

Part 3 of 4 (pp. 129-205)



**New York State's
Adirondack Trail
Scenic Byway
*Corridor Management Plan:
Town of Altamont through
the Town of Duane*
November 2003**



The Adirondack Trail Scenic Byway Corridor Management Plan Town of Altamont to the Town of Duane

Providing for the promotion of tourism and economic development as well as the conservation and enhancement of the byway's underlying resources.

Prepared by the Wildlife Conservation Society's Adirondack Communities and Conservation Program working on behalf of the Adirondack North Country Association.

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November 2003

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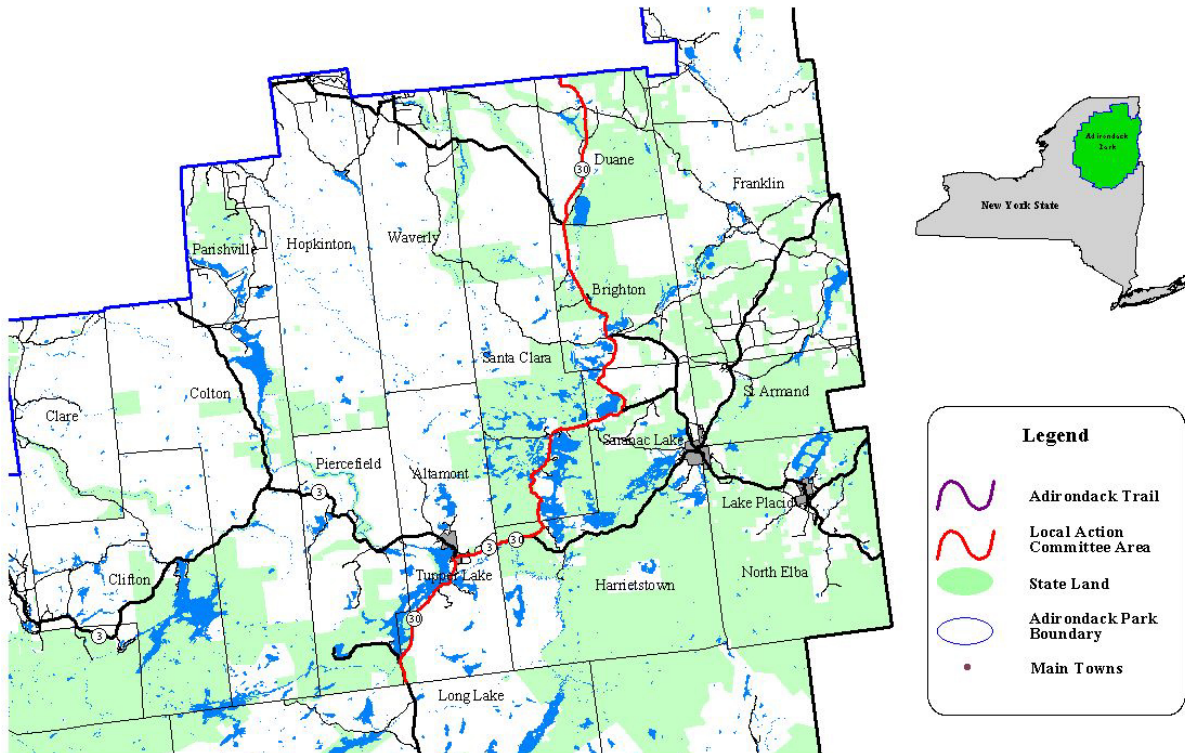
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Wildlife Conservation Society's Adirondack Communities and Conservation Program

Adirondack Trail Scenic Byway

Map Produced By the Adirondack Communities
and Conservation Program
Data Source: Adirondack Park Agency
and the Wildlife Conservation Society
September 2002



Adirondack Scenic Byway Corridor Management Plan

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The Scenic Byways Program

What is a Byway?

Byways are transportation routes across the country with special qualities that make them attractive to their users. Most byways are managed and promoted for tourism purposes, but the byway designation can also be used for other reasons such as to conserve and protect the area's resources. The overall goals of byway programs are to recognize, interpret, maintain, enhance, and preserve the unique qualities of byways. The Federal Highway Administration and State Transportation Departments have several types of programs and designations including Private Sector Byway, Local Byway, State Scenic Byway, and National Scenic Byway.

State Scenic Byway

State Scenic Byway programs are usually managed by either the state's department of transportation or economic/tourism development office.

Although each state has a program, the requirements and funding opportunities vary greatly from state to state.

During the 1980's, the Adirondack North Country Association had identified eleven scenic driving routes to guide visitors through the Adirondacks and to significant tourism sites in an effort to stimulate economic development. With the advent of the Federal Highway Administration's National Scenic Byway Program, the New York State Legislature designated ten of the driving routes as official State Byways including the Adirondack Trail Scenic Byway and Olympic Scenic Byway in 1992.

Do Byways have to be Scenic?

Although the State and National programs refer to "Scenic Byways", selected routes do not have to possess scenic qualities. For example, routes that follow abandoned coal mines or steel mills may have cultural or historic qualities, but not be considered "scenic" to most travelers. They could still qualify for local, state, and national Scenic Byways programs.

The Intrinsic Qualities

All byways must have at least one unique, intrinsic quality. Generally, state and federal programs look for up to six of these qualities when choosing routes for designation. The traditional qualities include archeological, cultural, historic, natural, recreational, and scenic.

Cultural

The cultural resources along a byway are those that provide evidence of the unique customs, traditions, and folklore of the past or present. These resources are built upon the heritage of the area combined with its present-day style and flavor to define what makes it culturally unique. Sites that are of civic or ethnic importance help to define the culture of an area, as do events such as plays and festivals. Additional examples of cultural resources are structures or landscapes that are important due to their artistic merit, or those that represent an achievement in technology, architecture, or engineering.

Historic

A byway has historic qualities if it contains visual evidence of the past. Typical historic resources include mining sites, places associated with famous people or events, historic canoe routes, or historic buildings. Some roadways themselves can even be considered historic in their own right.

Natural

Natural resources along a byway may include unusual land formations or topography, lakes and rivers, streams and wetlands, wildlife areas, and habitats for rare or endangered plants and animals. Parks and wildlife areas are also considered resources if they provide access to and interpretation of the natural qualities of the area. The identification of natural resources along a byway encourages education, preservation, and responsible stewardship of those resources.

Recreational

A byway has recreational qualities if it encourages active or passive activities such as hiking, camping, fishing, hunting, paddling, skiing, or cycling. The route itself may be the source of some of these activities, such as cycling, or it may provide access to the activity, such as an entrance to a series of hiking trails.

Scenic

While the level of scenic qualities is very subjective, the general concept of beauty can usually be agreed upon. Farms and forests, rivers and lakes, oceans and islands are all considered scenic. Urban areas can also be scenic, and may range from quaint

downtown settings to flamboyant neon lights in the heart of a city. Scenic resources are improved by being distinctive, memorable, or uninterrupted.

Archeological

A byway has archeological qualities if it contains visual evidence of the unique customs, traditions, folklores, or rituals of a no-longer existing group. An example could be a historic hunting ground.

Routes and Corridors

Most Byways are confined to their route, or road location. Generally, this includes all defined resources within the road's right-of-way. However, byways are beginning to extend their boundaries into "corridors", or areas which are not directly road-side but still influence the traveler's experience. The corridor is defined during a Corridor Management Planning (CMP) process after gaining approval through local consensus. Corridors allow byway users and CMP planners to consider more than just the road; this is a particularly useful way to include other modes of transportation, amenities, and resources that are located close to the chosen route.

Corridor Management Plan (CMP)

A Corridor Management Plan is a document that provides for the promotion of tourism and economic development as well as the conservation and enhancement of the byway's underlying resources. Specifically the CMP:

- Reflects and describes the byway.
- Is a community driven document whose process is directed by a Local Action Committee.
- Describes the progression and names the local community members responsible in the planning process.
- Articulates a vision and set of local strategies for the corridor and its communities.
- Outlines methods to balance economic development and tourism promotion with preservation and protection of the byway's resources.
- Details strategies, tools, and techniques for implementing the plan.
- Serves as an important document for future projects.
- Demonstrates a commitment to preserve, protect, and enhance the byway and its resources.

Project Description and Development

The Adirondack Trail Scenic Byway Project

The development of the Adirondack Trail Scenic Byway Corridor Management Plan helps to promote tourism and serves as a new approach to economic development while maintaining and enhancing the intrinsic qualities of the byway. Communities along the byway are working toward a shared identity in order to develop a cohesive action plan that supports local and regional visions, goals, and objectives. Future marketing efforts will utilize the theme of the entire byway from a regional perspective bringing higher visibility to all participating rural communities.

Our section of the Adirondack Trail Scenic Byway encompasses portions of State Route 30 from the Town of Long Lake/Town of Altamont town line to the Town of Duane/Town of Malone town line. The byway is defined by its resources - natural, cultural, recreational, and historic, and its location within the unique mosaic of private and public lands called the Adirondack Park. The byway resources are accessible by car, foot, bicycle, snowmobile, skis, canoe, or boat. A broad sampling includes historic canoe routes, popular hiking trails, cross country ski and snowmobile trails, Paul Smiths College, a historic railroad, scenic pull-offs, the Natural History Museum of the Adirondacks, and the Adirondack Park Visitor Interpretive Center. The corridor also features opportunities to visit small rural towns and villages located right on the byway, along with side trips to communities which provide a variety of traveler conveniences and are easily accessible via connecting roads. The byways project has allowed local community planners to identify the contributing resources and describes strategies to promote, protect, and enhance them.

Upon completion, this Corridor Management Plan for the local sections of the Adirondack Trail Scenic Byway will be incorporated with three other trail segments to form one Corridor Management Plan for the entire 179.5-mile corridor. Byway segments are:

- Village of Malone to Duane/Malone town line (11.39 miles)
- Duane/Malone town line to Franklin/Hamilton county line (57.24 miles)
- Franklin/Hamilton county line to Fulton/Hamilton county line (83.77 miles)
- Fulton/Hamilton county line to Village of Fonda (27.11 miles)

For more information on the overall Adirondack Trail Scenic Byways project, please contact Adirondack North County Association at (518) 891-6200.

Adirondack Trail Scenic Byway: Route 30: Town of Duane through the Town of Altamont

The Wildlife Conservation Society's Adirondack Communities and Conservation Program (WCS) has worked in the Adirondacks since 1994 helping communities understand their relationship with the natural world in the context of the park by promoting a cooperative, information-based approach to research, community involvement, and outreach. Through projects that strengthen ties between communities, bring together stakeholders, and provide both biological and socioeconomic information, WCS aims to provide bridges between diverse constituencies.

With this in mind, ANCA asked WCS to organize a Local Advisory Group to provide input and work on activities throughout the development of the CMP. WCS contracted with ANCA to lead the local planning effort to develop the CMP from the Malone/Duane town line to the Altamont/Long Lake town line (*See Appendix A*). The development of the plan was driven by the efforts of the Local Advisory Group and facilitated by WCS. The Byway route, corridor, and associated Corridor Management Plan were completed over the course of 9 months and is intended to be updated as necessary in order to reflect changes in the local resources, economy, or infrastructure.

Local Advisory Group

The Wildlife Conservation Society's (WCS) Adirondack Communities and Conservation Program (ACCP) facilitated the organization and regular meetings of the Local Advisory Group from October 2002 – April 2003. WCS sent invitation letters to many individuals and groups in the region including the Towns of Altamont, Harrietstown, Santa Clara, Brighton, St. Armand, Franklin, and Duane, the Villages of Tupper Lake and Saranac Lake, Franklin County Legislators, Paul Smiths College, Franklin County Tourism Office, Tupper Lake Chamber of Commerce, Adirondack Economic Development Corporation, Natural History Museum, Adirondack Park Interpretive Visitor Center, Saranac Lake Chamber of Commerce, Saranac Lake Office of Community Development, NYS Department of Environmental Conservation, Adirondack Park Agency, local outdoor guides and recreationalists, local not-for-profit community groups, and local business owners. For letters of invitations/meeting announcements, see **Appendix B**.

Additionally, WCS submitted press releases in *The Adirondack Daily Enterprise*, *The Tupper Lake Free Press*, and North Country Public Radio inviting local citizens to join the Local Advisory

Group. Presentations were given around the area to generate interest and recruit new members. For a list of media contacts and community outreach presentations, see **Appendix B**.

Approximately 65 people were involved in the Local Advisory Group to develop the CMP. The members came from diverse backgrounds and brought varying perspectives, including recreational, business, governmental, environmental, and tourism. Members also added their own ideas for the future of the region, shared a willingness to listen to others, and offered the time and energy to see activities through to completion.

The Local Advisory Group developed a vision statement, goals, and objectives, provided ideas for specific projects, and assisted in the identification of local resources. We also collected existing reports, identified ongoing projects in the region that contribute the CMP goals, identified issues and opportunities along the byway, and formulated an action plan. As an advisory board, the Local Advisory Group was directly involved in providing focus, direction, and momentum to the development of the CMP. As the coordinator of the Local Advisory Group, WCS wrote the final plan and, with assistance from the Adirondack North Country Association, made all final decisions regarding the CMP.

For the Local Advisory Group participant mailing list, see **Appendix B**. For a list of supporting organizations, see *Supporting Organizations* section.

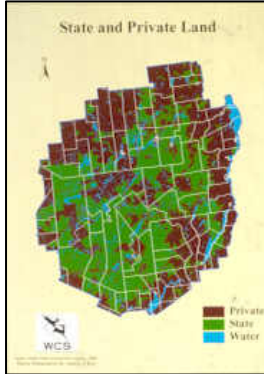


Local Advisory Group meetings
Photos by WCS

The Adirondack Trail Scenic Byway Local Segment Town of Duane – Town of Altamont

The Byway

The Adirondack Trail has been designated as an official New York State Byway since 1992. It begins in the Village of Fonda in Montgomery County and runs 179.5 miles to the Village of Malone in Franklin County. On its way north, it twice crosses the Adirondack Blue Line, an imaginary line that outlines the 6 million acres contained within the Adirondack Park. The



Map Courtesy of
WCS

Park is the largest publicly protected area in the lower 48 states, larger than Yellowstone, Everglades, Glacier, and the Grand Canyon Parks combined, and is comparable in size to the state of Vermont.

Approximately half of the land within the Blue Line is public land and is constitutionally protected as “forever wild” forest preserve. The other half of the land is privately owned and contains communities, businesses, homes, farms, and other settlements. The Adirondack Park has over 150,000 year round residents living in 92 towns. Seasonal residents more than triple the population. Our segment of the Route 30 Adirondack Trail passes through the Franklin and St. Lawrence counties and the Towns of Altamont, Piercefield, Harrietstown, Santa Clara, Brighton, and Duane and features many resources including vast waterways, rolling mountains, vibrant communities, and rich natural and cultural heritage.

