Mountain Cloves Scenic Byway
Proposed Corridor Management Plan
October 14, 2008

Prepared by:
The Mountain Cloves Scenic Byway Steering Committee in cooperation with the Town of Hunter

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Appendix 1. Inventory of Intrinsic Qualities

Appendix 2. Route Signage Inventory

Appendix 3. Route Signage Inventory

(Note: the appendices are separate bound documents)
EXECUTIVE SUMMARY

A scenic byway is a road, but not just a road. It’s a road with a story to tell. A scenic byway might offer magnificent views or fascinating historical sites or amazing wildlife. It might offer access to an exuberating array of outdoor activities or reveal captivating cultures, spellbinding art or spectacular structures...whether a scenic byway offers one or many of these things, it always offers a great experience.

– NYS Scenic Byways Program
www.nysdot.gov/portal/page/portal/programs/scenic-byways

There is no doubt the Mountain Cloves’ Scenic Byway has a profound story to tell. The vast natural and scenic wonder of this place profoundly influences the history and culture of our area. The main travel ways of Hunter and the northern Catskills played, and continue to play, an important role in the American tourism, arts and environmental movements. Preserving and enhancing these routes will bolster the community’s sense of place. It will provide for sustainable economic development. In other words, if we allow the natural, scenic and recreational features to become diluted we will lose some of the distinctive character that draws people here and our economic base declines.

The Mountain Cloves Scenic Byway bisects the northern Catskills region. The Byway features some of the mountains and the open spaces of the Catskill high peaks. It highlights scenic vistas and the vast recreational offerings in the communities and region. The Byway offers access to these resources.

This Scenic Byway Corridor Management Plan (CMP) promotes deeper awareness of history and diverse attractions. It presents a framework for place-

1 The word “clove” derives from the Dutch word kloof, meaning a notch or gorge in a mountain wall or ridge. Kloof literally means the cleft in the hoof of an animal. Dutch settlers coming from flatlands and a pastoral lifestyle thought it an apt visual metaphor to describe mountainous Catskill gorges.
based economic development that emphasizes the protection of natural resources and the unique traits of our area. The CMP seeks to maintain a distinctive corridor and mountaintop environment. Road infrastructure and the green assets that the roads cross are the underpinnings of the region’s economy. Enhancing the best qualities of our main roads and their surroundings will bolster economic development.

This CMP provides long-term goals to establish, maintain, and enhance the Mountain Cloves Scenic Byway. Through a program of planning and scenic roads stewardship it is possible to capitalize on the recreational and environmental amenities that are the underpinnings of our mountaintop economy. Within this Plan a series of strategies are presented in order to advance the vision for the Byway in the future.

This CMP presents:

- The basis and documentation required to officially nominate new sections of Scenic Byway. Foremost is the main stem of Route 23A. Adding this will provide a continuous, connected Scenic Byway which people will want to visit and explore.

- Concepts for context sensitive Byway physical enhancements. These will aid the function of and access to the Byway. It includes projects like:
  - Well designed turnouts, parking and viewing areas
  - Picnic areas, enhanced wayfinding, and access to hiking trails
  - Appealing interpretive displays that tell the story of the Catskills, its culture and history
  - Formulating an area-wide bicycle and pedestrian master plan
  - Bolstering the sense of arrival in the Haines Falls gateway
  - Other infrastructure improvements, such as extensions of sidewalks around hamlets, or providing restored public access to special places, where the upgrades are carried out to ensure a complementary fit between the road facilities, and the natural settings in the cloves and beyond.

- Strategies to preserve and maintain the special open space and natural qualities that we all cherish and which can not be lost

- Techniques to enable visitors to delve into and explore Hunter’s rich heritage, history and culture

- Marketing and promotional approaches which will cultivate tourism
• Ways to involve the broad public and businesses in Byway development and stewardship; and

• A shared management approach for Byway organization and implementation between the Villages of Hunter and Tannersville and the Town of Hunter. Initial management of the Byway will be conducted by the Town, at least to start.

The project steering committee has identified numerous actions to advance Byway economic development. These actions are summarized below while this plan presents detailed discussion of their context. As the committee advocates for approval of this plan and extended byway nomination by the State legislature, the community and its leaders will be working to bolster tourism and protect and enhance scenic, natural and recreational resources. Priorities are:

• **Produce and position guides and background materials which will help visitors understand more about the area’s diverse cultural and recreational offerings.** In addition to printable maps and brochures, these resources must be accessible via the worldwide web. The byway committee will work with the Greene County Soil & Water Conservation District’s Watershed Assistance Program, the Chambers of Commerce, State tourism officials and others to bring about these objectives.

• **Refine the Byway logo.** According to the Graphics Standards Manual (2006) by the National Scenic Byways Program, a logo is “a name, symbol, or trademark designed for easy and definite recognition”. As an emblem meant to embody the Byway’s meaning and foster immediate recognition, a unique logo can help visitors identify and connect with this area. The Mountain Cloves logo needs fine-tuning to ensure that the icon developed will have lasting value and will not encounter a need for change.

• **Advance regional communication and partnerships.** The Byway project steering committee and the elected officials on the committee will work to develop improved cross-community communication in the areas of cultural programming, promotions, market research, transportation planning and infrastructure improvements. The Byway Committee will work with the Greene County Soil and Waste Conservation District’s Watershed Assistance Program, Greene County Planning and Development, and others to identify and pursue the range of opportunities to support and advance Byway goals and objectives.
The steering committee hopes to achieve the delegated responsibility for hosting regular meetings concerning Mountaintop current affairs between local leaders and officials from the New York State Departments of Transportation and Environmental Conservation.

- **Research and craft grant applications which will advance priority project planning and implementation.** Two primary needs which will be pursued are a bicycle and pedestrian master plan, and a Mountain Cloves Scenic Byway marketing and promotions plan. The Byway project steering committee will work in cooperation with assistance providers and local and county governments to help advance Main Street beautification, develop scenic pullovers and other physical enhancements, and pursue intermunicipal grant opportunities, as appropriate.

- **Identify ways to advance historic preservation in the three cloves.** Detailed documentation should explain unique resources, as well as how to provide for sustained public enjoyment and avoid rapid degradation.

- **Improve the physical linkages between the Byway and the diverse recreational offerings within this region, including in the Catskill Forest Preserve.** Pedestrian access to Kaaterskill Falls from Route 23A is a priority project because, as currently configured, it provides minimal safety for the pedestrian. Opportunities for strong interpretation of Forest Preserve resources are found in the Platte and Stony Cloves, and the Byway Committee will work with DEC staff on these key access points.

- **Improve signage and interpretive displays within the Byway and across the mountaintop.** In addition to state-owned Forest Preserve lands, there is a need for more informational and educational kiosks that highlight the region’s scenery, history and recreational offerings. Potential locations for information are identified. The development of design guidelines along corridors will also be pursued and will support the process of heightened interpretation. The guidelines will help the communities create a consistent, context-sensitive image among the signs and interpretive materials. As such, amenities will be more readily accessible, and information will be presented to mountaintop visitors in a more appealing and understandable manner.
• THIS PAGE: SCENIC BYWAY LOCATION MAP
**Project Background** -- Three route segments within Hunter were officially designated New York State Scenic Roads in the early 1990s under the leadership of the Town of Hunter and Catskill Center for Conservation and Development. These three corridors are in: Kaaterskill, Stony and Platte Cloves. In 1992, the New York State Department of Environmental Conservation’s (DEC) Scenic Roads Program was abolished, but at the same point the State’s Scenic Byways Program was created by the Legislature. As a result, the three corridor segments became recognized Scenic Byways. Since the mid-1990s there has been limited concerted action to use Hunter’s Scenic Byways as a means to sustainable economic growth.

A few years ago, local interest started building for finding ways to bolster the economy and manage the changes that were occurring on the mountaintop, meaning broadly the nine Greene County communities within the Catskill Park, but for this project specifically, speaking of the three municipalities at the east end of this sub-region: the Town of Hunter, Village of Hunter and Village of Tannersville. In 2005, the State Department of Transportation (DOT) repairs of washed-out sections of 23A in Kaaterskill Clove stimulated more discussion about a need to provide planning and coordination around the Byway and take charge of economic destiny. There was also a desire to define ways that any future roadway construction or maintenance could be steered to ensure that it positively influences Hunter.

Through this project we have identified support for establishing mechanisms to advocate and coordinate with regional agencies like the State DOT and New York State Department of Environmental Conservation. There is interest in bolstering communication between the Town and the two Villages. Maintaining and enhancing the character of the region requires coordination between the governments, many private actors, and a variety of non-profits and regional agencies. All have distinct roles.

In order to qualify for financial aid to enhance the existing Scenic Byways within Hunter’s three cloves, the State DOT Scenic Byways Program requested the assembly of a CMP. This CMP defines local preferences for stewardship and enhancement of the Byway. The State also requested exploration in linking the existing Byway segments into a continuous, connected Scenic Byway ‘loop’. This CMP addresses these two topics in detail.
Components of a Corridor Management Plan – the New York DOT’s Guide to Corridor Management Plans (undated) encourages economic development and resource conservation because each aspect of a Byway must be fostered to ensure the success of the other. This Plan presents balanced strategies that community stakeholders and representatives should consider, refine, and implement over the next 5 to 20 years. Purposeful actions to protect and enhance the Byway will help achieve economic growth and stability.

Hunter’s Scenic Byway Corridor Management Plan addresses the long-term objectives and management of the Byway.

A CMP is required for Hunter’s Scenic Byway to be eligible for Federal transportation funds. As described by New York State’s Scenic Byway Program web site, the topics covered in a CMP should be:

- A vision and goals statement;
- Resources interpretation;
- Strategies for tourism development;
- Marketing and promotion for the Byway;
- Recommendations to achieve transportation safety;
- Commitments to control signage which could damage Byway qualities;
- A program of public participation;
- Methods for carrying out stewardship for the Byway;
- A plan for financing Byway development; and
- Methods to achieve Byway support and implementation.

As shown on the Location Map on page 6, the proposed 41-mile Mountain Cloves Scenic Byway crosses the heart of the northern Catskills. The Byway is a major destination approached from the Hudson River Valley. The Byway lies beyond the bold Catskill mural front “escarpment” which is viewed from many vantages in the broader Hudson Valley, including in Ulster, Dutchess and Columbia Counties.

The Mountain Cloves Scenic Byway formally begins at the Hunter town line. The eastern end lies just west of the Catskill Park boundary in Palenville, which is a Town of Catskill hamlet, and one of America’s first artist colonies. The Byway follows Route 23A up the magnificent Kaaterskill Clove. While this one segment of designated Byway ends at Twilight Park just before Haines Falls, we propose extending the Byway all the way to the Town of Hunter’s western boundary, over eight miles to the west. Given interest on the mountaintop, this provides an opportunity to extend the Byway in the future along 23A to places like Pratt Rock and the Zadock Pratt museum in Prattsville.
We also propose connecting the other existing Byway segments (Platte Clove and Stony Clove) with the spine of the Byway -- Route 23A. For Platte Clove, it is proposed to nominate just over seven miles of new Byway extending along the Schoharie Creek headwaters from the top of the clove northwest into Tannersville. Likewise, it is proposed to nominate the remainder of Route 214 from Lanesville south to the Town of Hunter boundary, plus a County Route 23C/25 ‘northern loop’ and County Route 18 from Haines Falls up to North-South Lake. Effectively, this would provide an interconnecting Scenic Byway that criss-crosses the northern Catskills region as an ‘X’. It establishes the potential for a continuous route and presents an opportunity for other towns to join the Byway, strengthening planning efforts.

The Mountain Cloves Scenic Byway CMP was prepared by The Catskill Center for Conservation and Development, Inc. at the request of the Town of Hunter. In addition to the work of a Project Steering Committee developing this Plan, as we have progressed through the project, there
have been several meetings to inform and engage residents, businesses and the village governments about the merits of a Byway extension. More public information and outreach is anticipated.

The project was launched to ensure a healthy future for the Byway that would both address the future of the existing State Scenic Byway and achieve designation of the connected Byway route. This CMP will be submitted both to qualify for capital projects underwriting as well as part of an official nomination for the new proposed Scenic Byway segments. Importantly, this plan identifies participants who are committed to and supportive of the process. It details their anticipated roles and responsibilities in stewarding Byway implementation going forward.
A ‘vision’ depicts the desired state of the Byway in the future. For the Mountain Cloves Scenic Byway our vision is:

**VISION**

Hunter’s Cloves provide a profound travel experience -- for centuries tourists have been inspired by the panoramic views of rugged mountains, valleys and rushing streams. This same Catskill aura influenced the Hudson River School of landscape painters and it is the base of our multi-layered history. The natural tranquility and diverse recreational and cultural offerings in and around Hunter are the basis for economic development. Sustaining a meaningful travel experience for future generations requires careful management of the resources in and around these corridors.

Interpreting our heritage will help today’s visitors achieve meaningful experiences. Much as earlier generations experienced the Catskills by different modes: on foot, by wagon and stagecoach, and train, it is necessary to provide an appealing, safe and functional transportation network, especially for persons who seek to enjoy our recreation resources and experience our scenic cloves on foot and by bicycle. At the same time, we seek to optimize the conservation and protection of the natural assets which make this place unique. We also endeavor to enhance and bolster our local economy so that it is diversified, yet uniquely Hunter. Fostering development which enhances our hamlets and provides an even more cohesive sense of place for pedestrians, bicyclists and motorists will ensure that Hunter and the northern high peaks continue to serve as a foundation for growth, as well as an inspiration for future generations.
GOALS -- Goals represent the guiding principles for achieving a Plan’s vision. The main goals of the Mountain Cloves Scenic Byway Corridor Management Plan are:

- Protect rural character and the social, environmental and economic stability of Hunter and the Mountaintop region.
- Identify the Byway as a unique travel experience (a realm unto itself) within the region and State.
- Preserve the Byway's natural, scenic, historical, cultural and recreational resources – in other words, maintain the route's distinctive qualities and character.
- Enhance recreational opportunities and highlight the scenic, historic and cultural features and legacies that define and distinguish Hunter.
- Organize the Byway into a cohesive system linked by an array of natural and cultural heritage sites and points of interest.
- Interpret the Mountaintop’s rich heritage through stories, guidebooks and descriptive materials.
- Collaborate with local and state government to achieve complementary economic development in and around the Byway.
- Promote strong local interest in the Byway.
- Achieve sustained public support for the Byway and stewardship of its resources.
- Improve transportation safety along the Byway.
- Treat the Byway’s corridors as critical economic assets -- continuously strive to improve road and recreation infrastructure, including bicycle and pedestrian amenities.
- Plan and promote the Byway consistent with similar regional initiatives
- Implement select strategies to market and promote the Byway environment and boost tourism.
- Foster understanding about the unique features of each individual segment of the Byway and the varied assets it represents.
- Build awareness of the mountaintop’s complex resources.
- Provide information about the Byway’s story and interpretation of its varied themes.
- When providing new signage for the Byway, design and construct it carefully so that it fits within the existing natural context and the hamlet’s character.
This CMP presents multiple strategies to help achieve the goals for the Scenic Byway. The Plan examines how preservation, strategic transportation investment, economic planning, and design can help bind geography, history and culture into a coherent and marketable package.

The individual strategies to advance the Byway are identified and described in the succeeding chapters of this CMP. Chapter 4 details thirteen strategies to maintain and enhance the Town of Hunter’s intrinsic qualities. Chapter 5 encourages and outlines the development of a byway marketing plan and website. Chapter 6 puts forth strategies for increasing access to and interpretation of the Catskill Forest Preserve and other corridor resources. Specific sites for access management, parking, lighting, pedestrian and cycling amenities, and gateway designs are linked to potential capital projects. Chapter 7 organizes the plan’s implementation and presents a series of techniques for developing and sustaining local capacity. Following the framework of the plan, the detailed sequence of actions necessary to implement the Byway will emerge in the years ahead through the participation of various community groups, regional partners, and extensive public involvement.
PROJECT PURPOSE & INTRODUCTION

Project Context

This CMP provides a local program for the management and enhancement of the Mountain Cloves Scenic Byway. It is prepared under the auspices of the State Scenic Byway Program that is administered by the DOT and is guided by the New York State Scenic Advisory Board.

Scenic Byways cover 2,500 miles of roadway that offer exceptional driving experiences throughout the State. While this represents a small proportion of all roads in New York, Byways positively impact the communities along these routes.

This CMP describes the Byway corridor, its resources, strategies for protection and complementary economic development. It outlines the public participation process used in creating the document plus one proposed to gain support for nominating new segments of Byway. It also contains strategies to generate local public interest in this project and realize the Byway vision. The strategies presented describe how to maintain and enhance the Byway through regional and local projects and actions.

Since there are designated Scenic Byways in Kaaterskill Clove, Stony Clove and Platte Clove, this Plan articulates goals and preferred approaches to manage and upgrade these scenic roads, including their intersection with key recreation uses. These areas are significant for their natural

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Catskill Park & Catskill Region Significance

The Catskills, often referred to as the ‘First American Wilderness’, are a regional resource. As described on the Catskill Center web site, catskillcenter.org, “The Catskills embrace over 700,000 acres of parkland contained in the State-designated Catskill Park, over a quarter of a million acres of which are designated as forever wild forest which make up the Catskill Forest Preserve.” The 270,000 acre Forest Preserve is owned by the State. Article XIV of the New York State Constitution establishes that these State lands, “shall be forever kept as wild forest lands” and “shall not be leased, sold or exchanged, or be taken by any corporation, public or private, nor shall the timber thereon be sold, removed or destroyed.” The Forest Preserve is managed by the Department of Environmental Conservation and contains a diversity of flora and fauna. The larger Park has diverse natural and cultural features which provide a haven for people from a large surrounding region, and is even an international draw. The broader Catskill region encompasses six and a half counties, and over 6,000 square miles (about the size of Connecticut) of mountains, forests, rivers and farmland.
beauty in a regional and international context (see the accompanying text box on page 15). For these segments, we focus on opportunities to interpret their history and promote recreational access. By interpreting and promoting their intrinsic qualities, we can identify ways to sustainably use the Park and promote complementary economic development for Hunter.

Over a longer term, the Plan discusses how to integrate and upgrade key corridors, especially all of Route 23A, into a connected and cohesive Byway. Providing safe and pleasing experiences for hikers, bikers, leisure walkers and motorists can involve small, practical steps as well as bold action. Thus, we define approaches to planning and implementing transportation enhancements. We look to achieve resource management in the core areas as well as in the spaces between the villages and the main attractions in the Forest Preserve.

**Importantly, this Plan builds on existing ideas.** Most proposals are gathered from other studies, such as the Town of Hunter Comprehensive Plan (2000) and the Town of Hunter Economic Development Plan (1998). It also articulates local actions that can elevate the Byway and community economic development consistent with the recent Greene County Comprehensive Economic Development Plan (2007). The CMP pinpoints comprehensive actions and investments that, if considered and acted upon over the next five to 20 years will enhance the Byway environment. This includes user experiences, road safety and total quality of life. The plan sets about this purpose by examining distinct aspects of Hunter and its environment.

Likewise, the noteworthy Mountaintop Community Recreation, Open Space, Cultural Resources, and Scenic Quality Strategy, also referred to as the ‘Mountaintop Recreation Strategy’, is a major regional economic development initiative underway. Being led by the Greene County Soil and Water Conservation District Watershed Assistance Program in cooperation with other County departments, the Mountaintop Recreation Strategy sets the stage for and complements this project enormously. The Scenic Byway project focuses on a smaller sub-region of the Catskills. We seek to plan consistent with the ambitious and comprehensive economic development program that is being forged for the larger mountaintop region. That project will provide market research, program planning and promotions. These will help make individual Byway goals and projects successful. This Byway program should tie into resources and analysis as they become available through that project.
**CMP Layout**

The first subject-specific chapter of the CMP is an *Assessment of Intrinsic Qualities and Context*. Basically, it identifies the themes that make up the Byway. By defining what is unique about the Byway, we highlight what should be the focus for preservation.

The next chapter ‘*Maintaining & Enhancing Intrinsic Qualities*’ defines the overall theme for the Scenic Byway and presents a stewardship program. Through assessment of the Byways’ intrinsic qualities, the CMP illustrates the potential to thread together Hunter’s many cultural and recreational resources. It highlights the features and parts of the corridors that have regional significance.

The chapter, or CMP element, ‘*Interpreting & Marketing the Byway*’ discusses how to aid visitors’ understanding and exploration of the Byway. It covers the potential for Byway marketing and promotion in the context of the regional economic development program that is developing for the Catskills. Planning the Byway’s future involves guiding visitors to detailed information on topics like geology, wildlife and recreation. The Plan explores the role of internet technology in shaping understanding about our community. There is discussion of approaches to Byway publicity and e-commerce. It considers how to integrate the efforts of individuals, this project, and regional marketing and tourism promotion. Equally important, the chapter discusses establishing and enhancing roadside interpretation of resources, interpretive and visitor stations, plus route traffic and wayfinding signage.

The *Road Safety Record & Byway Transportation Plan* examines the existing and future needs for safety improvements on the Scenic Byway. It establishes actions to maintain and improve the Byway physical transportation system and its adjacent environment. It identifies places prone to accidents and fragile areas. There is context sensitive planning -- meaning that when roads are upgraded, Hunter’s natural and scenic qualities are considered and complemented by physical improvements. Context sensitive planning may include rebuilding a historic stone wall rather than eliminating it. Or, it may involve specifying a retaining wall that is built of stone versus steel, or is dark colored and camouflaged, or has compatible texture rather than shiny silver.

