” by NYSDOT. It has wide shoulders (except through Kerhonkson) and both W-beam and box-beam guardrails. There are a large number of driveways along the route with indiscriminate left turns in and out of these driveways.

Recommendations: The use of access management techniques over time will help to improve the aesthetics and safety along this multi-use section. Sidewalks and curbing are planned for the hamlet of Kerhonkson. Landscaping will help to retain the rural character of this area as growth continues.

Thinning of trees on the east side of Rt 209 just south of Samsonville Road, and rerouting utility lines, if possible, will open up impressive views of the mountains.

The intersection with Main Street in Accord should be considered for major redesign due to fast-moving northbound traffic coming downhill while traffic from Accord is trying to edge onto Rt 209, and some traffic from the north is trying to turn left into Accord.

Redesign should consider the possibility of an Accord Gateway Welcome Structure here. The tourism potential of Accord, with its unique character and active historical and recreational resources, is great and should be explored.

The Rondout Creek flows alongside Rt 209 in Accord and is joined by the Rochester Creek just north of Accord. Work on the Rochester Creek Bridge is planned by the NYSDOT. These waterways here offer the potential for scenic and recreational values. A study should be made of ways to realize this potential while protecting this Hudson River tributary.
15. US Route 209 from US 44/NY 55 to the Village of Ellenville

**Description:** (5.25 miles) Two-lane Route 209 continues with mixed uses and then becomes more commercial, with many driveways, as one goes south to the Village at Beckley Drive. Designated by NYSDOT as a "future bike route", shoulders are wide in the northern section, but narrow and become irregular south of the Rt 55 intersect. W-beam guardrails are used.

**Recommendations:** Here also, access management is particularly important to the improvement of the safety and aesthetics along the route. A less industrial and more scenic character will be enhanced by landscaping, particularly where there is room between parking areas and the road.

South of the Rt 55 intersect, a standard 4’ shoulder with box-beam guardrails should be maintained.

Design for the access at Rt 209 and Lundy Road to the entrance to the Vernooy Kill State Forest should consider the traffic which will be generated here. Depending on NYSDEC’s plans, this may be the location for a Gateway Welcome Structure.
16. In Ellenville, US Route 209 and NY Route 52

Description: (1.8 miles) The Byway follows Rt 209, Main Street, turns left on Canal Street and follows Rt 52 south. This is a busy commercial section, going through the heart of the village. The route has adequate turning lanes, but irregular curbs and sidewalks, with no separate area for bicyclists.

Recommendations: In 2000 the Village completed an Economic Development Strategy plan, JetWave, with recommendations for (a) improving the appearance and perceptions of the downtown area through enhanced public safety, (b) design standards for redevelopment and (c) gateway standards for Signage, Streetscape and Parking. As interested partners, the Byway and NYSDOT should be represented on the Village committee that is working to implement these recommendations.

Route 52 and Route 209 gateways should be constructed, consistent with the Byway design for Welcome Structures, to reinforce the sense of arrival for motorists and also as a traffic calming measure.

A design for upgraded curbing (granite) and sidewalks in the village, particularly along the Byway route, should be considered and be in harmony with the design standards of JetWave.

An alternative route for bicyclists should be offered through the Village, perhaps routing east-bound bicyclists to access Route 52 via Chapel Street, which avoids the narrow stretch of Canal Street. An adequate shoulder is needed at this intersection to allow bicyclists to enter Route 52 safely.
17. NY Route 52 from Ellenville to Pine Bush

Description: (11.2 miles) This two-lane road goes from the Ellenville line, through the hamlet of Walker Valley in the Town of Shawangunk to Pine Bush in Orange County. Two scenic overlooks enable travelers to stop and enjoy the incredible views across the Rondout Valley to the Catskill Mountains. The road provides access to Sam's Point Preserve and the Cragsmoor National Historic District. Shoulders are irregular. Guiderails are stone masonry and steel box beam.

Recommendations: This could be an excellent road for bicyclists but, because of the steep terrain, the shoulders need to be improved to assure at least a full 4’ of uninterrupted space the entire distance.

Signage is needed to alert travelers to the scenic overlooks, which should be improved with information on the views ahead and the rocks behind as well as by reminders of proper trash disposal. The Village of Ellenville has an active volunteer group which provides cleanup of the overlooks, and they enjoy the cooperation of the NYSDOT in their work.

Several unofficial pullofs exist on this road and should be closed, through fencing or landscaping, or established as pullofs or/and place to turn around. At present, they are unsightly, cause hazardous exit and entry, and deteriorate the edge of the road. Signage is needed to alert drivers in advance to the Cragsmoor Road access to Sam's Point Preserve.

At Walker Valley, improved sidewalks and curbing are planned. A strategy to slow traffic down on Rt 52 through the hamlet is needed, along with a design for pedestrian crosswalks. Neckdowns may be effective here. Location of a Gateway Welcome Structure with an information kiosk should be selected, perhaps at the Marle Rd intersect, across from the fire house.

At the Y-shaped intersection of Rt 52 and County road 7 (Burlingham Rd), it is difficult for vehicles to make turns, and a redesign of this intersection is suggested, along with a study of how to make this area and the one opposite the town park more attractive.

The sidewalk at the Shawangunk Kill Bridge forces bicyclists into traffic and is a hazard. This should be redesigned, perhaps as part of the Rt 302/Rt 52 intersection redesign recommended earlier.
Goal: To encourage the preservation of the scenic, natural, recreational and historic resources of the Region.

A. The Ridge, Conservation Area and Open Space.

1. Assessment of Present Conditions:

The Shawangunk Mountains are the centerpiece of the Byway, providing the major share of the resources that give our Region its special character and significance. Preservation of the mountains is, therefore, basic to the success of the Byway.

The area that is actually mountainous (the ridge) may be delineated by a measure known as break-in-slope. This is where there is a significant and continuing change in elevation. Within the Byway Region (north of Route 52 to Rosendale), there are about 56,000 acres on the Shawangunk Ridge.

It is also important to consider the body of land adjacent to the Ridge. For our plan, we will refer to this as land in the Conservation Area, and it may extend for up to a mile from the Ridge line. This land has natural inter-relationships with the mountainous area and is, therefore, vital to the biodiversity of the region. Also, in some places, Conservation land functions as a transitional zone, protecting the more fragile biological communities on the ridge from the impacts of developed areas. A study is needed to accurately map the Conservation Area.

Inappropriate development is now and always has been the major threat to the Shawangunk Mountains. In the 1970s and 1980s, there were several proposals for major commercial projects on the ridge. In their place, we have the Minnewaska State Park Preserve, with more than 13,000 acres that are protected and open to the public, thanks to the cooperative efforts of preservation groups, New York State and the local communities around the mountains. Another example is the Awosting Reserve. As proposed by a group of investors during 2002, this would be a 323-unit subdivision with accessory buildings and a private 18-hole golf course.

The development would involve 2,660 acres of land just to the south of Minnewaska State Park Preserve and to the northeast of Sam’s Point Preserve in the towns of Gardiner, Shawangunk and Wawarsing.

About 33,000 acres in the Shawangunks are protected. This includes Minnewaska, the 6500 acres of the Mohonk Preserve, the 4600 acres of the Sam’s Point Preserve and lands of the Open Space Institute.

An additional 15,000 acres should be protected, according to the Shawangunk Ridge Biodiversity Partnership. That’s about one acre more for each two acres now protected.

The SRBP is a 10-member science-oriented consortium of public and private organizations working to conserve the natural resources of the Shawangunks. The Partnership includes the Cragsmoor Association, the Friends of the Shawangunks, the Mohonk Preserve, the Nature Conservancy, the NYS Department of Environmental Conservation, the New York State Museum, the New York Natural Heritage Program, the NYS

Farm fields provide an ideal buffer for the biodiversity of the Shawangunk Ridge, such as this field along Springtown Road
Office of Parks, Recreation and Historic Preservation, The Open Space Institute and the Palisades Interstate Park Commission.

The Shawangunk Mountains are included in the current New York State Open Space Conservation Plan as a priority project; that is, “listed projects should receive priority attention and, where appropriate, funding for State acquisition when they are offered for sale.” The Plan cites the Shawangunks as “one of the highest priority areas for biodiversity conservation in the northeastern United States.”

Preservation of the rural character of the countryside is given a high priority in the Comprehensive Plans of the participating municipalities. Measures such as zoning, setbacks, subdivision regulations, and site plan review are used to guide growth. Newer techniques, such as clustering and overlay districts, are in the early stages of adoption in the region.