Byway Theme

This segment of the Adirondack Trail is a major corridor that truly represents the Adirondack Park. It traverses the Adirondack Lakes region, which features the state’s only wilderness canoe area. It runs adjacent to thousands of acres of State Forest Preserve land and provides access to some of the most remote areas of the Park, yet it passes right through one of the region’s largest villages, Tupper Lake. It links three educational resources, the Visitor Interpretive Center, the Natural History Museum, and the only 4-year college in the Adirondacks, Paul Smiths College. This route is valued for its abundance of natural resources, recreational opportunities, and cultural history.

Byway Vision

The vision for our segment of the Adirondack Trail is a winding rural roadway that explores what many call the essence of the Adirondack region. Our segment of the byway is a portal into the heartland of the Adirondacks where expansive waterways, panoramic mountain views, working farms, vibrant communities, outdoor recreational opportunities, and historical and cultural sites unfold one after another.

The byway will provide visitors with safe and memorable experiences with its effective signage, adequate parking areas, a variety of lodging establishments, sufficient public facilities, and alternative modes of travel. Appropriate economic development and tourist opportunities will contribute to the viability of local communities along the way while maintaining the natural beauty and rural character that make for an exceptional journey.

Goals and Objectives

- I. The Byway region will provide travelers with a true Adirondack experience and a wide variety of activities and amenities.
 - a. Promote alternate driving routes off of the byway.
 - b. Develop wildlife viewing areas at various points along the byway.
 - c. Develop or expand pull-offs at various locations along the route for scenic views and wildlife viewing.
 - d. Provide volunteer guides to provide local information to travelers.
 - e. Support the construction of the Natural History Museum of the Adirondacks.
 - f. Provide adequate services to travelers and provide adequate directional signs.

- II. Access to recreational opportunities will be developed, improved, and enhanced, within the byway corridor without detracting from the natural and scenic qualities of the region.
 - a. Examine recreational access points along the byway for improvements in parking, signage, access, degradation, and general maintenance.
 - b. Develop new and improve existing parking at various points along byway
 - c. Recommend discreet-design sensitive applications when constructing or improving parking areas.
 - d. Recommend appropriate signage at recreational access points.
 - e. Examine the need for trail maps for mountain bike trails, all terrain vehicles, and other activities.
 - f. Recommend improvements to existing boat launches.
 - g. Develop a town wide multi-use recreational trail in Tupper Lake.
 - h. Support the efforts of the Raquette River Corridor Project.
 - i. Support the efforts of the Northern Forest Canoe Trail.

- III. Interpretive information will be provided to ensure understanding of natural, historic, and cultural resources within the byway region.
 - a. Assist in the development of byways maps, brochures, and websites to identify and promote byway resources.

- b. Construct an Adirondack Community Information Center at the crossroads of Adirondack Trail and Olympic Scenic Byway in Tupper Lake.
 - c. Assist in the development of signage for interpretive programs along byway.
 - d. Support historic preservation efforts along the byway.
 - e. Support the Natural History Museum of the Adirondacks efforts to build an interactive natural history museum in Tupper Lake.
 - f. Support the historic preservation and interpretive efforts of Paul Smiths College.
 - g. Support and promote the educational and interpretive programs at the Visitor Interpretive Center.
- IV. Promotion and beautification of the byway region will help increase economic activity for businesses and communities along the byway as well as provide a more pleasant experience for visitors.
- a. Assist in the development of a web presence for the byway promoting the businesses and resources.
 - b. Produce an attractive colorful brochure highlighting byway businesses and scenic spots.
 - c. Promote Tupper Lake's efforts to revitalize downtown.
 - d. Support Tupper Lake's goal of improving community appearance through installation of sidewalks, lighting, and plantings.
 - e. Recommend placement of trash receptacles at pull offs and in parking areas to keep the roadway litter free.
 - f. Examine strategies to re-develop underused or dilapidated properties along the route.
- V. The roadway will be safe and easy to travel for drivers, pedestrians, and cyclists.
- a. Recommend safety improvements at various points along Rt. 30.
 - b. Recommend signs that warn drivers of pedestrian crossings and low visibility intersections.
 - c. Recommend the placement of directional signs on roadway alerting drivers of upcoming parking areas, trailheads, and other attractions.
 - d. Recommend a comprehensive signage program that improves existing directional signage and establishes new signage without cluttering the landscape.
 - e. Recommend improvements to roadways to accommodate bikers.
 - f. Promote bike tours and side trips on the byway.
- VI. Natural resources and rural character within the byway corridor will be preserved and enhanced.

- a. Support stewardship programs and institutions along the byway such as Paul Smiths College, Adirondack Visitor Interpretive Center, and individual clubs and organizations.
- b. Explore the effects of roads on wildlife.
- c. Encourage communication and partnerships among various public, non-profit, and for-profit organizations.
- d. Encourage a coordinated education effort about the Adirondack Forest Preserve and natural resources along the byway.
- e. Utilize college resources and faculty expertise in community development, resource stewardship, and other projects that support the vision of the byway.
- f. Involve educational facilities as a tool to educate on the ecological and historical importance of the area.

The Byway Corridor and Communities

The Adirondack Trail Scenic Byway Corridor

The numerous scenic, natural, cultural, recreational, and historic resources define the Adirondack Trail Scenic Byway corridor. The chosen corridor for the Adirondack Trail Scenic Byway includes the landscape adjacent to the existing designated roadway along with several side trips that provide access to cultural attractions, natural and historic features, recreation opportunities, and alternative modes of transportation. These nearby communities, surrounded by picturesque backdrops, serve as a hub of activity in remote areas, contain an assortment of points of interest and provide access to recreational opportunities.

Suggested side trips:

- Non byway-designated section of State Route 86 to the Village of Saranac Lake. At Saranac Lake, SR 86 becomes the Olympic Scenic Byway.
- Non byway-designated sections of State Route 86 to County Route 55 to non byway-designated section of State Route 3 to the hamlet of Vermontville.
- County Route 26 to County Route 27 to the hamlets of Mountain View and Owl's Head.

Historic Significance

The Adirondack Trail tells the story of the Adirondacks. The history of the byway is a mixed tale including historic railroads, the Civilian Conservation Corps, famous canoe routes, the area's first brewery, a famous forester, and the Old Military Road. Paul Smith owned a famous 50 acre resort on Lower St. Regis Lake in the late 1800's. Many rich and famous people of the late 19th and early 20th centuries gathered to enjoy the mountain wilderness and the comfortable accommodations provided by him and his wife Lydia.

In the 1930's as the nation was pulling out of the Great Depression, young men were hired by the government to plant trees and perform other conservation duties. Many Civilian Conservation Corps groups were stationed in this area where they planted huge stands of scotch pine to bring the forests back from fires or other disasters. These forested tracts can be seen today as one travels the byway. Teddy Roosevelt paddled the waters in this area as a young naturalist as he explored and learned about the outdoors. Native Americans and early lumbermen used the waterways as travel routes. Many of our waterways are still used as long distance travel routes. The network of waterways is part of the important history of the Native Americans and the early settlers. In the early 1800's, the son of a wealthy German born brewer bought 50 acres in Duane and built a large mansion and at the time the largest hopyard in the world. After falling ill, going bankrupt, and the castle burning down, the family returned to

Germany. Today the land is owned by the state and is occupied by DeBar Lodge – a two story, 17-room Adirondack style building. The residents of Duane would like to preserve the land and especially the building as either a bed and breakfast or a retreat facility.

The Red Tavern Road (CR 26) crosses the byway in the Town of Duane. This route was used by soldiers during the Revolutionary War to move from the western part of the region to Lake Champlain.

Bernhard E. Fernow, was a Prussian forester who came to America in the late 1800's. He helped organize the Cornell's College of Forestry and draft legislation that established the Forest Preserve in New York State in 1885. He also served as Chief of the Division of Forestry of the United States, a forerunner of the present U.S. Forest Service. When the state legislature established the College of Forestry, they also dedicated 30,000 acres of land in the Adirondacks as an experimental and demonstration forest. Fernow set out to convert a deteriorating hardwood forest to a more valuable coniferous forest on a 68-acre portion of that land, approximately 5 miles east of the Village of Tupper Lake along today's Adirondack Trail Scenic Byway. Fernow clear-cut the existing hardwoods and sold what he could to the Brooklyn Cooperage Company in nearby Tupper Lake. The remaining trees and brush were burned to prepare a suitable cleared area for his plantation of pine and spruce seedlings.

Unfortunately, Fernow did not consider the impact of his experiment on some influential owners of camps and estates on Upper Saranac Lake, just a short distance away.. These people saw the smoke and viewed the fires as a threat to their valuable lake front properties. They complained to state officials and, as a direct result in 1903, the governor vetoed state funding for Cornell's College of Forestry. A new State College of Forestry was established at its present location in Syracuse (ESF). Fernow was not associated with it. Had it not been for his experimental forestry work here, the College of Forestry would probably still be located at Cornell.

The People

Communities along the byway are proud of their rich history and diverse lifestyles. Rural towns in the Adirondack mountains provide residents with a quality of life unmatched in many towns across the country. Generations of families are tied to the land by logging, guiding, or a family owned business. Park-wide guidelines restrict sprawl and over development making for a landscape void of chain stores and malls. Adirondack living is slow paced, friendly, and community oriented. Abundant natural resources provide year round activities for both residents and visitors. Events such as Tupper Lake's Woodsman Days, Duane's Sled Dog Races, and many



Tupper Lake, NY. Photo WCS.

summer concerts and art festivals draw on community heritage and the area's recreational opportunities.

The Communities

Woven into the Adirondack landscape, each byway community is connected to another by the Adirondack Trail yet each is unique in its history. Following is a brief description of each community traveling from north to south:

Traveling from the north, the byway is a pleasantly straight, tree lined roadway with lakes, ponds, rivers, mountains, and small communities marking the landscape. The **Town of Duane**, which once was home to the largest hop plantation in the world, was originally settled for the abundance of iron in its mountains. Today, recreation and beauty are its main attractions. Both a privately owned campground and the State owned Meacham Lake Campground offer boating, hiking, swimming, volleyball, and other recreation activities as well as hundreds of sites. The Debar Mountain Wild Forest is a 61,000 acre parcel that offers plenty of opportunities for recreational activities such as hiking, biking, horse riding, snowmobiling, skiing, snowshoeing, hunting, fishing, camping, boating and paddling.

In addition to Wild Forest lands, the area also includes the Santa Clara Tract of the Champion easement lands. The summits of Azure and Debar Mountains are the two most popular destinations for hikers in the Wild Forest, and there is extensive use of the campsites at Jones and Mountain Ponds. Some trails located on the Santa Clara Tract are under development for off road mountain bike trails. Two large inns offer food, lodging, and trail access.

Next stop is the **hamlet of Paul Smiths**, which is essentially Paul Smiths College, the Visitor Interpretive Center and a few homes and churches tucked away along the many lakes and ponds. Paul Smiths College was established from an original grand hotel owned by Paul Smith on Lower Saint Regis Lake. Today, the college provides two and four-year degrees in forestry, recreation, and hospitality

The Adirondack Park Visitor Interpretive Center, (VIC) located just north of the college is operated by the Adirondack Park Agency. Open year-round, the facility serve the 6 million-acre Park as environmental education and traveler orientation centers. It is located on Paul Smiths College land and is surrounded by miles of trails, wetlands, and forests. The VIC provides year round programming for all ages including guided and self-discovery nature tours, lecture/slide series, and nature craft workshops.

At the junction of State Route 86 (a non byway-designated section of roadway) and the Route 30 Adirondack Trail, the byway journeys deep into the "lakes country" of the Adirondacks.

Along this tree lined winding stretch, the traveler passes many historic lakeside resorts, once grand hotels or summer “camps” for the wealthy. Today, these rustic inns provide visitors with gourmet meals, fireside accommodations, and recreation trails on site. The dozens of lakes and ponds on this section of the byway offer endless paddling, boating, and fishing opportunities not to mention the chance to camp, swim, and just relax lakeside. Bicyclists take to the roadways and bike trails along this segment as do pedestrians. Two large state owned campgrounds, Fish Creek and Rollins Pond, are open in the summer in this area and are popular destination for families. Small camps and cabins are also nearby as are wilderness campsites for those who want a more simple experience. Boat launches and marinas offer easy access to the waterways and the NYS DEC operated Fish Hatchery is open for public tours. The **hamlet of Lake Clear** is a year round settlement that was settled along the railroad. Along this section, access to the State’s only designated canoe area, the St. Regis Wilderness Canoe Area, is easily found off of Floodwood Road, Little Clear Pond, Upper Saint Regis Lake, or Paul Smiths College. The canoe area only allows non-motorized boats and is rich in history as well as a great place to recreate.

The Adirondack Trail joins the Olympic Scenic Byway along Route 3 as the same roadway for 5.4 miles as the travelers enter the **Town of Altamont** and eventually the **Village of Tupper Lake**.

The forested lands in this area were settled in the late 1700’s and early 1800’s by surveyors, trappers, lumberjacks and anglers. Most arrived via waterway “highways” long before the area was explored and mapped. The first settler arrived in the area around 1840. Logging began almost immediately as lumbermen used the Raquette River to channel logs and run them to mills located throughout the Adirondacks. The railroad opened up this wilderness and played an important part in the economic growth of the community.

The Village of Tupper Lake has long been known as the “Crossroads of the Adirondacks”



Photo WCS.

located at the junction of Route 30 on the Adirondack Trail and Route 3 on the Olympic Scenic Byway. Centrally located in the Adirondack Park, Tupper Lake offers a host of recreational opportunities. It lies in the heart of the Ten Rivers Region and offers a diverse system of waterways for boating, fishing, swimming, water-skiing, windsurfing, and sailing. Public boat launches and boat rental shops give access to Tupper Lake, Raquette Pond, and the Raquette River. The Northern Forest Canoe Trail and Raquette River Corridor pass through the community providing an opportunity to experience the historic travel routes used by many of the early settlers as their primary mode of transportation. Access to mountain biking, golf, ice-skating, snowmobiling, horseback riding, walking, hiking, skiing, and camping are significant

community assets and are easily accessible to the public. A unique waterfront municipal park offers spectacular panoramic views of the Adirondack Mountains along with a picnic area, a boardwalk, and other facilities for visitors and residents. A New York State DEC public boat launch with ample parking was recently constructed for access to Tupper Lake. An Economic Revitalization Committee is concentrating on improving and providing the infrastructure needed to make the village look great and function well as a major focus in their economic development activities.

Tupper Lake is also home to the new Natural History Museum of the Adirondacks. The Museum will support Tupper Lake as a destination for visitors along the byway. It will be located in Tupper Lake on 31 acres along the Raquette River. The open land and river access supply substantial opportunities to provide a unique educational experience to the public. This 35,000 square foot state-of-the-art museum will include a surround-sound movie theater, 20-foot high mountain waterfall and live otter exhibit, giant aquariums, and live exhibits infused with media shows that explain the wonders of the natural world. Outdoor exhibits, a tree canopy observation tower, a waterfront café, and museum gift shop will also be located on site.



Tupper Lake Area. Photo WCS.