This transportation element is also about recreation and helping the community look toward hiking and biking to enjoy the area. It investigates people’s desire for bicycle and pedestrian compatible improvements. It explores how multimodalism (a term for integrating all forms of transportation: cars, bikes, pedestrians, buses, etc.) can be achieved, including through enhanced
connections between the villages, Haines Falls, and recreation destinations like Hunter Mountain and North-South Lake. It explores ways that the community can accommodate and manage future growth and development that is sure to occur as people ‘Discover Greene’.

The final subject-specific chapter ‘Public Participation, Program Management & Project Implementation’ discusses Byway organization and it examines a sustainable approach to Scenic Byway development and administration. The formulation and management of Hunter’s Byway requires not only identification of objectives and strategies to advance specific projects, but definition of resource needs. It also involves recommendations concerning the sequence of actions. It examines how to flexibly implement a diverse set of recommendations put forth by the project Steering Committee and the larger Byway community. The aim of all is to achieve a unique, integrated travel experience and enhanced quality of life for residents and visitors.

**Regional Byway System**

The Mountain Cloves Scenic Byway, at this point, does not formally link with other designated Scenic Byways. The extended Byway designation would provide recognition for a web of scenic roads in the core of the northern Catskills – in a sense all of the Catskill’s main corridors are scenic. These routes represent public investment and assets for economic development because they provide access to natural areas and recreation opportunities. A great deal of the adjacent lands are publicly owned and managed in the public interest as wild forest and open space. The work performed up to this point within the Mountaintop Recreation Strategy demonstrates support for a regional byway network.

As the Regional Map shows, the Shawangunk Scenic Byway is a recently recognized corridor much further to the south. There are segments of Byway along the Hudson River, as well as in Durham. A long-range opportunity for County and other regional officials is facilitating quality links between these special places.

Millions of people live within a five-hour journey of Hunter. The mountaintop has awe-inspiring natural sites and hamlets that are nice to visit. It is reasonable to expect that visitation will increase over time. This Plan will help tell the Mountain Cloves story and, in turn, help establish and promote potential tourist draws. All the while it will provide guidelines for the sustainable development of the community and compatible use and management of the natural and scenic assets that are the basis of the local and regional economy.
THIS PAGE: REGIONAL BYWAY MAP
ASSESSMENT OF INTRINSIC QUALITIES & CONTEXT

According to Federal Guidelines, to be defined as a Scenic Byway, the select corridors in Hunter must possess characteristics of regional significance within one of six categories of intrinsic qualities:

- Cultural
- Historic
- Scenic
- Natural
- Archeological
- Recreational

Intrinsic qualities are organizing principles for understanding a byway corridor. The concepts can be used to identify concerted actions within a CMP.

The Mountain Cloves Scenic Byways exhibits an abundance of scenic, natural, cultural, historic, and recreational attributes. These features overlap to form a cohesive, durable piece of Americana, rich in history, folklore and legend. It is this multifaceted story and image that we seek to interpret and market.

Multiple sites along Routes 23A, 214, and Platte Clove Road provide for an evocative and memorable travel experience. This section of the Plan, through an examination of the six categories of intrinsic qualities, identifies the primary byway features and the ingredients of a meaningful and rewarding travel experience. Each sub-section is prefaced by explanations of the intrinsic quality as provided by the U.S. Department of Transportation’s National Scenic Byways Program.

Natural & Scenic

Natural quality applies to those features in the visual environment that are in a relatively undisturbed state…There may be evidence of human activity, but the natural features reveal minimal disturbances.

Scenic Quality is the heightened visual experience derived from the view of natural and manmade elements of the visual environment of the scenic byway corridor. The characteristics of the landscape are strikingly distinct and offer a pleasing and most memorable visual experience. All elements of the landscape—landform, water, vegetation, and manmade development--

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2 Source: National Scenic Byways Online  <http://www.bywaysonline.org/program/iq.html>
contribute to the quality of the corridor’s visual environment. Everything present is in harmony and shares in the intrinsic qualities.

The Catskills inspire us to become immersed in the natural world, attuned to and intoxicated by the rugged otherness of the region. Native Americans held great reverence and awe for this dynamic landscape. Later in the 19th Century, the Hudson River School spoke of the Catskills as a manifestation of God and the embodiment of the American mythos. Such lore sprung from the fact that the Catskills were, and remain, an untamed, unspoiled forest region. The natural qualities juxtapose with the bustle of nearby metro areas like New York City.

Hunter’s Scenic Byway project emphasizes the Cloves (Kaaterskill, Platte Clove, and Stony Clove) as distinct landforms. These post-glacial ravines and the surrounding mountains captivate residents and visitors alike. The word “clove” derives from the Dutch word *kloof*, which originally meant the cleft in a hoof but came to mean—in a uniquely Dutch-American usage—a notch or gorge in a mountain wall or ridge. The Catskill’s gorges were sculpted over many millennia by the erosive force of creeks and the recession of glaciers. The term “clove” is unique to the Catskills and surrounding region.

Defining features of these cloves are the numerous creeks and waterfalls that cut and cascade down the steep-sloping escarpment of the northeastern Catskills. This escarpment, with its cliffs and high peaks, is a distinct divide. The Catskill mural front is the defining geological feature when looking from the Hudson and many eastern points. The Algonquin called it the “Wall of Manitou,” believing their sky-god Manitou erected it as a defense against hostile spirits.

This divide creates some of the highest waterfalls in the Catskills, including Kaaterskill, Haines, Black Chasm, and Plattekill Falls. The sight of these pretty cascades in an unspoiled setting gives one a feeling of
interconnectedness with nature and an appreciation of the past. For instance, where Route 23A intersects Bastion Falls, traffic often slows to a crawl as travelers marvel at the site of one small cascade and the usual bustle of hikers embarking on the trail to the main Kaaterskill Falls.

Hunter’s scenic byways also traverse large contiguous forever-wild forest tracts. Within the Catskill Park, notable units are Kaaterskill Wild Forest, Hunter West Kill Wilderness, and Indian Head Wilderness. (The Catskill Park State Land Master Plan by the DEC as revised and adopted in August 2008). The Byway segments wind alongside Kaaterskill, Schoharie, Stony Clove, and Plattekill Creek, offering magnificent viewsheds alternating between glimpses of distant mountains, the riverline environment, and the gorges. These natural qualities influenced history and spurred the cultural developments of this region. There are diverse and unique habitat types as well as many individual and distinct landforms all around the mountaintop region.

**Historic, Cultural (& Archaeological):**

*Historic* Quality encompasses legacies of the past that are distinctly associated with physical elements of the landscape, whether natural or manmade, that are of such historic significance that they educate the viewer and stir an appreciation for the past. The historic elements reflect the actions of people and may include buildings, settlement patterns, and other examples of human activity…They possess integrity of location, design, setting, material, workmanship, feeling, and association. *Cultural* quality is defined as evidence and expressions of the customs or traditions of a distinct group of people and may include crafts, music, dance, rituals, festivals, speech, food, special events, vernacular architecture, etc. *Archaeological* Quality involves those characteristics of the scenic byways corridor that are physical evidence of historic or prehistoric human life or activity that are visible and capable of being inventoried and interpreted.
Hunter has noteworthy archeological resources -- mostly associated with the American colonial period through the early industrial period and into the tourism movements culminating around the late 19th century and turn of the 20th century. As mentioned in discussion under the previous category, Native Americans revered the mountains. During the prehistoric period, prior to European contact, there does not appear to be large settlements of Iroquois. Rather, they traveled through the area and used it for ritual. The Ashokan Catskills -- A Natural History by John Bierhost, Olive Natural Heritage Society (1995) has a section on Native Americans in the environments around Esopus Creek -- this region is to the south and fed by Stony Clove Creek.

One significant archaeological site in proximity of the Byway from the colonial period is the ‘Old Tory Fort’. This holding station (jail) from the revolutionary war era was in the vicinity of the High Peak saddle. Likewise, the early Dutch and English migration and settlement is a topic rich for interpretation.

As the area developed later on in the 1800s, influenced by the tourism movement, the hamlet of East Hunter in Kaaterskill Clove was well established, even having its own post office. In addition to the early toll roads that wound up through the clove, there was an industrial element to this village that was the site of Kiersted Tannery. These are salient themes that provide strong interpretive potential. Likewise, the footprints (locations) of the major hotels are important to the history and story of Hunter, and in some cases there are physical remnants that can be accessed and enjoyed by the public.
The historic and cultural legacy of the Catskills is best exemplified by the Hudson River School, a group of Romantic landscape painters active during the mid-19th Century. This network of artists sought to capture on canvas the grandeur of the American wilderness. They found what they were looking for in the Catskills. Members of the Hudson River School included Thomas Cole (its founder), Frederic Church, Asher Durand, Thomas Doherty, Jasper Cropsey, Albert Bierstadt, Sanford Robinson Gifford, John Frederick Kensett, and George Inness. These artists, enraptured by the beauty of the northeastern Catskills, sketched and painted extensively in Kaaterskill Clove and—to a lesser degree—Platte Clove. Paintings by Cole and others of the River School, when exhibited in New York City, sparked the imaginations of city dwellers and spurred throngs of visitors.

Mid-19th Century writers also exerted lasting influence on Catskill life and thought. Washington Irving, John Burroughs, James Fenimore Cooper, and William Cullen Bryant contributed to the legacy of this region with the success of their literary works. Burroughs today is looked upon as one of our greatest writers on nature in the late 19th Century America. His influence and life can be tracked to other parts of the Catskills and Hudson River environs, including Roxbury, Esopus, Marlborough and some points further southwest.

Washington Irving’s fairy tale creation, Rip Van Winkle, has become a legend of the Catskills. The short story, first published in 1819 in a collection of shorts.
entitled The Sketchbook of Geoffrey Crayon, tells the tale of Rip Van Winkle, a Dutchman who wanders into the woods from his small village at the foot of the Catskill Mountains and—after a magical encounter with the ghosts of Henry Hudson’s crew—falls asleep for twenty years. Palenville, “the village of falling waters,” is often claimed to be the inspiration for Rip Van Winkle’s hometown and place of departure into the wilds of the Catskills. Thus, Route 23A is also known as the ‘Rip Van Winkle Trail’ and sites along it are advertised as the “haunts of Rip Van Winkle.”

William Cullen Bryant, a poet and journalist, was close friends with Thomas Cole. The two are depicted together, perched atop a bluff overlooking a Catskill gorge, in Asher Durand’s famous painting Kindred Spirits, 1849. This luminous painting conceives nature as a unifying force of friendship. Bryant himself spoke of nature as a “metaphor for truth.” In poetic verse, he helped to foster a national identity rooted in the frontier experience.

For centuries vacation sets have sojourned here. Catskill Mountain House, Laurel House, and Kaaterskill Hotel are an essential part of this legacy. Catskill Mountain House in particular saw many distinguished guests; General Grant and Sherman, several presidents, numerous foreign dignitaries and industrialists of the day lodged there. These hotels were Victorian Era hot-spots for the upper class as well, but eventually went out of vogue and were subsequently shutdown and leveled or—as was the case with Kaaterskill Hotel—succumbed to fire.

Summer residences and the unique communities like Elka, Twilight and Onteora Park also evolved as culturally distinct communities.

Today, a feature of Platte Clove is the Platte Clove Community, a group of Anabaptists, similar to the Amish, who
live in a pacifist colony and possess a distinct tradition of ritual, song, dance, and folklore. The Community opens its doors to visitors.

Recreational

Recreational Quality involves outdoor recreational activities directly associated with and dependent upon the natural and cultural elements of the corridor's landscape. The recreational activities provide opportunities for active and passive recreational experiences. They include, but are not limited to, biking, downhill skiing, rafting, boating, fishing, hiking, walking, photography and nature study. Driving the main corridors themselves may qualify as a pleasurable recreational experience.

Recreational resources are numerous in and around the Town of Hunter. Greene County has an extensive trail system linking mountain peaks and vistas, creeks and gorges, campgrounds, roads, and other unique sites. The Long Path, an inter-regional trail that spans 327 miles from the George Washington Bridge in New York City to Thatcher State Park near Albany, crosses all three designated byway routes. Near Route 214 it merges with Devil’s Path, a trail that extends from Stony Clove and assimilates the recently re-routed Long Path near Plateau Mountain. Devil’s Path offers a rewarding hike as it skirts over the summits of some of the Catskills’ highest peaks, including: Hunter, Plateau Mountain, Sugarloaf, Twin Mountain, and Indian Head peak (near its eastern terminus).

Two DEC campsites within Greene County are notable summertime recreational hubs. North-South Lake Campground is a popular destination for boating, kayaking, fishing, and hiking, and is near the former Otis Elevating Railway tram site, Kaaterskill Falls and foundations of famous hotels. In addition to Kaaterskill Falls, Kaaterskill Creek offers kayaking, trout fishing, hiking, and leisure pursuits. The more remote Devil’s Tombstone campground, situated on Route 214 at the crossing of the Long Trail and Devil’s Path in Stony Clove, is host
to through-hikers and rock climbers and is linked by Devil’s Path to the summit of Hunter Mountain and its historic fire tower.

While we often think of Hunter as a summer recreation resort, for over 50 years the area has been an important winter destination for down-state residents. Winter activities include skiing, snowboarding, ice-skating, and snowmobiling. Hunter boasts three cross-country and downhill ski areas: Cortina Valley Ski Center, Hunter Mountain Ski Resort, and Mountain Trails Cross-Country Ski Center. Thus, winter lodges hold an important role and are numerous in and around Hunter.

A detailed inventory and analysis of Byway characteristics was produced for the Byway. Distinctive features of the Byway, such as those described above, are inventoried in linear fashion, with a record of the relative position of each attribute within the corridor. Analysis identifies which of the six categories of intrinsic qualities each particular attribute or feature is associated with. This Inventory and Analysis of Hunter’s Byways Intrinsic Qualities is Appendix 1 of the CMP.

The following narration on the history of Hunter was produced by the Town Historian, Justine Hommel. The piece augments the inventory and provides a detailed glimpse of the historical chronology. It serves as a source of information for visitors and residents who seek to become more familiar with our diverse history.

**BRIEF HISTORY OF THE TOWN(SHIP) OF HUNTER**

(Justine L. Hommel, Town of Hunter Historian and President of the Mountain Top Historical Society)

Although the Native Americans fished and hunted in the Mountains there is no proof of their having settled in the higher elevations, preferring instead the more fertile valley below. During the Revolutionary War they built a small holding place about midway on the back side of High Peak where their prisoners were sometimes held over night on their way to Fort Niagara. Over the years, folklore has embellished this spot as ‘Tory fort’. What is true is that some Indian artifacts were found in Tory swamp near the holding place. It is surmised this place was chosen because the ledge above it offered Joseph Brant an ideal lookout of the valley below.

Earliest published records of settlement in the Town of Hunter show that four men -- Gersom Griffen and three Haines brothers, Elisha, John and Samuel -- first settled here in the late 1780s, although they may have arrived earlier. They
were from Putnam County and supposedly came though a pass from Willow near Woodstock into the Platte Clove vicinity. They settled near Schoharie Creek. The area was isolated, the land mountainous, the soil poor and rocky. But with water power nearby, they were able to build small mills, hunt, fish and keep small farms with which to eek out an existence.

The oldest house still standing today is, as far as I know, the William Miller House. This house, located on County Route 16 a short distant east beyond the Clum Hill, was built around 1793 and used as a tavern.

The Town of Hunter was formed from parts of the Town of Windham and Woodstock in 1813. As the area became more populated roadways were needed to connect the mountain settlements with the nearest commercial village, the river town of Catskill. The earliest roads through Kaaterskill Clove were hardly more than footpaths full of roots and rocks. A toll road was eventually built following the sides of the creek—crossing when necessary—and clinging to the curves of the mountains from Palenville to Haines Falls.

With the coming of the automobile, the toll gate system was no longer satisfactory. Early in the 1900s, money was set aside by New York State and Greene County to build a substantial road to the mountaintop. To cut costs, they used chain gang prison laborers. The road they constructed presented many challenges and is basically the same road we travel today.

To meet the needs of the residents of the Platte Clove area, another road was built that wrapped around the mountain, making it possible to have a much shorter route to the river town of Saugerties. The road is narrow with grades steeper than those of the Kaaterskill Clove. Both roads offer spectacular scenery.

The thick forests of hemlock trees surrounding the steams attracted tanners who set up tanneries along the streams. Col. William Edwards built his tannery next to the Schoharie in what was then called Edwardsville and is now Hunter. A tannery near Bloomer Road marked the beginning of the village of Tannersville. The Kiersted tannery was located deep in the Kaaterskill Clove, and formed the core of a settlement named East Hunter, composed of 80 people. The settlement was abandoned when the tannery closed about 1850.

The mountains also had an abundance of hardwood forests providing wood for the lumber and furniture mills built along creeks. Another lesser known small industry was quarrying. Stone was drilled and taken out of seeming impossible
areas, sometimes quite high on a mountainside and in such spots in land of the ravine of Platte Clove.

The unique beauty of the mountains, the lookouts and waterfalls of the cloves may, or may not have been one of the reasons early settlers chose to locate here, but in the first part of the nineteenth century these wonders of nature were “discovered” by writers, artists and poets such as James Fenimore Cooper and William Cullen Brant. Washington Irving must be included among them for it was he who gave us our folk figure, “Rip Van Winkle.” His book clearly located Rip in our part of the Catskill Mountains. He gave it verification when, on his visit to the Mountain House in 1832, he wrote of the area as “the veritable haunts of Rip Van Winkle.”

The early paintings of Thomas Cole, Asher B. Durand, and later Sanford Robinson Gifford, Kennsett, Cropsey, and Whitteridge—all of whom became a part of what was to known as the Hudson River School of Art—drew attention to the Catskill Mountains. The extraordinary scenery depicted in their paintings and writings made going there a must.

Thus began the tourist industry which became the mainstay of the mountain economy. The Catskill Mountain House, located on the very precipice overlooking the Hudson River Valley, was a showplace and the first of the grand hotels of the Catskills. Two other notable hotels built later in the same area were the Hotel Kaaterskill and the Laurel House.

The arrival of the railroads in 1882 heralded a new era of tourism that brought thousands of people each summer. Dozens of hotels and boarding houses were built to accommodate them. The railroad entered though Stony Clove Notch bringing passengers in from Ulster County and beyond. By the 1920’s there were over 4,000 hotel/boarding rooms in the Town of Hunter.
In order to help raise money for the family, farm wives often took in boarders during the summer. Winters were harsh, long and severe in the mountains. What crops and livestock were raised in the summer was stored, canned and smoked for winter consumption by the family. The men cut balsam trees to be shipped by railroad to the cities, cut ice to store in icehouses, made maple syrup and performed whatever jobs brought in money for the family.

The early part of the 20th Century saw a decline in the mountain economy which continued until the late 50’s. The Hotel Kaaterskill burned in 1924 as was the fate of many other hotels. In 1963 the Catskill Mountain House and in 1967, the Laurel House, both of which had deteriorated to sad conditions, were burned by the Department of Conservation.

A resurgence of the Catskill Mountains came about with the introduction and popularization of winter sports, in particular down-hill skiing. Then a whole winter world opened with cross-country skiing and snowmobiling. Now hiking, ice-fishing, and ice climbing have been added to the winter lists. In the warmer seasons, the joy of camping and hiking bring back attention to the majestic scenery, trails and lookouts so popular over a century ago.

The most recent renewal trend brings with it an interest in culture, crafts, and the arts, with recognition of the important contribution of the Hudson River School of Art to the Catskills. Advances in communication and technology have made it possible in recent decades for many more urban people to accept the challenges of living here in preference to more populated areas.

It appears that Rip Van Winkle has indeed awakened from his long nap!
MAINTAINING & ENHANCING INTRINSIC QUALITIES

Introduction

This chapter of the CMP defines the overall theme for the Scenic Byway and presents a stewardship program. Stewardship addresses the tools and techniques that should be advanced to manage and enhance the resources that distinguish the route.

Byway Theme

Hunter’s image is that of scenic vistas, rugged mountains and historic hamlets. The mountaintop aura is defined by its vast forests, prominent peaks and ridgelines contrasted with its appealing valleys and gorges. There are wondrous waterfalls throughout the cloves, and streams run along the valleys.

Based on a review of intrinsic qualities, the main theme has emerged of ‘Mountain Cloves’ and ‘natural wonder’. The story for the existing Byway is most compelling when considered from this main perspective. It provides a basis for Byway planning and is the underpinning of the Scenic Byway nomination. We seek recognition of additional segments of the corridor as Scenic Byway because they fit this theme. The theme also establishes a focus for planning and investment on the established, already recognized sections of Byway.

There are numerous side stories that complement the main theme. They involve the history of Hunter.
One storyline is of indigenous people and the succeeding settlement of this area by pioneers and settlers. Yet, the most prominent and unique period for this place (up to this point) involves the activities that provide Hunter a prominent place and position within the American tourism, arts, and environmental movements during the 19th and 20th centuries.