The pressure for development has accelerated over the last four years, causing five of our eleven municipalities to impose a moratorium in order to update land use plans and regulations.

2. Strategies and Recommended Actions:


Consider Impacts on the Region: Lead agencies for SEQRA reviews should be mindful of the impacts of proposed subdivisions on the scenic, natural, recreational and cultural resources of the Region. The importance of these impacts on the Region should be recognized in the environmental and site plan review processes.

Municipal Review: The Byway municipalities with jurisdiction for land on the Shawangunk Ridge should review their comprehensive plans and land use policies in regard to the impact of possible future development projects and act on this review as each municipality decides is appropriate.

The Town of Shawangunk, for example, as a result of its recent Comprehensive Planning process, has created a Ridge Stewardship Zone. Provisions include:

Conservation Density: Density for the Zone is reduced from 2 acres to no less than 5 acres per dwelling unit.
Incentive Zoning: Higher density will be granted for subdivisions which agree to particular measures consistent with the Town’s comprehensive plan, such as clustering.
Development Standards: The Zone includes development standards, such as recommend in the Shawangunk Ridge Conservation and Design Guidebook by David Church and John Myers.

b. Utilize planning and funding opportunities for the preservation of Open Space:

Inform the NYS Open Space Conservation Plan: The Byway Steering Committee appreciates the important contribution New York State has made to resource preservation in our Region, and would like to encourage the State to continue its “bottom-up” process for developing the State Open Space Plan.
Several of our towns (Gardiner, Marlborough, New Paltz and Shawangunk) are in the process of developing local Open Space Plans and should inform the NYS Region 3 Open Space Plan Advisory Committee of their town’s priorities.

Develop Local Open Space Plans: All of our participating towns/villages should organize Open Space Committees to (a) inventory resources in each town/village, (b) formulate
strategies for preserving important land resources and (c) develop plans for implementation of these strategies.

Explore Regional Open Space Planning: Regional open space planning can build upon local plans and provide a perspective appropriate to the broad expanse of the Shawangunk Mountains Region. Such planning is of a scale that is essential to the preservation of biodiversity and expansive scenic views. To accomplish this, the Byway partnership should explore the feasibility of developing a Regional Open Space Plan, utilizing regional strategies and funding resources.

Inform county open space plans: The Byway should provide information on the resources of the Region and the Byway goals to appropriate Orange County and Ulster County government committees so that these may be taken into consideration when decisions are made relevant to county open space plans.

Work with area land trusts: The area land trusts are important facilitators for open space preservation. The Wallkill Valley Land Trust, for example, holds conservation easements on over 1,000 acres and expects to add several hundred acres more before the end of 2005. The Partnership should consider how it may be helpful to the land trusts, particularly in regard to funding outreach to landowners and for other operational needs.

Collaborate with the Ridge Partnership: The Byway partnership should explore the possibility of a cooperative relationship with the Shawangunk Ridge Biodiversity Partnership. It may be beneficial to work together on projects of regional scope, such as mapping and describing the Conservation Area. Other collaborative projects of mutual interest may be visitor, fire and deer management.

Plan Greenways: According to the NYS Local Open Space Planning Guide, a greenway "links recreational, cultural and natural focal points while conserving open space." It "may contain a mixture of public and privately owned land, and may extend over more than one political jurisdiction." In addition to preserving land resources, greenways would add to our recreational resources, extending opportunities for hiking, xc skiing and other outdoor activities.

For example, the New Paltz Town and Village Open Space Committee is working with a group of property owners to develop a Mill Brook Greenway, accommodating large-scale land development while preserving 150 acres out of the 350 acres, and providing for a continuous hiking trail adjacent to Federal wetlands.

Explore Multiple Funding Sources: Preserving the vast acreage of land in the Shawangunk Region with highly valued resources will require multiple sources of funding.

Our towns/villages should explore public support for revenue bonds to generate funds to preserve important lands, as in local Open Space plans. The Town of Montgomery, for example, approved a $525,000 bond that

![Linking open space connected to Federal wetlands is planned as part of a large-scale land development project in New Paltz.](image)
has preserved 163 acres of farmland. In addition, the Byway Partnership will encourage and assist cooperative efforts to gain needed funding opportunities from federal, state and county sources, as well as through partnerships with private conservation organizations, such as the Open Space Institute, The Nature Conservancy and others.

Consider Recreation Land Dedication: Municipalities should consider the land option in lieu of a recreational fee when the land is of suitable size and is in an appropriate location.

As the State Planning Guide states: “Subdivision regulations can require developers to set aside a certain percentage of their land for recreation or parkland purposes or, alternatively, to put an equivalent amount of money into a trust fund for the acquisition or improvement of recreational or parkland.

“By requiring planning boards to make a finding as to whether or not each plot should have parklands on it, subdivision regulations can require planning boards to examine and plan for the park and recreational needs of their communities.” This should include greenway possibilities. “Having an adopted plan which addresses recreational open space resources simplifies the analysis that the planning board is required to undertake for each residential subdivision.”

Municipal codes in the Region allow planning board to reserve up to but no more than ten per cent of the gross area of the subdivision, or the equivalent value as a fee.

Encourage Conservation Subdivision Design: This technique, also called cluster design, allows flexibility in the design of subdivisions so as to preserve certain resource on the property. The resource may be open space, farmland, scenic views, known wildlife migration routes, a grove of big old trees, stone walls, a stream, a historic barn or other resource that has value to the community. The idea is to design the subdivision in a way that preserves the resources while still enabling the authorized number of housing units to be built.

Although clustering has been used in the Byway Town of Montgomery since the late 1980s, it is only now gaining some acceptance in other areas of the Region.

The Town of Crawford approved its first conservation design in 2003 along Scenic Road Route 302 in order to preserve scenic views, open space and a historic barn while building 10 houses on lots of up to 40,000 sq. ft. The Town of Shawangunk, as a result of its new Comprehensive Plan, is encouraging clustered subdivisions.

The Town of New Paltz now requires that, for subdivisions over 10 acres, a conservation design must be submitted.

The following recommendations are presented as ways to encourage subdivision which achieve resource preservation goals:

Clarify the Process: Municipalities should recognize that the procedure for planning a conservation design subdivision is different from that for a conventional subdivision. It is important to clarify what this procedure will be, and to emphasize the value of following this procedure, particularly in regard to identifying the natural features of the site before laying out the houses and roads.

At Outlook Farm in New Paltz, 34 homes were sited in a wooded section of the land and 20 acres of open fields were put into a conservation easement.
**Specify Open Space Requirements:**
The minimum percentage of buildable land that should be reserved as open space should be specified in the municipal subdivision regulations. This lets developers know the town's requirements, assures equality of consideration, and helps achieve the town's open space goals. The Town of New Paltz specifies 50%, which is the minimum suggested by authority Randall Arendt.

**Share Experiences:**
As more conservation design subdivisions are approved and built in the Region, the Partnership should provide a means for communicating information about these projects to all the municipalities in the Region and their local planning boards, as well as the county planning boards. This will provide an exchange of ideas and a way to visualize possibilities. An organized tour of these sites might be desirable.

**Study Sewage Disposal Options:**
In consideration of the poor soils we have in some areas of our region, a study of sewage disposal options is needed. Done in cooperation with county health authorities, and with reference to specific soil conditions, the study would provide engineering and practical guidance on how sanitary sewage disposal may be achieved with cluster subdivisions, including common systems.

**B. Scenic Resources**

**1. Assessment of Present Conditions:**
Preservation of our beautiful scenic views is important to the Byway and to the people who live here, as expressed in all of the Comprehensive Plans of the municipalities around the Shawangunk Mountains. This will be no easy task considering the pressure for development we are experiencing just an hour or so north of the metro New York area. Our municipalities are exploring various ways to preserve these views, such as the cluster subdivision on Thompson’s Ridge along Rt 302 in the Town of Crawford.

We are also faced with the possibility of the intrusion into our scenic views of cellular communications towers. So far, we have managed to escape the marling of important views by conspicuous siting. But there is uncertainty about how to provide for the continuing growth in cellular communications without compromising our scenic resources.

**2. Strategies and Recommended Actions:**
Implementation of the recommendations in the previous section will go a long way toward preserving scenic views. Regional efforts may be of particular importance since views often reach beyond municipal lines. However, much of the success in preserving scenic views will depend on the many evaluations and decisions made by local planning boards in the review process for individual subdivisions and site plans. These volunteer planning boards have limited time and resources. The Partnership should develop tools which will be helpful to the local planning boards.