Annual outdoor events draw visitors to the Tupper Lake area where they may opt to watch or join in the friendly competitions. Either way they will experience the gracious hospitality, friendliness, and uncomplicated lifestyle characteristic of the rural mountain community. Visitors line the lakeshores and riverbanks to watch the many seasonal canoe races featuring restored antique wooden boats or the latest state of the art watercrafts cutting across the sparkling waterways. Samples of other unique events include:

- Tinman Triathlon, a qualifying event for the National Iron Man Competition. Competitors swim 1.2 miles across a pristine lake, bike 56 miles over beautiful mountainous terrain, and run 13.2 miles all in one day!
- Woodsman's Day is a chance for loggers to show their skills in the ever-popular chain saw log sculpture competition, log pulls, and greased pole climb.
- Fishing derbies take place on warm sunny days right up to the winter months where participants drill through a foot of ice to drop a line. Kids of all ages are welcome to watch or join in the competition.

In the heart of the village, the Adirondack Trail and Olympic Scenic Byway split giving the traveler the option to travel west on the Olympic Scenic Byway or continue south on the Adirondack Trail.

Side Trips

Just off the byway are quaint Adirondack communities easily accessible by automobile or bicycle via connecting roads. Each of these communities offers the byway traveler a unique look at rural Adirondack living.

A non-designated portion of State Route 86 heading southeast from Paul Smiths leads to the largest community in the Park, the **Village of Saranac Lake**. Located on Route 3, the Olympic Scenic Byway, Saranac Lake is a historic village, which first became famous for Adirondack guides who brought sportsmen into the wilderness and provided information on the area. Many residents today still guide clients on adventures such as hiking, rock climbing, paddling, skiing, hunting, and fishing treks.



Historic Buildings, Saranac Lake.
Photo WCS.

In the late 1800's, Dr. Edward Livingston Trudeau established a tuberculosis treatment and research center in Saranac Lake. Over 15,000 TB patients came to the mountains to heal and lived in "cure cottages" built for TB patients. "Cure porches" built onto the cottages allowed patients to relax in the fresh air. Many of the original cure cottages still exist today. A guided historic walking tour is available in the summer.

An active historic society and arts community bring diversity to Saranac Lake with facilities such as the Adirondack Artists Guild, Pendragon Theatre, and the restored 1903 Union Depot. Groups such as Historic Saranac Lake offer special programs while the Adirondack Scenic Railroad operates a tourist excursion line using restored historic train cars. Events include the Festival of the Lakes, gallery walks, Winter Carnival which began in 1897 and is the oldest winter carnival east of the Mississippi, canoe races such as the 90-mile Adirondack Canoe Classic, the Spring Icebreaker, 'Round the Mountain Canoe Race, Willard Hanmer Guideboat and Canoe Race, and the St. Regis Invitational. An Annual Antiques Show, the Paint and Palette Festival, "Loon Lake Live! Music Festival", summer concerts in the parks, and community block parties also provide the community with activities and entertainment.



River Walk in Saranac Lake.
Photo WCS

The **Town of Franklin** is located on a non-designated portion of State Route 3 and easily accessible from the Adirondack Byway. Small settlements were established in the early

1800's as sawmill towns. A black population settled in the Town of Franklin in 1846, resulting from the efforts of abolitionist Gerrit Smith to resettle former slaves. Many Civil War veterans brought slaves home with them to further the cause of freedom and help them find homes. History buffs and genealogists may find names of these former inhabitants in local cemeteries.

County Route 26 east to County Route 27 east, approximately 15 miles north of Paul Smiths, leads to the charming hamlets of **Mountain View** and **Owl's Head**. A driving/biking loop connecting back to the Adirondack Trail is possible. Follow Route 27 to Route 41 west. Total distance is 23 miles. This route makes for a superb fall foliage tour.

A resort center from the 19th century to the mid 1950's, **Mountain View** was named for its magnificent scenery. Today it is a peaceful community with many lakes, streams, and mountains. A trail system for snowmobiles and all terrain vehicles starts in the community. Overnight accommodations and restaurants service travelers in an unspoiled wilderness setting. Wildlife such as loons, bald eagles, and deer are often seen in this area. Mountain View is the perfect location for walkers, runners, and cyclists. A bike route around Indian Lake and Mountain View Lake is open to the public and is enjoyed by many.

Owl's Head Mountain dominates the viewshed in the hamlet of **Owl's Head**. Gaining about 1,000 feet and emerging on a plateau, the hamlet is nestled in the Adirondack foothills. The area was settled as a logging town and today serves as a stop for travelers looking for food, information, and a chance to stretch their legs. Owl's Head Mountain is easily hiked in half an hour and High Falls, a series of waterfalls and fishing holes, is an easy half-mile walk from the road. Fishing access to the Salmon River is also accessible along this side trip.



Community welcome sign. Photo WCS

Byway Corridor Resources

The intrinsic qualities of the Scenic Byway have been identified and evaluated by the Local Advisory Group. The qualities that were recognized as significant along our section of the Adirondack Trail are natural, recreational, scenic, cultural, and historical. A description of the byway's resources is described below. Please see **Appendix C** for a complete inventory of resources and map of resource locations. For a visual display of byway resources, please see slides in **Appendix E**.

Natural

The geology and topography along the Adirondack Trail have resulted in many beautiful natural features including cascading waterfalls, world-class rivers, expansive lakes and ponds, and rugged mountains. The unique Adirondack climate gives growth to marshes and bogs, mixed woodlands, and old growth forest. These habitats support various wildlife species such as the moose, whitetail deer, turtles, coyote, loons, eagles, black bear, and many others. Much of the natural resources accessible along the byway occurs on State Forest Preserve Land which not only ensures their protection under the New York State Constitution, but also makes them available for public use. State maintained parking lots provide safe and easy access to enjoy the natural resources. Outdoor activities such birding, hunting, fishing, and wildlife viewing are popular in this region and are easily found directly off of the byway.



Photo by Mike Lockhart
USFWS

Recreational

The Adirondack Trail cuts through one big “playground” – the Adirondack Park. With thousands of acres protected as Forest Preserve Land, the traveler can pick from numerous recreational activities and facilities. The State's only designated Canoe Wilderness Area, numerous hiking trails, miles of mountain bike trails, fishing holes, state boat launches, snowshoe trails, cross-country ski and snowmobile trails, whitewater kayak spots, and much more contribute to the multitude of recreational resources available. Other facilities such as recreational fields, golf courses, and a bowling alley are found in some communities and are used extensively by residents and visitors. Many organizations are working towards linking trails with communities, for example the Northern Forest Canoe Trail, Raquette River Corridor, and Jack Rabbit Cross Country Ski Trail.



Snowshoers. Photo
WCS

Scenic

The Adirondack Trail Scenic Byway is undoubtedly scenic. Miles of roads wind through protected forestland and along miles of scenic shorelines of pristine lakes and ponds passing through the rolling hills and majestic mountains that make up the Adirondack Park. The Byway connects small, rural communities that enhance the scenic landscape with quaint town centers, scenic waterfronts, and historic buildings. The rural character of picturesque communities interwoven with the wildness of the forestlands makes the Byway setting truly unique.

While it is understood that numerous local scenic resources were suggested as contributing resources during the development of the CMP for the Adirondack Trail Scenic Byway, the scenic resources were not recorded or mapped in the plan. This comes in response to ANCA's Issues and Concerns paper released in July of 2002 which stated that scenic views and traveling experiences have proven to be one of the most controversial resources for a Byway to identify and recommended that the Byway CMP not include such an inventory.

Cultural

Cultural resources along the byway include those resources that are rich in cultural history and play an important role in the course of human events such as the historic buildings at Paul Smith's College, once a Grand Hotel for wealthy vacationers, Tupper Lake public library that contains an extensive Adirondack collection, and natural history interpretive centers such as the Adirondack Park Visitor Interpretive Center and the Natural History Museum of the Adirondacks.

Other cultural resources along the byway are annual events or festivals held in communities that strengthen human relationships among residents and draw visitors to the area. Such events include the Woodsman Days in Tupper Lake, Sled Dog Races at Meacham Lake, the Antique Show in Lake Clear, and many parades, canoe races, and music and craft festivals.

Many facilities along the byway double as community and cultural resources. The Beth Joseph Synagogue in Tupper Lake provides services to a small Jewish community and also has an art gallery and serves as a location for lectures, music, and other community events. Paul Smiths College offers lectures and workshops as well as conferences and boat shows. The Adirondack Park Visitor Interpretive Center brings cultural events such as slideshows, nature walks, musicians, and art exhibits to the area.

Historical

The intact historic character of the rural communities along the byway will appeal to byway travelers. Guiding, logging, and hospitality were historically the primary industries in the area and Paul Smiths College continues with the tradition by training young people in forestry, recreation, and hotel and restaurant management. The many historic canoe routes in the area served as transportation corridors for hunters, trappers, loggers, and outdoor guides.

In that both time and climate create a need for stabilization and renovations, many towns and villages encourage business owners to restore building facades but often need help funding such activities. Historic buildings and especially historic downtowns attract tourists to the region. Beautification efforts by residents and civic groups ensure the continuation of this important economic activity.

Working Landscape

Another quality worth mentioning is the working landscape. Historically, the Adirondack economy is based on natural resource extraction. The landscape has endured years of logging, mining, and farming. Rivers were used to drive logs to mills, mountainsides were mined for rich magnetic iron ore, and forests were bared of their trees. While many of the first settlers failed miserably farming the poor Adirondack soils, remnant successful farms still exist in the byway corridor.

Many communities once shaped by logging, mining, farming, and other industries along the byway showcase old photos and documents in museums or libraries. Many of the old mills and mines actually still exist although overgrown and often dilapidated. While all mines along the byway have now closed, large commercial forestry companies and Paul Smiths College still actively manage many of the forestlands.

Interpretation and Signage

The landscape surrounding our section of the Adirondack Trail has very few billboards, off-premise signs, and signs in general. Directional signs are sparse in the remote stretches of roadway while they are confusing in certain areas in the Village of Tupper Lake. Although having relatively few signs helps preserve the wilderness character of the region, it may also create confusion for visitors seeking the location of nearby attractions and services. Because Adirondack Trail Signs are inconsistent in spacing and design, travelers may not realize or even forget that they are on the byway. Consistent directional signage that isn't obtrusive in the natural environment is needed at major intersections to help inform visitors of the area without distracting from the character of the Adirondacks.

Visitors rely on not just signs, but also on guidebooks, promotional brochures, and informational pamphlets for directions and specifics but even these may not always be easily available. Chambers of Commerce and local businesses often provide these materials to visitors, but not all travelers visit such places before heading out on the byway. Websites from organizations such as the Franklin County Tourism Office, Tupper Lake Chamber of Commerce, and Adirondack Regional Tourism Council offer detailed descriptions of services, accommodations, and byway attractions.

Interpretive programs at institutions such as the Adirondack Visitor Interpretive Center and the Natural History Museum of the Adirondacks provide outstanding interpretive and educational programs. Other interpretive materials such as trailhead posters describing the local environmental issues or I Love NY promotional brochures such as *Yesteryears* and *Roadside Ecology* exist yet there is still a need for a comprehensive byway interpretive program. Often visitors to the Adirondacks don't know or understand the uniqueness of the area. "Where's the gate?" is a question many visitor's often ask as they enter the Adirondack Park. The byway program has the opportunity to provide visitors with general Adirondack information, history, communities, natural systems, and recreational activities.

Signage

To preserve the "wilderness feel" of the Adirondacks, a 1924 Adirondack Sign Law, which is administered by the New York State Department of Transportation and the New York State Department of Environmental Conservation, states that business signs at off premise locations are not permitted in the Adirondack Park and only directional signs at defined locations are permitted. As is currently the procedure, interested parties must apply to the NYS DOT for a permit to place a sign along a Federally designated highway. Since 1991, NYS DOT has been responsible for enforcing the prohibition of erecting new, off-premise, and outdoor advertising along designated NYS Scenic Byways that are part of the Primary Highway Systems. Local regulations also apply to

all signage. However, the Lady Bird Johnson Federal Beautification Laws (1960s) precede the Byway regulations in prohibiting off premise advertising on Federal Aid Highways.

With this in mind, placing new directional signage for businesses and attractions must be done in accordance with the Adirondack Sign Law. However, our Local Advisory Group would like explore the use of New York State Tourist Orienting Directional Signage (TODS) that provide direction to tourist oriented businesses not located on the byway route. The Local Advisory Group has raised the concern that too many signs may litter the landscape and distract from the natural beauty of the area. However, the need exists to provide directional and interpretive signs as a service to our visitors.

The upcoming NYS DOT Signing Criteria Manual for Scenic Byways will need to be referenced for all recommended sign placements.

Recommended sites for directional signage:

Recreational Attractions

- NYS DEC Fish Hatchery
- Jackrabbit crossing (near Charlie's Inn and the VIC)
- St. Regis Canoe area via Lake Clear
- Debar Pond Access
- Debar Mountain Access
- Hatch Brook Access
- High Falls Access
- Sugarloaf and Owls Head Mountain Access
- Wildlife watching areas on Moody Marsh.
- Deer River Campground

Interpretive and Information Centers:

- Paul Smiths College
- Natural History Museum of the Adirondacks
- Franklin County Route 26 and SR 30 – gas/food/lodging service signs and attractions signs for Owls Head and Mountain View. **Mile Marker # 30-7209-1525**

Adirondack Trail Scenic Byway markers located along the roadway at strategic locations will remind travelers that they are on the byway and inform new travelers they are entering the Adirondack Trail. Recommendations for byway markers are that they be placed at each major intersection.

The NYS DOT will produce Community Entry Signs to place at entries to byway villages, cities, towns, and hamlets. Communities along the Adirondack Byway will consider receiving this official byway welcome sign.

Interpretive Programs

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

Paul Smiths College, also known as "The College of the Adirondacks," is a 14,000 acre campus on the Adirondack Trail comprised of forests, lakes and streams that provide unique natural laboratories for students studying forestry, recreation, environmental science, ecology and natural resources management, and hospitality. The recently opened Joan Weill Adirondack Library, located on the shoreline of Lower St. Regis Lake is the heart not only of Paul Smith's College-but also for the Adirondack community. The new 42,500-square foot facility provides a state-of-the-art resource that connects the College and surrounding communities to a global network. The College's Lake Stewardship Program and the Mountain Stewardship Program place students in backcountry locations to educate recreationalists on environmental issues, natural history, state land regulations, and other regional issues.

The Visitor Interpretive Center at Paul Smiths is a year-round facility that serves the entire 6 million-acre Park as an environmental education and traveler orientation center. The VIC offers miles of scenic, surfaced trails that feature signage explaining the local ecology. Indoor exhibits on natural history are complemented by regular showings of multi-image presentations on the park. The country's first Native Species Butterfly House is open for visitors along with a raptor rehabilitation center. The Interpretive Center offers more than 150 public programs annually, many of them free. Summers at the Center features regularly scheduled interpretive trail walks, the Junior Naturalists series, astronomy classes, evening explorations and live birds of prey sessions. Staff and volunteers knowledgeable about the Adirondack Park are eager to help visitors find places to stay, eat and enjoy in the Park.