Viewed in a historical and geographic context, Haines Falls, set on a plateau at the top of Kaaterskill Clove, emerged as a retreat for visitors set amongst vast open areas and the mountains. Tannersville sits beside creeks where commerce took advantage of access to water power, timber and bark for tanning. The scenery and fresh air were always a cherished resource. Later, the lodging industry became an even more dominant feature in the hamlets. The estate movement at the edge of the hamlets also capitalized on open space and recreation values. Still today, the Village of Hunter is defined by its relationship to the mountains. The Byway connects these areas as it winds through open areas, settlements, cloves and forest.
Stewardship

A ‘stewardship plan’ addresses the strategies, tools and techniques that will be employed to manage and enhance the resources that distinguish the Byway. In selecting stewardship techniques, the Project Steering Committee has discussed local conditions, demographics, the economy and political climate. It also evaluated the threats to the Byway’s intrinsic resources. This includes specific threats to physical resources of the Byway and their severity.

Generally, the main threats are:

- **Disruption of the immediate roadside environment** – such as clearing of trees or vegetation, or context insensitive removal or disruption of physical features like earth, manmade structures like stone wall or guardrail. Occasionally, there is introduction of structures or signs in or around the immediate right of ways in a fashion that does not fit the context of the site and neighborhood.

- **Incremental loss of distinguishing visual character** -- disruption may occur through physical alteration (such as demolition or remodeling) of buildings that have remarkable historic qualities. New building could be placed in prominent viewsheds, or within the lines of sight of main thoroughfares, rather than blended with surroundings. In the latter case, there can more careful selection of house sites away from bluffs, behind trees or hills, or in areas with lower elevation so as to carefully combine the structures with their surroundings and protect the appearance of the corridors.

- **Occasional periods of congestion and high use** – this occurs on select weekends and holidays in the summer and fall.

The maintenance of Hunter’s essence will ensure that these features will be enjoyed by future generations. Factors that drive the economy must not be diluted. The level of protection for different parts of the corridor should vary, with more emphasis on the places that most reflect Hunter’s character and intrinsic values. It is particularly important to maintain uninterrupted views of the ridges and peaks from many angles. Likewise, there should be efforts to maintain intact open space and distinct hamlets with charming, walkable streetscapes. Care should be taken to preserve the unique character and feel of the roads within the core cloves.
Table 1 suggests **tools for preserving** the highest levels of visual integrity of the Byway environment. Through identification and discussion of appropriate techniques in Hunter, there can be actions to protect key resources. The table is set up to first present the objective, followed by some ideas and explanation of how that particular strategy could be approached by Byway stakeholders in the future. The Byway Project Steering Committee showed special concern for selecting strategies which would receive broad community support.

**Table 1 -- Strategies to Maintain Hunter’s Intrinsic Qualities**

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<thead>
<tr>
<th>Objective</th>
<th>Strategy Description</th>
<th>Rationale</th>
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<tbody>
<tr>
<td>1. Protect and preserve the community’s ‘landmarks’</td>
<td>This Plan provides an inventory of the most special places or landmarks. A follow-up action should be grant-seeking to undertake steps to assure special features preservation and long-term protection.</td>
<td>The Inventory of Intrinsic Qualities developed for this Byway project is a broad list of special places in the community. As County open space planning progresses, it may assist further analysis to assign priorities and consider alternative preservation strategies. A natural resources inventory produced by Greene County in the mid-1980s can aid formation of resource protection strategies. Since there are many scenic vistas and vantage points throughout Hunter, follow-up inventorying and analysis should characterize and rank views and adjacent open space. There should be identification of important vistas and those at risk of degradation. There should be exploration of a range of options available to protect and preserve various natural, scenic, cultural and recreational assets.</td>
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<td>2. Promote conservation of the unique and special features of sites proposed to undergo development</td>
<td>Identifying special places is a precursor to planning for the protection of the areas with the highest natural or scenic value. The local governments could foster planning process where landowners and neighborhoods identify the sub-areas and features of the community that are most special or cherished.</td>
<td>The idea would be to identify special places at the site-level so that building development and driveways can be directed away from them in order to achieve better fit. Natural resources are a sustaining asset. In the 2007 County Economic Development Plan it is proposed to create and maintain a natural resources inventory.</td>
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<td>3. Produce/ refine architectural and cultural resource inventories</td>
<td>Developing descriptions, analysis and photographic catalogs of building types and neighborhood histories promotes understanding of community assets. Analysis could be structured by elements, such as: building style, facade, porch and window treatments.</td>
<td>A goal would be to identify and protect defining features of Hunter's built environment and landscape. Identifying cultural assets establishes the unique aspects of this place.</td>
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<td>4. Support education on Hunter’s History</td>
<td>Pursue grants and collaborate with the schools and non-profits to establish and refine curriculum that educates students and adults on this topic</td>
<td>The Mountain Top Historical Society has a strong track record -- building on and enhancing their work can foster support for place-based economic development. The Catskill Center’s Sense of Place curriculum (2002) provides a strong framework for this objective.</td>
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<td>5. <strong>Promote context sensitive road maintenance &amp; improvements</strong></td>
<td>Town Highway Superintendent should prepare principles for routine maintenance of Platte Clove Rd. and the local governments should request the development of County and State standards for their work within other Byway segments. Guidelines could cover: infrastructure replacement; placement of burrow and waste; use of native stone and plants.</td>
<td>A range of issues could be addressed during the maintenance of the Byway’s roads. The forests, vistas, natural rock outcrops and historical infrastructure adjacent to the Cloves are deemed extremely important to maintain. Improvement planning could include formal public comment on projects.</td>
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<td>6. <strong>Promote access management on major corridors</strong></td>
<td>Work with the County to develop design guidelines that describe preferred access management practices such as explanation of techniques to avoid new curb cuts, separate local and through traffic, and plan an interconnected street grid.</td>
<td>Maintaining ability to move freely across main corridors is essential to community livability and visitor comfort, especially during peak periods. By managing access and fostering trip reduction, road capacity is conserved and there is reduced accident potential and peak period congestion. Good travel experiences promote return visits.</td>
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<td>7. <strong>Consider Establishing National Register Districts in Platte &amp; Kaaterskill Cloves</strong></td>
<td>Applying for national register status would promote public understanding of the resources in these Cloves as well as their preservation.</td>
<td>Historic resource analysis could qualify the community for grants to protect features of national or state-wide importance.</td>
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During CMP development, the Steering Committee felt strongly that the strategies to maintain the intrinsic qualities of the Byway should be voluntary with a realistic feasibility to implement a particular action in the community. The group prefers non-regulatory or incentive-based techniques. All seven management recommendations above fit with these criteria.

Another objective -- the desire to foster local-regional communication around Scenic Byway programming -- has particularly strong support from the Project Steering Committee. It contains aspects of both a ‘management’ and an ‘enhancement’ technique. It is based on a desire to foster partnerships and communication around Scenic Byway project implementation. Specifically, there is local concern that the State agencies seldom consult with local communities and sometimes carry out actions without awareness of, or contrary to local interests and desires. The Committee hopes to establish a ‘local project advisory committee’. The notion is for some type of formal intergovernmental community relations structure. This forum would be a tool to establish routine dialogue about projects and issues between local officials and representatives of the DEC, DOT, or other regional bodies. Through
regular meetings on a quarterly or semi-annual basis, local governments can ask questions, obtain updates and articulate their interests and concerns. This would promote consistent action and follow-through. Items 4. and 5. that follow are examples of strategies that could benefit from this type of forum.

Breathtaking views are encountered winding along the corridors at many points. Promoting conservation of vistas is a high priority and can be accomplished through voluntary means. It is important to identify ways to camouflage development on private lands at higher elevations. Design guidelines can show both techniques to avoid as well as preferred siting practices. Since the Project Steering Committee prefers non-regulatory preservation and enhancement strategies, these guidelines should be developed as an informal tool to inform users about options and preferred practices. Still, since the threat of incremental degradation of visual quality is very real, there should be benchmarks established. If over time success is not demonstrated measured against these benchmark indicators using a voluntary approach, there should be consideration of regulatory-based approaches, such as by utilizing the State Environmental Quality Review Act (SEQRA) framework. Topics covered in these design guidelines could include ways to layout driveways and buildings in appealing ways. It could also explain methods to minimizing light spillage and the size of building envelopes.
Strategies For Enhancing Intrinsic Qualities

Table 2 identifies possible ways to augment the corridor environment. It presents actions that advance the Byway image and perfect the products which are the focus for preservation and enhancement. These strategies provide a platform for sustainable economic development. The actors and agents seeking to implement this plan will have to select priorities from the sets of strategies to maintain and enhance the Byway. Identification and action around these priorities will require exploration of lead actors, supporting groups, and the potential sequence of steps and resources that could be carried out to achieve a particular strategy.

### Table 2 -- Strategies to Enhance Hunter’s Intrinsic Qualities

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<th>Objective</th>
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<tbody>
<tr>
<td>1. Foster eco-tourism / place-based economic development</td>
<td>Identify potential low-impact recreation options, opportunities for nature study, and environmentally sensitive business offerings, including through market and industry gap analysis.</td>
<td>Through Discover Greene efforts, County economic planning initiatives (including the Mountaintop Strategy), and coordination with businesses, it should be possible to ID new/complementary business offerings, programs and promotional activities.</td>
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<td>2. Enhance visitor experiences</td>
<td>Provide kiosks and other roadside interpretation of Byway resources. Plan for convenient user facilities (including public bathrooms and shared parking) in multiple places.</td>
<td>These type of enhancements are discussed at length in the ‘Road Safety Record and Transportation Plan’ chapter, and the subsection ‘Potential Capital Improvements By Route Segment’</td>
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<td>3. Improve the look and design of hamlets</td>
<td>Promote incentives for projects that meet community goals to upgrade derelict properties or provide facade preservation. Advance main street streetscape enhancements (ID priorities) and explore opportunities for public art and historic markers.</td>
<td>This would encourage development that is compatible with unique history and architecture – which are drivers of a tourist economy.</td>
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<td>4. Provide landscape enhancements on/ around Platte Clove</td>
<td>Provide a pleasurable visitor experience through parking area landscaping upgrades, coordinated sensitive signage, enhanced pedestrian facilities at trailheads at the top and bottom of the gorge.</td>
<td>Provides for complementary economic development. See ‘Road Safety Record and Transportation Plan’ chapter, and the subsection ‘Potential Capital Improvements By Route Segment’</td>
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<td>5. Intersection &amp; travelway capital improvement plans</td>
<td>Work with DOT, County Highway and local Highway Supers to define a long-range program of physical improvements and upgrades.</td>
<td>See ideas in ‘Road Safety Record and Transportation Plan’ chapter, and its subsection ‘Potential Capital Improvements By Route Segment’</td>
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<td>6. Screen development between hamlets</td>
<td>Encourage landscape screening outside of the hamlet development nodes.</td>
<td>Sections of uninterrupted forest between the hamlets define rural character. Retain this pattern rather than allow a continuous strip to evolve between Haines Falls and the western Town line.</td>
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<td>7. Achieve &amp; maintain distinct community gateways</td>
<td>Establish gateway design guidelines and illustrated development examples in Haines Falls and the other key Village entry and transition points. The 1998 Town of Hunter: Economic Development Strategy discusses this technique at some length; the concept should be extended to aid village economic development as well.</td>
<td>Design can assure distinguished hamlets. Gateways establish people’s perceptions. It is desirable to promote consistent quality and complimentary physical development of the streetscape and private properties. Reinforcing open space contrasted with settlement is consistent with community character. Grant writing and capital planning supports this aim.</td>
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<td>8. Prepare a bicycle &amp; pedestrian plan</td>
<td>Provide a detailed plan that includes sidewalk and bicycle network analysis and needs assessment. Identify gaps, safety concerns and opportunities, and complementary strategic parking enhancements. Form design guidelines for bicycle, sidewalk and trail enhancements. A sub-group of the Mountaintop Strategy is exploring a regional bike network. Detailed planning and design will be required to establish the local piece.</td>
<td>The Byway includes main arteries of the community and region. They serve bicycles and pedestrians -- it is crucial to consider how these travel modes are accommodated and plan for their continued integration through examination of needs, operations and safety. Blending modes will enhance community character and improve road safety and operation. See the Transportation chapter and the recommended capital plan.</td>
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<td>9. Mitigate traffic impacts from new development</td>
<td>Promote traffic impact analysis for new or significantly expanded uses</td>
<td>A focus should be exploration of opportunities to arrange and re-distribute vehicle circulation so that friction is minimized, without disrupting the flow on the main travel ways, or pedestrian circulation. One technique may be to analyze potential to foster connections between adjacent land uses.</td>
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<td>10. Plan future corridor connections &amp; enhancements with adjacent towns</td>
<td>Greene and Ulster County planning officials, chambers of commerce and local officials (including from Saugerties, Catskill, Shandaken, Jewett and Lexington) should meet and explore the potential to extend the Byway beyond Hunter.</td>
<td>Visitors travel through other communities to reach the mountaintop; Hunter’s economic fortune is part of the larger region’s. Providing consistent, coordinated action and improvements in the corridors beyond Hunter provides a unified travel experience.</td>
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Applied along the existing Byway, the strategies to enhance the Byway mainly involve managing vehicular friction during peak periods and eliminating some intrusions on the enjoyment of the character of the roadway. As discussed later on, one major issue of concern for the Town of Hunter is finding solutions to deal with the very high levels of demand for the recreational assets at and near Kaaterskill Falls. Paramount to the Town is identifying approaches that will not degrade the resource or setback tourism in the region.

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3 While a bike-ped plan focuses on enhancing non-motorized transport, the project Steering Committee clearly desires action to promote recreational snowmobiling connectivity and physical trail enhancements within the community and region. This topic is being taken up as part the Mountaintop Strategy project.
INTERPRETING & MARKETING THE BYWAY

An array of assets and themes compose the Mountain Cloves Scenic Byway. This section of the Plan discusses how to aid visitor’s understanding of these Byway components and the Mountain Clove brand. It also discusses how tourism marketing may occur through a variety of efforts that can collectively increase awareness of, and visitation to, the Byway and the individual attractions along its corridors. These pieces are part of an overall plan to bolster the economy and provide services and facilities to benefit and accommodate tourism as more people become aware of the Town and region and its substantial offerings.

Marketing the Byway

A five-year marketing plan should be established for the Byway. This comprehensive strategy would be based upon the detailed body of knowledge compiled by Greene County Tourism & Promotions (which promotes tourism on a county-wide basis), including the research and strategies in the Greene County Comprehensive Economic Development Plan (2007), particularly Chapter Ten: Tourism Industry Analysis.

A marketing plan would identify primary audiences (current and potential visitor groups and how they get their travel information) and secondary audiences (marketing program partners, public officials and business owners) for promotional activities. The plan would identify research and communication needs so that the Byway and its host communities can continue to build a unique brand in the Catskills. There would be guidance on markets specific to this Byway and suggestions on optimizing advertising. It would explore how to build awareness about Hunter and the Byway, as well as cover the best strategies to build marketing relationships with other potential partners in the region and capitalize on their efforts.

See the Mountaintop Community Recreation, Cultural Resources, and Scenic Quality Strategy project, currently under development and viewable at: www.gscwcd.com/wap/recreationplan which is exploring how to promote travel and

Banner on Route 23A
tourism within the Mountaintop region. There are two main objectives that drive development of a marketing plan for the Mountain Cloves Scenic Byway. First, Greene County Tourism is building awareness of the itineraries available to visitors. The marketing plan must be consistent with these efforts. Second, the marketing plan must build awareness of the mountaintop (Byway) product. Repeat and first time visitors would benefit from greater understanding of Hunter’s facets, brand and sense of place. Resource interpretation is important. Easy access to information about the area’s rich history and natural and recreational assets will help visitors get more out of their trip, be good stewards, encourage them to stay longer, and drive them to return again.

Many Scenic Byway marketing and promotion campaigns are oriented toward getting potential visitors to select their specific location for a visit. Or, they are concerned with identifying specific tourism events and offerings, such as concerts or lectures. While our Byway’s web site and print materials may provide this type of information -- promotions should focus on interpretation. A set of regional and local organizations and campaigns are already geared to providing informational calendars. Links to organizations -- including Greene County Travel and Tourism; The Mountain Top Historical Society; The Catskill Mountain Foundation; municipal web pages; I Love NY; The Greene County Resort and Hospitality Association; Hudson River Valley National Heritage Area; and Hunter Mountain (this is not an exhaustive list) – can provide this information without diluting the focus on interpretation.

The bulk of efforts to provide marketing, promotions and publicity surrounding the Byway should capitalize on digital technology to tell the varied stories of the Mountain Cloves. Marketing carried out using the internet should go beyond getting people to visit Hunter – this will happen through stewardship, the action of other regional partners, and execution of marketing programs. The Byway’s website should focus on helping visitors achieve a meaningful experience. It should explain all of the interesting stops along the Byway. Folios of information available on the home-page can describe Byway themes and enable individuals to delve into specific topics in greater detail in a fun and informative way. Developing these themes, stories and supporting information (see the prior chapter for identification of overarching themes) will require a great deal of energy. Linkages to the Mountaintop Recreation Strategy will help the Byway take advantage of their similar efforts.

Other interesting web-site tools may help build visitor experiences and establish communities of interest about the Byway themes. For example, just as there are guest logs at trailheads in the Catskills, the Byway web-site could have
a guest log to display the various places from which people visit. Further, visitors could be provided the chance to discuss their Byway or Hunter experiences. Likewise, audio tours or podcasts (like those available on the web site: http://tourcaster.blogspot.com/) could be developed for people to listen to in their cars on their journey to Hunter. Specific podcasts could be downloaded by visitors to play as they drive or hike along individual segments of the Byway. This type of approach matches well with the itinerary theme being developed by the County. It would be similar to the audio tours used successfully by Museums to enrich visitor experiences.

Preservation-oriented web-sites can be used to illustrate how the Byway can structure local history and cultural tourism themes using internet, video, audio and archival technologies. They are becoming more common and less expensive. These sites teach and educate as well as stimulate visits:

- Jefferson Monticello national historical site http://www.monticello.org/ has a room-by-room tour of the first floor of the main house with links to panoramic images. In Hunter, the Byway site might seek to guide and inform users. For instance, a digital model of the Catskill Mountain House or an interactive video of the sites where the Hudson River School artists were active could intrigue potential visitors.

- Some sites take an active teaching role. For example, the National Postal Museum has quizzes on its web page. The School District and educational non-profits, such as the Mountain Top Historical Society and the Sugar Maple Center, could use this type of offering to benefit their programs.

- The Lakes District in the United Kingdom http://www.lake-district.gov.uk/ has a lengthy section on archeology. Users can “dig” to view photos of interesting topics. Hunter’s history of rail, tannery villages, early American Industry, or the 19th century toll roads could stimulate similar interactive user activities.

It is particularly important to define how to structure and maintain a quality web-page. An out of date or non-user friendly web site could discourage potential users – and maybe even make potential visitors search elsewhere. Graphic design experts – selected by the steering committee through a competitive process – should be commissioned to define the color selection and the layout of web pages. The web designs should be easily maintained and sustained with fresh, informative content. Important in this regard will be determining who will manage the routine (monthly or weekly) administration,
and what will be the potential protocols and costs associated with alternative ways of updating information.

The web-site should aid people’s awareness and interpretation of Hunter’s history, culture and natural resource base. There should be consideration about how to provide clear sources (citations and background information) for the content. For example, when contemporary artistic photography of sunsets or views of the Cloves are posted, there can be citation of the photographer, locale, and even the type of camera and the specifications of the shot. Likewise, art buffs may desire bibliographic information on pictures, such as the artist’s name and the source of the image. This type of information would illustrate this project’s importance to the contemporary arts sector. Furthermore, it could aid artists and arts-related businesses by providing them with collateral publicity and guiding users to their offerings, either on the web, or in storefronts on the Mountaintop.

The web site should be a high priority for investment because much travel-related material is sought by visitors from homes and offices prior to trips. Bicycle route maps and driving tours could be printed before leaving home. Partners like Greene County Tourism could aid development of graphic materials, host Byway information, as well as advertise and distribute print materials. Still, given the high cost of printing and distributing physical flyers, brochures or magazines, plus the throw-away nature of many of these products, it seems that direct investment in these actions should be done only when there is a good opportunity to reach the target market. Very unique, targeted printings should be provided, such as for hikers who desire specific and detailed information. One idea may be to develop Clove subject-specific pamphlets. Some Committee members feel that tourists do seek brochures and memorabilia. One category of souvenir book that they believe that there would
be demand for are glossy books like are offered at the State Museum and which could not be printed off of the web.

This global approach to marketing will link local assets to the County and vice-versa, helping provide a web of information. It will aid the dispersion of tourists into and around the County in an organic, non-competitive way. Different supporting/affinity sites can be linked to from the Byway web-site. There could be direct content and linkage to businesses, and to non-profit and public sponsors who actively support and underwrite these websites and other Byway marketing and promotion activities.

When brochures are developed (such as ones that are printable from the Byway web-site) they should contain vital information about the components of Hunter’s Scenic Byway and the northern Catskill high peaks. As discussed in the intrinsic qualities inventory and analysis, the natural environment must be a primary theme. Visitors often want to hike, bike, fish, and get away from crowds. Members of the project Steering Committee discussed the tremendous potential to tap into nature studies markets – there is a notion of having glossy brochures or topic-specific literature (such as which build on internet themes), and field equipment (such as binoculars, cameras, etc.) available locally for visitors to purchase or rent in order to pursue this type of interest.