For example, the Partnership should enlist the resources necessary to compile, study, digest, simplify and present information on view-saving techniques in a clear and graphic brochure. A presentation of this material should also be given in each town/village to a meeting of the Planning Board along with the Town/Village Board.

**Sponsor Informative Presentations/Discussions:**
The planning boards around the Byway are faced with similar issues, and will benefit greatly from each other’s experiences. The Partnership should inquire of local planning boards about their thoughts on how these experiences might be shared, and should experiment with various ways of doing this.

*Open fields make it difficult for planners to site homes without disturbing scenic views.*
Create a regional approach to wireless telecommunication facilities: To preserve the important assets of the Byway, its scenic views, and significant historic, cultural and biodiversity areas, a regional response to the siting of wireless telecommunication facilities is needed. The Byway’s inventory and analysis of these assets provides an excellent basis on which to build this response. Working together, the communities should review their existing controls and develop like-minded legislation that includes:

- use of terrain, existing vegetation and structures as well as tower design to minimize visual impacts;
- use of photographic simulations and other modeling tools to depict and analyze alternatives and their impacts;
- proactive measures to insure that adequate coverage is achieved throughout the region for public safety and convenience.

Comply with restrictions on outdoor advertising:
It is important to prevent the loss of scenic views to outdoor advertising signs. Portions of the Byway are part of the Primary Highway System (PHS) in New York State. Outdoor advertising signs along roads in this System have been and continue to be subject to the requirements of the Federal laws, the Federal and State agreements on the control of outdoor advertising, and sections of the NYS Highway Law.

We recognize that, with designation of the Shawangunk Mountains Scenic Byway, no new off-premise outdoor advertising signs may be erected along the Byway on roads on the PHS. To assure compliance with this requirement, it is important that municipalities do not issue building permits for new off-premise signs along roads on the PHS. To protect viewsheds along roads not on the PHS, we encourage municipalities that may not have already done so to consider restrictions on new outdoor advertising so as to maintain the scenic beauty along the entire Byway route.

Overgrown trees and brush around existing legally-registered signs may become unsightly and we support the issuance by NYSDOT of Vegetation Control Permits to owners of these signs for the clearing or pruning of trees and brush on NYSDOT rights of way.

C. Farmland

1. Assessment of Present Conditions:
Our farmland and agricultural enterprises are vital to the rural character of our region. Most of the distant views of the Shawangunks, and certainly the most beautiful, are across farm fields and orchards. Even fields not now actively farmed provide interesting, open scenic views.

Statistics are not available by town, but Ulster County had 2552 active farms in 1950, with 227,000 acres, or about 30% of the 730,000 acres in the county. Now there are about 350 farms left, on less than 10% of the land. The same trend is true for the Byway area of Orange County, as well as for many other areas throughout our country.

These cows in Kerhonkson were sold off in 2004 and will be replaced with Boer goats raised for a niche meat market.
2. Recommendations:

It is important to realize that the decline of agriculture in the Shawangunk Mountains Region will continue. Faced with this reality, it is imperative that we put into place the various measures cited in this Plan, and in the Comprehensive Plans of our towns/villages, which consider the eventual development of more of our farmland and strive to preserve the resources which make our region so special.

Our priority use of land, however, is agricultural, and we need to take full advantage of the programs that are available to enable those farms to survive that have the potential to survive and prosper in the future.

Observe the State Farm Laws: The participating Byway municipalities should familiarize themselves with the State’s Agricultural Districts and Right-To-Farm laws, which are designed to encourage the survival of farms where nonagricultural development is taking place. The Towns of Marbletown and Rochester, for example, have passed their own Right-To-Farm laws.

Apply for State PDR Funds: Efforts to preserve farmland in the Region through the purchase of development rights, funded in part through the State’s Farmland Protection Program, should be continued. Farms in our Region that apply for the PDR program may have special value, such as for scenic views, biodiversity or historic resources. Byway towns and villages should highlight these special values and help the Agricultural and Farmland Protection Boards of Orange and Ulster Counties to communicate these values when PDR requests are submitted to the NYS Department of Agriculture and Markets.

Provide local PDR funds: Many of our farms do not meet the State’s criteria for PDR funding, and yet have special value to our local communities. Byway towns/villages should explore local PDR funding sources to help preserve this farmland. The Town of Montgomery, for example, approved a $525,000 municipal bond that preserved 163 acres of farmland. Private non-profit organizations, such as The Open Space Institute, and others, should be involved in packaging PDR projects and helping to provide matching funds.

Encourage Niche Farming: A future for some of our farms may be achieved by supplying special niche markets, such as Community Supported Agriculture, or operations that take advantage of our proximity to metro New York. Some of these farms may be new, and may be small. Consideration should be given by local towns/villages to what might be done to help these operations succeed.

Allow Farming of Open Space: Where a section of farmland is subdivided, allow farming to continue on the portion of land which is dedicated open space (as in clustering) in order to help maintain the viability of the remaining farm operation.

Fund County Farm Plans: Agricultural and Farmland Protection Plans have been developed for Orange and Ulster Counties and these plans have been approved by the legislature in both counties. The county farm boards should seek the funds needed to fully implement these plans.

Form Byway Farm Partnership: The Byway should work with farmers to form a Byway Farm Partnership to explore ways the Byway can be helpful to agriculture in the region. Projects that should be considered include:

Hours-old calf and cow are part of the expanding grass-fed beef enterprise of the diversified and organic Four Winds Farm in Gardiner.
a. Helping to gain funding for implementation of county Agricultural and Farmland Protection Plans.
b. Creating a brochure which promotes farm markets, pick your-own and other ag tourism attractions along the Byway and in the Shawangunk Mountains Region.
c. Explore the need to improve safety for travelers at farm markets. Consider signs to alert travelers to the location of farm markets so they can be prepared to slow down and pull in.
d. Encourage Farm/Community Days, when the local community and visitors are invited to tour local farms and understand more about the reality of growing food.

D. Recreational Resources:

1. Assessment of Present Conditions:

The Shawangunk Ridge is the recreational center of the Region, with hiking, mountain biking, rock climbing, xc skiing and many other nature-related outdoor activities. The demand for the use of these facilities has increased greatly in recent years and, on prime weekends, greatly exceeds access capacity, which is limited by parking areas, and the need to balance usage with preservation. The rail and canal trails also provide recreational opportunities in the valleys. So do the Wallkill River and the Rondout Creek. Local volunteer organizations, such as the Wallkill Valley Rail Trail Association, Inc., the D&H Canal Heritage Corridor, the Wallkill River Task Force and Friends of the Rondout play a key role in managing these resources.

2. Recommendations:

Expand Ridge Access: The Byway partnership should explore with Ridge land managers how to accommodate more visitors, such as a Smiley Road access to Minnewaska and the Sam’s Point Preserve, and the use of lands not now within the range of most visitors. In doing this, we must not allow the demand for public access to outweigh the need to preserve the special qualities of the Shawangunks.

Add to Public Lands: To provide more land in the Shawangunks for recreation, the Partnership should consider what role it may take in the purchase of such land, should it become available, through:

   a. an inter-municipal agreement allowing joint purchase of land financed by municipal bonds and managed as part of the municipal park systems of the cooperating towns.
   b. partnering by the local municipalities with state, county and nonprofit conservation groups in the purchase of land, should it become available, in the Shawangunks and adjacent areas, and managed by an entity representing the participants.

Develop Plans for the Wallkill and Rondout: The Partnership should encourage organizational and funding support for the development of comprehensive regional plans for the Wallkill River and the Rondout Creek. These two major tributaries of the Hudson River traverse the valleys around the Shawangunks and have the potential to provide greatly expanded recreational usage for kayaking, canoeing, swimming, fishing, etc. The Wallkill, for example, is designated a “Class B” river by the DEC, but it is also classified as an “impaired” river.

Recreational use should be considered as part of an overall plan for the restoration and preservation of these resources. This should include appropriate and adequate measures for pollution control, bank stabilization and for reduced sedimentation and turbidity.
The requirements for such planning are beyond the resources of the dedicated volunteer groups that have been the advocates for the Wallkill and the Rondout. Although some funding has been provided by the DEC, major backing, with appropriate funds and organizational capabilities, is needed for the technical studies and public participation that are essential for the recreational potential of these waterways to be realized.