The Village of Tupper Lake is developing an **Adirondack Interpretive Trail** boardwalk that will include a biking/walking path along SR 30 from the end of the

existing bike path at the Waukesha to the southern Village line. It will encompass a parking area at Moody Marsh with an informational kiosk and directional signage from Stetson Road to the Natural History Museum site where there will be a viewing area and a path to be constructed on the oxbow on Raquette River. This project includes a partnership with the Natural History Museum and the NYS DOT and is contingent on an approved work plan.

Other methods of interpretation: Interpretive signs and kiosks placed strategically at significant sites along the roadway and in communities will help significantly to explain and interpret the byway resources thus contributing to a more positive experience for the byway user. Natural history, cultural history, railroad history, and names of mountains, rivers, and ponds, are features that could be easily interpreted in an interesting way. Pull offs, boat launches, trailheads, and other high visibility areas are excellent places to locate interpretive signs. Design and production of such signs should be done to visually accommodate the surrounding environment and not distract from the natural beauty and scenic qualities of the area.

Adirondack Community Information Centers

In an effort to provide information to visitors while also revitalizing rural town centers and surrounding communities, the Local Advisory Group recommends locating **Adirondack Community Information Centers (ACIC)** in byway communities along the byway. The ACIC project improves community infrastructure by converting underused hamlet areas to attractive centers and provides essential information on byway resources, general Park information, historic sites, recreational opportunities and activities, near-by public land, significant natural resources, tourism attractions, and key conservation and development issues. The ACIC project provides a long-term vision for linking community resources to the natural environment that improves rural development, conservation efforts, and quality of life in the byway region. The project is a region wide effort focused on increasing the flow of Adirondack information among residents and visitors to the Park. A network of ACICs will link North Country byways and encourage visitors to explore the Adirondacks via byway routes. Each ACIC is designed around a natural resource or cultural theme chosen by town residents. The themes provide a unique approach to understanding and appreciating the Adirondack ecosystem and cultural history complementing the stewardship and promotion of Byway resources. General Park information will also be available in all ACICs including a panel entitled “Where’s the Gate?”. Display panels and an outdoor sign with an ACIC logo will help travelers recognize ACICs on the Byway. The NYSDOT information center signs will also help direct visitors to the centers. This project fits into the revitalization plans of each community along the byway. The Wildlife Conservation Society's Adirondack Communities and Conservation Program has facilitated this project since 1999 and continues to do so along the byway.

Within the byway corridor, communities are interested in developing an ACIC.

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

The Local Advisory Group has identified the following recommendations for interpretive information along the byway:

- Create a pull off and interpretive signs at Moody Marsh in the Town of Altamont
- Place an interpretive sign at the Town of Altamont NYS boat launch
- Create a parking area and place an interpretive sign at Coney Mountain in the Town of Altamont.
- Develop a low-frequency radio broadcast playing a continuous loop with interpretive and directional information for byway travelers.
- Develop an Adirondack Community Information Center in the Village of Tupper Lake at the crossroads of the Adirondack Trail Scenic Byway and the Olympic Trail Scenic Byway.
- Develop an outdoor informational kiosk in the Town of Duane.

Tourism, Marketing, and Economic Development

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

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

Eco-Tourism in the Adirondacks

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

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

- Promotional materials, distributed through information centers or public campgrounds, guiding visitors to recreation trails, scenic views, and fishing hotspots.
- The Adirondack Forest Preserve Education Program that informs visitors of the environmental issues facing the region as well as educate users on low impact recreation, safety, and Rules and Regulations on State Forest Preserve lands.
- The Adirondack Regional Training Program that educates information providers on issues such as acid rain, low impact recreation, wildlife issues, and global climate change.
- Adirondack Community Information Centers that inform and educate visitors and residents about byway resources.

Traveler Services

Restaurants, including cafes, pizzerias, ice cream stands, and diners are found in many of the byway communities. Larger communities such as Tupper Lake offer a dozen choices for the traveler. In smaller communities such as Duane visitors can still find home cooking in family owned restaurants. Grocery stores and specialty food stores supply visitors with needed groceries for camping trips, picnics, or snacking in the car. A small family owned grocery store in Tupper Lake offers fresh fruit and vegetables. Adirondack goods such as crafts, art, antiques, and furniture are sold in downtown shops and out of small house galleries along the byway.

Car service shops, gas stations, and towing services are found in Tupper Lake, however the distance between service stations on our section of the byway, especially off-season, is many miles and the road is usually secluded and lined only with forested lands. Signage directing travelers to gas stations just off the byway does not exist and would be helpful considering the secluded nature of this section of the byway.

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

Recommendations to improve visitor services:

- Encourage visitors to travel with cell phones in case of an emergency. Secluded roadways with little traffic can be unpleasant in a crisis situation.
- Locate public restrooms or composting toilets and trash receptacles at pull-offs and rest areas.
- Encourage local businesses to inquire with DOT to erect directional tourist service signs.
- Locate directional signage to lead visitors to businesses and communities off the byway. For suggested locations of Directional Signage, see *Interpreting the Byway* section.

Tourist Accommodations

As we encourage an increase in visitors, a carefully planned expansion of traveler services must follow suit. Currently, during peak tourist season and large events, lodging facilities such as cabins, private homes, bed and breakfasts, and motels, are full in most communities. The Village of Tupper Lake has 23 lodging facilities with approximately 96 beds, the hamlet of Lake Clear has 5 facilities with approximately 50 beds, and the Town of Duane has four facilities. While these facilities are usually filled in the summer months, many close in the winter due to lack of business.

There are over 1,075 campsites available in six campgrounds within the byway corridor. Most campgrounds provide beaches, wooded sites, hiking trails, and fire pits and some offer general stores, showers, and boat rentals. Both state and privately owned, these six campgrounds charge a user fee. However, State Forest Preserve Land also contains public campsites that are available for no fee and without a reservation. These sites are on a first come first serve basis and may be located close to the road or more hidden away in the backcountry accessible only by trail or canoe. A NYS DEC trail map helps the visitor locate the camping spots and locator disks appear near the site. Parking is often available on the roadside for these sites. These accommodations offer an alternative to motels rooms and give the visitor the authentic “Adirondack” experience.

Recommendations to enhance accommodations include:

- Lodging facilities can use the Internet to improve marketing efforts. The Adirondack regional website, www.adk.com, offers a reservation service to owners of lodging facilities called *WorldRes*. This service lets online browsers conduct searches and make reservations online. The cost is minimal to the business owner and it expands the visibility of the business.
- Promote the byway communities as destination points for visitors along the byway highlighting cultural, recreational, and natural resources.
- Guide owners of lodging and camping facilities to NYS DOT TODS representatives and put up directional tourist service signage prior to upcoming service spots and for off-byway community services.

Marketing and Promotion

Franklin County has a tourism office that focuses on promoting the area. Tupper Lake has a Chamber of Commerce from which many local tourism plans and strategies originate. Local organizations and businesses work to promote the area through advertising, signage, web sites, ads, mailings, and brochures. The Adirondack Regional Tourism Council (ARTC) and I Love NY Program produce much of the regional promotional material, which removes traditional boundaries such as county lines and promote regions that are connected geographically by trails or roads or by natural

features such as rivers and lakes. This practice supports the byway program and the Corridor Management Plan.

Publications: Currently ARTC offers regional promotional booklets that identify specific activities such as paddling, hiking, roadside ecology, and heritage sites, which are divided by geographic regions. They encourage users to visit less used sections of the region and primarily describe day-trips as a way to encourage visitors to stay in area lodging facilities and eat in local restaurants.

Recommendations:

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

Maps: Maps are effective tools to market the byway. The Tupper Lake Chamber of Commerce is developing a recreational map that designates bikeway/pedestrian pathways for residents and visitors in the Tupper Lake area.

Recommendations:

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

Web sites: Franklin County Tourism Office and the Tupper Lake Chamber of Commerce have web sites that provide information on lodging, campgrounds, attractions, children's camps, events, summer activities, winter activities, golf courses, canoe routes, soft adventure packages, weather, and crafts along the byway. Communities in these counties rely on these websites for promotion. Franklin County website is www.adirondacklakes.com and Tupper Lake website is www.tupperlakeinfo.com.

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

Recommendations:

- Update website, www.byways.org, to include Adirondack Trail byway resources, services, and events.
- Use local, county, and regional web sites to promote byways by providing a link to the byways website www.byways.org.

Economic Development

One overall goal of the CMP is to encourage sustainable economic development in communities along the byways. General economic benefits of the byway on communities are:

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

Recreation

The protected lands adjacent to the Adirondack Trail offer a unique landscape for some of the best recreational opportunities in the northeast. Access to many of the recreational resources is found just off the roadway or in neighboring communities. For a complete list of recreational resources, see **Appendix C**.

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

Recreation Trails

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

Water Passages

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

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Environmental Concerns:

Today, non-native invasive aquatic plant species threaten the natural communities along the Olympic Scenic Byway and the scenic and recreational values that draw the visitors who travel the route. Once established, invasive plant species form dense infestations that displace native plants and wildlife, producing a highly simplified, species poor environment. They also clog and disrupt the rivers and streams which bring numerous recreational boaters and anglers into the region. **Eurasian milfoil** for example, which is inadvertently carried from lake to lake on the propellers of boats, spreads rapidly once introduced to new waters, and threatens to choke off the waterways which are among the park's most visited areas. Efforts such as inventory and monitoring, weed control, public education and outreach at public boat launch facilities, and identifying new approaches which can improve on the effectiveness of long-term invasives control work, concerned organizations and agencies in the region can help control the further spread of invasive plant species.

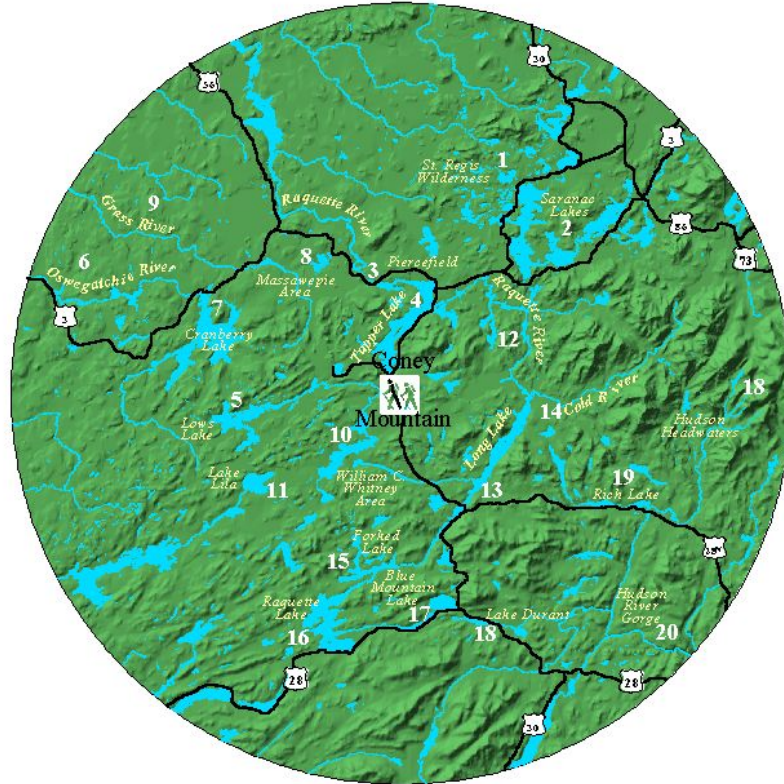


Eurasian Milfoil, *Myriophyllum Spicatum*. Photo NYS Department of Environmental Conservation



Adirondack Waterways. Photo by Adirondack Lakes and Trails Outfitters.

The entire byway segment is part of the **Ten Rivers Region** centered just outside the Village of Tupper Lake, at the base of Coney Mountain. Here the visitor is within 30 miles of headwaters to ten renowned Adirondack rivers and thousands of lakes, hidden ponds, winding brooks, and streams. This region is promoted as the “heartland” of the Adirondacks as is seen by some as an alternative to the more popular areas of the Adirondacks. It is here that some of the best canoeing and kayaking in the world is found. To learn more about river access and history, a brochure and map are available from Chambers of Commerce and other information sources.



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

Map Courtesy of Wildlife Conservation Society

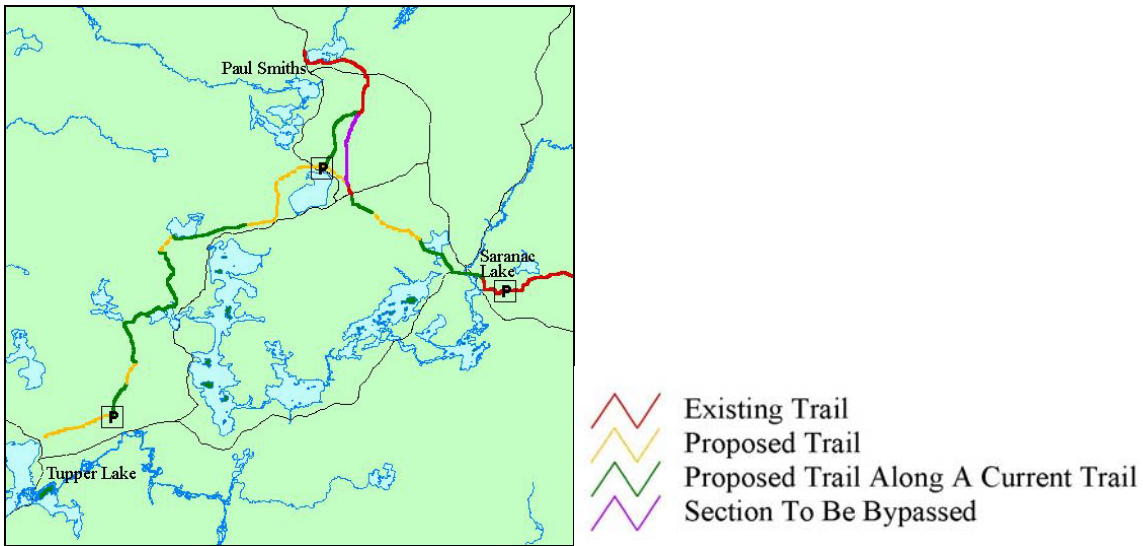
The **Northern Forest Canoe Trail (NFCT)**, currently under development, traverses a section of the byway along the Raquette River in the Tupper Lake area. This is part of a 740-mile canoe trail through the northern forests of New York, Vermont, New Hampshire, and Maine. This trail is the **first recreational multi-watershed project of its kind** in the Northeastern United States. The NFCT is working with local communities along the route to enhance their connection to the rivers. The Adirondack North Country Association is leading efforts to establish a stewardship program for the trail along the Adirondack Trail Byway to open specific trail sections and involve communities.

A paddler can access the Raquette River at any of three sites in Tupper Lake, all of which are located directly on Route 30. The trail continues to the Village of Saranac Lake and along the Olympic Byway before it heads north along the Saranac River into Lake Champlain and eventually through Vermont, New Hampshire, and Maine.