The DEC helps provide resources to aid people’s understanding about how, when and where they may pursue particular outdoor recreation activities. Working with them, and with the Mountaintop Strategy, will strengthen marketing efforts. One new recreation opportunity proposed to be provided for in the current draft of the Catskill Park State Land Master Plan is a ‘primitive bicycle corridor’. It would extend out along the Overlook Turnpike from Platte Clove (other corridors are also proposed).
There should be a section for families. It could provide information about child-friendly recreational activities and venues. Private businesses could obviously benefit from and have a role in this section’s development.

A number of products already developed are either out of print or need to be reformulated for inclusion on web pages. For instance, the DEC Catskill Forest Preserve Official Map and Guide shows the most prominent hiking trails, pullovers and camping areas in Hunter. A map for the Huckleberry Multi-Use Trail from the 1990s shows the points of access and describes the features of this important community asset. The 1997 DEC Day Hikes at North-South Lake: Official Map and Guide is highly informative. When redesigned for the internet, printing should be specialized to print maps either in their entirety, or in smaller sections.

Content could contain a historical ‘auto tour’ of the corridor, incorporate and link to the Art Trail (based on a partnership with the Thomas Cole House). It could offer directions to activities and attractions, describe operating hours, and other logistics, including background on museums, lakes and swimming access, hiking and biking trails. Prior efforts which offer very strong foundations to build on include the Rip Van Winkle History Trail: Map with Points of Interest (Jozic, 2006), the DEC’s Day Hikes and Paddles for Families, undated, which captures all of the Catskills, and The Catskill Mountain Heritage Trail, 1998, by Mountain Top Historical Society.

Stakeholders have also identified a need in Hunter for Town- and Byway-specific local promotions and marketing materials. While there is a Catskill region guide, it has been noted that there is no town-wide calendar of events from Memorial Day to Columbus Day, or year-round.

It may be possible to sell advertising to help support the design and development of a magazine which would come out just before each Memorial Day and be distributed throughout the summer and fall until
Columbus Day. A 2005 two-sided color glossy brochure Visit Tannersville New York had a nice layout and a schedule of events. A challenge, however, exists in that developing a seasonal brochure or magazine requires a project leader. Design and production could be time and resource intensive. One option may be to pursue this collaboratively, such as under the umbrella of the Mountaintop Strategy; however, local stakeholders have expressed a clear desire for Hunter-specific as well as regional promotional materials. For this project to go forward, the first step would be to identify a funder. Next, there would be a need to define an entity willing to take on the lead responsibility.

Likewise, assuming that resources become available specifically to market and advertise the Byway, American Road magazine and AAA publications reach large audiences of recreational travelers and have been suggested. The Chamber of Commerce should be asked to aid the development of marketing strategies. Likewise, newspaper advertising in an around Manhattan and the surrounding region would target a region with one of the highest per capita incomes in the nation. It would present an opportunity to encourage younger and more affluent persons who live within a three hour drive to visit the community.

Overall the Byway marketing program can aid economic development by helping develop community awareness. Marketing and promotions and interpretive information can help visitors understand the diverse themes at play in the community.

**Interpretation & Visitor Experiences on the Byway**

This CMP seeks to link visitors with detailed information about the features of Hunter’s Byway and the broader Catskill Park. A focus for these segments is
integrating and expanding the travel experience. Access to quality information on the community, its environment, history and culture can compel visits to the area. Likewise, as part of branding, it is crucial to provide Byway users with information which enables them to achieve a meaningful travel experience and visit. Accordingly, this sub-section expands on types of information and ways that it can be assembled and presented to visitors. We want to enhance visitor’s experience as they tour the scenic corridors. Hopefully, the information will compel users to visit, experience a profound interest in the area, stay longer, and return.

The Catskill Forest Preserve Public Access Plan, 1999, by the New York State DEC notes that communities depend on access to the forest preserve lands as a nature-based tourism attraction that can be the cornerstone of sustainable economic development for the region (page 13). It also points to the profound potential to enrich the experiences of families visiting the Catskills:

> However, existing information and interpretive programs do not reach enough visitors, particularly family automobile travelers not experienced in backcountry use, about how to use and enjoy the forest preserve. Unlike virtually all other parks of the scale and character of the Catskill Forest Preserve, there is no park-wide system of information points, no interpretive or visitors center, no telephone number to call for consistent information, no park-wide system of natural or historic interpretation, no standardized trailhead information systems, and a lack of consistent information about specific outdoor activities. Privately produced guides and maps are available to visitors at book or sporting goods stores, but these reach only a small proportion of visitors (p. 14).

The overall marketing and interpretation of the Catskill region contributes to, but is not the role of this project. It is sufficient to say that regional interpretive centers and satellite sites that feed into and complement interpretation will aid user experiences. Likewise, the State Museum and regional social and cultural institutions can play a role in providing understanding about the Catskills. At the local level there could also be an effort to promote prose and photo journalism on Hunter and its environments, ranging from the nationally recognized literature, to coffee table books, hiking guides and travel brochures. Under this latter action, local retailers could be encouraged to explore market opportunities.

There are numerous physical improvements that can provide a more interesting and cohesive travel experience. Furthermore, since the existing segments of
scenic byway are predominantly adjacent to state lands, it is appropriate to identify ways to upgrade park facilities there so that visitors have a better travel experience. The section on ‘Route Wayfinding’ discusses how to provide travelers with direction and guide them to various tourist destinations. This narrative focuses on providing physical enhancements that will enable a meaningful and consistent travel experience for visitors. The DEC Access Plan provides the following principles (page 15) for public access:

1. A balanced approach to the development of appropriate access and recreational opportunities on the forest preserve for the full spectrum of forest preserve visitors that focuses on families, older people and others who are not inclined to travel into the back country.

2. A system of information about the natural, cultural, educational, and economic values of the Catskill Forest Preserve, as well as the full spectrum of recreational and traditional sporting opportunities available on forest preserve lands.

Since the Byway is the primary way that most users intersect with Hunter and the Park, it is critical to put forth roadside improvements and attractions. The DEC and DOT can advance them so as to improve upon the Park and user experience. The new segments of proposed Byway are special in themselves, but they also link unique parts of the Byway and hamlets.

Discussing information and interpretation systems, the Access Plan promotes systems for explaining the natural and cultural resources of the Forest Preserve (page 15). Therefore, substantial focus is provided on the design, construction, and installation of interpretive exhibits about the forest preserve. In Hunter there are strong opportunities for scenic pull-overs, after-hours displays, and information kiosks. The project capital matrix identifies specific recommended physical improvements which can aid access and park interpretation.
In Stony Clove, a few distinct themes are ripe for visitor interpretation. Of particular note, the hiking trails at Devil’s Tombstone provide a route of access to the historic Hunter Mountain fire tower. This tower is one of a group within the Catskill Forest Preserve which were restored and provided with enhanced access during recent years. The tower provides a unique hiking destination that offers unparalleled views. In Stony Clove there could be an information kiosk which discusses the historic preservation of the structure. Likewise, the kiosk could guide tourists to other fire towers in the Catskills as well as provide explanations about related forest preserve resource values and stewardship. The Catskill Center has been a partner in preserving fire towers throughout the Catskills. They provide destinations with views to lesser peaks and help distribute use away from the most heavily used areas.

Members of the project steering committee note that there is a natural rock formation at the apex of Stony Clove which in perspective resembles the head of a colonial era ‘sentinel’ (soldier). You can view the sentinel standing guard on the west side of the clove. It is noticeable from the northern and southern approaches, although there is better ability to discern the guard’s outline from the south. There are opportunities for Byway visitors and outdoor recreation enthusiasts to become aware of and behold this natural wonder. There is also a potential to add to the myth and legend of the clove using this resource.

**Route Wayfinding & Signage Control**

Signs provide travelers with information and direction and they are a tool in building the Byway brand. Signs are also tools to aid interpretation. It is an objective of this project to convey information and guide wayfinding in a clear and simple manner. Signage will be developed in a fashion that complements and enhances the predominantly natural setting of the Catskill Park. Obviously, signs are needed to enable people to clearly find the way to the villages and hamlet, the higher order interpretive stations, and any future visitor information center. The point is that signage can be carefully used and sited in order to provide a common visual identity in the Catskill Park and on the Scenic Byway.

As part of overall marketing and coordination, it is essential to develop a Byway wayfinding sign program that is based on consistent design standards and which addresses the placement of signs along the Byway. The local project committee would seek to be involved in the
Potential Scenic Byway logo (designed by Peter Manning). The yellow-brown is Catskill Park compliant.

development of coordinated signage programs on State and County routes. The Byway wayfinding sign system can reinforce the unique brand for the Catskills and the Mountain Cloves Byway specifically. For instance, signs would be provided periodically as a means for users to confirm that they remain on the Byway.

The program would designate a Byway logo to be used consistently in signs at gateways and along the byway route as well as in promotional campaigns. The logo’s intent is to bolster regional identity and provide immediacy to the scenic stature of these roads. Two possible logo image examples are shown at right.

The development of Scenic Byway signage, including traffic control devices, is described in New York State Scenic Byways Sign Manual by the New York State Department of Transportation. For the Mountain Cloves Byway, a key objective is to consolidate highway signage in order to remove visual clutter. This could involve eliminating and consolidating on a single sign post some non-essential signage that exists along the Byway route segments. Information about updating signage can be found in the Institute of Traffic Engineer’s national standard Manual on Uniform Traffic Control Devices (MUTCD).

In order to achieve a uniformity of design and manage unnecessary highway signage, it is recommended that the Town’s local Byway project committee meet and interface with NYS DOT and DEC staff in exploring issues and opportunities, including the potential to replace (upgrade) signs and consolidate information. One local desire is to explore the potential to promote a uniform standard of brown and yellow ‘adopt a highway’ signs within the study area in order to promote a more cohesive image within the Catskill Park. Together, local and regional officials can develop guidelines for the Hunter Cloves Scenic Byway sign program that would ensure that the design and placement of wayfinding and traffic control signs is consistent throughout this section of the Catskill Park.

At present, discrepancies in the signage erected along the Byway routes include signs that do not conform to the standards outlined in the Scenic Byways Sign Manual. According to the manual, many informational signs along state highways within the Catskill Park should be limited in color to yellow lettering
These carelessly placed signs on Route 214 North (in the heart of Stony Clove) are begging to be consolidated.

In addition to design, the issue of sign density and opportunities for consolidation on shared mountings must be addressed. Highway signs placed carelessly can impact viewsheds. Take, for instance, a sign posted at the Route 214 North in the heart of Stony Clove which reads ‘Entering Hunter Fire District/Volunteer Firefighters Needed.’ While it serves an important public purpose, this sign detracts from an otherwise unobstructed and stunning view of Stony Clove as well as the Catskills in the distance to the north. The bulk of the sign would be better placed at the Village limit, where residents frequently visit instead of on the outskirts of Town, with a much smaller district boundary marker in the Clove (if it is absolutely necessary).

Another example of a sign placed insensitively is a blue ‘Adopt-a-Highway’ sign on the west side of Route 214, just south of the 23A intersection. The sign impacts the stunning viewshed of Hunter Mountain. In order to enhance aesthetics along 23A and the other designated Byway segments, DOT should
be encouraged to provide a policy preference that limits the placement of Adopt-a-Highway signs (which are a form of tourist oriented directional signs). They should be limited to the brown and gold colors and to locations outside of the Catskill Preserve lands, or at least outside of the sensitive viewsheds identified within it. For example, near the Route 214/23A intersection, a policy of siting Adopt-a-Highway signs outside of the key gateway, outside of distant viewsheds, and in more enclosed location, would relocate the sign a half mile to a mile south on the 214 corridor. More careful signage would contribute to the scenic quality of the roads rather than detracting from it.

The CMP project Steering Committee has also discussed its preference to tone down the fluorescent pedestrian signs along Route 23A (i.e., replace with standard, more muted yellow background). It is hoped that replacing them would enhance aesthetics while still meeting the traffic control requirements of the MUTCD. Also, pull-off and parking areas should be clearly marked by standard NYSDOT signs or directional byway signs that fit with a consistent standard used for DEC facilities.

At present, many pull-offs remain unmarked. Related to this topic, the project Steering Committee identified a need to know the planned schedule for UMP updates so that Byway programming can be coordinated and advocated in conjunction with the updates.

Scenic Byways are tools for advancing community economic development. The State and Federal Scenic Byway programs impose no regulatory requirements upon participating jurisdictions with the exception that participating communities agree to prohibit the establishment of new off-premises advertising in exchange for funding resources that help develop the Byway. In the Town of Hunter, this prohibition is already captured within the New York State Catskill Park Sign Law which restricts new off-premises commercial signs.

As part of CMP development, during spring 2007, The Catskill Center formally requested the NYDOT Real Estate Office’s assistance developing an inventory of off-premise signs. DOT indicated that there were no existing inventories. Therefore, as part of project development, an inventory of off-premises signs was developed using project staff resources. That list (Appendix 2) uses
odometer and highway mileage markers as a reference and it identifies all major public traffic control signage evident along the rights of ways on both sides of the road. It also includes all off-premise commercial advertising on either side of the existing and proposed Scenic Byway.

The inventory process identified eight commercial off-premise sign structures along the entire 41 mile Byway route (see the definition of an off-premise sign on the State DOT website). These signs consisted of five billboards that advertise general commodities and services while the rest advertise places in proximity to the off-premise sign. All but one of the billboards are double sided with two sign faces per structure, but for the purposes of developing the inventory these signs were counted as a single structure. Two of these were in close proximity at the eastern side of the Village of Hunter (Route 23A East by Ferraro Court); another was across the street more central to the Village; one was at the Haines Falls entrance westbound between Dunn Road and Rail Station Road; one was between Bloomer Road and Elizabeth Lane (a private way) on the eastbound side of Route 23A also within the Town of Hunter, one was the sign on 23A for Cortina Valley and the final two were on Route 214.

A rough comparison of the size and height of these structures indicates that the billboards in the Village of Hunter are more than twice the size of the others. Two of these larger structures (the double-sided billboards on the south side of 23A east of Ferraro Court) are also in a prominent viewshed where the signs take up some of the foreground perspective, generating some obstruction of the Hunter high peak in the background. Their eventual elimination, or at least a decreased scale, would enhance community character.

The presence of off-site commercial signage should be addressed jointly by the DEC and DOT with local support. The project steering committee seeks State leadership, and resource assistance, managing off-premise signs in the Catskill Park given that sign control standards are provided in State law and billboards detract from the natural scenery and the rural community character of the Catskill Park. While there are only a few off-site commercial signs in Hunter, their removal should be a priority. Since villages are exempt from the Catskill Park Sign Law, these billboards are allowable; however, they appear eligible for
Consolidated signs at the intersection of the northern loop (23C & 25) with 23A. Yellow lettering against brown is an example of Catskill Park compliant signage. (Catskill Center photo)

removal under the State Transportation Enhancement Sub-program entitled: Inventory, Control and Removal of Outdoor Advertising Projects (see NYS DOT, 2006).

As the motoring public, bicyclists, and pedestrians travel west on 23A, the two commercial signs noted above obstruct their view of the ski area and the fire tower, both of which are major regional recreational icons. Perhaps the State could coordinate to set amortization schedules and apply the sort of funds mentioned above to purchase some of the property rights, such as to compensate the landowner and/or tenant for billboard removal.

While there are existing codes in place, the Villages of Hunter and Tannersville are encouraged to review their sign laws to ensure they are state of the art. With State/ DOT legal support, the communities may require billboards to be taken down. General Municipal Law 74C provides amortization for the removal of outdoor advertising. The villages could consider an amortization schedule (perhaps 5 years) for the removal of these billboards. This could be done in conjunction with bicycle shoulder enhancement/development and access management improvement on the south side of Route 23A in the eastern end of the Village of Hunter.

Destinations are not too hard to find in Hunter. Directional signs are clearly needed, but signs bearing less essential information should be consolidated. The tall mountains and deep cloves of the Catskill Park are icons of the Catskill region’s natural stature. Travelers don’t need excessive signage to remind them of where they are. Rather, signs should direct them to sites of interest, parking, etc. in a concise manner. Once inside the Catskill Park, Byway markers and point of interest signs should be used sparingly and placed carefully. A reasonable placement interval for Byway logo signs should be established.

Signage that remains simple, practical and concise will ensure that visitors continue to extract excitement and pleasure from the Catskill’s unique visual landscape.
ROAD SAFETY RECORD & BYWAY TRANSPORTATION PLAN

This element of the CMP examines the existing and future needs for safety improvements on the Scenic Byway. A goal is to identify potential problems with circulation or traffic operations. First, there is a general review of the safety and accident record for the corridor’s road segments. Then there is planning-level evaluation of correctable faults in highway design, maintenance or operation.

The second section establishes actions to maintain and improve the Byway and road safety. It identifies ways to enhance the function and operation of the transportation system over the next 10 to 20 years. There is discussion of design standards influencing Byway development. A goal is undertaking physical improvements in the right of way environment which reinforce the corridor’s intrinsic qualities, by improving the natural character of the roadway. With a prominent position in the Catskill Park, there are also goals to enhance recreation opportunities, plus highlight the historic features that distinguish Hunter. Finally, this transportation element examines techniques to accommodate commerce while maintaining a safe and efficient level of service, including convenient user facilities.

Looking west towards Haines Falls. Photo by A. Bennett, Catskill Center.
Road Safety

This section involves a broad survey of the possible causes of road safety problems and possible mitigation measures. It analyzes the existing segments of designated New York Scenic Byway plus the remainders of Route 23A, Route 214, Platte Clove Road (Co. Route 16), and County Routes 18, 23C and 25. These are proposed to be added to establish a continuous Byway corridor which links the main cloves and outstanding resources within the region, including the Catskill Park, the villages and hamlets, and other mountaintop destinations. Central in this discussion is a notion that all sections of road within the Byway are important resources for economic development and complement their remarkable natural settings. Understanding road performance enables careful stewardship and provides for complimentary upgrades of the roads and rights of ways. Furthermore, road capacity is a resource to conserve in order to achieve economic development.

Going forward, the project steering committee, or some designated entity, should routinely, such as every two years, conduct safety assessments of these routes. The various responsible agencies should be urged to enforce safety regulations.

In Hunter, as shown on the Mountain Cloves Scenic Byway Location Map on the previous page, in addition to the remarkable Catskill setting, a defining Byway feature is Route 23A. This route is a gateway to the Catskills and the spine of the Mountain Cloves Scenic Byway. Route 23A is one of the main east-west routes through the Catskills. It serves a higher-order role in transportation, not only enabling the movement of people locally, but enabling regional mobility of residents, tourists and goods and services.
A review of trends in travel behavior nationwide follows, and highlights factors that influence Byway planning in Hunter. Some realities about typical travel behavior may be unknown or contrary to public opinion. The information is relevant to planning safety and sensible investment within the Mountain Clove Byway. Because the CMP should contemplate the desired state of the Byway – it is foreseeable that these factors will affect the Byway in the future.

- A high incidence of the crashes nationwide are on rural roads. According to the 2001 National Household Travel Survey (NHTS) by the US DOT, 40 percent of vehicle miles traveled were on rural roads but this travel accounted for 55 percent of all fatal crashes. In planning transportation improvements and safety in the mountaintop, it is reasonable to interpret that weather and excess speed influence many accidents. Traffic calming, intelligent transportation systems (ITS) that promote awareness of travel conditions, and slower speeds can help keep visitors and residents safe.

- According to NHTS, Saturday at 1:00 p.m. has the highest average number of vehicle trips of any time of day. During this project, respondents indicated that weekends are the busiest points on the mountaintop. Given the activity patterns of skiers, it appears that Saturday and Sunday peaks on Route 23A are split with eastbound weekend peaks occurring later, closer to 2:00 to 4:00, and westbound 23A winter weekend peaks around 9:00 a.m. There is reversion to the national norm other times of year (see the January - May 2006 NY DOT Traffic County Hourly Report for Station 134057 permanent traffic data recorder east of Twilight Park in Haines Falls). The ‘peakiness’ of transportation volumes may influence the form of safety and capacity improvements. In particular, ‘access management’ techniques can be used to minimize traffic friction and aid smooth traffic flow.

- Nationally, the greatest perceived threats to safety were aggressive and distracted drivers, followed by speeding drivers. Potential exists for aggressive driving westbound along 23A within Kaaterskill Clove due to steeper grades (which influences varied speeds among vehicles) and visitor’s desire to reach mountaintop destinations. While there should be care not to over-plan a solution, enforcement against aggressive driving on 23A by the County Sheriff and Town Police can promote safe driving.

- Time spent driving is on the rise. Between 1990 and 2000 the time driving in an average day was up 24 percent to 61 minutes. With more cars on the road and increased travel, it is important to conserve highway
capacity. Careful management of road resources can optimize development -- access management also helps conserve highway capacity.

- Two groups that demonstrate a high prevalence of ‘perceiving congestion’ are RV drivers and motorcyclists – the former group may benefit from information about travel conditions, the best times to travel to the mountaintop, and alternative approaches into the community, such as along Route 214.