**Assist the Rail and Canal Trails:** The Byway should cooperate with the rail and canal trail organizations in their efforts to provide continuity and extension of trail networks where appropriate. Although local community support is the vital energy for these trails, the Byway may be helpful in regard to organizing and funding of maintenance programs, Byway/trail signage and producing brochures that describe regional facilities.

### E. Historic Resources

**1. Assessment of Present Conditions:** The region has very active historic associations, such as Friends of Historic Rochester, the Huguenot Historical Society, the D&H Canal Historical Society and the Cragsmoor Historical Society. The Town and the Village of New Paltz have historic preservation commissions, and the Town of Marbletown Plan has specific strategies for historic preservation.

**2. Recommendations:**

**Provide A Regional Historical Entity:** The Partnership should be the galvanizing force for the formation of a Regional History Partnership. This would bring together representatives of the historic resources throughout the Region to discuss areas of possible mutual benefit, such as the coordination of events, sharing historic research and promoting the historic resources of the Region.

**Publicize Our History:** The Partnership should publish a brochure on the history of the Region for distribution to local schools and at local historic sites open to the public.

**Explore Rondout Valley Historic Industries:** The Byway Steering Committee sees great potential for visitor interest in the historic industries throughout the Rondout Valley. The D&H canal museum and the Snyder Estate (cement) provide venues for the public to be aware of these historic resources. But the valley and the Ridge were also the home of many other industries. The Partnership should explore how it can be helpful to the Rondout communities interested in the organization and presentation of historic information and displays related to these industries.

**Package Our Transportation History:** The impact on the Region of transportation... the old plank roads, the horse and buggy days, D&H Canal, the railroads, ... makes an interesting story, and especially when these are related to one another and to the lives of the people who lived here. This perspective may enable us to link transportation-related attractions in the Region, and help guide visitors from one to the other.

**Provide Assistance with Funding:** The Regional History Partnership should prepare an "overview" of the need for and availability of funding for historic preservation, restoration, enhancement and interpretation. This should be used as the basis for the Byway and the participating municipalities to help local historic groups gain access to low-interest funds.
(L-R) Town of New Paltz Supervisor Don Wilen, President of New Paltz Regional Chamber of Commerce, Joyce Minard, Mohonk Preserve Executive Assistant Ellen Bennett, Minnewaska State Park Preserve Manager Alex Collins, Town of Shawangunk Supervisor John Valk (Chair), Project Manager Al Wegener, Representative of the Town of Rochester Brinton Baker, Representative of the Town of Wawarsing Tom Gale, Village of New Paltz Mayor Jason West.
Plan For Management

A. Background

The Byway Steering Committee is made up of the chief elected officer, or official representative of each of the nine towns and two villages along the route. This committee represents the interests of the people in all of the communities around the mountains. We have met more than 30 times over the last four years and, despite changes in the elected leadership of some of the towns and villages during this period, our members have participated on a regular basis and have been able to reach decisions by consensus.

The planning process has been aided greatly by the support, expertise and technical assistance of the Advisory Group, representing NYS DOT, the planners of Orange and Ulster Counties, the Mohonk Preserve, Minnewaska State Park Preserve, The Nature Conservancy and the New Paltz Regional Chamber of Commerce.

Over 250 members of the public have participated directly through two rounds of meetings held in concert with municipal meetings, as well as presentation/discussions with community organizations.

B. Goal

To provide a regional management entity that will implement the Corridor Management Plan in a manner that respects home rule authority and also engages the active participation of the public in each of the communities along the route.

C. Organizational Structure

We will use the same basic organizational structure for the implementation of our Corridor Management Plan as we employed for developing the plan; that is, a central policy-making body, the Executive Committee, made up of the local municipalities, guided by the Advisory Board, representing various other interested and involved entities in the Region.

The organization will be called the Shawangunk Mountains Regional Partnership (SMRP).

The operation of the Partnership will be defined by an intermunicipal agreement (IMA) that will:

1. Identify the towns/villages involved.
2. Explain the rationale for the agreement.
3. Define how the partnership will function to implement the Corridor Management Plan, as well as additional programs related to the regional interests/concerns of the participants.
4. Describe the authority/responsibility of the parties involved for the actions to be taken by the partnership.
5. Define the relationship of the SMRP with its fiscal sponsor.

The members of the Executive Committee of the Shawangunk Mountains Regional Partnership will be the chief elected officer of the nine towns and two villages along the Byway route.

This grants authority for policy and major decisions to the participating towns and villages in the Region and assures that the regional partnership will operate in a manner consistent with home rule.

It also encourages the inclusion of regional matters in the deliberations of these local municipalities.

(L-R) Jason West, Mayor of the Village of New Paltz and Russell Robbins, NYS DOT Senior Transportation Analyst.
The Advisory Board may include representatives of NYS DOT, Orange and Ulster counties, the MPO’s and other governmental agencies, various organizations in the Region and the chairpersons of the various project committees.

Much of the work of implementing the Plan will be done by the project committees.

Initially, the following three regional project committees will be formed:

1. Tourism Committee
2. Transportation Committee
3. Preservation Committee

We anticipate that other committees will be formed within the first year:

1. Historical Resources Committee
2. Ag Partnership Committee
3. Recreational Resources Committee

These committees should include people from all of the towns/villages in the Byway Region. It is especially important that the people representing their towns/villages on the regional committees be included as part of the organizational structure of the local municipalities, and their activities should be recognized by their town/village board.

A Support Group will provide (a) the overall services necessary for the Byway to function and (b) the assistance needed by the Project committees to implement the plans.

The Support Group will consist of the:

1. Fiscal Sponsor, responsible for managing the financial affairs of the Shawangunk Mountains Regional Partnership.
2. Executive Director, provides organizational presence and outreach, coordinates all activities, makes direct approaches for funding, writes small grant requests, helps committees move projects forward.
3. Project Developer, to inform the SMRP of funding opportunities, to work with the committees in applying for and securing funds for major projects.
4. Secretary, drafts and distributes minutes of all committee meetings, assists the administrative functions of the SMRP.

The Mohonk Preserve has agreed to continue to operate as the fiscal sponsor of the Byway project. It is anticipated that the Preserve will agree to function as the fiscal sponsor of the SMRP on a continuing basis, although that is subject to the terms of this relationship as defined by the IMA. If this does not work out as anticipated, the SMRP will explore (a) sponsorship by other non-profit organizations and (b) the rotation of this function among the participating municipalities.

The option of forming a non-profit organization was considered by our group, and is still an option for us in the future. But our present arrangement has worked well, and we see no reason to change it at this point in time.
D. Public Participation

Public consensus and support for the Byway has been achieved mainly through presentations at the municipal meetings held in the towns and villages along the route. The format for these meetings were (a) presentation of a slideshow/talk by the Project Manager (b) discussion by the town/village boards and by members of the public in attendance at these meetings. These meetings were widely publicized by the local media.

One round of meetings was held early in 2001 when the basic concept of the Byway was discussed. The municipalities passed resolutions in support of the Byway planning.

A second round was held early in 2003, when the overall resources and goals of the Byway were presented and discussed by an estimated 260 people who attended these meetings in the 11 towns/villages. Many ideas were generated by these meetings that have been included in the Corridor Management Plan.

Additional presentations/discussions were held with the following:

1. Ulster County Legislature
2. Orange County Legislature
3. Ulster County Agricultural and Farmland Protection Board
4. NYS DEC Region 3 Open Space Advisory Committee
5. Wallkill Lions Club
6. New Paltz Area Chamber of Commerce
7. Gunks Mountain Biking Association
8. Mohonk Preserve Board of Directors
9. Mid-Hudson Bicycle Club
10. Town of Marbletown Community Development Committee
11. Village of New Paltz Historic Preservation Commission

As the Byway moves from planning to implementation, even greater participation by the public is essential so that implementation of projects reflects local needs, conditions and opportunities. Partnerships with community and special-interest organizations are also essential. Specific projects are included in the Tourism, Transportation and Preservation Plans for stimulating public participation and the building of partnerships. To initiate these projects, the Byway will engage in a continuing program of outreach in order to energize and organize the people in the various communities who have a stake in the success of the Byway and its regional goals.