The **Racquette River Corridor Project** is a project currently under development by communities located along the Raquette River, the second longest river in New York state. Its goal is to promote the river as a canoe trail and encourage cooperation and interaction among the townships along the 170-mile river corridor. There are thirty-one towns, three counties, and a multiple of interest groups involved. A steering committee is working with communities to help establish local support and stewardship projects to enhance and interpret the resources along the trail. Ecology, Native American history, wildlife, and miles of remote paddling are just some of the treasures found along the river. To date approximately \$3,000 has been raised to complete the first phase of the website, www.racquetteriver.com, which provides information on access, attractions, events, and maps. Interpretive panels, brochures, and educational programs have been discussed as ways to promote and protect the river

Land Passages

The Jackrabbit Trail is a 33-mile ski trail along and near the byway that is used by 3,000 – 5,000 skiers each year. Currently the Adirondack Ski Touring Council is working with local groups and agencies to expand the trail to Tupper Lake, reroute certain sections of the trail, connect Paul Smiths with Saranac Lake, and put in new parking areas. Linking communities with a continuous trail will provide recreational opportunities for byway visitors that can last for up to several days, thereby keeping travelers in the area longer as they explore the trail system. The trail system will also have opportunities for shorter duration trips so as not to exclude those who lack either the time or endurance to ski the entire trail.



Map Courtesy of Wildlife Conservation Society and Adirondack Ski Touring Council

Trail Riding

Over 9 million people visit the Adirondacks each year. As this number increases, so does the pressure to provide activities for a variety of people. The byway region offers many activities for families – hiking, camping, fishing, skiing, biking, etc. The region also offers great opportunities for trail riding, be it mountain biking, snowmobiling, or all-terrain vehicle use.

Families and individuals enjoy community biking loops throughout the byway corridor. The **Adirondack Park Mountain Bike Initiative (AMBI)** was developed with the intent to attract mountain bikers to the region and promote the Adirondacks as a premiere mountain biking center. Currently, AMBI is working with local and state agencies to construct a series of mountain bike trails in the Santa Clara Tract in the Town of Santa Clara and a community mountain bike center in the Tupper Lake area. Being that the byway provides direct access to the proposed trails, the byway program provides an opportunity to direct visitors to the trails via parking and directional signage. **Tupper Lake** has been awarded \$28,000 in federal money with a match of \$7,000 for a total of \$35,000 to develop an integrated bicycling and pedestrian touring network that involves expanded highway shoulders to accommodate cyclists and pedestrians linked to the Natural History Museum, the development of a multi-recreational trail facility including a mountain bike center in the Municipal Park, utilization of the railroad corridor for recreational activities, and a Tupper Lake Recreation Map.

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

Many people in the region enjoy riding **all terrain vehicles (ATV)**. However, there are no State Forest Preserve roads open to ATV's along this section of the byway. In fact, there are few legal trails anywhere in our region available to these motorized vehicles. It was argued by some members of the LAG that ATV use, like snowmobiling, attracts visitors and provides income to local businesses and therefore should be addressed in local and regional land planning discussions.

Although local roads were presented as a resource by some LAG members, "language in the state law limits municipalities' jurisdictions in designating roads for ATV travel.

Opening an entire network of roads (or just one road, for that matter) to ATV travel solely to provide riding opportunities on the roads does not meet the requirements for designation; the purpose of opening the road must be to provide access to legal riding areas (off of the road). In other words, the Vehicle and Traffic law stipulates that towns may only open roads to ATV's if the road serves as a connection between legal, off-road riding areas, not simply to provide a new place for ATV's to ride." (*All-Terrain Vehicles in the Adirondacks*, Leslie Karasin, April 2003). Therefore, this CMP does not recognize the ATV routes identified by the LAG as byway resources.

Cycling

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

To better develop a Bikeways program and increase opportunities for bicycling throughout the region, the CMP endorses the *Bicycle Master Plan for the Adirondack North Country Region of New York State*, Holmes and Associates, 1994. This document proposes developing a regional bicycle plan that clearly demonstrates the community benefits and economic value of local bicycle planning efforts, and outlines the next steps necessary for creating bicycle friendly communities and for promoting the Scenic Byways system as the means for establishing the region's reputation as a bicycle tourism destination. The Adirondack Trail provides an excellent basis for the development and promotion of a regional bicycling route. Cyclists are generally interested in historic sites and cultural events and would be receptive to maps and promotions that feature the Adirondack Trail and all it has to offer. The following points were taken from the plan:

Franklin County offers a great diversity of bicycling, including hilly terrain with mountain views in the Tupper Lake, the St. Regis Canoe Area, and Paul Smiths area and relatively open riding in the Towns of Brighton and Duane. Paul Smiths College features bicycle weekends and in 1994 hosted the NY Ride Across the State. The Visitor Interpretive Center at Paul Smiths currently provides information on cycling in the region. The Tupper Lake Chamber of Commerce hosts the annual Tinman Triathlon featuring top cyclists and the Chamber is also working with the community to develop a community mountain bike center. The Adirondack Park Mountain Bike Initiative is developing mountain bike trails in the Santa Clara Tract along the byway.

Franklin County Bikeways Opportunities:

- The Adirondack Trail Scenic Byway offers a solid basis for a county-wide (or regional) bicycling trail system.
- A town-wide recreation path is under draft by the Town of Altamont. A portion of the path could follow the Niagara-Mohawk right-of-way through the Village of Tupper Lake. The lighted path would connect the High School, Civic Center, and downtown.
- A series of mountain bike trails are being developed on the state managed 144,000 acre Santa Clara Tract.
- The community of Tupper Lake is actively pursuing the opportunity to develop mountain bike trails in the community. A \$7,500 grant has been secured to build a recreation pathway in the town.
- Adirondack North Country Association and Holmes and Associates has secured funding from Community Enhancement Program to update the regional website www.adirondackbike.com. It will provide an online atlas that highlights 30 mountain bike trails and allow users to local print maps and get information on local bike shops.
- Based on the popularity of the county's mountain biking map, Franklin County tourism office could reprint the Mountain Bike map and produce a county-wide Road Bicycling map.

To successfully and safely promote Bikeways within the Adirondack Trail corridor, the following recommendations from the *Bicycle Master Plan* should be followed:

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

Economic Benefits Begin with the Landscape

Many motels, restaurants, and businesses in rural communities rely on tourism dollars generated by visitors that come to recreate. The expansive State Forest Preserve Land provides recreational opportunities for all interests, ages, and abilities. The Adirondack Regional Tourism Council, I Love New York Agency, Franklin County Tourism Offices and local Chambers of Commerce promote packages that include golfing, skiing areas,

guided backcountry adventures, and lodging. Web sites, publications, and advertisements act as sources of information for byways visitors.

Future development of a multi-recreational trail facility will play a key role in the Village of Tupper Lake's success and revitalization. The siting of a mountain bike center in the Municipal Park, and access to proposed and future trails will aid in the realization of this goal. Future connections may include a direct linkage to the Natural History Museum and utilization of the railroad corridor for recreation.

The recreational resources in the byway corridor offer opportunities for economic development by:

- Promoting the area by encouraging visitors to use mountain bike trails, canoe routes, ski trails, hiking trails, or snowmobile/ATV trails will bring dollars to restaurants, motels, gas stations, and stores.
- Expansive waterways in the byway corridor offer opportunities for outfitters, guides, and other businesses to provide gear and guides for paddlers and anglers.
- Developing a Recreation Map in the Village of Tupper Lake that will inform visitors of the resources and how to access them and will encourage visitors to stay in the area and shop, dine, and stay at local establishments.
- Appropriate signage directing travelers to various driving loops off of the byway will disperse recreational use, expose travelers to off the beaten path communities, and encourage visitors to spend time locally.
- Alternative modes of transportation such as cycling or paddling will cut down on unnecessary automobile travel which will create less pollution and congestion on roadways making for a more pleasurable experience for the visitors.

Outfitters, Guides, and Outdoor Retail Shops

Along our section of the Adirondack trail are many recreation related businesses such as guide services, canoe and kayak rental operations, golf courses, and retail shops that cater to visitors offering a range of services and supplies to accommodate their needs. Boat rentals, fuel, and boating necessities along with advice about fishing, picnic spots and places to swim are found at marinas and outfitters. Guide services provide safe and comfortable trips through the backcountry and on the water. Backcountry access to hiking, hunting, and wildlife watching start at many trailheads along the byway corridor. Leisurely walking can be enjoyed on the Tupper Lake waterfront boardwalks. These facilities and suppliers of goods and services make it easier for byway visitors to experience and enjoy the activity of their choice. Information on all of these activities is

found at Chamber of Commerce offices and information centers. The following list outlines each activity and where the traveler can find more information.

Boating Services and Marinas:

- Tupper Lake – four
- Lake Clear – one
- Santa Clara – one

Outfitters

- Tupper Lake – one
- Lake Clear - two

Boat Launches and Fishing Access

Contact DEC

Golf Courses

- Tupper Lake Golf Course SR 30
- Saranac Inn Golf Course SR 30

Information, maps, supplies, guidebooks, rentals, and equipment, guides

- Tupper Lake – six
- Paul Smiths – one
- Lake Clear - one
- Duane Center – one
- Mt. View/Owls Head - three

Campgrounds

- *Public:*
Fish Creek
Rollins Pond
Meacham Lake
Buck Pond
- *Private:*
Blue Jay Campground, Tupper Lake
Deer River Campground, Duane

Boardwalks/Riverwalks

- Raquette Pond Shoreline Walk in Tupper Lake

Wildlife and Birding Areas

- Natural History Museum, Tupper Lake
- Visitor Interpretive Center, Paul Smiths

Contact DEC, The Nature Conservancy, and Wildlife Conservation Society

Trail Heads

Contact DEC

Access and Use

While the byway provides access to many of the above activities, many access points within the byway corridor are neither well marked nor easy to locate. Similarly, parking along some of the canoe access points and ski trails is not well defined. Maps detailing access points and trails, specifically mountain biking, are either not available or scarce and not easily obtained. Many camping areas and boat launches are significantly degraded and overused while many areas are seeing very little use. Inappropriate use is taking place at many campsites, along many trails, and at various boat launches.

Recommendations:

- A comprehensive study on recreational access along the byway should be examined.
- Maps are needed for trail access specifically mountain biking and motorized vehicles.
- An educational program or meeting among stakeholders with regards to accommodating different recreationalists should be explored. Some of the issues to address include: overuse, ATV use, lack of information about places to mountain bike, access issues – parking, signs, inappropriate activities on state land, litter, damage to vegetation, overuse at Hoel Pond, over use at Upper St. Regis landing.
- Recreational access points need to be examined and improved with regards to parking, signage, access, degradation, and general maintenance. Specific locations for improved access:
 - ✓ Parking and signage at Follesby Clear Pond boat launch
 - ✓ Signage on Route 30 for access to Little Clear Pond
 - ✓ Signage on route 30 for access to Debar Mountain
 - ✓ Directional signage/kiosks and parking for mountain bike trail access at Santa Clara Tract at the following locations:
 - Mile marker 30 - 1387, Slush Pond/Hayes Brook
 - Mile marker 30 - 1440 across from SR 458
 - Mile marker 30 - 1468 Meacham/Debar Mountain Trail
 - Mile marker 30 - 1492, Red Tavern Trail
 - ✓ Parking and signs for Jack Rabbit Cross Country Trail access
 - Parking lot at SR 3 and end of Old Wawbeek Road to facilitate trips to Deer Pond.
 - Parking and signage in Lake Clear near the railroad bed.

- Signage/parking on SR 30 to facilitate trips to the Adirondack Park Visitor Interpretive Center.
- ✓ Pull off picnic area/small boat launch at Meacham Lake

Stewardship of Recreational Resources

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

Other stewardship programs include the **Watershed Stewardship Program (WSP)** at Paul Smith's College. Entering its third year of service, it is a community-based program designed primarily to educate the public about conservation, preservation, and stewardship issues of particular water bodies and forests within Adirondack watersheds. Paul Smith's WSP currently includes the St. Regis Lakes Stewardship Program, Upper Saranac Lake Stewardship Program, and the Lake Placid Stewardship Program. Expansion of the WSP to other nearby lakes is expected for summer 2003. The WSP also fulfills research, educational and service functions by utilizing student lake and mountain stewards aimed at promoting the quality of ecosystems and the quality of human recreational pursuits.

The **Adirondack Park Invasive Plant Program** is a partnership between the NYS DEC, Adirondack Park Agency, NYS DOT, and the Adirondack Nature Conservancy. The group has worked together since 1998 on parallel efforts to control terrestrial and aquatic invasive species in the Adirondacks. These efforts were pulled together under the APIPP and partners agreed to monitor and control invasive plants in the Park, educate the public about minimizing the spread of invasives, and coordinate volunteer groups to help with eradication projects. Waterways are especially susceptible to invasives, such as Eurasian Millfoil, as the primary means of distribution is on boats and boat propellers. Rapid spread of invasives not only threatens biological diversity but also limits access to water-based recreational activities.

The Wildlife Conservation Society and the Adirondack Mountain Club have begun implementation of a pilot project to coordinate a consistent message of responsible use of the Adirondack Forest Preserve to be delivered by a variety of educators and information providers to the over 9 million visitors to the Adirondack Park. The groups are developing the **Adirondack Forest Preserve Education Program (AFPEP)**; a locally driven effort to coordinate educators and information providers with a specific message that is both conveyable and detailed, educating users to minimize their impact on the environment, improve the quality of our wilderness areas, and enjoy the outdoors. The AFPEP Message addresses a basic question: “What does the Adirondack Forest Preserve user need to know in order to ensure that they have a safe, environmentally sound and enjoyable experience?”

Stewardship programs also exist through the Visitors Interpretive Center and other organizations like Fish and Game Clubs and recreation associations to help educate users and maintain recreational resources. However, there is a need for more education and understanding with regards to low impact use and conflicts between user groups.

Transportation

The byway is an automobile-based travel corridor that provides a means for moving automobiles and buses from one place to another. But more than that, the byway corridor provides travelers with other modes of transportation to explore the region. The corridor's historic railroad system, recreational trails, and waterways open up a world of opportunities to experience scenic vistas, enjoy outdoor activities, and to visit communities.

Roadways

Highway conditions along the byway are generally good. In some places, the roadway has at least ten-foot wide shoulders, smooth surface, good visibility, and is maintained on a regular basis. In other places, the shoulder is no more than a few feet and not suitable for pedestrian or cycling traffic. The Town of Altamont to the Wawbeek has 12-foot wide shoulders while the section of the roadway from the Wawbeek to Paul Smiths College is windy with 4-6 foot wide shoulders but has decreased speed limits on the curves. The section from Paul Smiths to Duane is very straight with 6-8 foot wide shoulders.

Some motor vehicle accidents have occurred along the byway primarily due to poor visibility. The intersections of SR 86 and SR 30 at Paul Smiths and SR 30 and CR 26 have seen numerous accidents over the years. The other potentially dangerous roadway situation is the intersection of Floodwood Rd. and SR 30 where visibility is poor.