- Nationally, social and recreational purposes, primarily exercise, dominate the reasons for walking and bike trips. High incidences of obesity may indicate that there will be more need for ‘active living’ as people seek to attain and maintain fitness. Hunter is defined by its many recreation offerings, so there may be even higher demand for walking and biking here. For people seeking to walk and bike around Hunter, there can be information on the choices and types of routes available, including route maps and methods to access trails. For the driving public, it could be advantageous to create more active awareness of the widespread presence of bicyclists and pedestrians.
Mileage & Traffic Information

The total centerline highway mileage for all roads within the three community region around the Mountain Cloves Scenic Byway is 88.0 miles according to 2004 figures by NYSDOT Region 1. Given the smaller area covered by the Villages of Hunter’s and Tannersville’s road grids, The Town has a far higher total road miles at 70, compared with 10.5 miles for Hunter and 7.1 miles for Tannersville. Within these places Route 23A and 214 represents 21.1 miles, while 14.5 miles are County roads and the remaining 52.4 miles are classified as local roads.

<table>
<thead>
<tr>
<th>Road Name</th>
<th>Existing Byway (Miles)</th>
<th>Proposed Byway (Miles)¹</th>
<th>Total Distance in Route Segment (Miles)¹</th>
</tr>
</thead>
<tbody>
<tr>
<td>State Route 23A</td>
<td>3.5</td>
<td>8.5</td>
<td>12.0</td>
</tr>
<tr>
<td>Platte Clove Road (Aka Co. Route 16)²</td>
<td>2.2</td>
<td>7.5</td>
<td>9.7</td>
</tr>
<tr>
<td>State Route 214</td>
<td>8.8</td>
<td>1.8</td>
<td>10.6</td>
</tr>
<tr>
<td>North-South Lake Road (Co. Route 18)</td>
<td>-</td>
<td>3.8</td>
<td>3.8</td>
</tr>
<tr>
<td>County Route 25</td>
<td>-</td>
<td>2.8</td>
<td>2.8</td>
</tr>
<tr>
<td>County Route 23C</td>
<td>-</td>
<td>2.1</td>
<td>2.1</td>
</tr>
</tbody>
</table>

Total Existing and Proposed Byway 41.0

Notes:
1.) Distances calculated using Greene County GIS Map and NYSDOT Safety Information Management System data.
2.) This route includes a 0.40 mile section of South Main Street in Tannersville and 1.01 miles of Spruce St. from South Main to the Platte Clove Road intersection.

The total highway miles within the existing and proposed segments of the Byway are shown in the table above. The Location Map above identifies the existing and proposed Byway Route segments using different color lines (red represents existing Byway segments and purple road lines are new proposed Byway additions).

According to the New York DOT Sufficiency 2004 file, Route 23A is a ‘Rural Major Collector’. According to DOT’s web site this functional class of road:

…[G]enerally serves travel of primarily intracounty rather than Statewide importance and constitute those routes on which predominant travel distances are shorter than on arterial routes.
Not surprisingly, 23A is also labeled as a ‘State Touring Route’ by DOT. The other segments of Byway, existing or proposed, provide a lower-level, more locally-oriented transportation function compared with 23A.

The Average Annual Daily Traffic (AADT) volume on Route 23A varies by route segment. The following map shows the average traffic for 23A and Route 214 in 2004. Notice the much lower average volume on Route 214 compared with 23A.

The seasonal nature and steep grades on Platte Clove influence very low traffic volumes, on the order of 500 or fewer trips per day when it is open. Traffic volumes on the other routes proposed for inclusion in the Byway all appear relatively low, on the order of fewer than 1,000 vehicles per day. On a seasonal basis the volumes on County Route 18 (North-South Lake Road) fluctuates upwards influenced by activity at the State Campground during summer.

**Accident Information**

the most prevalent contributing factor in police reported crashes in the larger region was unsafe speed. Over the period, within the entire County there were:

- Between six and 16 pedestrian injuries County-wide each year;
- Between four and 10 bicyclist injuries per year County-wide each year;
- Between 13 and 30 motorcycle crashes per annum County-wide each year;
- One of the 41 total fatalities during this period involved a pedestrian (none involved a bicyclist); and
- 18 of the 41 total fatalities during the period involved alcohol.

Also according to the report, between 2000-2003 Hunter Police Department issued citations involving alcohol use between six to 22 times per year.

In July, 2007 The Catskill Center requested accident information from the NY DOT for the existing segments of the Byway plus ones proposed for Byway designation. While accident data point information was provided for 2003 through 2006, no standardized information was provided to enable identification of local accident rates, or compare these with County or Statewide averages.

Based on a review of NYSDOT Safety Information Management System Intersection and Non-Intersection Accidents (report dated July 19, 2007) for the four year period from January 2003 to December 2006:

- On Route 214 there were 22 accidents, with three (13.6 percent) by Notch Inn Road (in Edgewood) and three (13.6 percent) at the 23A intersection (both spots are part of the existing Byway). These locations are candidates for local and regional officials to jointly monitor and review transportation safety on an ongoing basis, as well as identify the applicable standards for traffic control devices. It may be warranted to add traffic control signage to promote slower speeds on 214 in Edgewood (yellow caution signs). The stop control sign at Notch Inn Road intersection should be reviewed.

- Of the 20 accidents on Platte Clove Road, 12 (60%) occurred between Prediger and Farrell Road. This is part of the proposed addition to the Byway. This stretch appears to be a good candidate for local and regional officials to jointly monitor and review transportation safety on an ongoing basis. Speed appears to be a factor in some accidents. Narrow shoulders may also contribute to accident severity.
• Of 21 accidents on 23A, none were on the existing Byway segment in Kaaterskill Clove, while six (28.6 percent) were by Garfield Avenue and Bridge Street in the Village of Hunter, with one involving a pedestrian (road worker struck by vehicle). There were recently completed (summer 2007) upgrades to the streetscape in the main core of the Village of Hunter. There could be continued monitoring of this location to determine whether any additional treatments may be warranted.

• Given the much lower traffic volumes on Platte Clove Road and Route 214 compared with Route 23A, it generally appears that there is a higher prevalence of accidents on the lower volume roads. Actions to slow and calm speeds on those routes could benefit Byway visitor and resident safety. When spots for scenic pullovers are selected on the stems of these routes, there should be good lines of sight and there can be signage to identify the potential for turning and slowing vehicles.

• On Co. Route 25, which is a proposed addition to the Byway, there were seven accidents, two involved pedestrians. The road is a candidate for local and regional officials to jointly monitor and review transportation safety. The limited shoulders and lack of sidewalks (such as by the Route 23A intersection) may contribute to the potential for problems.

• There were two accidents each on the proposed Byway route additions of County Route 18 and County Route 23C.

• The western intersection of O’Hara Road is considered dangerous -- because of the angle it joins Route 23A.

• There was a citizen concern expressed that higher weight commercial vehicles on Route 23A could physically damage the roadbed, providing potential for structural failure.

Other sources for information on potential safety concerns included literature review, efforts to communicate with local and regional transportation officials, and requests for comments by the Project Steering Committee and the interested public during outreach surrounding the potential Byway designations and the CMP program. The Transportation Project Report Route 23A Village of Tannersville: Design Report /Environmental Assessment, 1988, by NY DOT provided the designs for a 1.7 mile upgrade to Route 23A from the west Village Line to the east Village Line in Tannersville. At that point the accident data showed an accident rate four times the statewide average for similar type highways. Since that study, physical upgrades were implemented along this
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stretch of highway. No specific traffic problems have been identified through public comment concerning this stretch of Route 23A.

An interview with the Town Highway Superintendent (August 24, 2007) identified one concern for limited lines of sight on 23A by westbound mile marker 1214 (west of intersection 26279). This area, identified in the image above, is at the crest of the hill after the Peace Village driveway and ends before the western intersection of Route 23A and O’Hara Road. It is located along a proposed Byway addition. The Superintendent indicates that the road around the crest might be upgraded through reconstruction in order to improve lines of sign, road geometry, drainage and shoulder. Assuming there will be future efforts to improve vehicle travel and safety at this spot, there should be a goal to retain the character of the roadway environment by replacing or replicating character enhancing stone walls. Likewise, it would be beneficial to retain mature trees at the outer edge of the right of way, or provide for replacement plantings in order to restore the road’s canopy.

While there were attempts to contact other local highway and public safety officials, none commented on potential road safety issues. There will be more opportunities for comments, however, as the project proceeds. On February 18, 2008 a letter was sent to the NYS DOT Region 1 Resident Engineer requesting the identification of potential safety, operational and maintenance impacts of the existing Byway plus the new proposed route segments. Any
During this project, repeated concerns were raised about pedestrian safety in Kaaterskill Clove. The highest level of concern was between the DEC trailhead at Bastion Falls (westbound mile marker 1221) and the parking lot at mile marker 1223. There is a challenge managing access of swimmers to Fawn’s Leap and the larger parking area to the east. Other public concerns raised regarding pedestrian safety included Stony Clove, where there is potential for accidents in the notch when hikers and climbers park their vehicles immediately adjacent the main travel way. Another place identified as problematic is by Moore’s Bridge in Kaaterskill Clove where there is friction between pedestrians, such as rock and ice climbers, and westbound vehicles. All of these locations are situated along existing designated sections of the Byway.

As discussed in the following section, throughout this project public concerns have been raised about a need for traffic management on Platte Clove Road. While the road is ‘seasonal’ and closed November 15 through April 15, electronic map companies like Yahoo Maps and MapQuest direct travelers onto the route. There have been repeated formal communications by the Town to alert these entities of the restrictions and road constraints. The Town also adopted a local law preventing bus and commercial traffic there. More signage could help promote awareness of the limitations of this route.
Balancing Resource Protection & Opportunities to Experience the Byway

Building on the road performance and safety records of the Byway, this section turns to the design and management strategies that should be applied in and around the road right of ways to preserve scenic, natural and historic qualities. We identify case examples, methods and specific design standards to protect and enhance the Byway. We cover design objectives and themes. In a separate part of this plan the ‘capital projects list’ describes specific desired physical improvements and projects in greater detail, plus recommends a sequence of investment. Together, these constitute a preferred capital plan for the Byway.

Improvements and management techniques set forth in this plan should not cause adverse safety, operational or maintenance impacts, either when upgrading the existing Byway segments, or designating and improving additional segments. All actions in this plan are intended to improve vehicular and pedestrian safety while improving access and recreation, preserving cultural and historic resources, and maintaining the highest quality natural and aesthetic environment. The level of analysis is conceptual; therefore, future plan implementation activities shall be based upon thorough study to confirm that there are no unavoidable adverse impacts that arise from implementing the policies and actions proposed herein.

The following narrative discusses the desired treatment and approach within key places in the existing Byway, namely Kaaterskill and Platte Clove. This is followed by discussion of subject-specific design standards and strategies for Byway development.

Kaaterskill Clove

While there have been extensive physical modifications to Route 23A over the last three years precipitated by the failure of a retaining wall and road closure, the Clove should be a focus for future transportation safety improvements since the road between Palenville and Haines Falls is one of the most heavily traveled routes in the Catskills. The highway functions as an artery for residents traveling to the Hudson Valley and it is a gateway for a high proportion of visitors to the Catskills. The many users include recreation vehicles and cars or light trucks towing trailers. Within the gorge there are steep grades, narrow or non-existent shoulders plus tight curves. As the road bisects the Catskill Forest Preserve, there is heavy pedestrian activity, especially at Horseshoe Bend as hikers access Kaaterskill Falls from the parking lot a quarter mile up the hill and to the west.
A local focus is providing improved pedestrian access and safety around Horseshoe Bend. At issue is how to link the main parking area providing access to the Falls which is on the south side of the route with the trailhead to the Falls on the north side of the road. These places are separated by a very tight road alignment which provides no room for shoulders due to the steep side slopes. This causes pedestrians to cross the highway without the aid of crosswalk markings. Furthermore, while pedestrians often move inside the guardrail on the westbound lane (on the north side of the road), there is no physical cut in this guardrail to facilitate passage. This forces people to jump over or crawl under the railing so they may walk on the paved drainage ditch that lines about half of the distance between the parking lot and the trail access point.

There is considerable local support for an off-road walkway from the lot to the trail. The notion is for a cantilevered walkway on the outside edge of the new retaining wall and/or down the hillside stretching between the parking lot and trailhead at Bastion Falls. Still, providing safe pedestrian access to get to the other side of the road in the vicinity of the Bend is a challenge. Rather than an at-grade crossing on the highway, one option may be to explore having the catwalk/walkway dip down on the south side, possibly providing access under the bridge.

Actions to implement this plan should explore the environmental and engineering feasibility to provide walking access under Horseshoe Bend Bridge. Given that a pedestrian routing would be impacted by variations in stream level, and a moist environment by Bastion Falls, analysis should define whether this option is plausible. It is also noteworthy that there is strong local support for alternative means of access to Kaaterskill Falls, such as identified in the 1987 Kaaterskill Wild Forest Unit Management Plan (pages 40-48 and 68). Moreover, there could be immediate steps, such as pavement markings and a cut in the guard rail, to
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improve pedestrian access and safety during an interim period prior to larger modifications (to aid channeling of pedestrians).

More broadly, throughout the part of the Clove that is designated Byway, participants often articulated a need for better mobility to Kaaterskill Creek. Access was eliminated as changes were made in the guardrails and pullovers. Examples of places where there is a local desire to restore access via trails linked to appropriately situated and designed pullovers are: Fawns’ Leap/Church’s Ledge/Moore’s Bridge; Artist’s Grotto/ La Belle Falls; Buttermilk Falls; and the Molly Smith Viewing Area (and Sphinx Rock beyond).

**Platte Clove**

Given the extremely steep grades, old and irregular layout of this road, there is potential for accidents within the gorge, particularly because there are vehicle trips by visitors unfamiliar with the driving conditions and inherent limitations of the 2.2 mile existing Byway segment. Visitors and residents must be encouraged to utilize alternative routes, such as Route 23A, or 214, when seeking to routinely gain access to and from the mountaintop. There can also be traffic signage and continued enforcement activity to reiterate closures, safe speeds and any limitations on bus and truck travel on this very steep road. Likewise, there could be guidelines and signs which encourage tourists visiting this spot to park at the top or bottom and walk into the Clove, rather than drive to enjoy its environment and scenery. If there is not success with these safety and management strategies over a long term, there may even be consideration for making the road one-way.

**Historic Preservation**

A plan for the conservation and enhancement of the Byway must consider historic and cultural context. When contemplating the future use and development of the transportation system, there should always be actions to carefully analyze the specific sites and locations proposed to receive physical changes. With understanding and planning there can be assurance that historic and cultural resources in and adjacent to the road right of way are not adversely impacted by infrastructure modifications. Likewise, through awareness of the historic and cultural context around the Byway, there can be guarantees that changes are compatible with the broader roadside environment. This approach is consistent with a goal to maintain biological resource values, natural and scenic qualities of the forest preserve and the larger Catskill Park.
While there should always be assessment of the historic and cultural resources and character along the entire length of the Mountain Clove Byway wherever road work is proposed, there should be particularly close attention paid to identifying and preserving the defining features of the already designated segments of the Byway at: Platte, Kaaterskill and Stony Cloves. Platte and Kaaterskill Cloves featured 19th century travel routes, including turnpikes. These locations influenced tourism and environmentalism nationally. Stony Clove was the location of the narrow gauge railroad from Phoenicia that started in 1882 (Ulster and Delaware Railroad Historical Society web site). All are adjacent to portions of the highly valued natural resource classifications of ‘Wild Forest’ and ‘Wilderness’ within the Park Preserve.

The two part Cultural Resources Survey Report for Route 23A Palenville to Haines Falls Greene County (1980) by the New York State Education Department, on file at the Haines Falls Library, identifies prominent features of Kaaterskill Clove, including: the original alignment of Clove Road (aka Old Hunter Turnpike); the history of Palenville as America’s first art colony, and its relationship to patterns of historic commercial development along the Kaaterskill, the emergence of the Clove as a nationally noted resort area; and the influence of the natural and scenic features of the Clove on early travelers and tourists.

When road improvements are contemplated in Kaaterskill Clove, there must be rigorous attempts to preserve historical, cultural and natural artifacts in the direct work impact zones. The Cultural Resources Survey notes that there is a stone retaining wall constructed circa 1918 (page 31). The Project Steering Committee also identifies this resource as deteriorating rapidly and in need of preservation. The Committee also articulated a desire to limit any alteration of the layout of the existing roadbed in the Cloves, believing that restored pedestrian access can be achieved, particularly to points on the Creek that have aesthetic, recreational and cultural value, without dramatic physical alteration of the road.

There can also be more efforts to recognize how the highway and its appurtenant features, including the road layout, and new or improved rest areas
relate to prior history. For instance there can be contextual recognition of places where the Hudson River School was active on the landscape like Pine Orchard or Church's Ledge. The location of old, abandoned travel routes and culturally significant places like Molly Smith viewing area and Sphinx Rock could be identified. Interpretive displays and other contextual information can aid visitors and residents to experience more of the history, meaning and linkage between these places.

The Cultural Resources Survey recommends establishing two historic districts in Kaaterskill Clove in order to protect the aforementioned resources. The idea of pursuing a national landmark designation for the Clove was also brought up during the process of public outreach surrounding this plan.

Treatments in the Cloves should mimic the features of the historic viewing locations, including by preserving or replicating historic retaining walls or barriers. The Project committee desires to have the tree canopy and rock ledge intact, except in a few select places where there would be vista pruning at viewing areas and existing signs. Tree and vegetation specified should be native.

Assuming that routine maintenance will occur over time, including guardrail replacements, there should be rustic style guardrails specified, if stone wall is not appropriate or practical. Likewise, bridge railing should have historic style treatments (this type of action would likely require DOT documentation, on feasibility, rationale and costs). The map on the right shows bridges on the existing or proposed Byway. It would appear that nearly all of these structures are good candidates for aesthetic improvements when they receive major maintenance.

When landscaping designs are prepared for improvements to bridges or retaining walls, renderings or photographs of similar treatments will be helpful. These could be used in local dialogue that explores the appropriateness of upgrades and in communications with regional partners at the DOT and DEC.
While an existing historic resource assessment for Platte Clove was not identified, there should be detailed efforts to understand the history of activity, particularly the role of 19th and early 20th century arts and tourism on the road and in the area. This would involve assessment of retaining walls and historic activity patterns, including the ways that people accessed the gorge, its promontories and waterfalls, including places like ‘Grand Canyon’.

Given Platte Clove’s remote location and steep grades, this area retains significant ‘wild’ character. The extent of physical improvements should, likewise, be limited to stabilization and preservation of the road footprint plus contemporary, but historically compatible upgrades to retaining walls.

There could be consideration as to whether to designate the area in the gorge a critical environmental area under State Environmental Conservation Law. This type of designation may be a tool to prevent insensitive road work. For instance, some Steering Committee representatives felt that upgrades to the road within Kaaterskill Clove over the last few years were inconsistent with natural and cultural resource preservation, due to possibly unnecessary blasting and rock face removal and poor management of rubble.

Moving adjacent to the existing Byway in Platte Clove, design can be used to enhance awareness of the road’s intersection with Devil’s Path/Long Trail. There can also be exploration whether historic features of the Overlook Turnpike are desirable for replication or interpretation.
For Stony Clove, landscaping treatments in the immediate road environment should complement the recreational land uses around Devil’s Tombstone. The campground, officially in use since 1926, seems to feature rustic wood rails and wood outbuildings in the vernacular of early to mid 20th century outdoor recreation. Towards Lanesville and further to the south, if physical changes are proposed, there should be consideration of the potential to incorporate bluestone within upgrades, such as in scenic pullovers or pocket park improvements. The 1994 Final Phoenicia-Mount Tobias Wild Forest Unit Management Plan (page 9) by DEC notes that major bluestone quarrying for sidewalks and other uses occurred from 1840 to the turn of the century around Phoenicia and Mount Tremper, which are just a few miles to the south.

While most of this chapter focuses on physical actions within the immediate road rights of way on the Byway, it is noteworthy that Hunter has a remarkable and varied building heritage. It is important that more historic buildings be restored and building heritage not be lost. There is a now a strong track record within the community of investing in façade restorations and physical beautification efforts. The Hunter Foundation is commended for their efforts in this regard. Hopefully, through expanded partnerships and more resource availability, including through Greene County Economic Development and Planning, this program can be expanded and more property owners will participate in the program.
Access Management

Route 23A is a main regional collector in the Mountaintop. With the exception of Platte Clove Road within the gorge, all of the other existing and proposed segments of Byway are traffic collectors. In order to promote safe traffic circulation on these routes it is important for local planners and Highway Superintendents to promote awareness and action among landowners about the need to coordinate development of driveways and service roads on the Byway network.

The Roadside Guide: Tools to Preserve Scenic Road Corridors (2006) written by the Champlain Greenbelt Alliance defines access management as:

A means to plan for and control vehicular access onto properties, including consideration of frontages, intersections, and the number, design, and location of curb cuts onto a road.

The communities participating in this project should hold a series of forums which would explore “what is access management”. Greene County Planning should be asked to lead this effort. An objective could be to consider the potential to formulate common access management guidelines that may be jointly promoted by all three municipalities. While no specific examples of guidelines have been identified within Greene County, Ulster County does have a set that could be reviewed as an example (See The Ulster County Transportation Plan – Access Management Guidelines (April 2003 by Creighton Manning Engineering LLP and the LA Group, adopted by the County and available on-line).