E. Financial Concepts

We realize that implementing the projects outlined in these plans will require, over time, a very considerable outlay of funds, totaling many millions of dollars. These investments are essential for our region and will enable us to achieve highly worthwhile goals involving tourism and economic development, the improvement of our transportation systems, and the preservation of our scenic, natural, recreational and historic resources.
Considering the extent of the funding needed for our projects, a comprehensive and programmed approach to securing these funds is essential. This will be developed as part of the work plan to be established by each of the regional committees. In order to provide for projects involving tourism, transportation and preservation, we will explore a variety of sources, such as:

**Federal:**
- U.S. Department of Agriculture
- U.S. Department of Commerce
- U.S. Department of Housing and Urban Development
- U.S. Forestry Service
- Environmental Protection Agency
- Federal Highway Administration
  - NYS Recreational Trail Program
- Federal Surface Transportation Act funds
- National Park Service, Heritage Preservation Program grants
- National Trust for Historic Preservation

**State:**
- NYS Clean Water/Clean Air Bond funds
- NYS Council on the Arts
- NYS Department of State/Quality Communities Program
- NYS Department of Environmental Conservation/ Hudson River Estuary Grants Program
- NYS Department of Transportation

NYS Environmental Protection Fund
NYS Office of Parks, Recreation and Historic Preservation
NYS Scenic Byways Program
Hudson River Valley Greenway Communities, Conservancy and Byway program funds
Empire State Development / I Love New York program
Line/member item funding through members of the State Senate and Assembly who represent our Region.

**County:**
- Orange and Ulster county legislatures and tourist offices.

**Towns/Villages:**
- The 11 municipalities in the Partnership

**Membership and sponsoring activities by local businesses, merchants**

**Corporate grants**

**Funding through nonprofit organizations**

For large projects, we will utilize an integrated approach, calling on several avenues of funding to be used in concert.

We will also work with professional project development firms in the Region to open up innovative funding avenues. A review of the Seaway Trail’s “Financial Sustainability for Byways” study, available this Fall, may yield ideas we can adopt that have worked for other byways in the country.
And, in the Shawangunk Mountains Region, we have many individuals and organizations who value the exceptional resources we have here. We will certainly discuss with them the possibility of partnering with us on projects of mutual interest.

To enhance these fund-raising activities, an audience-specific variation of the basic Byway “Get Acquainted” piece developed for outreach will be created, along with a laptop presentation, explaining the resources, goals and programs of the Byway.

F. **Sequence of Work**

Following the presentation to the NYS Scenic Byway Advisory Board, the Executive Committee will finalize and gain ratification of the intermunicipal agreement that will be the basis for the Shawangunk Mountains Regional Partnership.

We will also reach the agreements necessary for the Support Group to begin/continue its work, and to raise the funds to sustain this infrastructure on a continuing basis.

An event should be organized to announce and publicize the designation of the Byway by the State Legislature and Governor George Pataki. Outreach to the public in each of the towns/villages along the Byway should be timed to coordinate with the official designation, and the “Get Acquainted” presentations should be delivered as soon after as possible.

Executive Committee members should interest and enlist volunteers to represent each community on the Project committees. The activities above will provide a favorable atmosphere in which to do this.

Project committees, aided by the Executive Director and the Project Developer, should elect their co-chairs, review the Byway Plan for each committee, establish priorities and a work plan, identifying funding sources. The resulting Action Plans, upon approval of the Executive Committee, will serve as the operating agenda for implementation of the Corridor Management Plan.
Farm fields in the Shawangunk Mountains Region
Appendix of the Shawangunk Mountains Scenic Byway

Corridor Management Plan

a Report of Public Meetings
b Letters of support

Prepared by Al Wegener, Project Manager.
Notes by Ellen Bennett, Executive Assistant, Mohonk Preserve.

A series of 11 meetings were held during March-June of 2003 to provide a progress report and opportunity for public participation in the planning of the Shawangunk Mountains Scenic Byway application to NYS for designation of State Scenic Byway status.

These meetings were held as part of the regular meetings of these town and village boards, with attendance by members of the general public, and were announced in advance and advertised, although some meetings dates had to be rescheduled because of snow or other causes.

<table>
<thead>
<tr>
<th>Municipality</th>
<th>Date</th>
<th>Attendance (est)</th>
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<tbody>
<tr>
<td>Rochester</td>
<td>March 6, 2003</td>
<td>25</td>
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<tr>
<td>Village of New Paltz</td>
<td>March 12</td>
<td>20</td>
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<tr>
<td>Shawangunk</td>
<td>March 20</td>
<td>15</td>
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<tr>
<td>New Paltz</td>
<td>March 27</td>
<td>20</td>
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<td>April 1</td>
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<td>Marbletown</td>
<td>April 2</td>
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<tr>
<td>Montgomery</td>
<td>April 3</td>
<td>10</td>
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<tr>
<td>Rosendale</td>
<td>April 9</td>
<td>28</td>
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<td>Wawarsing</td>
<td>April 17</td>
<td>30</td>
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<tr>
<td>Village of Ellenville</td>
<td>May 12</td>
<td>40</td>
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<tr>
<td>Crawford</td>
<td>June 5</td>
<td>7</td>
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</tbody>
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A record of the Byway presentation and discussion is included in the official minutes of these municipal board meetings. An estimated total of 260 people participated, for an average attendance of about 24 people, including board members.
Each of the meetings was facilitated by the municipal official or Byway representative, who gave some background on the history of the town/village with the Byway. Product Manager Al Wegener then gave a slide presentation which:

- explained what a State Scenic Byway is, the benefits, and the process of developing our Corridor Management Plan
- described our route and corridor and the rationale for them
- showed representative photos of the scenic, natural, recreational and historic resources of the region
- explained the overall goals agreed to by the Steering Committee
- indicated the major areas for strategy development for the CMP.

This was followed by comments from the audience and board, question and answers, with a brief sum-up by the facilitator.

Overall, enthusiasm for the Byway was high in all the towns/villages with a notable lack of any really strong negative reaction. There were many expressions, verbally and by the volume and repeats of applause, which indicated that the people here really like this project, the ideas, the planning and the presentation.

People thought the project was “exciting” and the committee “to be commended”, a “real benefit”, “incredible how far it has come”, a “wonderful opportunity for historic districts”, a “win-win” situation and simply “a great idea.”

The main reasons given for this enthusiasm were split about equally between the economic development through distribution of tourism and the possibility of better preservation of resources with particular emphasis on the importance of protecting the Shawangunk Ridge. Mentions were made of concern about the Awosting Reserve proposed development and the effect this might have on the environment and views of the mountains.

Other reasons were:

- local control and planning
- concept of a Shawangunk Mountains Region
- reduced impact of people on the ridge
- improves the roads, safer
- helps farm markets and other businesses
- funding advantage
- help upgrade appearance of the area

Concerns were linked mainly to fear that the Byway might result in restrictions on the use of private property along the route, within the corridor. The concept of control of the Byway by the local municipalities seemed to lessen this concern.

Other concerns were:

- might attract too many tourists
- too much traffic
- residents along road might not like it
The prohibition of new off-premises billboards on Byway state roads did not seem to be a concern.

The audiences offered these specific suggestions to be considered for the Corridor Management Plan:

- a. upgrade of Berme Road
- b. include rail trails as recreational opportunity
- c. consider UC Route 7 as spur
- d. signage to direct people to business centers
- e. need measures and resources to help agriculture survive
- f. help farm markets
- g. possibility of scenic pulloff on Thompson's Ridge
- h. advocate interests of Byway in regard to casinos
- i. need for roadway improvements along Route 213
- j. fix roads and shoulders for safer bicycling

The slide presentation itself, containing many photos which will be used in the Corridor Management Plan, was very well received, with comments such as “excellent”, “photography as good as the views”, “great shots” and “inspiring”. Several people mentioned the idea of using the photos in a calendar.

Some members of the audiences and boards noted that the Steering Committee has made good progress over time and that it is “incredible how far things have come.” It was also recognized that we have a way to go, and that the participating town/village boards will need to approve the Plan.
Notes of Meetings:

Rochester Town Board and Public Meeting: March 6, 2003

Total audience estimated at 25.

Questions/Comments/Notes:

- Very responsive to photos, suggested Byway calendar
- Concerned about Awosting Reserve development, asked what Byway could do about that.
- Like idea Byway could help with historic preservation.
- Traffic or property rights or home rule concerns not mentioned. In fact, asked if Byway could be referral committee for Plan Board.
- Asked if town could develop ideas for Byway.
- Concern that Byway stays local entity, not revert to state control.
- Concern that shoulders not be too wide.
- Wanted to know how to keep informed.
- Expression given to Town doing plan for town roads.