The entire byway is two lanes wide and can sustain an increase in passenger vehicles as well as large trucks and buses. Scheduled roadwork includes routine maintenance operations at various locations throughout the county. This includes tree work, street cleaning, ditch work, sign replacement and repair, and other short-term maintenance work. For a list of scheduled maintenance for April 1, 2002 to March 31, 2007, please see **Appendix D**.

It is projected that the NYS DOT will reconstruct Park Street in Tupper Lake and realign the Route 3 and 30 intersection beginning in 2007. The Village of Tupper Lake intends to complete the Downtown Revitalization Plan and Waterfront Linkage Project to include an Adirondack Community Information Center at the crossroads of the two byways.

For more information on the Adirondack Community Information Center project, see *Interpretation and Signage* section.

Crossroad Connections

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

Connecting Roads

Many interesting sites, communities, and side tours are accessible via connecting roads off of the byway. Communities such as Saranac Lake, Franklin, Mountain View, and Owl's Head provide access to cultural attractions, natural and historic features, recreational opportunities, and alternative modes of transportation. For a full description of these side trips, see *The Byway Corridor and Communities* Section.

Alternative Transportation Modes

Within the byway corridor, there are several alternative transportation routes. These include public transportation, recreation trails, and the scenic railroad. For information on recreation trails, see *Recreation* Section.

Public Transportation

Community Shuttle:

The byway area is rural and offers limited public transportation services. Residents and visitors can access a bus, operated by the Franklin County Transportation at the Adirondack Adult Center in Tupper Lake and ride to Lake Placid for a small fare.

Air Service:

Adirondack Regional Airport on Route 186 in Lake Clear is approximately 25 miles from Tupper Lake. It offers commercial flights and car rental. Flights are available to and from several major eastern airports.

Rail Service:

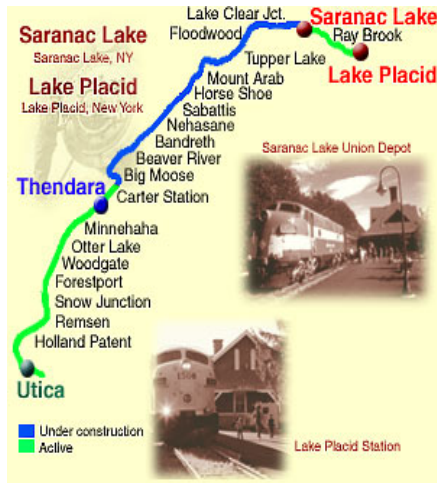
Amtrak operates between New York City and Montreal, with connections east or west available in Albany-Rensselaer. Local stops are in Westport and in Plattsburgh, NY both are approximately 70 miles from Tupper Lake. Shuttle bus service is available from the east in Westport to Lake Placid and Saranac Lake.

Bus Service:

Trailways Bus Line operates daily between New York City and Saranac Lake, with connections east or west available in Albany. Although there are no official stops along our section of the byway, Paul Smiths College is considered an unofficial stop where the driver will stop if waved down.

Adirondack Scenic Railroad

Historically, the railroads in the region brought lumber to the mills and tourists to large resorts. Today, the railroad offers visitors an alternative to driving while enjoying spectacular scenery and experiencing the history of the routes.



Map Courtesy of Adirondack Scenic Railroad

The Adirondack Scenic Railroad runs three times daily round trip between Saranac Lake and Lake Placid from May to October. This important resource provides an alternative means of transportation for residents and visitors as well as provides economic opportunities for communities. A Transportation Enhancement Program project was recently announced to fund the extension of a multi-use path alongside this rail line from Ray Brook to Saranac Lake along the Olympic Scenic Byway; ultimately this bicycle/pedestrian path is planned to extend along the entire length of the line between Lake Placid and Saranac Lake. Efforts are underway to expand the Adirondack Scenic Railroad service from Saranac Lake to Tupper Lake as well as rebuild the Tupper Lake train depot to its original character.

Bikeways

Our segment of the Adirondack Trail travels through parts of Franklin and St. Lawrence Counties and provides potential opportunities for a regional bicycle trail system. Currently, cyclists take advantage of the scenic loops the byway offers. Ongoing bike projects focus on maintaining and establishing bike trails and connecting communities. The byway provides an excellent basis for the development and promotion of bicycling routes. Cyclists in general are interested in historic sites, and cultural events and would be receptive to maps and byway promotional materials that feature bike routes. Mountain bikers can find miles of technical and level trails on Wild Forest Lands and old logging roads. The Adirondack Park Mountain Biking Initiative is actively focused on promoting the Adirondack region as the premier mountain biking destination.

Walkways

Walkways are currently available along various points within the Adirondack Trail corridor. Local Chambers of Commerce, Town Halls, and campgrounds provide maps with detailed routes, distances, terrain, points of interest, and other opportunities for physical activities. A waterfront walkway in the Village of Tupper Lake is a popular destination for pedestrians.

Waterways

The Adirondack Trail follows an extensive waterway system open to the public and allows for opportunities for use of motorized and non-motorized watercraft. A large section of the New York State Wild, Scenic, and Recreational River System crisscrosses the Adirondack Trail Scenic Byway. These rivers are protected under the New York State Constitution to be preserved and protected for the benefit and enjoyment of present and future generations. Lakes, ponds, and rivers within the corridor provide access to camping, fishing, hiking, swimming, and backcountry exploring. Most State boat launches offer parking and are marked with a NYS DEC boat launch/fishing access sign. The system of waterways provides boaters with unlimited opportunities and many of the rivers and lakes link to other water bodies by way of portages, marshes, or streams.

The following is a list of waterways and their access points:

- **Deer River Flow** offers mountain views and wildlife viewing opportunities. The 2.7 flatwater paddle is accessible at a put-in on the byway.
- **Meacham Lake**, at the northern end of our byway segment, offers paddling, fishing, and camping opportunities. A launch at the Meacham Lake State Campground and also at the outlet dam just off Route 30 make this water body accessible to both motorized and non-motorized craft.
- **Lower Osgood River** is a small river that follows forested eskers through a wide marsh. A large eagle's nest has been sighted along this waterway. Access at Meacham Lake outlet.
- **Osgood Pond to Lake Kushaqua** is a 12-mile flat water trip that traverses a series of lakes and channels. This waterway system can be accessed at Church Pond at Paul Smiths just off the byway on SR 86.
- **St. Regis Wilderness Canoe Area** is the only designated canoe area in the state of New York. This area is a pond-hopper's paradise dotted with dozens of ponds and lakes. Short or multi day trips allow for wildlife viewing, fishing, camping, and paddling along miles of secluded shorelines. Classic routes such as the "seven carries" or the "nine carries" traverse numerous ponds, small channels, and short carries. Campsites and hiking trails allow paddlers to spend a day or a week exploring this wilderness area. Historic traverses such as Teddy Roosevelt's boyhood paddle through this area in the 1870's bring paddlers back to a time when these waterways were used as primary travel routes. Information on access points is best found in a guide book.

- The **Floodwood Pond area** is composed of all lakes and ponds just south of the St. Regis Canoe area. A series of ponds, lakes, and channels connects this water area with the St. Regis Canoe Area as well as the Saranac Lakes Chain. Motorized access is permissible on these bodies. Camping areas and two NYS DEC State Campgrounds are available via boat. Access to these water bodies such as Rollins Pond, Fish Creek, Floodwood Pond, and Polliwog Pond are accessible off of Floodwood Road or at the many boat launches along the byway.
- The **Saranac Lake Chain** is a series of lakes that includes Upper Saranac, Middle Saranac, and Lower Saranac. This popular route continues through Oseetah Lake into the Village of Saranac Lake. From the top of Upper Saranac Lake to the end of Lower Saranac Lake, motorized and non-motorized boaters can enjoy 17.5 miles of wooded shoreline dotted with grand houses or “camps”. Access along the byway is found at Saranac Inn or at Fish Creek.
- **Raquette River** offers a historic route that was once traveled by trappers and guides and is still used by many paddlers. It is part of the New York State Wild, Scenic, and Recreational River System. In Tupper Lake, access to the Raquette River is found at a boat launch right off the byway on Simon Pond Road and just east of the Town of Altamont at a NYS DEC State Boat Launch and fishing site. From both access points, the river meanders with a gentle flow along sandy wooded banks though one of the largest wetlands in the Adirondacks. Campsites and lean-tos are available for paddlers and hikers. This river offers great opportunity for bird watching, fishing, and wildlife viewing. Access to Upper Saranac Lake and points north is at Stony Creek Ponds on Corey’s Road via Indian Carry appropriately named for the Native Americans who used this historic carry while traveling by boat between Canada and Lake Champlain.
- **Tupper Lake** is also known as Raquette Pond. Moody Wildlife Marsh connects this water body with Simond Pond which eventually leads to the Raquette River. Access for motorized and non-motorized use is at the state boat launch south of the village on SR 30 or at Rock Island Bay located off of Rock Island Bay turn-off, 7 miles south of the state launch. State campsites and lean-tos are available on the western shore. Hiking opportunities are available as well as boating by the sheer 100-foot cliff on Bluff Island or viewing the 30 foot Bog River Falls as it cascades into the lake beneath a historic stone arch bridge. There have been many bald eagle sightings on this lake.
- **Lowe’s Lake and Bog River Flow** are enjoyable flat water and moving water paddles with spectacular views of marshes and mountains. Over 35 designated campsites are located in this area. Eventually, the river leads to the Oswegatchie

River along SR 3, the Olympic Scenic Byway. Access is from Tupper Lake or SR 421 south of Tupper Lake Village.

- **Horseshoe Lake** provides access to Bog River Falls, Bog River, and Oswegatchie River. Access is just north of the Franklin County/Hamilton County line on SR 421. Campsites, swimming holes, and canoe access are available. The historic ruins of Horseshoe Lake Railroad Station are found on this route. The station was once part of a big resort run by New York Central Railroad.
- The **Ten Rivers Region** is centered at the Franklin County/Hamilton County line on the Adirondack Trail. Ten renowned Adirondack rivers including the Raquette River, Grasse River, Oswegatchie River, Cold River, Saranac River, Hudson River, Marion River, Beaver River, St. Regis River, and Bog River surround this byway location.

Environmental Concerns:

Non-native, invasive terrestrial and aquatic plants are expanding throughout the byway area and are a critical threat to biodiversity, processes, and services of natural ecosystems of the region. Uncontrolled spread of invasive plants has the potential to harm the byway region both aesthetically and economically as it dramatically changes the Adirondack landscape. Eurasian milfoil for example, which is inadvertently carried from lake to lake on the propellers of boats, spreads rapidly once introduced to new waters, and threatens to choke off the waterways which are among the byway region's most visited areas. Purple loosestrife—another introduced species—is now spreading through the byway region, primarily along roadsides where it can quickly dominate and replace the diverse native flowering species which serve as a major scenic draw to byway travelers. The spread of invasive plants can be controlled through early detection and rapid response with the help of DOT and community participation programs such as Adopt-a-Highway and the Adirondack Park Invasive Plant Program.

Erosion along SR30 is occurring in places where steep slopes have been cut. There is a need to plant seed mix with "multi-story rooting depth" in areas with heavy erosion. For a detailed description, see **Appendix D**. Sedimentation and filling of wetlands are concerns where drainage isn't adequate and heavy road salt is used to clear the roadway. Drainage and sedimentation issues need to be reviewed by the DOT.

The effects of roads on wildlife is an important research topic worldwide. While limited research has been done in the Adirondacks, it is known that roads pose a major threat to wildlife through various mechanisms including direct habitat loss, degradation and fragmentation of habitat, road avoidance, increased human exploitation, anthropic habituation, altered biodiversity and hydrology, and direct mortality (NCHRP 2002). Road salt and/or sand also have potential detrimental effects on wildlife species and their habitat. Animal-vehicle

collisions are also a significant cause of damage, injury, and death for humans. Research on these issues in the Adirondack region is needed.

Recommendations to address Byway transportation needs:

- A focused effort to control invasive plants along the byway such as activities of the Adirondack Park Invasive Plant Program can help assure the scenic, recreational and natural resources which draw byway visitors, while preserving the overall integrity of the Park.
- DOT review of drainage and sedimentation along the roadway to address erosion issues.
- Plant multi-story rooting depth seed mix along steep slopes to minimize erosion.
- Study poor drainage areas to minimize sedimentation
- Research the effects of roads on wildlife by exploring frequency and locations of mortality along a range of road types and sizes. This research could be aimed at determining “hotspots” of roadkill in various regions and producing potential options and/or recommendations for reducing wildlife mortality on byways in the Park.
- To accommodate pedestrians and cyclists, study feasibility of recreation paths adjacent to the roadway.
- Erect Coney Mountain sign and crosswalk.
- For safety issues discussed earlier, decrease the speed limit from 55 mph to 40 mph, 1 mile south of Paul Smiths College to 1 mile north of Paul Smiths College.
- Erect directional signage before the intersection of SR 30 and CR 26 to alert motorists of upcoming turn and upcoming services.
- Redesign the Floodwood Rd. entrance to maintain better visibility.
- Develop a Streetscape and Waterfront Linkage Plan in Tupper Lake which will serve as the design basis for the community’s Park Street and multi-modal linkage to the waterfront and recreational facilities.
- Construct a bike path from the southern village line in Tupper Lake to Stetson Road in 2005 to complete village bike path route.

Stewardship

The Local Advisory Group encourages partnerships between local governments, not-for-profit organizations, private businesses, and community residents to work towards the protection and enhancement of transportation resources. Each of these projects along the byway must be community driven in order to succeed. The Adirondack North Country Association is working with local communities along the Northern Forest Canoe Trail to help enhance their connection to the rivers. Biking clubs and Chambers of Commerce along with others are currently working to enhance the resources and ensure accessibility. The Department of

Transportation supports the Adopt-A-Highway program to help with upkeep of the roadways, see **Appendix D**. The Adirondack Park Invasive Plant Program coordinates invasive plant inventory, management, and education efforts throughout the byway region. The Wildlife Conservation Society's Adirondack Communities and Conservation Program is interested in roads and wildlife and hopes to work in collaboration with the NYS DOT to coordinate a study to examine the effects of a range of road types, including Adirondack Scenic Byways on mortality of wildlife species.

Supporting Projects and Programs

The Ten Rivers Region Project

A plan has been developed to promote the waterways of the Adirondacks. The Ten Rivers Region is centered on the boundaries of Franklin, St. Lawrence, and Hamilton Counties directly on Route 30, the Adirondack Trail. At this point, a short trail leads to the top of historic Coney Mountain, where a visitor can experience a 360-degree panoramic view into the Adirondack Heartland. The Ten Rivers project interprets and guides visitors to headwaters of ten renowned Adirondack Rivers. A brochure promotes and interprets the important byway resources and signs and interpretive panels are being developed.

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

Self Guided Driving Tours to the Region's Arts, Crafts, and Foods offers a map and brochure that features the Adirondack Trail and directs travelers along seven scenic tours that offer art studios and shops to visit. Local artists bring a unique flavor to the communities along the byway. Many Adirondack artists offer products exclusive to the area contributing to visitors true Adirondack experience. A regional approach to promoting artists helps to tie byway communities together while maintaining local identity.