Lighting

The illumination of public roads improves highway safety, particularly on the main roads that connect our region. In Hunter, street lighting occurs mainly on the part of Route 23A proposed for addition to the Byway. Existing highway lighting should be retained within the most intensively settled areas along the eight miles of corridor from Haines Falls to the Village of Hunter. However, this CMP advocates for steps by the State DOT to carefully manage the introduction of additional highway lighting during road reconstruction. DOT is encouraged to investigate and develop lighting standards which could be applied throughout the Catskills. Specifically, the DOT should upgrade lighting in a way that eliminates excessive illumination or glare at the edges of populated areas.
Reserving the use of street lighting for the villages (and the core of Haines Falls) eliminates the potential for light pollution. This will conserve the visual quality and beauty of the night sky and promote energy conservation. Focusing the use of street lighting within the population centers will also reinforce these places as centers of civic activity. When visitors transition from darker areas into lighted places, they will become aware that they are entering a center with services where they may want to stop and get out of their car.

One example of a place to limit the introduction of new lighting unless it is necessary to improve safety is along Route 23A from the western end of Tannersville to Ferraro Court. This stretch of road has lower density land uses and forested street edge. It contrasts with the populated hubs in the Villages at either end of this part of the corridor.

Similarly, when highway reconstruction is contemplated in Haines Falls, such as by the intersection of North Lake Road, or between County Route 25 and the gateway to Tannersville around Town Hall, there should be consideration of how to achieve highway lighting so that light is directed downwards and has ornamental hardware. The area by Route 23A/Route 296 in the Village of Hunter is another place where the introduction of new street lighting should be avoided. Finally, when new commercial development is planned along 23A, local planning boards can review the proposed lighting plans and ensure that traffic safety is not compromised by glare, and by managing the overall level of on-site lighting. For this policy to succeed, the Planning Boards should work with Greene County Planning and property owners to rigorously assess lighting needs.

Parking

The Catskill Forest Preserve Public Access Plan 1999 recognizes the relationship between the Catskill’s thoroughfares and enjoyment of Park resources (page 56):

A critical part of making forest preserve lands accessible from Catskill highways is providing sufficient parking. Parking areas at trailheads, fishing access sites and general access parking areas constitute the major access points throughout the forest preserve. While there is room for parking at most access points, at some locations there is no parking or inadequate parking available for existing trails. There are some cases where access to trails is
limited by the lack of highway access due to land ownership, easements, and/or topography.

A new parking area was recently added to enable better DEC trail access in Lanesville – this project seeks to reinforce the new facility by providing signage on Route 214 which identifies the parking and trail access. When other DEP parking upgrades are identified in the UMPs, the budgets should include signage on the Byway that will help guide recreation users to these resources.

The preferred policy for the upgrade and maintenance of parking areas along the Byway is for paved shoulders close to the road, such as where travelers pull over to review maps or enjoy scenic vistas. In order to minimize the impacts of parking and pullover upgrades, when new parking areas are proposed outside of steep or wet places, the feasibility of using pavement blocks, stabilized lawn type landscaping or gravel treatments should be considered. Low-speed wood guardrails are desired in parking lots rather than galvanized metal and there should be consideration to soften and break-up larger lots with some tree planting.

There is also a local desire to develop programs for the routine maintenance and operation of parking and pullover facilities. Specifically, there is support for periodic patrols and efforts to keep these assets clean and in a good state of repair.

Weekend entertainment events and cultural festivals are important to the mountaintop economy. Local governments and the Chamber of Commerce could develop a parking and mobility management program to ensure that visitors can find and access parking at periods of peak visitation. This would probably entail inventorying places on the Byway that people can park, and providing map/brochures which define parking options. There might also be temporary signage approved for display along the Byway which indicates parking conditions or the locations of parking supplies. This type of arrangement could also compliment efforts to provide places where people can park and then walk or bike to access the Park Preserve or the Byway.

**Bicycle & Pedestrian Enhancements**

In Hunter, a range of highway improvements could aid the potential for bicycling and walking, in a way that is sensitive to surroundings and complements aesthetics. This CMP advocates for a separate, comprehensive
bicycle and pedestrian master plan which explores options and funding to provide connectivity all around the Byway.

The bicycle/pedestrian master plan should include a user-friendly design manual that establishes guidelines for on-street bicycle facilities, multiuse paths, sidewalks and crosswalks. It should cover signage, pavement markings and intersection design. The DOT and DEC should be asked to collaborate in this endeavor.

While the bike-ped plan will provide detailed analysis, a few safety and design measures are identified here for application prior to its completion.

- There should be assessment of the opportunities for bicyclists to pullover in Kaaterskill Clove. The approach might explore spacing and options to provide small-scale physical modifications, such as ‘pocket pullovers’ realigned guardrails or cuts in guardrails so that there is a safe space available for bicyclists and hikers at key points (this may also aid channeling of pedestrians to safer crossing locations).

- There can be pavement markings and signage in Kaaterskill Clove (and 214) to guide bikers and warn motorists that they share the road with bicyclists and hikers.

- Ask DOT to design high visibility cross-walks by Horseshoe Bend, including through pavement markings (some local comments indicated that the new signs are too bright).

- While lower traffic volumes and wider shoulders on Route 214 support bicycling, there should be efforts to control motor vehicle speeds, through periodic enforcement and recommended speed signs. There is also desire for a bicycle/pedestrian pullover area at the crest of Devil’s Tombstone.

Along the new proposed route additions to the Byway:

- Designs should be commenced to establish high visibility cross-walks:
  - Across Route 25 at the 23A intersection by Stewarts; and
  - In Tannersville by Village Hall and by the Route 23C intersection.
The three communities should collaborate to identify preferred standards for bicycle storage facilities for placement in key public spaces (and commercial site upgrades).

A goal of this plan is to create continuous bicycle mobility, including by creating shoulders and adjacent walking areas on the proposed Byway, particularly Route 23A. Given the mountainous character, and limited east-west roads, the bicycle and pedestrian master plan should carefully examine the feasibility to provide the mobility off-road, such as along non-motorized trails like in Tannersville, or on low volume local roads, as opposed to the main highway.

A ‘share the road campaign’ could aid bicyclist’s, pedestrian’s and motorist’s awareness about their rights and responsibilities. The State Safe Routes to School program is an excellent funding source for this type of planning and awareness. Organizing this type of campaign regionally should be considered in order to build local capacity and explore possible interests.

Depending on the timing selected to produce the local bicycle and pedestrian master plan, DEC and DOT should be asked to formalize a regional ‘bike and hike system’. This would be part of a Statewide system, for which a need is articulated in the New York State Bicycle and Pedestrian Plan (2006). Detailed maps could be produced showing local segments and linkages to the statewide non-motorized travel network.

**Gateways**

Areas deserving special study for enhancements are the community’s gateways, on the existing Byway, but also at the entrance to Haines Falls, 23C and 23A in the Village of Hunter on the proposed Byway. As the 1999 Catskill Forest Preserve Action Plan notes (page 6):

“…gateway entrances to the Park and the scenic quality of the roads within the Park are central to the visitor’s visual appreciation of the corridor landscape”.

It is important to assess the elements and features of the landscape and built environment in these gateways. Based on study, the community should formulate design guidelines which can be applied in developing roads and
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An example of a context-sensitive roadside wall construction. (Image from DOT handbook)

Retaining wall on Route 23A West

buildings. The benefit will be an ability to preserve the aesthetic and cultural ingredients and context, plus promote change consistent with these themes. This will help continue meaning and a unique sense of place for the distinct gateways.

**DOT Work/ Green Book Approach**

A recent DOT initiative in the Catskill Park focuses on promoting greater consistency of their work with State law, the Park’s planning goals and management objectives. Whenever road reconstruction and maintenance projects are proposed the DOT should not only consult with the community about project design, but there should also be close coordination with the DEC.

In designing improvements all physical changes should be context sensitive. This means that design standards will be used which retain rural and natural character roads and surroundings. In addition to advanced stormwater control, there are a number of other design elements which should be considered:

- Guardrails and retaining walls should be of a color, reflectivity, texture and material which complement the setting, especially when improvements occur in or adjacent to State parklands. When feasible there should be consideration of wood or rustic guardrails, such as where the safety goal can still be realized.

- Shoulders treatments should specify the materials, including the feasibility to use pervious surfaces like gravel treatments.

- The assessment and preservation of mature tree canopy in relation to the road network has been identified as important by the Steering Committee, as it influences natural character and appearance.

- Steering Committee representatives felt that recent upgrades to the road environment within Kaaterskill Clove did not consult with the Cultural Resources Survey performed by the Division of Historical and Anthropological Services for DOT in the early 1970s. The result was in the
opinion of some, unnecessary blasting and rock face removal plus failure
to consider cultural resources such as artifact stone walls from earlier
periods, including the original toll road up through the Clove.

- There should be limited blasting and removal of rock, with careful
  specification of where rubble will be placed.

Furthermore, if during an interim period the NY DOT does not have Catskill-
specific policies in place for considering physical work within the Park, the
DOT’s Guidelines for the Adirondack Park, commonly known as the Green
Book, should be consulted as a reference and as a supplemental guideline for
evaluating the approach and design of physical upgrades within the Hunter.
The tool should also be considered in planning County and local highway
projects. The manual provides some innovative guidelines for activities like
visual impact analysis, earth disturbance, stormwater and invasive species
management.

Maintenance & Management of Byway Transportation Amenities

The level of maintenance and management of the Byway transportation
system should be commensurate with the qualities of the corridor.
For the mountaintop, retaining a pristine and aesthetically pleasing
environment is critical to sustaining the economy and sense of place.

This plan promotes integrating local and regional transportation
planning. It also promotes strategic investment in Byway infrastructure. It does this by setting up holistic actions to improve the
roadway environment, particularly when there are investments to repair or
upgrade assets.

One thrust of design standards for 23A is to ensure context sensitive
physical improvements, including preserving the remnant stone walls and
guardrails from the earliest periods of auto travel when the route between
Palenville and Haines Falls was a turnpike.

Postcard from the collection of Justine and Hillard Hommel.
When management of the Byway involves major capital improvements, such as highway reconstruction, it is imperative that there be rigorous review of the alternative approaches available to implement investment. The Byway Project Steering Committee advocates a multi-stepped process for designing these changes. This may involve thorough environmental review and cost assessment. For example, the process to define an upgrade to Platte Clove Road in the Gorge could include:

1. A broad planning assessment to identify alternatives and schematically define concepts;
2. Generic type of environmental assessment/review;
3. Rigorous engineering assessment and environmental evaluation;
4. Concluding with detailed engineering design.

Still, it is important to evaluate each investment on a case by case basis. Using this approach, additional guidelines and standards can be identified depending on the unique characteristics of a particular place and situation.

This plan promotes some re-direction of resources by emphasizing a balanced multi-modal system. This is consistent with the State’s Long Range Transportation Plan strategy to target transportation investments to promote economic vitality (page 76).

One focus for intensive infrastructure investment should be in the cores around the Villages and Haines Falls. These places should have formal sidewalks. In less populated areas like the middle stretches of North-South Lake Road, or Platt Clove Road, sidewalks do not appear necessary. More appropriate investments may be bicycle-pedestrian paths that meander along the roads. These may not require as high intensity of ongoing investment as sidewalk, in terms of plowing, sweeping or routine repairs.
There is a need for distinct edges and clear transitions between open and settled areas. From a management perspective, it is important to not dilute open areas by allowing development all along the frontage of the Byway. Rather, there is a need to maintain forested areas between the settled nodes. Accordingly, private landowners should be encouraged to practice careful siting of development, such as behind knolls and forested buffers along the frontage.

The management of the Byway should involve investment in street trees and landscaping in Haines Falls and on the Village main streets. There should be care to select species which are native and hardy and can survive tough winters, drought, heavy rain, and human activity. Once street trees are planted, a commitment to routine pruning and care should deliver a return to the community in the form of a pleasing streetscape and more stable property values, as mature trees are proven to help maintain robust assessed valuations.

For strong management, communication within local administrations, between communities, and with the business sector and regional government must be achieved. Integrating Byway planning with the overall land use and economic development program promotes working on a larger scale. Collaboration among the three communities will help bolster the economy of the whole region.

This plan presents a large set of transportation objectives so that aesthetic and environmental improvements are part of all physical investment. Since it is not entirely clear what major investments will be advanced next, this approach can help ensure that public works investment is coordinated and there are minimal disruptions and the need to redo projects is avoided.

From a strictly maintenance perspective, there should be ongoing analysis of how to maintain safe winter roadway conditions while efficiently applying road salts and sand. Likewise, other deicers should be used sparingly and the products should be benign. The State Department of Transportation, Cornell Local Roads Program, and the New York City Department of Environmental Protection are excellent partners in the selection of materials. There should also be exploration of whether either Department will aid the underwriting of cost differentials that may arise from utilizing more benign products.
Techniques to Accommodate Commerce

This element provides strategies to enhance Hunter’s Byway environment while maintaining a safe level of service. The tactics identified will help improve the Byway by ensuring that there is an orderly flow of motorized vehicles on the area’s circulation network and smooth interaction between pedestrians, bicyclists and autos.

By providing select improvements at Platte Clove and Stony Clove, and the routes that access these places, it will be possible to highlight these resources so that visitors can use and enjoy these places. Specifically, it should be possible to guide some visitors to those areas so that Kaaterskill Clove’s natural and recreation resources are not strained by overuse. Likewise, existing establishments like the restaurant on Route 214 in Lanesville, or lodging establishments and restaurants in Tannersville and along 23A (on the new proposed segments of Byway) should experience sustained and even increased business over the long-term.

Transportation investment can help achieve appealing and convenient user facilities, while strengthening the competitive economic position of the mountaintop. Similar to the DEC’s 1976 Towards a Scenic Roads Program in the Catskills, this plan emphasizes the avoidance of haphazard development and it advocates for development suited to tourism and the highly scenic character of the Catskill landscape. Developing the Byway should not only help preserve the qualities of this region of the Catskills that everyone cherishes, but it should bolster tourism industries. Restaurant and lodging services should benefit, as well as arts, culture and recreation-based businesses. There appears ample opportunity for accommodating new commercial ventures in the villages and hamlet. The improvements proposed can aid the safety, convenience and enjoyment of travelers so that they are likely to stay here longer and come again, in which case the market base supporting businesses, especially service establishment, will increase.
In the long-range, it is anticipated that Byway commerce would be aided and supported by the establishment of a private bus service around the mountaintop. While it is not proposed for public transit to be advanced at this time, as an incentive to help an operator get going, there could be a search for seed funds to design prototype bus shelters and identify potential locations.

It is hoped that local public officials, Hunter’s business community and regional agents will consider the variety of topics and techniques in this plan in addressing needs. In particular, consistent with the Strategies for a New Age: New York’s Transportation Master Plan for 2030, 2006 by NYDOT, this plan promotes transportation investments that enhance quality of life (page 75). The plan also seeks to accommodate more commerce, and provide for improved local and regional planning, including consideration of key land use and transportation relationships in order to achieve sustainable development.
Potential Capital Projects – By Route Segment

Numerous possible ways to manage and improve tourism, enhance transportation, safety, and provide regional stewardship and interpretation have emerged through developing the CMP. This section highlights a variety of potential capital projects around the Byway. It defines a possible mix of physical improvements. Over the next 20 years, advancing these types of physical plans and projects will provide for conservation and enhancement of the Byway’s underlying resources and promote complimentary economic development.

Often, the desired physical upgrades would bolster management, maintenance and safety of the Byway. One example is developing the capacity to direct high volumes of Park visitors off of Route 23A and up to the North-South Lake recreation complex. This would provide an alternative means to view Kaaterskill Falls. It would reduce the danger of an accident at Horseshoe Bend and minimize overuse of that trail access point. On the other hand, some improvements would enhance the Byway – such as nicely landscaped new park access facilities at the top of Platte Clove.

A capital project is a durable construction project. It could entail road and street improvements, public buildings, lighting, or parks. Generally, the upgrade or rehabilitation constitutes a long-term (physical) investment requiring relatively large sums to plan, design, engineer, acquire, develop, improve and/or maintain the capital asset. Advancing the projects below will improve the Byway environment, plus enhance interpretation, recreation and accessibility.

In a sense, the desired capital plan for the Byway that follows is a wish list. Arranged by Byway segment, it demonstrates the types and extent of improvements envisioned. Projects are ranked according to whether they are located on an existing or proposed part of the Byway.

The relative importance of projects is analyzed based on a combination of criteria, particularly a potential project’s desirability. In the future the communities and their partners can explore steps to advance project readiness and alternative options to advance a notion presented. A glossary is provided to aid the user’s interpretation of the capital projects matrix.

The spine of the Byway, Route 23A, is a main Catskill Mountains corridor. It connects the spurs of the Mountain Cloves Byway. Not surprisingly, Route 23A has a central role. Many of the projects recommended for advancement are in Kaaterskill Clove or between Haines Falls and the western Hunter Town line.

The purpose of this section is to highlight desired improvements, not identify projects that must be funded and completed. Fostering dialogue among Byway stakeholders will help them explore the feasibility of obtaining necessary investments to maintain and create a unique Byway. Figures, when provided are conceptual -- the
potential cost and options associated with an action should be explored in detail.
There is nothing compulsory in this section; rather, it is intended to serve as a guide
and resource for future Scenic Byway planning and development.

<table>
<thead>
<tr>
<th>Variable</th>
<th>Variable Description/ Definition</th>
</tr>
</thead>
<tbody>
<tr>
<td>ID</td>
<td>A unique project label (within a range of 1 … x)</td>
</tr>
<tr>
<td>Mileage Marker</td>
<td>Approximate location of a proposed project</td>
</tr>
<tr>
<td>Project</td>
<td>Explanation of a project (often with a basic description of the concept)</td>
</tr>
<tr>
<td>Description</td>
<td>Further explanation of a project intent and rationale</td>
</tr>
<tr>
<td>Cost &amp; Funder</td>
<td>A very rough, preliminary order of magnitude planning assessment of the potential cost with identification of a possible project sponsor/underwriter</td>
</tr>
<tr>
<td>Lead</td>
<td>The group(s) who should be assigned responsibility for planning the action</td>
</tr>
<tr>
<td>Partners</td>
<td>Groups who should be asked for help in considering, designing and implementing a particular project</td>
</tr>
</tbody>
</table>

**Rank**

This is a hierarchical system with an alphabetic and numeric component.

One of three letters indicates whether a project is situated along:
- D – Already designated section of Byway
- N – A section proposed for Scenic Byway nomination; or
- B – Overlapping or multiple sections of Byway, such as a linear project that covers both already designated and nominated sections

One of three numeric labels indicates the project’s relative desirability.
- 1. – High
- 2. – Moderate
- 3. – Low

**Acronyms/Abbreviations Glossary**

COC: Hunter Chamber of Commerce
DEC: New York State Department of Environmental Conservation
DEP: New York City Department of Environmental Protection
DOT: New York State Department of Transportation
Garden Club: A Haines Fall Civic Association
Greene Co. Tourism
Greene Co. Highway = County Highway Dept.
Greene Co Planning
Hunter Civic Association
Local Liaison Committee: local group proposed to interact with regional agencies
OPRHP – State Office of Parks, Recreation & Historic Preservation
MTHS: Mountain Top Historical Society
Munis or municipalities: Town and Village of Hunter plus Village of Tannersville
Recreation and lodging businesses
TE funds – DOT Transportation Enhancement funds
TOH: Town of Hunter
Town of Hunter Highway Super = Local Highway Superintendent
WAP – Greene Co. Watershed Assistance Program (of the Soil & Water District)
### Table 4 -- POTENTIAL CAPITAL PROJECTS FOR ROUTE 23A -- Going West From the Catskill Town Border to Hunter/Jewett Town Line: 12.0 Miles (With 3.5 Miles Designated Scenic Byway in Kaaterskill Clove)

<table>
<thead>
<tr>
<th>Mileage Marker</th>
<th>Project Description</th>
<th>Cost &amp; Funder</th>
<th>Lead</th>
<th>Partners</th>
<th>Rank</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.) 1255</td>
<td><strong>PALENVILLE INTERPRETIVE DISPLAY</strong>&lt;br&gt;<strong>Concept:</strong> Design and install interpretive exhibit/ sign panel with roadside pull-off&lt;br&gt;• Enhance design and development of this neighborhood to help transform it into a lower gateway as one proceeds from Palenville into the Catskill Park and Kaaterskill Clove entryway&lt;br&gt;• Explore feasibility to provide interpretive display by Malden Avenue which is a closed road&lt;br&gt;• Attributes: adjacent mountains view; Kaaterskill Creek; varied and interesting history with story links to: Park boundary; tannery village; bridge crossing (construction history); hotels, toll road; tourism; Hudson River School art movement&lt;br&gt;• Objectives: Create awareness entering Park/preview experience in Clove; establish link with Interpretive Center (at MTHS); stream access; help facilitate/promote compatible reuse of vacant commercial building (dance hall); work with Town of Catskill to encourage this opportunity in their plans</td>
<td>$TBD&lt;br&gt;DEC or DOT</td>
<td>DEC</td>
<td>- Private property owner (for commercial site)&lt;br&gt;- Towns of Catskill &amp; Hunter&lt;br&gt;- MTHS</td>
<td>D3</td>
</tr>
<tr>
<td>2.) 1255</td>
<td><strong>RIGHT OF WAY LANDSCAPING UPGRADE IN WEST PALENVILLE</strong>&lt;br&gt;<strong>Concept:</strong> Provide plantings to screen residence (north side of road) and develop plans to bury overhead utility line&lt;br&gt;• Establish a more natural setting around the Park gateway (may involve burying lines on between three to six 6 poles)</td>
<td>$75,000&lt;br&gt;DOT</td>
<td>DOT</td>
<td>- Town of Catskill&lt;br&gt;-DEC</td>
<td>D3</td>
</tr>
</tbody>
</table>
### ROUTE 23A – POTENTIAL CAPITAL PROJECTS (CONTINUED)

<table>
<thead>
<tr>
<th>Mileage Marker</th>
<th>Project Description</th>
<th>Cost &amp; Funder</th>
<th>Lead</th>
<th>Partners</th>
<th>Rank</th>
</tr>
</thead>
<tbody>
<tr>
<td>3.) 1250 (1.0)</td>
<td>MODIFY/ENHANCE PULLOVERS, ACCESS POINTS BETWEEN PALENVILLE AND BASTION FALLS, SUCH AS FAWN'S LEAP AND EAST HUNTER</td>
<td>$150,000 DOT</td>
<td>DOT - DEC</td>
<td>D1</td>
<td></td>
</tr>
<tr>
<td>4.) Lower Half of Clove</td>
<td>PROVIDE CONTEXT SENSITIVE ROAD &amp; HIGHWAY PHYSICAL UPGRADES / ENHANCEMENTS</td>
<td>$250,000 DOT</td>
<td>DOT - DEC</td>
<td>D2</td>
<td></td>
</tr>
</tbody>
</table>

There are specific opportunities to restore access to waterfalls and stream access that was lost during road reconstruction. In particular, this project identifies a need to link with Fawn’s Leap (1.0 mile from the Town border). Likewise, access to the former site of Kiersted Tannery (hamlet of East Hunter) should be explored. Specific routes and access options should be clarified as well as ways to create/restore access from the Highway.