New Paltz Village Board Meeting: March 12, 2003

Attendance: 20

Presentation:
What is Byway?
What are the benefits of a Byway?
- We do the plan for our roads
- Funding advantages
- Helps local economies
- Encourages preservation

Clarification between Byway route and Corridor. The Corridor enables consideration of all the area inside the route.
The plan is currently being developed including:
- Roadway needs
- Tourism
- Preservation of resources
- Implementation of the plan
Questions/Comments/Notes:

- Village traffic acts as a buffer for traffic to the ridge. Something to consider: solving the village traffic may add to the preserve traffic problem. The preserves are not adding parking so as not to add to environmental problems and additional use on the land.

- Ulster County is now considered an urban county. Additional authority over how money will be spent for roads may give control over how we take care of the roads.

- Excellent presentation. Hard working group and it’s exciting.

- Consider including rail trails as recreational opportunity. Several are being worked on.

A representative from Save the Ridge stated that the visual impacts from the Awosting development would undermine what the Byway is doing.

Al noted that on all sides of the mountain everyone has a commonality: the high regard for the natural resources there. This is a 360-degree community. The Byway would build a sense of regional cooperation without taking away from home rule authority.

Shawangunk Town Board and Public Meeting: March 20, 2003

Attendance: 15

John Valk, Jr., Supervisor, explained the Byway to the Board and public present. It was noted that the Byway application is to the State. A Byway helps local economies, particularly here, by distributing tourists throughout the route.

Questions/Comments/Notes:

- What is needed for the historic resources list from Historic Preservation?
  - resources on the Byway
  - resources with in a mile of the Byway
  - resources well off Byway but well worth the trip to visit

- Surprised at how many cars are lined up at the preserves. How would you regulate this?
  - Visitors will be given options to visit other places along the Byway.

- How would you fix areas for biking?
  - Funding would be available after designation for road repair.

- Will there be restrictions on personal property?
  - The Byway doesn’t have this authority, the municipality would decide this. The Byway will encourage preservation, but will have no authority. Local Boards need to decide how the scenic road will be preserved.
• It's a nice plan. All are to be commended. It will bring visitors, they will spend money and will spend the weekend. Visitors won't inundate only one place.

• It will improve the roads. Biking will be safer.

• Where is Ver Nooy Kill?
  – On 209 in Wawarsing, the old Lundy estate, now State managed.

• "A Real Benefit"

New Paltz Town Board Meeting: March 27, 2003

Approximate attendance: 20

Questions/Comments/Notes:

• Why the change from Mountain Rest Rd. to Springtown?
  – To alleviate traffic congestion near the Mohonk Mt. House
  – Provides a different entrée to the resources in Rosendale.

• "Incredible how far things have come. It's something to see what began as an idea and how far it has come. The photography is as good as the views."

• It's impressive that all towns are on board.

• Impressed with the idea of not encouraging additional visitors, but encouraging those already here to spend more time and money. We always think of growth as a numbers thing rather than value.

  – The Byway will offer alternatives to going to the ridge. We are not proposing to increase visitors but to distribute them.

• How will we manage the success of the Byway? Consider that the Byway could be enormously successful. Business could grow with success of the Byway, which means more jobs. In planning, consider taking into account the projects success.

• Will the plan show other places in the area?
  – After designation funding will be available for brochures later on.
  – The Byway won't be doing massive advertising. Growth will be more orderly.
  – The Byway is an opportunity to plan as a region not just in one municipality. We can plan as a cooperative, intermunicipal organization.

• Eric Roth of the Huguenot Historical Society noted:
  The Historical Society applauds the efforts of the Byway. It is a wonderful opportunity for historical societies. A sense of regional identity could be developed here akin to the Finger Lakes Region of New York.
Gardiner Town Board Meeting: April 1, 2003

Approximate attendance: 40+

Supervisor Hayes introduced the Byway. John Valk, Jr., Supervisor of the Town of Shawangunk was in attendance. He stated that AI is the driving force behind the project. He also clarified “Home Rule” and that it is an individual municipality’s decision how they want to preserve the Byway. Other municipalities are not going to define what each will do.

Questions/Comments/Notes:

- Have you considered adding a link using Ulster County 7 from 44/55 down to 52? Beautiful and closer to the ridge.

- Save the Ridge is advocating that Awosting Reserve be purchased at fair market value, and added to the public lands.

- “Route appears to skip the Town of Gardiner. The Byway is an opportunity for the town to take advantage of the tourists that are already here. May help the town keeps its autonomy and boost itself.”

The route going through Gardiner was considered, but there were differing opinions.

- Has Gardiner signed on to the project?
No, Gardiner has agreed to the plan. The official sign on could be when the plan is done and up for approval by the municipalities.

“In other words, if Gardiner doesn’t sign on, the town will not be included.”

- Is there any way to contact ordinary homeowners that live along the route to inform them of the potential of additional traffic and to get their opinion? Is there a plan for a survey?
The public meetings are advertised and are the opportunity for the public to attend and voice comments and/or concerns. The goal is not to bring in additional tourists. We want to redirect those already coming here. There may be some additional traffic. We are not looking to advertise and draw visitors in.

- What kinds of restrictions will there be on property owners who live along the Byway i.e.: cutting down trees, painting their house.

The Byway has no authority to make rules for land use. The towns make these decisions.

- Will funding be available to enhance roads and do upgrades i.e.: shoulders?

The Scenic Byways are given preferential treatment in State highway laws with regard
to funding. Could be for shoulders, signage, picnic areas, and rest stops. Individual towns can’t afford to do these things; a cohesive group such as the Byway will be a catalyst for funding.

- What is the time frame for the management Plan? This fall.

Town of Marbletown: Joint meeting of the Town Board & Community Development Committee: April 2, 2003

Approximate attendance: 25

Tom Jackson, Supervisor, introduced the Byway and noted that the Town had previously passed a resolution in support of the Byway project. It was noted that there have been route changes since Al’s previous presentation to the Town.

Questions/Comments/Notes:

- Traffic Impacts? Traffic estimates?

- Road improvements i.e.: turnouts, pull offs etc. will be within the plan.

- The Ulster County transportation plan shows that the Rt. 213 – 209 intersection is the most congested in the town. The original Byway route would have added to this congestion. Now the route will go through High Falls and down Lucas Turnpike. There will be signage to the historic areas in Marbletown.

- In cooperation with the Marbletown Business Association the town will be creating a Visitor Center. Will serve as a Visitor Center for tourists and people coming to town. The town would like to see the Visitor Center on the Byway map.

- Farm markets as resources reach further out than just along the route.

- Where are you in the process?
  - Currently attending public meetings.
  - Will be drafting strategies.
  - Complete Corridor Management Plan in the fall.

- Consider adding historic churches to the resources. There are many historic churches in the area.

- Resource lists will be distributed to the municipalities to review for accuracy and additions. Important businesses should be included in the municipality resource list. For the State we need to show resources of regional significance. Once designated, we can go further with additional resources.
• When do you plan to submit the plan to the State? Fall

• What is the State turn-around time?
The plan goes to the State Advisory Board, the Commissioner of the Department of Transportation, the State Legislature (both houses of the legislature must vote because it becomes part of the State Highway Law, finally the Governor.

• How is the Byway promoted i.e.: roadside signage, guidelines for signs?
How will you know to get off the Thruway, how to get to resources?
The State is developing guidelines for Byway signage. We need to indicate where we think there is a need for directional signs. There can’t be any new billboards.

• Great photography

Montgomery Town Board meeting: April 3, 2003

Approximate attendance: 10

Supervisor Valk introduced Al and Ellen and stated that it has been a pleasure being a member of the Scenic Byway Steering Committee.

Questions/Comments/Notes:

• Where do we go from here? What are you looking for from the towns?
  Comments, ideas, input, reactions
  Goals have been drafted
  Strategies will be developed
  Plan will be written

• “Great presentation”. This is a win-win situation for everyone especially with all the municipalities working together.

• With regard to “home rule”, the Byway that goes through the Town of Montgomery is State road. This will not give us any leverage; the town won’t have much say on these roads as far as shoulders etc.

  This will be a state highway law. It provides for special treatment for the Byway roads. The Plan is submitted to the State and if approved it becomes the highway law and part of the plan for the highway.

• Orange County Legislature contributed $5,000 in grant money toward the Byway project.