Contact: Adirondack North Country Association, 20 St. Bernard St., Saranac Lake, NY 12983, (518) 891-6200 or Nadia Korths, Regional Craft Programs Coordinator, (518) 891-1632.

Community Exchange Day Series

Many communities along the Adirondack Trail byway share similar challenges regarding economic development, tourism, and conservation. Community Exchanges bring residents together to share experiences and innovative approaches to community development and strengthen ties among communities along the byway. Exchanges have been held in almost a dozen communities in the Adirondack region and plans are to continue the exchanges in other byway communities such as Tupper Lake.

Contact: Wildlife Conservation Society's Adirondack Communities and Conservation Program, 7 Brandy Brook Ave. #204, Saranac Lake, NY 12983 (518) 891-8872.

Adirondack Community Information Centers

The Adirondack Community Information Center (ACIC) project is a region-wide effort focused on increasing the flow of Adirondack information among organizations, residents, and visitors of the Park. The center interprets and directs travelers along the byway to the many resources and amenities. Each ACIC is designed around a natural resource or cultural theme chosen by town residents. The themes provide a unique approach to understanding and appreciating the

region's ecosystem and cultural history. ACICs are located in the centers of towns to offer basic introduction to the Adirondacks for visitors and residents who mingle in downtown stores and restaurants. The ACICs offer a great opportunity to provide information to byway travelers. Efforts are underway to convert a temporary ACIC into a permanent center with professionally designed exhibits and other services including an outdoor interpretive trail.

Contact: Wildlife Conservation Society's Adirondack Communities and Conservation Program, 7 Brandy Brook Ave. #204, Saranac Lake, NY 12983 (518) 891-8872

Northern Forest Canoe Trail

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

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

Natural History Museum of the Adirondacks

This 35,000 square foot state-of-the art museum will include a surround-sound movie theater, 20-foot high mountain waterfall and live otter exhibit, giant aquariums, and live exhibits infused with media shows that explain the wonders of the natural world. NHMA will include 31 acres of outdoor exhibits including access to the Raquette River, tree canopy observation tower, a waterfront café, and museum gift shop. The Museum will be sited at the eastern edge of Tupper Lake village just off of the Olympic Trail Byway (Route 3) and the Adirondack Trail Byway (Route 30). The Museum will help improve awareness of the byway's natural resources and act as an educational facility that will educate on the ecological importance of the region.



Logo courtesy of the Natural History Museum of the Adirondacks.

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

Racquette River Corridor Project

The Racquette River Corridor Project encourages the promotion of the recreational opportunities and natural and scenic resources of the second longest river in New York State. Enhanced facilities along the corridor will promote tourism and encourage tourists to spend time in the Adirondack Trail byway region while preserving and protecting the natural qualities of the area. Increased tourism and recreational activities will encourage the revitalization of riverside hamlets such as Tupper Lake.

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

Adirondack Forest Preserve Education Program

AFPEP is a locally driven effort formed to educate people about the Forest preserve and how to safely enjoy and protect it. By providing a consistent message using print, video, web, and trainings, AFPEP will supply information providers in the Adirondacks such as retailers, Chambers of Commerce, and information centers with the materials they need to provide accurate information about the Adirondack Park to visitors.

Contact: Wildlife Conservation Society's Adirondack Communities and Conservation Program, 7 Brandy Brook Ave. #204, Saranac Lake, NY 12983 (518) 891-8872.

Visitor Interpretive Center Programs

The New York State Adirondack Park Agency operates two Visitor Interpretive Centers, one at Paul Smiths on the Adirondack Trail and one at Newcomb on the Roosevelt – Marcy Byway. Open year-round, the VICs serve the 6 million-acre Park as environmental education and traveler orientation centers. Both facilities offer miles of scenic, surfaced trails that feature interpretive signage explaining the local ecology. Winter in Paul Smiths sees the system adapted for cross-country skiing and snowshoeing. Indoor exhibits on natural history are complemented by regular showings of multi-image slide presentations on the Park. Youngsters will find “touch tables,” games and puzzles to spark their interest in the regions's animals, insects and plants. The country's first Native Species Butterfly House reopens every June at the Paul Smiths VIC. From lectures on bear behavior, orienteering classes, birding field trips and packbasket weaving workshops, the VICs offer more than 150 public programs annually, many of them free. Summers at the Centers feature regularly scheduled interpretive trail walks, evening explorations, live birds of prey demonstrations and a lecture series. Environmental education is a priority at the Visitor Interpretive Centers. With the support of a private, non-profit organization called the Adirondack Park Institute, the facilities sponsor a wide variety of on-site and off-site school programs, publications, curricula and special events. Friendly staff and volunteers knowledgeable about the Adirondack Park are eager to help visitors find places to stay, eat and enjoy all the Park has to offer — recreational activities such as skiing, canoeing and hiking, museums and other attractions, concerts and plays and annual events such as the Saranac Lake Winter Carnival. Annual events at the Paul Smiths VIC include: the Chilly Ski Festival (January), the Armchair Traveler Lecture Series (March), the VIC Marathon (May), the Great Adirondack Birding Festival (June), the Adirondack Music Celebration (June), the Adirondack Almanac Lecture Series (July/August), the Adirondack Wildlife Festival (August), and the Adirondack Storytelling Celebration (October). The Paul Smiths VIC is located on Route 30, 1 mile north of Paul Smith’s College.

Contact: Andy Flynn, (518) 327-3000, www.northnet.org/adirondackvic.

Adirondack Park Mountain Bike Initiative and Online Mapping

This park-wide project helps Towns in the Park develop mountain bike trails within the communities as a means to revitalize towns and attract mountain bikers to the region. To date over a dozen Towns, including the Towns of Altamont and Santa Clara along the Adirondack Trail, have signed on to the initiative and are working with the NYS DEC, community leaders, and local government to design trails, produce brochures, erect signs, and develop parking areas for bike trails. An online biking map is being developed through the Adirondack North Country Association as a way to improve the public's ability to use and enjoy the mountain bike trails of the area.

Contact: Lee Borland, Adirondack Park Mountain Bike Initiative, 43 Saranac Ave., Lake Placid, NY 12946, (518) 523-3959.

Adirondack Park Invasive Plant Program (APIPP)

APIPP coordinates plant inventory, management, and education efforts throughout the Adirondack region. It coordinates free training and plant identification and survey methods for volunteers interested in conducting an invasive plant survey. Information collected is used to determine the distribution of invasive plants and to direct control efforts. Plant distribution maps, fact sheets, images, and additional resources are available on its website www.adkinvasives.com. The program is a partnership between the Adirondack Park Agency, Adirondack Park Agency, NYS Department of Transportation, and the NYS Department of Environmental Conservation.

Contact: Hilary Oles, APIPP, The Nature Conservancy, Keene Valley, NY 12942 (518) 576-2082.

AdirondackCraft.com

AdirondackCraft.com provides an on-line retail outlet for Adirondack-based craftspeople, artisans and small businesses that otherwise would not have Internet exposure for their products. Many of the artists reside in communities along the byway and their creativity contributes to the quality of life in the communities where they reside.

Contact: Holmes and Associates, PO Box 295 Saranac Lake NY 12983, (518) 891-6525.

The Roosevelt Carry

The St. Regis Lake Association is working with the DEC to open the historic canoe carry between Lake Clear and St. Regis Pond. In 1871, Teddy Roosevelt traveled the route from Paul Smiths to Saranac Lake using the now closed 2-mile canoe carry. In the same era, tourists en route to great camps and large hotel resorts would depart the train at Lake Clear, travel the route via wagon, and continue on to their destination through the many lakes and ponds. The effort will promote the heritage of the area, expose visitors to local businesses on Lake Clear, and disperse use from the heavily used Upper St. Regis Boat Launch.

Contact: Dr. Ed Hixon, Box 278, Lake Clear, NY 12945, (518) 327-3643.

Tupper Lake Village Economic Revitalization Program

The Village of Tupper Lake is in the process of creating a master plan to help revitalize the waterfronts and link the waterfronts to the Main Street and Park Street sections of the village. The actions support the CMP goals in providing sustainable economic development, supporting cultural and historical heritage, and improved access to recreational resources. Some of the components of the plan will be a multi-use recreational trail system that would link the proposed Main Street railroad station with the business districts, Village municipal Park and the Natural History Museum of the Adirondacks and linkage to the DOT recreational travel corridor.

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

Next Stop Tupper Lake!

An effort to rebuild the train station in Tupper Lake to its original



historic character is underway by a group of local residents. A partnership with the Village of Saranac Lake will lead to the expansion of rail service from Saranac Lake once the depot is rebuilt. This project will provide a transportation alternative as well as promote local cultural heritage that will help improve the awareness and appreciation for the history of Tupper Lake.

Contact: Dave Naone, Tupper Lake, NY 12986.

Photo WCS.

The New York State Department of Environmental Conservation Unit Management Plans (UMP)

UMPs are plans intended to assess the natural and physical resources present within a land unit, identify opportunities for recreational use, and consider the ability of the resources and ecosystems to accommodate public use. They identify management objectives for public use which are consistent with the state land classification guidelines and the wild character of these lands. These plans help to improve access of recreational opportunities along the byway.

Contact: New York State DEC, Ray Brook, NY 12977, (518) 897-1200.

Related Studies and Reports

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

Tupper Lake Region Five Year Strategic Revitalization Plan

Residents of the Tupper Lake Area and Camoin Associates, Inc., October 2000.

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

Tupper Lake Community Revitalization Strategy Update

Residents of Tupper Lake, January 2003.

An update to the original *Revitalization Plan*, this document outlines specific strategies to reach Tupper Lake's original revitalization goals. Projects include

- Design safe, attractive and functional sidewalks.
- Develop a shoreline-planting plan to encourage wildlife viewing.
- Build a Crossroads Information Center at the Junction of SR 30 (Adirondack Trail) and SR 3 (Olympic Trail).
- Connect multi-use trails inside the village with venues outside the village.

Tupper Lake Crossroads Redevelopment Project Report

Synthesis Architects (for the Tupper Lake Region), February 2001.

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

Assessment of Market Potential for Development of a Hotel-Style Lodging Facility, Village of Tupper Lake.

Mary L. McLean (for the Tupper Lake Crossroads Development Project Investors Group), April 2001.

This study examines the current supply of lodging in the Tupper Lake Area and the potential to absorb more lodging under current conditions and in the event of a new Crossroads Facility. The study concludes that there is sufficient demand to support a new 17 room or larger facility assuming it would be part of a bigger public-private commercial revitalization effort.

Natural History Museum of the Adirondacks Master Plan

Hellmuth, Obata, and Kassabaum Inc., Studio E, December 1999.

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

Linking Communities and Conservation Inside the Blue Line

Heidi Kretser, Wildlife Conservation Society's Adirondack Communities and Conservation Program, June 2001.

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

Hamlets of the Adirondacks: A Manual of Development Strategies

Roger Trancik, Ithaca, NY, August 1985.

The successor to the 1983 *Hamlets of the Adirondacks: History, Preservation, and Investment*, this manual discusses physical planning and economic development strategies for hamlets within the Adirondack Park. It outlines eight redevelopment strategies: waterfront revitalization, recreation and tourism, industrial development, historic resources, infill development, public spaces, water and sewer, and human resources. A six-step model action program is described in order to provide planners with a framework to implement a successful hamlet renewal project. Of the sample communities highlighted in the manual, many of the communities that lie along the Adirondack Trail corridor are included.

Tourism, Business, Community, and the Environment in the Adirondack Park

Holmes and Associates, Bryan Higgins SUNY Plattsburgh, February 1999.

This report provides an in depth look at Adirondack tourism opportunities from the perspectives of 258 business owners from sixteen communities in the central and western Adirondacks including Tupper Lake. This information is available for tourism planning, community development, business assistance, environmental stewardship, and improving recreational opportunities in the Adirondack region such as enhancing and expanding winter recreation to increase economic opportunities and focusing planning and promotion on the vital link between tourism and the natural environment.

Bicycle Master Plan for the Adirondack North Country Region of New York State

Holmes & Associates, Saranac Lake, NY (for the Adirondack North Country Association), November 1994.

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

All Terrain Vehicles in the Adirondacks: Issues and Options

Leslie N. Karasin, Wildlife Conservation Society's Adirondack Communities and Conservation Program, 2003

The goal of the publication is to inform the public dialogue that is taking place surrounding All-Terrain Vehicle use in the Adirondacks. It addresses management strategies used elsewhere for ATVs and discusses the legal, social, and political situation surrounding ATVs in the Adirondack Park. With a rise in tourism and increased pressure on the natural resources by both motorized and non-motorized recreation in the byway region, this paper will provide a broad scope of knowledge for enhancing local discussions.

Action Plan

The Byway project has developed into an important means to link communities within the byway corridor. Many great ideas and tremendous momentum has come out of the corridor management planning process and important inter-community connections have been made. Upon completion of our local segment of the Adirondack Byway Corridor Management Plan, many community groups, local and county agencies, Chambers of Commerce, business owners, and others in the tourist industry look to this Byway project to provide direction for tourism, foster stewardship of the region's resources, and improve eligibility for future funding opportunities. Individual members of the Local Advisory Group have agreed to act as community spokespersons for the byway in terms of larger regional issues such as Unit Management Plans, Acid Rain, and noise pollution, clean water, invasive species, and global climate change.