During road reconstruction over the last decade, some work has disrupted older, ‘historic’ stone walls and rubble (fill) was placed in some spots. Project Steering Committee sees an opportunity to restore natural and historic character of this section of road, such as by reworking retaining walls.
## ROUTE 23A – POTENTIAL CAPITAL PROJECTS (CONTINUED)

<table>
<thead>
<tr>
<th>Mileage Marker</th>
<th>Project Description</th>
<th>Cost &amp; Funder</th>
<th>Lead</th>
<th>Partners</th>
<th>Rank</th>
</tr>
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</table>
| 5.) 1231       | UPGRADE ‘MOLLY SMITH’ PULLOVER; INTERPRETIVE DISPLAYS & TRAIL ACCESS AT KAATERSKILL FALLS VEHICULAR ACCESS AREA  
**Concept:** Provide major improvements for pedestrian safety and enhance user experience. Expand interpretive signage, provide street furniture, optimize lot layout and access to serve the high level of visitors (See also separate ‘Catwalk’ project).  
(Note: A major Park-oriented desired improvement is development of access to a viewing area at the top of Kaaterskill Falls accessible from North-South Lake -- this is identified in the potential capital projects matrix for County Route 18)  
- Place a map showing recreational users how to access Falls from lot  
- Have interpretive info on history of tourism and provide new interpretive bulletin board/ display at Bastion Falls (at head of primitive hiking trail)  
- Define a parking lot curb cut to control flow and gain parking spaces  
- Provide benches for viewing south east  
- Provide bike rack  
- If possible, tone down reflective signage and camouflage/ reposition solar powered signal  
To improve safety now there should be temporary safeguards to guide users inside guardrails on north side of highway, with a cut (access point) made in the guardrail across from lot at the best line of sight | $TBD | DOT | MTHS | - TOH | - COC | D1 |
|----------------|---------------------|---------------|------|----------|------|
| 6.) 1231       | PROVIDE A CATWALK FROM MOLLY SMITH PARKING LOT DOWN TO THE CREEK (AND A TRAIL THAT WILL LINK/ LEAD TO KAATERSKILL FALLS)  
This is the highest priority major capital project according to the Project Steering Committee. See lengthy discussion in the narrative part of this Road Safety Record and Byway Transportation Plan Chapter. The objective is to get pedestrians off of the road. | $TBD | DOT | - TOH or Committee | - DEC | D1 |
<p>| 7.) (East- Mile 2.9) | PROVIDE A PULLOVER WITHIN THE VIEWSHED OF TWILIGHT PARK AND THE ADJACENT WATERFALLS | $TBD | DOT | DEC | D3 |</p>
<table>
<thead>
<tr>
<th>Mileage Marker</th>
<th>Project Description</th>
<th>Cost &amp; Funder</th>
<th>Lead</th>
<th>Partners</th>
<th>Rank</th>
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<tr>
<td>8.) 1219 (Mi 3.5)</td>
<td><strong>ADD INTERPRETIVE KIOSK/ OUTDOOR DISPLAYS AT MOUNTAIN TOP HISTORICAL SOCIETY SITE PLUS SOME DAY USE PARKING</strong>&lt;br&gt;&lt;strong&gt;Concept:** Design and install an outdoor information kiosk with maps and interpretive exhibits/ sign panels that help visitors experience the MTHS site and also guide them further along 23A. There is an opportunity to provide some short and medium term parking for visitors who seek to explore this site, Haines Falls or the Clove.</td>
<td>$100,000&lt;br&gt;DOT, DEC or OPRHP</td>
<td>MTHS:&lt;br&gt;- TE funds&lt;br&gt;- DEC&lt;br&gt;- Greene Co. Tourism Hunter&lt;br&gt;- Hunter Mountain Chamber of Commerce</td>
<td>DOT</td>
<td>N2</td>
</tr>
<tr>
<td>9.) (Mi 3.8)</td>
<td><strong>UPGRADE COUNTY ROUTE 18 (NORTH LAKE ROAD)/ 23A INTERSECTION</strong>&lt;br&gt;&lt;strong&gt;Concept:** Enhance the gateway and core of Haines Falls hamlet by augmenting the commercial district through streetscape upgrades, including improved sidewalks, overhead utility line burials, landscaping, and consolidation of the directional and Park signage by the intersection.</td>
<td>TBD&lt;br&gt;DOT</td>
<td>DOT</td>
<td>- DEC&lt;br&gt;- Town of Hunter&lt;br&gt;- Property owners&lt;br&gt;- Hunter Chamber of Comm.</td>
<td>N1</td>
</tr>
<tr>
<td>Mileage Marker</td>
<td>Project Description</td>
<td>Cost &amp; Funder</td>
<td>Lead</td>
<td>Partners</td>
<td>Rank</td>
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<tr>
<td>10.) (Mi 4.1)</td>
<td>DESIGN AND REPAIR ROAD CREST/ LINE OF SIGHT ISSUES &amp; AUGMENT SHOULDER HEADING WEST STARTING 500 FEET FROM CR18 TO 500 FEET BEFORE O’HARA ROAD INTERSECTION Concept the vertical alignment (long hump) is a safety threat. It needs remediation.</td>
<td>$TBD - DOT</td>
<td>DOT</td>
<td>- Town of Hunter Highway Super</td>
<td>N2</td>
</tr>
<tr>
<td>11.) (Mi 4.4)</td>
<td>ENHANCE PULLOVER, UPGRADE CROSS-WALK &amp; ADD AN INTERPRETIVE DISPLAY AT VEST POCKET PARK AT CR25 INTERSECTION</td>
<td>$50,000 DOT</td>
<td>DOT</td>
<td>- Town of Hunter - Garden Club</td>
<td>N2</td>
</tr>
<tr>
<td>12.) (Mi 4.5)</td>
<td>DESIGN BICYCLE COMPATIBLE SHOULders, SIDEWALK &amp; DRAINAGE UPGRADES BETWEEN O’NEIL RD. AND TOWN HALL (+/- 1,250 LINEAR FEET)</td>
<td>$TBD DOT</td>
<td>DOT</td>
<td>- TOH - DEP</td>
<td>N3</td>
</tr>
<tr>
<td>13.) (Approx Mi 5.8)</td>
<td>CONDUCT FEASIBILITY STUDY FOR ESTABLISHING A VISITOR CENTER SOMEWHERE IN TANNERSVILLE</td>
<td>$75,000 Village</td>
<td>DOT</td>
<td>- Greene Co. Planning; Tourism - COC - Muni’s</td>
<td>N3</td>
</tr>
<tr>
<td>14.) (Mi 6.0)</td>
<td>DEVELOP AN INTERPRETIVE DISPLAY WITHIN THE NEW LIBRARY SITE</td>
<td>$25,000 DOT</td>
<td>DOT</td>
<td>- HFL - DEP</td>
<td>N2</td>
</tr>
<tr>
<td>15.) (Mi 7.4 to 7.8)</td>
<td>DESIGN AND CONSTRUCT A SCENIC VIEW PULLOVER AT A SELECTED LOCATION AROUND BLOOMER ROAD AND THE ROUTE 214 INTERSECTION</td>
<td>$TBD DOT</td>
<td>DOT</td>
<td>- Village of Hunter</td>
<td>N3</td>
</tr>
<tr>
<td>16.) (Mi 9.4 to 9.8)</td>
<td>DESIGN AND CONSTRUCT FORMAL BICYCLE SHOULDERS AND ACCESS MANAGEMENT UPGRADES FROM SCRIBNER HOLLOW TO FERRARO RD. Actions will improve corridor flow and operations. Explore in Bike-Ped Plan</td>
<td>$TBD DOT</td>
<td>DOT</td>
<td>- Village of Hunter</td>
<td>N3</td>
</tr>
<tr>
<td>17.) N/A</td>
<td>ROUTE TRAFFIC CONTROL AND INFORMATIONAL SIGNAGE UPGRADE</td>
<td>$25,000 DOT</td>
<td>DOT &amp; Muni’s</td>
<td>- DEC</td>
<td>B1</td>
</tr>
</tbody>
</table>

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### ROUTE 23A – POTENTIAL CAPITAL PROJECTS (CONTINUED)

<table>
<thead>
<tr>
<th>Mileage Marker</th>
<th>Project Description</th>
<th>Cost &amp; Funder</th>
<th>Lead</th>
<th>Partners/Supporting Agents</th>
<th>Rank</th>
</tr>
</thead>
<tbody>
<tr>
<td>18.) NA</td>
<td>SUPPORT PRIVATE TRANSIT SERVICE CIRCLING 23A</td>
<td>$TBD</td>
<td>Hunter Cham. of Comm.</td>
<td>- Green Co. Tourism - Recreation and lodging businesses - DOT - Greene Co Planning</td>
<td>B3</td>
</tr>
</tbody>
</table>

Organizing transit is tough considering the mountaintop’s small population and visitor variation. The notion is to support project implementation. Feasibility analysis could define possible operating designs and ways that the public sector could support and encourage private investment in order to achieve and sustain some form of service. Participation by community organizations and the business community is essential. Para-transit consolidation could be an opportunity.

ROUTE 23A SUBTOTAL (ESTIMATES NOT PROVIDED FOR 10 PROJECTS) $750,000 excluding TBD items

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**Table 5 – POTENTIAL CAPITAL PROJECTS FOR PLATTE CLOVE ROAD (Parts are CR16)**

From Saugerties Town Line to Route 23A/South Main St. Intersection in Village of Tannersville: 8.1 Miles (With 2.0 miles of Town road currently designated Scenic Byway in Platte Clove from Saugerties to Josh Rd.)

<table>
<thead>
<tr>
<th>Closest Mile Marker</th>
<th>Project Description</th>
<th>Cost &amp; Funder</th>
<th>Lead</th>
<th>Partners/Supporting Agents</th>
<th>Rank</th>
</tr>
</thead>
<tbody>
<tr>
<td>19.) NA</td>
<td>SUPPORT INTERSECTION ENHANCEMENTS IN ULSTER CO. CORRIDORS LEADING TO PLATTE CLOVE &amp; CONNECT WITH THEIR BIKE ROUTES AS PART OF CIRCULAR ROUTE DEVELOPMENT</td>
<td>$TBD</td>
<td>Town of Saugerties</td>
<td>Town of Hunter - COC - DOT</td>
<td>N3</td>
</tr>
</tbody>
</table>

**CONTINUED BELOW**
<table>
<thead>
<tr>
<th>Mileage Marker</th>
<th>Project</th>
<th>Description</th>
<th>Cost &amp; Funder</th>
<th>Lead</th>
<th>Partners</th>
<th>Rank</th>
</tr>
</thead>
<tbody>
<tr>
<td>20.) NA</td>
<td>PROVIDE BYWAY ROUTE SIGNAGE</td>
<td><strong>Concept:</strong> Provide Byway route signage from Tannersville to Platte Clove (including context sensitive signage at base of the Clove. Signage can help guide users on their bicycle and vehicular trips and foster connections. With care, there is an opportunity to integrate the Byway with bike route signage east of the Platte Clove Gateway. Ulster Co. developed a Bike &amp; Ped. Plan (2007). UC’s nearby Route 35 (Blue Mountain Rd) is on it.</td>
<td>$15,000</td>
<td>DOT &amp; DEC</td>
<td>Town of Hunter</td>
<td>DOT DEC - Ulster &amp; Greene Cos. Planning - Byway Steering Committee - CCCD</td>
</tr>
<tr>
<td>21.) NA</td>
<td>DESIGN FOREST PRESERVE ACCESS AREA WITH ENHANCED PARKING</td>
<td><strong>Concept:</strong> Design improved vehicular and pedestrian access at the base of Platte Clove in West Saugerties. Include small interpretive exhibit with info on the stream and gorge; the engineering and history of the road, including tourism and toll roads Interpretive display could discuss stream and Unit ecology; waterfalls; wildlife view opportunities. DEC Access Plan indicates that this point needs a new parking area (DEC states if land is acquired or leased by agreement, parking areas will be built). Project cost figure makes and assumption for DEC land or easement acquisition</td>
<td>$25,000</td>
<td>DEC</td>
<td>- Town of Saugerties</td>
<td>D3</td>
</tr>
<tr>
<td>22.) (Mi 2.2 – 0.0)</td>
<td>PROVIDE ENGINEERING ASSESSMENT FOR THE PRESERVATION &amp; RECONSTRUCTION OF THE TOWN PORTION (STEEP SECTION) OF PLATTE CLOVE ROAD WITH CONTEXT SENSITIVE STANDARDS GUIDING ANALYSIS This road is a tremendous resource, but there is a need for engineering analysis, design/ cost estimates, and a phasing plan to plan and implement context sensitive maintenance and upgrades to this important community and regional infrastructure. The program would contain phases and this would be the first step to identify options and issues. A comprehensive work program would consist of drainage design and road base upgrades, resurfacing, historic stone wall repairs, the provision of one or two very small viewing areas/ pullovers in places where there are the best opportunities due to the presence of existing cuts in slopes. The requests for federal/state project (construction) aid would occur later.</td>
<td>$150,000</td>
<td>DOT</td>
<td>Hunter Highway Super</td>
<td>DOT DEC - Town of Hunter Chamber of Commerce</td>
<td>D1</td>
</tr>
<tr>
<td>Mileage Marker</td>
<td>Project</td>
<td>Description</td>
<td>Cost &amp; Funder</td>
<td>Lead</td>
<td>Partners</td>
<td>Rank</td>
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<tr>
<td>(Mi 2.2)</td>
<td>DESIGN REST AREA PULLOVER/ TRAIL INTERSECTION/ PARKING AREA WITH INTERPRETIVE DISPLAY AND RECREATION AMENITIES</td>
<td>There is a need for a comprehensive landscaping design/ treatment for a parking area/ pullover and trailhead access and interpretive materials at the top of Platte Clove. There should be descriptions of the Long Trail and guidance to its trail (ex. toll road history), descriptions of the Hudson River School of art movement activities, the ecology and geography of the Kill and the Clove; plus information on the history and engineering of the road. Consider new or refurbished stone walls. There should be a picnic area and bike racks and restoration of trailheads/trails leading into the ravine. The requests for federal/state project (construction) aid would occur later.</td>
<td>$75,000</td>
<td>TOH</td>
<td>DEC</td>
<td>D1</td>
</tr>
<tr>
<td>(TBD)</td>
<td>PULLOVER WITH INTERPRETIVE SIGANAGE/ BIRDWATCHING AREA ALONG THE MID-SECTION OF THE ROUTE SEGMENT</td>
<td>There should be enhancements to provide a small pullover which provides for wildlife viewing (birding), such as where there is visual access to meadow, with interpretive information on that topic or Elka Park history</td>
<td>$50,000</td>
<td>TOH &amp; Highway Super</td>
<td>DEC</td>
<td>N2</td>
</tr>
<tr>
<td>(Mi 9.25 – 9.7)</td>
<td>SOUTH MAIN STREET SIDEWALK/ BICYCLE ACCESS IMPROVEMENTS -- DESIGN</td>
<td>There may have been attempt to obtain funding for this or a similar project in the past. The requests for federal/state project (construction) aid would occur later. It may be efficient to design bicycle shoulders at the turn just to the south on County Route 16 as part of this project (more funds would be needed for this design component).</td>
<td>$25,000</td>
<td>DOT</td>
<td>VOT</td>
<td>N2</td>
</tr>
</tbody>
</table>

| PLATTE CLOVE RD. ROUTE SUBTOTAL | (ROUGH ESTIMATE NOT PROVIDED FOR ONE PROJECT) | $340,000 excluding TBD items |
Table 6 -- POTENTIAL CAPITAL PROJECTS FOR STATE ROUTE 214 --
(6.8 Miles of State-owned Scenic Byway From Route 23A South to Edgewood and 1.8 miles of Proposed Byway )

<table>
<thead>
<tr>
<th>Closest Mile/ Odometer Marker</th>
<th>Project</th>
<th>Description</th>
<th>Cost &amp; Funder</th>
<th>Lead</th>
<th>Partners/ Supporting Agents</th>
</tr>
</thead>
<tbody>
<tr>
<td>26.) 0856 (Mi. 0.0)</td>
<td>INTERSECTION PLANNING: 23A &amp; 214</td>
<td>Work cooperatively with DOT now, to plan for the context sensitive reconstruction of this intersection if it ever becomes warranted due to growth. Planning should include bicycle shoulders and turn lanes, standards for open area disturbance in and adjacent to the right of way, landscaping improvements, and coordinated traffic control and informational signage. As part of this project promote discussions with adjacent land owner regarding their interest in selling a view easement.</td>
<td>STBD DOT</td>
<td>DOT</td>
<td>Highway Super Community Liaison Committee D1</td>
</tr>
<tr>
<td>27.) 0855 (Mi. 1.7)</td>
<td>SCHOHARIE CREEK PULLOVER &amp; INTERPRETIVE DISPLAY</td>
<td>May advance public access planning and watershed awareness</td>
<td>$10,000 DEP DOT</td>
<td>DOT</td>
<td>Community Committee DEC D1</td>
</tr>
<tr>
<td>28.) 1017 (Mi. 1.7)</td>
<td>PROVIDE A PULLOVER ON EAST SIDE OVERLOOKING THE BEAVER POND</td>
<td>Approached from the north, the early entry into the clove has an attractive wetland in the foreground and panoramic view of the mountain in background</td>
<td>$75,000 DOT</td>
<td>DOT</td>
<td>Community Liaison Committee D1</td>
</tr>
<tr>
<td>29.) 1025 (Mi. 7.1)</td>
<td>PROVIDE PULLOVER/ VIEWING AREA IN THE NOTCH PEAK</td>
<td>The ravine is wondrous and draws the Byway traveler to pull-over and view the environment, but there is no formal place to stop – some area is defined as no parking. Identify potential options which will require more study.</td>
<td>$75,000 DOT</td>
<td>DOT</td>
<td>Community Liaison Committee D1</td>
</tr>
<tr>
<td>30.) N/A</td>
<td>PROVIDE A SMALL PARK &amp; PIC-NIC AREA IN EDGEOUD</td>
<td>Try to site it in the center of the neighborhood by a nice spot along the ROW</td>
<td>$25,000 DOT TOH</td>
<td>DOT</td>
<td>TOH N1</td>
</tr>
<tr>
<td>31.) N/A</td>
<td>DESIGN BICYCLE SHOULDER ENHANCEMENTS</td>
<td>This should occur as part of the development of the Bicycle and Pedestrian Plan (see this in the section on Route 23A)</td>
<td>STBD DOT</td>
<td>DOT</td>
<td>Community Liaison Committee B2</td>
</tr>
<tr>
<td>32.) N/A</td>
<td>ROUTE TRAFFIC CONTROL AND INFORMATIONAL SIGNAGE UPGRADE</td>
<td>Provide study and develop budget to consolidate and improve signage. There were specific desires to enhance the trail access (&amp; associated parking) signage on this route. This should reflect new and changed DEC facilities. Provide a schedule of improvements to replace/upgrade signage along the route</td>
<td>$25,000 DOT &amp; Muni</td>
<td>DOT &amp; Muni</td>
<td>- DEC B1</td>
</tr>
<tr>
<td>ROUTE 214 SUBTOTAL</td>
<td></td>
<td>(ESTIMATES NOT PROVIDED FOR ONE PROJECT)</td>
<td>$210,000 excluding TBD items</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
### Table 7 -- COUNTY ROUTE 18 (NORTH LAKE ROAD) PROPOSED BYWAY SEGMENT
3.8 Miles in Length (With the entire length proposed for Scenic Byway Designation)