• The slides show pristine, beautiful country. If the plan goes through is there anything that will help preserve the land?
The Byway has no jurisdiction over land use. It is hoped that the Town Boards will see the resources that are in the region and see value in the Scenic Byway. For towns that want to take positive steps towards preservation of resources, the Byway can be helpful i.e.: funding, resources recognized by the State as regionally significant, Byway designation certifies important resources.

- Representative from Save the Ridge stated that preserving the ridge is crucial to these resources. The future of something like the Byway is key to preservation in the area.

- Sounds like a wonderful idea. “I commend the photographer. I would hope that the Byway group could have some sway in the building proposed on the ridge.”

Rosendale Town Board Meeting: April 9, 2003

Approximate attendance: 28

It was noted that this presentation is a progress report and an opportunity to share the goals that the Steering Committee has drafted.

Questions/Comments/Notes:

- Very good presentation

- Is it safe to say that one of the goals for the Byway is to redistribute the visitors that are already here? Yes.

- What is the timeline? Rough plan in late summer/early fall

- First steps?
  Getting public reaction
  Develop the plan.
  Plan to Town Boards for approval
  Presentation to State DOT in the fall

- “Applaud committee for work done”

- Actual Byway in Rosendale: Springtown Road and Rt. 213

- Will there be signage that will direct people into towns?
  This may be beneficial for the businesses in the downtown. In development of materials relevant to the Byway it would be expected that key resources would be identified and would be on maps. They could be listed or shown as icons, and shown as resources off the route. This may be up to each community as to how they want this to be accomplished. Commercial resources that are open to the public should be listed.
• What kinds of things can be put in place to preserve the agricultural resources? Agricultural resources relate to scenic resources. Best views are over agricultural fields and lands. Very few towns have a plan to deal with this issue, most likely due to funding. Byway will help in terms of promoting agri-tourism. This is an area that the Steering Committee will be looking into.

The Town of Rosendale is in the process of updating the master plan and there may be resources available to help in the preservation of agri-land.

• Will the Byway be used to discourage businesses that are not primarily involved with tourism? We need tax base and businesses to ensure jobs and year round employment. The Byway is helping a region keep its future in a planned manner. Part of this is tourism, but part of it is other economic development that may come about by defining a region's future. Definitely not to discourage businesses.

Development of the Byway corridor is not exclusive of having other types of industrial uses, but to plan where the business and industry will be placed. This is good community planning.

• Great to hear that the acres of the Ver Nooy Kill are now preserved. Was once proposed as a small Disney.

• Will the potential for casinos in the southern region have an impact on the State approval? Not likely that the casino itself would stop approval. There could be tremendous consequences on the Route 209 corridor – we may need to provide for this in the Plan.

• Are there contingencies in the plan for potential traffic? We can't undertake doing a traffic study, but we can link to what the County and State do. We can acknowledge other transportation studies, and can have an effect on the studies to look out for the interests of the Byway.

• Scenic Byway is a great idea. It is important to do everything we can to inform developers of casinos regarding our scenic resources and preservation of them. We need to inform the developers rather than the other way around.

• Next steps? Are all towns signed on? Ten of the 11 towns have signed a resolution in support of the Byway. Main sign on will be approval of the plan.
Wawarsing Town Board Meeting: April 17, 2003

Approximate Attendance: 30

Questions/Comments/Notes:

- "Well done, worthwhile project."
- "Well on its way"
- It was noted that land use is up to each municipality and that the Byway is not a regulatory program.

Ellenville Village Board Meeting: May 12, 2003

Approximate attendance: 40

It was explained that the Byway is a project that began 2 years ago and now 11 municipalities are involved – 9 in Ulster County and 2 in Orange County. The Village of Ellenville passed a resolution in support of the Scenic Byway when the project began 2 years ago.

It was noted that this presentation is a progress report and an opportunity to share the goals that the Steering Committee has drafted. Work thus far has included:

- Deciding on the route.
- Inventory of resources.
- Drafting overall goals

Al explained that home rule authority is assured in the municipalities due to the fact that the elected official of the municipalities sit on the Steering Committee and are voting members.

Questions/Comments/Notes:

- What problems, if any are from a commercial business point of view?  
  There can't be any new signs posted

- Will there be more land to be preserved?  
  Our goal is to encourage preservation, but the decision of how to do that is unknown at this point. Preservation is not just preservation of the mountains, but of the region and the character of each community along the Byway.

- How will the Bradley project (Awosting Reserve) impact preservation?  
  This is being discussed. Our Steering Committee doesn't have any jurisdiction to override decisions of local communities.
• Does the Steering Committee go into municipalities to assist with clean up to enhance the aesthetics in those communities? The plan will include specific strategies for the Village of Ellenville. Anyone is welcome to attend the Steering Committee meetings although the municipality rep relays information to the Board.

• A route with stops along the way would be a wonderful reason for people to come to the region.

Crawford Town Board Meeting: June 5, 2003

Approximate attendance: 7

Al explained to the Board that the Town of Crawford had passed a resolution in support of the Scenic Byway when the project began 2 years ago.

It was noted that this presentation is a progress report and an opportunity to share the goals that the Steering Committee has drafted. Work thus far has included:
• Deciding on the route.
• Inventory of resources.
• Drafting overall goals.
• Drafting strategies and Corridor Management plan

In the fall the plan will need approval from all of the municipalities on the route.

Questions/Comments/Notes:

• When did you start? Three (3) years ago

• Looks very nice. You don’t appreciate things until you have them pointed out.

• What local legislation will each town need to do? These are the issues that are currently being discussed. We are outlining strategies. We want to respect the autonomy of each town.

• The Town Board is looking for a representative to fill in Ann Botshon’s spot on the Steering Committee for the summer. Could be a member of the Planning Board. Al stated that it is important for the town to have someone present. Also, he stressed that the town should let him know what they would like in the plan for their town i.e.: traffic lights, pull offs, visitor center, any safety considerations or traffic changes.
November 16, 2004

Mr. Al Wegener
Project Manager
8 White Oaks Lane
New Paltz, New York 12561

Dear Mr. Wegener:

The Town of Crawford, being one of eleven municipalities that comprise the Scenic Byway, is pleased to present this letter in support of the Scenic Byway being officially designated by New York State.

The portion of the Scenic Byway running through the Town of Crawford, is a picturesque landscape, serving as a backdrop for many artists. This designation will encourage visitors to visit our community, which will benefit our economic development.

As Supervisor for the Town of Crawford, it is my pleasure to offer this letter of support from our town for designation of the Shawangunk Scenic Byway.

Sincerely,

Charles E. Carnes
Supervisor

Cc: Town Board Members
Planning Board
August 30, 2005

Al Wegener
Project Manager
8 White Oaks Lane
New Paltz, NY 12561

Dear Al,

Just a brief letter to reaffirm the Village’s support for the Scenic Byway. As you know, Ellenville is one of the eleven municipalities that make up the Scenic Byway. We offer this letter to support the official designation of the Byway by New York State pursuant to Article 12-C of the State Highway Law, which recognizes that a coordinated program can provide numerous benefits such as economic development and resource management, and encourages communities to make nominations of qualified routes for designation as State Scenic Byways.

The mountains and rural lands of our region attract visitors for the sheer enjoyment of its beauty. Access to significant natural, recreational and historic resources is unparalleled. Our region is a leader in Open Space planning and environmental preservation and protection. We are recognized for our biodiversity and our ability to provide enjoyment for the hundreds of thousands who come each during the year.

The Village Board joins me in continuing to support the Byways designation and will take whatever steps necessary to see it come to fruition.

Respectfully,

Elliott Auerbach
Village Manager
November 22, 2004

Al Wegener
Project Manager
8 White Oaks Lane
New Paltz, NY 12561

Sir:

The Town of Gardiner is one of the eleven municipalities that make up the Scenic Byway. We offer this letter to support the official designation of the Byway by New York State pursuant to Article 12-C of the State Highway Law, which recognizes that a coordinated program can provide numerous benefits such as economic development and resource management, and encourages communities to make nominations of qualified routes for designation as State Scenic Byways.

The mountains and rural lands of our region attract visitors for the sheer enjoyment of its beauty. Access to significant natural, recreational and historic resources is unparalleled. Our region is a leader in Open Space planning and environmental preservation and protection. We are recognized for our biodiversity and our ability to provide enjoyment for the hundreds of thousands who come each during the year.

As Town Supervisor of the Town of Gardiner and a long time resident of the area, I respectfully submit this letter of continuing support for the Scenic Byway.