Implementation:

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

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

Evaluation:

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

| One Year | | | |
|---|--|--|--|
| Objective | Action | Who | Funding |
| Examine the need for trail maps for mountain bike trails, all terrain vehicles, and other activities. | A. Mountain bike map B. ATV map | a. Adirondack Mountain Bike Initiative - Paul Capone b. Franklin All-Terrain Riders - Richard Earle | |
| Support the efforts of the Raquette River Corridor Project. | Sit as an active member of the RRCP Steering Committee | Jon Kopp | Donations and funds from Towns. |
| Support the efforts of the Northern Forest Canoe Trail. | Attend NFCT meetings to assist in development of maps and brochures. Include Adirondack Trail on maps. | WCS, DEC, Dave Cilley, Tupper Lake Chamber of Commerce | NFCT, Inc. |
| Develop signage for interpretive program facilities along byway | Reach out to potential partners regarding interpretive signage (APA, ANCA, Franklin County Tourism, DOT) | VIC, WCS | |
| Support historic preservation efforts along the byway. | A. Encourage the Roosevelt Carry by attending DEC UMP meetings, and writing letters to state agencies B. Contribute historical information to Northern Forest Canoe Trail map | a. St. Regis Lake Association b. Tupper Lake Chamber of Commerce, | a. Potential partnership with Paul Smiths College and NYS Department of Environmental Conservation b. In-kind support |

| | | | |
|---|---|--|--|
| | | WCS | |
| Promote historic preservation and interpretive programs of Paul Smiths College. | <ul style="list-style-type: none"> A. Actively reach out to discuss possibilities to connect Adirondack communities to PSC Library. B. Interpret and educate public on watershed issues at boat launches and St. Regis Mountain summit. | <ul style="list-style-type: none"> A. Library Staff B. Watershed Stewards | <p>Paul Smiths College,</p> <p>Local Lake Associations, Paul Smiths College.</p> |
| Encourage a coordinated education effort about the Adirondack Forest Preserve and natural resources along the byway. | <ul style="list-style-type: none"> A. Organize a meeting with various information brokers to develop the AFPEP, look for funding to develop Forest Preserve message B. Publicize comprehensive Adirondack information and interpretive materials. | <ul style="list-style-type: none"> A. WCS B. Adirondack Park Visitor Interpretive Center | <ul style="list-style-type: none"> A. WCS B. Adirondack Park Visitor Interpretive Center |
| Utilize college resources and faculty expertise in community development, resource stewardship, and other projects that support the vision of the byway | Reach out to community development organizations for mentors in PSC capstone program | Paul Smiths College | |

| | | | |
|--|--|----------------------|----------------|
| Three Year | | | |
| Objective | Action | Who | Funding |
| Develop or expand pull-offs at various locations along the route for | <ul style="list-style-type: none"> A. Moody Pond pull-off, B. Develop Wildlife Viewing | Town of Altamont/DOT | |

| | | | |
|---|--|--|------------------------|
| scenic views and wildlife viewing. | signage | | |
| Erect appropriate signage at recreational access points. | A. Recommend signage for the Santa Clara Tract B. Recommend signage for Recreation sites in communities | A. Adirondack Mountain Bike Initiative | |
| Natural resources and rural character within the byway corridor will be preserved and enhanced. | Study the effects of roads on wildlife and make recommendations to mitigate effects and educate communities | WCS | WCS |
| Develop a town wide multi-use recreational trail in Tupper Lake. | | Tupper Lake Chamber of Commerce | Village of Tupper Lake |
| Provide adequate services to travelers and provide adequate directional signs. | Research locating vendors at strategic locations along byway near recreational trails | Tupper Lake Chamber of Commerce | |

| Long Term and Ongoing | | | |
|--|--|---|-----------------------------------|
| Objective | Action | Who | Funding |
| Construct an Adirondack Community Information Center at the crossroads of Adirondack Trail and Olympic Trail in Tupper Lake. | Facilitate fund raising and exhibit design | Tupper Lake Chamber of Commerce and Wildlife Conservation Society | DOT, Village of Tupper Lake, WCS? |
| Support the construction of the Natural History Museum of the Adirondacks (NHMA) | Actively seek funding for NHMA | Natural History Museum Core Committee | |
| Support and promote the | Publicize VIC programs through press | Andy Flynn, VIC | Adirondack Park |

| | | | |
|---|---|------------------------|-----------------------------|
| educational and interpretive programs at the Visitor Interpretive Center. | releases, brochures, web site, and other byway and VIC publications | | Visitor Interpretive Center |
| Promote Tupper Lake's efforts to revitalize downtown and community appearance through sidewalks, lighting, and vegetation. | | Village of Tupper Lake | |
| Utilize college resources and faculty expertise in community development, resource stewardship, and other projects that support the vision of the byway | Utilize PSC Stewardship program for recreational/wildlife studies | PSC, WCS | WCS, PSC |
| Involve educational facilities as a tool to educate on the ecological and historical importance of the area | Incorporate the importance of the byway's ecological and historical resources in educational programs | NHMA, VIC, PSC, WCS | NHMA, VIC, PSC, WCS |

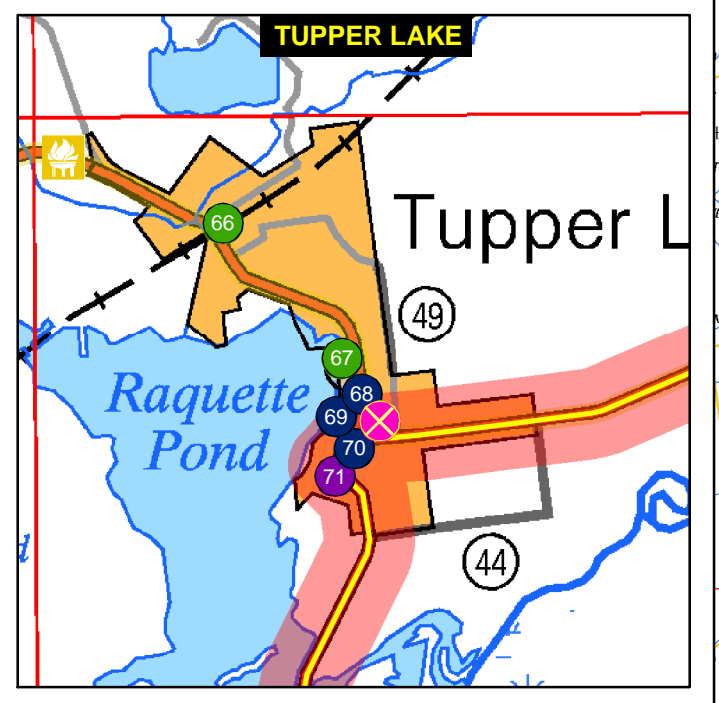
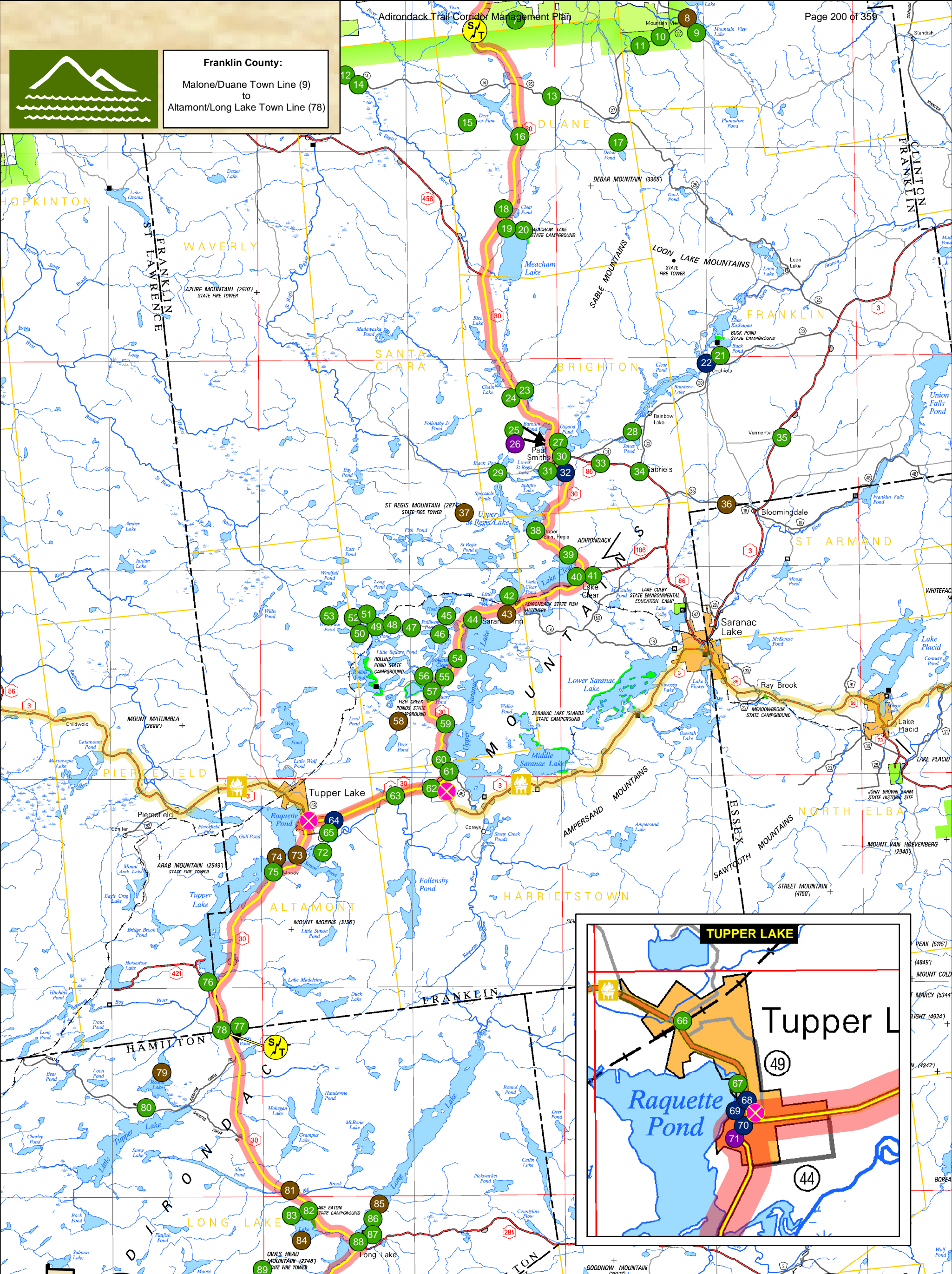
Supporting Organizations

Many organizations, agencies, and other parties have been supportive of the byways project and continue to be involved in community planning, economic development, tourism, and natural resource conservation. We recognize the contributions for providing a positive byway experience and sincerely thank them for all of the hard work and commitment they put forth in assuring that the Adirondacks are a pleasant place to live and visit.

Adirondack Economic Development Corporation
 Adirondack Lakes and Trails Outfitters
 Adirondack North Country Association
 Adirondack Park Agency
 Adirondack Park Institute
 Adirondack Park Visitor Interpretive Center
 Adirondack Scenic Railroad
 Advertiser's Workshop
 Deer River Campground
 Franklin County All Terrain Riders
 Franklin County Department of Health
 Franklin County Tourism Office
 Historic Saranac Lake
 Lake Clear Lodge
 Mark Kurtz Photography
 Nancie Battaglia Photography
 Natural History Museum of the Adirondacks
 New York State Department of Environmental Conservation Region 5
 New York State Department of Transportation Region 7
 Paul Smiths College
 St. Regis Canoe Outfitters
 St. Regis Lake Property Owners Association
 Shaheen's Motel
 The Wawbeek Resort
 Town of Altamont
 Town of Duane
 Town of Bellmont
 Town of Franklin
 Town of Brighton
 Town of Harrietstown
 Town of Santa Clara
 Tupper Lake Chamber of Commerce
 Village of Saranac Lake, Community Development

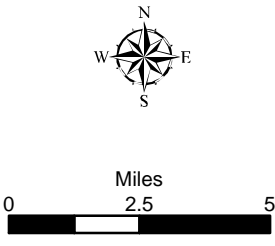


Franklin County:
Malone/Duane Town Line (9)
to
Altamont/Long Lake Town Line (78)



Legend

- Adirondack Trail Scenic Byway
- Olympic Scenic Byway
- Historic/Cultural
- Recreational
- Natural
- Tourist/Visitor Services
- Byway Crossing
- Segment Terminus
- Railroads Operating Line
- Airports Runway under 4000'
- Runway over 4000'



This project, administered by the New York State Department of Transportation and managed by the Adirondack North Country Association was funded by a grant to the New York State Scenic Byways Program through the Federal Highway Administration and the Transportation Equity Act for the 21st Century.

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This map includes data obtained through the New York State GIS Data Sharing Cooperative (nygis.state.ny.us). Data provided by New York State DEC, New York State Adirondack Park Agency, and U.S. Army Corps of Engineers

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Tug Hill Commission GIS Product

Historic/Cultural Resources

| ID | NAME |
|-----------|---|
| 22 | Akwasasne Museum |
| 32 | Paul Smith's College |
| 64 | Natural History Museum of the Adirondacks |
| 68 | Lumberjack Days Site |
| 69 | Historic Beth Joseph Synagogue |
| 70 | Holy Tree |

Natural Resources

| ID | NAME |
|-----------|-------------------------------|
| 36 | Access to Bloomingdale Bog |
| 37 | St. Regis Mountain Fire Tower |
| 43 | Fish Hatchery |
| 58 | Saranac Lake Wild Forest |
| 73 | Moody Marsh |
| 74 | Bluff Point |

Recreational Resources

| ID | NAME |
|----|---|
| 9 | Wolf Pond Road Snowmobiling |
| 10 | County Route 27 Bike Touring |
| 11 | County Route 27 Snowmobiling |
| 12 | Everton Falls Canoe Paddle |
| 13 | County Route 26 Snowmobiling |
| 14 | Everton Falls Preserve Nature Trail |
| 15 | Champion Easement-Santa Clara Tract |
| 16 | Canoe Access to Deer River Flow |
| 17 | Debar Pond Fishing Access |
| 18 | Access to Debar Mountain |
| 19 | NYSDEC Meacham Lake Campground |
| 20 | Picnic Area/Boat Access to Meacham Lake |
| 21 | NYSDEC Buck Pond Campground |
| 23 | Access to Hays Brook Trails |
| 24 | Access to Slush Pond Trails |
| 25 | Access to Jenkin's Mountain |
| 27 | Jack Rabbit Trail Access |
| 28 | NYSDEC Campsites/Boat Launch on Jones Pond |
| 29 | Access to St. Regis Mountain Hiking Trail |
| 30 | Access to Red Dot Trails |
| 31 | Canoe Launch at Paul Smith's College |
| 33 | Jack Rabbit Cross Country Ski Trail Access |
| 34 | Town of Brighton Park |
| 35 | Bike Touring on Norman's Ridge |
| 38 | Boat Launch on Upper St. Regis Lake |
| 39 | Lake Clear Beach |
| 40 | Jack Rabbit Cross Country Ski Trail Access |
| 41 | Bike Touring on Forest Home Rd. |
| 42 | Canoe Access to Little Clear Pond |
| 44 | Boat Ramp on Upper Saranac Lake |
| 45 | Canoe Access to Hoel Pond |
| 46 | Canoe Access to Polliwog Pond |
| 47 | Canoe Access to Middle Pond |
| 48 | Floodwood Snowmobile and Mountain Bike Trails |
| 49 | Boat Access to Floodwood Pond |
| 50 | Boat Access to East Pine Pond |
| 51 | St. Regis Canoe Area |
| 52 | Canoe Access to Long Pond |
| 53 | Access to Floodwood Mountain Trail |
| 54 | Boat Access to Follensby Clear Pond |
| 55 | Boat Access to Follensby Clear Pond |
| 56 | Boat Access to Fish Creek |
| 57 | NYSDEC Fish Creek Campground |
| 59 | Boat Access to Upper Saranac Lake |
| 60 | Deer Pond Loop Access |
| 61 | Fernow Forest |
| 62 | Trail Access to Raquette River |
| 63 | Raquette River Access |
| 65 | Tupper Lake Walking Route |
| 66 | RR Corridor for Snowmobiling |
| 67 | Waterfront Park and Walkway |

Recreational Resources

| | |
|----|---|
| 72 | Raquette River Canoe Trail |
| 75 | State Boat Launch on Tupper Lake |
| 76 | Bog River Falls |
| 77 | Center of 10 Rivers Region/Coney Mountain |
| 78 | Trail Access to Coney Mountain |

Tourist/Visitor Services

| ID | NAME |
|----|---|
| 26 | Adirondack Park Visitor Interpretive Center |
| 71 | Tupper Lake Chamber of Commerce |