<table>
<thead>
<tr>
<th>Closest Mile Marker*</th>
<th>Project</th>
<th>Description</th>
<th>Cost &amp; Funder</th>
<th>Lead</th>
<th>Partners/ Supporting Agents</th>
</tr>
</thead>
<tbody>
<tr>
<td>33.) (Mi. 0.0 – 2.2)</td>
<td>PLAN AND DESIGN A LIMITED ACCESS BICYCLE-PEDESTRIAN PATH ALONG THE RAIL RIGHT OF WAY ON STATE PARKLAND FROM N-S LAKE CAMPGROUND TO HAINES FALLS</td>
<td>This may be more suitable for advancement as a DEC sponsored project than under the proposed Town Bicycle and Pedestrian Master Plan (funding for construction would come later)</td>
<td>$TBD</td>
<td>DEC</td>
<td>Town of Hunter Greene Co.</td>
</tr>
<tr>
<td>34.) (Mi. 0.1)</td>
<td>ESTABLISH HAINES FALLS LIBRARY SITE AS A POSSIBLE PLACE TO PROVIDE VISITOR/ DAY USE PARKING</td>
<td></td>
<td>$10,000</td>
<td>DOT</td>
<td>DEC - MTHS - Property owner(s) - Town</td>
</tr>
<tr>
<td>35.) (Mi. 2.2+)</td>
<td>DEVELOP KAATERSKILL FALLS VIEWING / PLATFORM WITH ACCESS FOR N-S LAKE CAMPGROUND</td>
<td>See the Kaaterskill UMP for a description of this project</td>
<td>$TBD</td>
<td>DEC</td>
<td>Local Liaison Committee</td>
</tr>
</tbody>
</table>

**CO. ROUTE 18 SUBTOTAL** *(ESTIMATES NOT PROVIDED FOR TWO PROJECTS)*

$10,000 excluding TBD items

* There are no route mileage markers provided along this road. Odometer mileage markers are utilized.
### Table 8 -- COUNTY ROUTE 23C -- PROPOSED BYWAY SEGMENT

<table>
<thead>
<tr>
<th>Closest Mile Marker</th>
<th>Project</th>
<th>Description</th>
<th>Cost &amp; Funder</th>
<th>Lead</th>
<th>Partners/Supporting Agents</th>
</tr>
</thead>
<tbody>
<tr>
<td>N/A</td>
<td>THERE ARE NO IMPROVEMENTS CONTEMPLATED AT THIS POINT FOR THE INTERNAL SECTION OF THIS NEW PROPOSED SCENIC BYWAY SEGMENT CR 23C.</td>
<td>There are some basic opportunities for highway signage management/ consolidation</td>
<td>-</td>
<td>Town</td>
<td>Greene Co. Highway</td>
</tr>
</tbody>
</table>

ROUTE SUBTOTAL $TBD

### Table 9 -- COUNTY ROUTE 25 -- PROPOSED BYWAY SEGMENT

<table>
<thead>
<tr>
<th>Closest Mile Marker</th>
<th>Project</th>
<th>Description</th>
<th>Cost &amp; Funder</th>
<th>Lead</th>
<th>Partners/Supporting Agents</th>
</tr>
</thead>
<tbody>
<tr>
<td>N/A</td>
<td>THERE ARE NO IMPROVEMENTS CONTEMPLATED AT THIS POINT FOR THE INTERNAL SECTION OF THE NEW PROPOSED SCENIC BYWAY SEGMENT CR 25.</td>
<td>There are some basic opportunities for highway signage management/ consolidation</td>
<td>-</td>
<td>Town</td>
<td>Greene Co. Highway</td>
</tr>
</tbody>
</table>

ROUTE SUBTOTAL $TBD
### Table 10 -- POTENTIAL CAPITAL PROJECTS NOT ATTRIBUTED TO ANY ONE BYWAY SEGMENT

<table>
<thead>
<tr>
<th>Closest Mile Marker</th>
<th>Project</th>
<th>Description</th>
<th>Cost &amp; Funder</th>
<th>Lead</th>
<th>Partners/Supporting Agents</th>
</tr>
</thead>
</table>
| 38.) NA             | DEVELOP A SCENIC BYWAY BICYCLE & PEDESTRIAN MASTER PLAN
   **Concept:** Design a connected system of on-road and limited access bike-ped facilities, shoulders and lanes that can provide bicycle mobility around the entire Byway, especially the Route 23A spine. | A comprehensive study with schematic designs and cost estimates is required to identify the options and approaches to developing a robust bike-ped network with a range of alternative improvements. The study should examine bicycle and pedestrian objectives and needs, gaps in the bike lane and sidewalk network, possible methods to provide bike facilities, and approaches to meeting needs. There should be detailed discussion of design criteria and the feasibility of alternatives. *(NOTE: There may be opportunities to proceed with certain bike-ped network improvements without comprehensive study. An example may be connecting populated neighborhood centers with existing paths/facilities. Specific projects that appear ready to proceed independently of this study should be listed individually.)* | $75,000 DOT | TOH | - Greene Co. Tourism; Planning; WAP
- Villages of Hunter & Tannersville - Recreation and lodging businesses - DOT - DEC |
| 39.) NA             | DEVELOP BIKE ROUTE MAPS
   **Concept:** Develop concepts for bike routes of varying distances and degrees of difficulty within the Town and region. Make route maps available on the internet and at visitor and interpretive centers. | There should be identification of the bike path in Tannersville. There could be explanation of different types of journeys available to avid cyclists, such as for longer routes from Saugerties up to Tannersville. | $5,000 DOT | TOH | - Greene Tourism
- Ulster & Greene Cos.
- Affinity Businesses
- Hunter Chamber |

**NON-ROUTE ASSIGNED SUBTOTAL** (INCLUDES BOTH PROJECTS) | $125,000 |
PUBLIC PARTICIPATION, PROGRAM MANAGEMENT & PROJECT IMPLEMENTATION

This element discusses Byway organization. It examines ways to achieve sustainable Scenic Byway project administration. It covers the potential to establish a capable Byway management entity that is both responsible for day to day operation plus providing leadership and coordination of long-range planning and project development.

The broad-based project Steering Committee, or advisory group, has supported project research and planning to date. It has facilitated substantial outreach to publicize the Plan and obtain public input on the notion of a broader, interconnected Mountain Cloves Scenic Byway. The membership of this Committee and their affiliations with different organizations or business enterprises is listed inside the front cover. The group is composed of people with diverse perspectives who are involved in many different facets of the community.
The Steering Committee will steward the submittal of this Plan to the State Scenic Byway staff and the State Scenic Byway Advisory Board. The latter will review the CMP’s proposal to manage and enhance the existing Byway segments, plus it will review the proposal to nominate the new segments. With their formal consent, it will be forwarded to the State Legislature with a request for approval of legislation that officially recognizes the new portion of the Scenic Byway.

Clearly, continued public involvement and financing are needed to develop and promote the Byway. There will be a period of intense activity as the Plan is vetted with the community and reviewed at the State level. Accordingly, there must be information and routine updates in newspapers and on the Town’s, Villages’ and Chamber’s web sites. In addition, the regular meetings of the Steering Committee should continue to be publicized. That group should consider the purpose, form, timing and number of public outreach meetings. These would keep the public informed and involved in project development during the next few months, and over the critical first few years of project implementation.

It is very important over the long-run to establish Byway organization and a program framework. Therefore, this section addresses the potential availability of resources, including the finances that can advance critical projects and the vital work of a steering committee. Since governments, non-profits, businesses and residents are requested to advocate for the Byway and collaborate to advance the overall program, there are recommendations about sources of technical assistance plus ways to build a strong web of support for the Byway. Finally, while it is impossible to identify each step required to implement this project, there is some discussion about important early steps. The individual projects and strategies suggested to promote and protect the Byway are identified and discussed at length in the earlier subject-specific CMP elements.

**Byway Program Organization**

The Steering Committee has reached consensus to center Byway operations within the Town of Hunter government administration. This structure of project implementation would be similar to that the one applied in developing the CMP.

The Steering Committee consists of 10 to 20 persons active within the mountaintop community and region. They would form the main strategic planning body. They will act like a corporate Board of Directors. This is an
umbrella project. It brings together actors from different sectors and segments of the community to achieve cooperative community and economic development. Many of the seats on the steering committee would be reserved for civic groups and public agencies that are involved and interested in Byway programming. This cross-representation should enable clear communication and effective coordination among the various groups that seek to advance Byway stewardship and local and regional economic development.

An Executive Committee of three to seven individuals would lead the day-to-day Byway affairs. These key agents would meet monthly to address Byway administration and policy planning. Ideally, one of these project leaders would be a part- or full-time paid staffer who can aid project execution.

The Executive Committee would draft the detailed proposed work program (with a two to three year horizon), a detailed annual action strategy, and convene quarterly or semi-annual meetings of the larger Steering Committee.

The Steering Committee would consider the Executive Committee’s proposals and provide a link to the larger community and region. The Steering Committee would authorize actions by vote. For the time being the Town would remain the project’s overall lead in partnership with the two Villages. In this capacity, the Town Board would be responsible for monitoring the overall program, providing central record keeping and administration. It would be a conduit for funds, and where required assist in implementing the decisions of the Steering Committee.

One assumption is that two major funding sources for project implementation will be the New York State DOT and the State Department of Environmental Conservation. Since financial support from these agencies conventionally goes to government jurisdictions, situating the regional Byway program within the Town administration provides a convenient and appropriate structure for receiving public funds and managing these resources.

The Steering Committee can determine three to five years down the road whether there should be a separate Byway non-profit formed. There is no need
to get bogged down early-on forming a new organization. There appear to be many non-profits operating in the Hunter area. These can take on distinct pieces of project implementation, under supervision, which are consistent with their mission, and for which they are particularly well qualified.

According to State DOT standards, a CMP must identify principal partners, describe their degree of commitment, and list organizations with responsibilities for the implementation of the Plan. The program that follows represents a planning concept. There is a desire for feedback on these concepts and individual organizations are deliberating on possible roles.

While project administration is proposed to be situated within the Town’s municipal structure, the Chamber of Commerce, the Greene County Soil and Water Conservation District (S&WCD) Watershed Assistance Program, and other organizations have the potential to serve prominent roles in the Scenic Byway program. For one, the Chamber is a major conduit to the business community which must be aware of the benefits of Byway project development. It is also well positioned to identify synergies and ways to aid and support project implementation.

There should be consideration to establish a formal ‘Scenic Byway’ standing subcommittee within the Chamber. The Chamber Sub-committee could help organize Byway activities, such as local promotions campaigns, and Byway-centered tourism and recreation-oriented events. It could also aid planning, such as to formally establish more information kiosks and interpretive displays. Having a dedicated Chamber Sub-committee would help ensure that there is a sustained focus in the business sector on the Byway initiatives.

There may be a desire to assign other groups with responsibility to undertake project development. These responsibilities should be developed through contract with an oversight mechanism capable of monitoring the utilization of funds and progress with project development. In many other Byway programs in New York State, non-profits sub-contract with government funders and sponsors and then administer the hiring and oversight of consultants charged with designing and advancing specific Byway projects, such as market research or promotions. As noted, over a longer term, there may be a desire to establish an organization focused on the Byway.

The strategies proposed for achieving Mountain Cloves Scenic Byway project organization are really starting points. Specific research, testing, and adaptations will be necessary to form a successful partnership. Significant manpower, from
volunteers and paid support staff will be required to develop projects. Therefore, there should be organizational milestones, plus public participation and outreach benchmarks and goals. These would be put in the detailed annual Action Strategies and in a three year Work Plan. The difference between these documents would be that the Action Strategies would identify in detail the projects that would be carried out. The Work Program would be much more flexible. It would identify key objectives and focuses for the near, three-year term.

**Financial Resources**

The Mountain Cloves Scenic Byway represents a relatively small-scale regional project that proposes to involve the Town of Hunter plus the Villages of Tannersville and Hunter. A tri-partite memorandum of understanding (MOU), for the first three year Byway program Work Plan should be considered. This could demonstrate to the State Legislature local commitment to project development. Alternatively, it could be done once the Byway designation is formally recognized.

In addition to the resolutions of support in favor of the Byway nomination and the Corridor Management Plan, the Work Plan would demonstrate the formal commitment on the part of the participating jurisdictions to join in project implementation. It would show two to five major projects that the communities would like to work on to promote Byway-centered economic development. Formal collaboration between the communities in this form could enhance the project’s eligibility for many types of grants and in-kind assistance.

At the outset, the Catskill Center has agreed to donate time to this endeavor, as have the Catskill Mountain and the Hunter Foundations, plus the GCS&WCD WAP.

There should be a goal of establishing a seed fund of $10,000 to $15,000 as a catalyst to get started with project implementation. The Town should be asked to budget this sum, or all three municipalities should be asked to consider
Proposed Mountain Cloves Scenic Byway Corridor Management Plan

jointly contributing a part of this figure in order to leverage program start-up. Moreover, a State legislative member item, or a DOT grant, for $25,000 to $75,000 could provide a flexible form of funding. It could cover soft costs which other grants and matching funds may not cover – and could provide ample funding for the first year of operations. The DOT, DEC, the State Greenway and the State Office of Parks, Recreation and Historic Preservation are logical organizations to target for project support.

It is envisioned that over a three-year time period, the local municipalities’ financial contributions would represent a small part of the overall funding. Localities would contribute to upgrade, develop, and promote the Byway and make it available for its intended uses. A major part of the physical planning and capital projects development would be expected to be underwritten and directly carried out by State agencies using Federal and State funding sources.

For the purpose of overall project budgeting, the ratio of local government to external funding is assumed to range from 1:20 to 1:5. In other words, somewhere between 5 to 20 percent of the cost of projects identified in the proposed three year work program may be expected to be financed by the Towns and Villages.

As an early stage action, the participating municipalities should consider the feasibility to set aside some discrete financing that would underwrite the preparation of grant applications to aid Byway project development.

Many of the earliest recommended actions are for additional studies that will advance specific aspects of Byway planning and programming. For instance, there is a need for: a Scenic Byway marketing and promotions plan; a bicycle and pedestrian master plan; and an interactive web-site that would help tell the story of the Byway and aid awareness of our rich history and geography.

As discussed in the marketing and promotions section, the travel aspect of the Byway strongly links this initiative with the County and State tourism departments and state economic development and planning agencies. As soon as possible, there should be a series of formal meetings with Greene County Tourism. They can help identify the specific technical and financial assistance
that they can provide to aid project and area promotions, plus strategize about the best way to engage State tourism officials in project development.

The Greene County Planning Department should be tapped to aid many of the strategies set forth in this Plan. During the coming months, there should also be exploration with the County’s Watershed Assistance Program regarding how to integrate and relate this project with the Mountaintop Strategy. Technical assistance and resources to organize specific project implementation under that project’s umbrella should be available.

There should be immediate exploration of the technical assistance that the New York State Office of Parks, Recreation and Historic Preservation can provide to define the best possible approaches to historic preservation planning. This study documents the historic and cultural resources in the main cloves. In addition to the recreation amenity of the cloves, these resources form an important part of the community’s story, and are relevant to major historical periods in America. The significance of the history of tourism and environmentalism in the cloves establishes potential to form stronger relationships with federal and state agencies interested in arts and culture, heritage and historic preservation.

Finally, regional academic institutions may offer some partnership potential for the Byway. In particular, Columbia-Greene County college marketing professors should be polled about whether they would work with three to five students on a focused project. Perhaps they could help formulate detailed research about ways to reinforce the Byway brand and identity.

Another strong opportunity to collaborate with this college is in the realm of natural history. Given Hunter’s open space environment, this CMP points out strong opportunities to promote and facilitate nature studies in and around the Byway. According to the college’s web page:

http://www.sunycgcc.edu/AcademicDepartments/Department/NatHistIndex

The Natural History Institute is a volunteer organization of Columbia-Greene Community College faculty associated with a group of expert advisors. The Institute provides educational resources for students, scientists, artists, and various community and civic groups. The Institute maintains a Natural History Museum which includes about 1,500 bird study skins, representing over 250 species; over 2,000 vascular plant herbarium specimens, 500 bryophyte specimens, 200 labeled mineral specimens, 157 labeled fossil specimens, 150 fish specimens, about 20 mammal study skins, and about 20
skulls of birds and mammals. The museum provides a resource which supports college courses, scientific research, wildlife artwork, and special presentations to local schools and civic groups.

One bird which wildlife enthusiasts visiting Hunter may be particularly excited about observing and learning about is Bicknell’s Thrush. This thrush has a highly restricted summer breeding habitat on high peaks. It is a migratory species and the Catskills are the southern boundary for this species listed as a ‘high conservation priority’ according to the Cornell Lab of Ornithology. The Institute might be a partner in developing programs that aid awareness and observation of Bicknell’s Thrush.

Likewise, the graduate program in community planning at Albany State University could be requested to help physical planning. Options could include soliciting help from students pursuing focused study, or developing a semester long class studio/seminar to evaluate the alternative options for advancing roadside resource interpretation, or producing a detailed plan for one of the major capital projects.
CONCLUSION

The popularity of the Catskills increases with time. Fostering appreciation of the Park and its environs and exploring how to set-up for increased use will help the community define ways to manage critical resources for full enjoyment by future generations. In practical terms, this Plan articulates local desires for enhancing trailheads and road signage in appealing ways. It looks to establishing better access, new viewing platforms and upgraded parking areas. It defines the preferred methods of stewardship, the development of design guidelines within the Preserve and in the connecting sections of the Byway. It articulates a desire for managing and directing access to the Preserve and its surroundings so that resources are not irreparably harmed.

Visitors are influenced by the whole travel experience. Their decisions to visit again, or stay longer and spend more, are influenced by things like scenic character and the quality of services. A host of factors make-up a unified visitor experience. This CMP examines how public, private and non-profit services and activities influence tourism. It explores traveler way-finding, and the degree to which people may frequent the Mountain Top Historical Society, service businesses, the Catskill Mountain Foundation’s facilities, and State lands.

It also explores visual identity and coherence along the entire length and at key points in the streetscape environment on 23A. These include the gateway within Haines Falls or at the west end of the Village of Hunter. It involves public art, the supply of parking, quality of shoulders, pavement and sidewalks, the availability of vest pocket parks, street furniture, other amenities and draws, as well as possible negative consequences such as billboard blight.

Residents will benefit from this plan. There is examination of how existing development might be enhanced and new development might be accommodated. Much of this document is spent discussing Byway improvement strategies in terms of aesthetics and safety. While the focus is on steps to improve Hunter’s tourism potential, enhanced sidewalk connectivity is not just for visitors. For example, sidewalks significantly enhance the potential for children to walk to and from school safely.

Ultimately, many trips to the Catskills are not to a single location. Consumers want an overall quality experience. While the CMP identifies actions to enhance and maintain site-specific tourism potential and scenic character within Hunter, the recreation and scenery of the whole region ultimately drives overall economic development. This project is regional in that it fosters cooperation
and action between the Town and the Villages of Hunter and Tannersville, as well as with the other municipalities on the Mountaintop. It pinpoints the benefit of achieving coherent identity for the whole mountaintop region. A cohesive, integrated travel experience makes many different trip forms more meaningful, whether these are cultural, wilderness or recreation oriented.

Planning can fail for many reasons. There can be lack of interest, technical expertise and inability to define desired action. In Hunter there is broad community support for enhancing economic development. Collaboration is needed among the many interests involved in mountaintop conservation and development. Broad representation ensures the availability of experts who can lead on certain topics. But even with leadership, there is a need for cooperative forums which engage the broader community and explore proposed actions. By continuously updating residents and business leaders about planning, the stage will be set to pursue funds and prepare specific detailed project and program designs. At this point, the CMP primarily highlight possible ideas and actions – more detailed project planning and implementation comes later.

As we go forward, Plan implementation will most assuredly require assistance from planners, engineers, landscape architects, economic and marketing specialists. Likewise, tourism specialists could be consulted to help perform special studies. Market analysis and programming could pinpoint opportunities and define the actions needed to serve underutilized markets. It could help capture new business that complements the community and regional vision. Outside professionals can guide volunteers and local officials to form detailed concepts, environmental analysis and cost estimates which can be used to discuss projects with the community and pursue funding. Once the community builds consensus for specific development projects, resources from the Federal, State, and regional governments, and non-profits and foundations can be pursued to help underwrite necessary study and physical improvements.

The CMP seeks to implement an overarching strategy for economic development in the Byway through collaboration. Future actions require involvement of many stakeholders. The CMP provides a platform which will enable the community to carry out routine Byway planning. Establishing a formal system of plan implementation requires commitment by business leaders, public officials, interested residents and landowners. Systematic cooperation and enhanced information sharing should help enable the community to better synthesize the work of different parties acting towards the same end. As the system matures it should become more feasible to adjust plans with changing times and actually implement key objectives.
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