Cordially,

Carl Zatz, Town Supervisor
Town of Gardiner
May 25, 2004

Al Wegener
Project Manager
8 White Oaks Lane
New Paltz, NY 12561

Dear Mr. Wegener:

As one of the eleven municipalities that make up the Scenic Byway, we offer this letter in support of the Byway being officially designated by New York State. The state established a Scenic Byways program in 1992 by Article 12-C of the State Highway Law, which recognizes that a coordinated program can provide numerous benefits such as economic development and resource management, and encourages communities to make nominations of qualified routes for designation as State Scenic Byways.

The Shawangunk Mountains are a unique and precious natural resource, providing opportunities for nature observation and recreation for hundreds of thousands of people each year. The roadways around and through the mountains and past the farmlands and open spaces, in the Rondout and Wallkill Valleys, provide exceptionally beautiful scenic views and access to natural, recreational and historic resources of significance. These natural assets provide and important source of enjoyment for visitors and residents alike.

As the chief elected official of the Town of Marbletown, it is with pleasure that I submit this letter of support from our town for designation of the Shawangunk Scenic Byway.

Sincerely,

Vincent C. Martello
Supervisor
Mr. Al Wegener
Project Manager
8 White Oaks Lane
New Paltz, New York 12561

Dear Mr. Wegener,

To echo the sentiments of the Town officials from April 2001, see enclosed resolution, the Shawangunk Mountains provide some of the most magnificent natural scenery in New York State. These semi-wilderness areas provide opportunities for recreation and nature observation for hundreds of thousands of visitors each year.

The roadways around and through the Mountains, and past farmlands and open spaces in the Rondout and Wallkill Valleys, provide exceptionally beautiful scenic views, an access to natural, recreational and historic resources of significance, which are an important source of enjoyment for visitors and residents.

The New York State established its Scenic Byways Program in 1992 by Article XII-C of the State Highway Law which recognizes that a coordinated program can provide numerous benefits to local communities, such as economic development and resources management.

As the chief elected official of the Town of Montgomery it is with pleasure I submit this letter of support from our Town for designation of the Shawangunk Scenic Byway.

Sincerely,

Susan L. Cockburn
Supervisor

SLC:dnb
Enclosure
RESOLUTION

SHAWANGUNK MOUNTAINS SCENIC BYWAY

WHEREAS, the Shawangunk Mountains are a complex series of parallel mountain ridges, with prominent, sharp-edged cliffs and bare rock ridgetops, and sky lakes formed in the bedrock hollows, and

WHEREAS, the Shawangunk Mountains provide some of the most magnificent natural scenery in New York State, including 30 thousand acres of semi-natural wilderness in the land management areas of the Mohonk Preserve, the Minnewaska State Park Preserve, the Mohonk Mountain House, Sam’s Point Preserve and the Lundy Estate, and

WHEREAS, these semi-wilderness areas provide opportunities for recreation and nature observation for hundreds of thousands of visitors each year, and

WHEREAS, the views of the Mountains from the roadways, and the views of the countryside from the Mountains, are an important source of enjoyment for visitors and residents alike, and

WHEREAS, these views are accessible to travelers in Ulster and Orange Counties along the roadway corridor in the Towns of Crawford, Gardiner, Marbletown, Montgomery, New Paltz, Rochester, Shawangunk, Wawarsing, and the Villages of Ellenville and New Paltz, and

WHEREAS, these routes also provide access for travelers to destinations which have historic, cultural and recreational resources in addition to those provided by the above preserves, and

WHEREAS, New York State established its Scenic Byways Program in 1992 by Article XII-C of the State Highway Law which recognizes that a coordinated program can provide numerous benefits to local communities, such as economic development and resource management, and

WHEREAS, A Scenic Byway is defined as a road corridor which is of regionally outstanding scenic, natural, recreational, cultural, historic or archaeological significance and which is managed to protect this outstanding character and to encourage appropriate economic development through tourism and recreation, and

WHEREAS, a Steering Committee has been formed of the elected officials or representatives of each of the above Towns and Villages for the purpose of preparing and presenting an application to the Scenic Byways Advisory Board for designation of the proposed route (appendix A.) As the Shawangunk Mountains Scenic Byway, and
WHEREAS, a Corridor Management Plan will be prepared which will encourage strategies for managing the road corridor to protect the natural scenic qualities and to encourage appropriate economic development through tourism and recreation, and

WHEREAS, the Steering Committee will conduct public meetings in the above communities to provide information on the proposed Byway and to facilitate local grass roots participation and feedback, and

WHEREAS, goals of the Town of Montgomery include:

1. To protect and preserve special natural resources and areas, unique geological and open space areas, and any key water bodies and watersheds.

2. To support the continuation and protection of agriculture.

3. To encourage appropriate economic development through tourism and recreation, and

WHEREAS, such Corridor Management Plan and Byway Nomination Application will require the final approval and authorization of each Town and Village, and

NOW, THEREFORE, BE IT RESOLVED, that the Town of Montgomery endorses the concept of the Shawangunk Mountains Scenic Byway and supports the efforts of the Steering Committee to prepare an application for designation of State Scenic Byway status.

Dated: April 5, 2001

BY ORDER OF THE TOWN BOARD
TOWN OF MONTGOMERY

ALBERT C. VALK, SUPERVISOR
DANIEL S. DEMPESEY, JR. COUNCILMAN
WILLIAM P. KIRNAN, COUNCILMAN
NICK D’ANGELO, COUNCILMAN
MARK HOYT, COUNCILMAN

AMOLIA MILLER, TOWN CLERK
Al Wegener  
Project Manager  
Shawangunk Mountains Scenic Byway Project  
8 White Oaks Lane  
New Paltz, NY 12561  

Dear Mr. Wegener,

As you know, in 1992 the state of New York established a Scenic Byways program by Article 12-C of the State Highway Law, which recognizes that a coordinated byways program can provide numerous benefits including economic development and resource management, and encourages communities to make nominations of qualified routes for designation as State Scenic Byways.

The Town of New Paltz, as one of the eleven municipalities that make up the proposed Scenic Byway, wishes to offer this letter in support of the official designation by New York State of the Shawangunk Mountains Scenic Byway.

New Paltz is the gateway to the Shawangunk Mountains, Minnewaska State Park Preserve, and the Mohonk Preserve. The Shawangunk ridge is a precious ecosystem of pitch pine barrens, dwarf pine plains, quartz conglomerate cliffs, slabrock and virgin hemlock forests. In addition to this awesome beauty our area is also home to many rare and endangered species. In 1994 The Nature Conservancy designated the Shawangunks as one of the 75 "Last Great Places" in the world. A natural environment for diverse species, such as hawks, ravens, beaver, and turtles, we're only 90 miles north of Manhattan.

The Shawangunk Mountains are a unique and precious natural resource, providing opportunities for nature observation and recreation for hundreds of thousands of people each year. The roadways around and through the mountains and past the farmlands and open spaces, in the Rondout and Wallkill Valleys, provide exceptionally beautiful scenic views and access to natural, recreational and historic resources of significance. These natural assets provide and important source of enjoyment for visitors and residents alike.

As supervisor of the Town of New Paltz, it is my pleasure to provide this letter of support from our town for the designation of the Shawangunk Scenic Byway.

Sincerely yours,

Don Wilen  
supervisor@townofnewpaltz.org
June 18, 2004

Al Wegener
Project Manager
8 White Oaks Lane
New Paltz, NY 12561

Dear Mr. Wegener,

As one of the eleven municipalities that make up the Scenic Byway we offer this letter as continued support of the Byway being officially designated by New York State. The State established a Scenic Byways program in 1992 by Article 12-C of the State Highway Law, which recognizes that a coordinated program can provide numerous benefits such as economic development and resource management, and encourages communities to make nominations of qualified routes for designation as State Scenic Byways.

The Shawangunk Mountains are a unique and precious natural resource, providing opportunities for nature observation and recreation for hundreds of thousands of people each year. The roadways around and through the mountains, and past the farmlands and open spaces in the Rondout and Wallkill valleys, provide exceptionally beautiful scenic views, and access to natural, recreational and historic resources of significance, which are an important source of enjoyment for visitors and residents.

As the chief elected official of the Village of New Paltz it is with pleasure I submit this letter of support from village for designation of the Shawangunk Scenic Byway.

Respectfully,

Jason West
Mayor, Village of New Paltz