

Part 2 of 4 (pp. 68-128)

**THE ADIRONDACK TRAIL SCENIC BYWAY
LOCAL CORRIDOR MANAGEMENT PLAN**

**Route 30 from the Town of Duane/Town of Malone
Boundary Line to the Village of Malone
(Northern Franklin County)**



Owl's Head Mountain, east of Route 30

Prepared by Friends of the North Country, Inc. in cooperation with the Local Advisory Committee, with funding provided by the Adirondack North Country Association by the Federal Highway Administration's Scenic Byway Program through the New York State Department of Transportation

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INTRODUCTION

This Corridor Management Plan was prepared by our Local Advisory Committee to address the future of the Olympic Trail Scenic Byway. Friends of the North Country, Inc, (Friends) is a community development organization established in 1981 to improve the quality of life for North Country communities. “Friends” has worked for improved housing, economic and tourism development and community planning in numerous communities throughout Clinton, Franklin and Essex County throughout its existence. In 2001, the Adirondack North Country Association selected Friends of the North Country to facilitate a series of meetings during 2001-2002 to engage local stakeholders including residents, business owners, civic groups and local government officials in this discussion regarding community priorities for a corridor management plan. Friends compiled the plan based on the input from these participants.

Friends of the North Country, Inc. facilitated seven meetings during 2001-2002 to engage local stakeholders including residents, business owners, civic groups and local government officials. The ideas and information provided by these participants constitute the core and strength of this plan.

Any group or individual is welcome to take up any objective of this plan and pursue actions noted within. ANCA will serve as the lead agency of applications for Byway and enhancement funding, working through New York State Department of Transportation (NYSDOT). The Malone Revitalization Foundation (MRF), a 501c3 entity will act as the umbrella organization for this plan. The established committees working under the MRF will focus on the various recommendations of this plan. The vision statement of the MRF is “to provide leadership and direction in promoting the growth, development, and revitalization of Malone”. The actions outlined within are also more clearly broken down by organizational capacity within each section.

Byway Overview

This local segment of the Adirondack Trail Scenic Byway, which extends 11.4 miles from the Town of Duane/Town of Malone border to the intersection of Route 11 in the Village of Malone, leads travelers through the inviting Salmon River Valleys waterway and into the foothills of the Adirondack Mountains. The Byway is a gateway not only to the major urban areas of Ottawa to the northwest and Montreal to the northeast, but to the St. Lawrence River Seaway and the St. Lawrence Valley to the west.

Route 30 leaves the Town of Duane (and the Adirondack Park boundary) and travels North through the Town of Malone approximately 3 miles, passing Lake Titus and the turn off for Titus Mountain on Route 41. Along this traditionally agricultural area, gently rolling hills, winding roads mature forests and farmlands prevail. At mile ten, the southern Village of Malone is reached. As the traveler approaches the Village of Malone, contemporary and traditional farmhouses become denser. The Adirondack Trail Scenic Byway's terminus is located at the intersection of Route 30 with Route 11. This junction is Malone's primary crossroad situated just one half mile from the center of downtown. Route 11 has been designated as the Military Trail Scenic Byway.

Malone developed around the Salmon River and its historic downtown and Mill buildings are clustered at this point. One area of interest within the Village of Malone is found in the vicinity of Route 30 and Main Street, Elm Street and Constable Street, where a concentration of stunning Victorian homes are located. An eclectic mix of commercial and residential buildings are present in the Village, including the aesthetically pleasing and interesting Main Street. Walking tours are available to view the beautiful historic houses, churches and other significant structures located in the Village, as discussed further under "Historic Resources" within the Intrinsic Qualities section. Driving through the heart of the Village of Malone's Victorian neighborhoods or past its storefronts offers quintessential views of a quaint Northeastern mill town.

VISION

The Local Advisory Group agrees on the following vision for this portion of the Adirondack Trail:

The Adirondack Trail Corridor Management Plan should provide for enhancement of the area without loss of character or history; development without sprawl; recreational opportunities for all seasons; and improvement of the Salmon River Valley as a cohesive and economically thriving river-based corridor which has a vibrant presence in the lives of area residents and visitors.

GOALS AND OBJECTIVES

Summary of Goals:

- Goal I. Improve Access to and Visibility of Four Season Recreation for Residents and Visitors**
- Goal II. Promote Tourism as a Major Emphasis of Economic Development Planning**
- Goal III. Maintain & Revitalize Downtown and Neighborhoods to Preserve their Rural, Quaint Character.**
- Goal IV. Promote the Extension of the Byway to the Canadian Border, and the future Loops through Mountain View and Owl's Head**



Downtown Malone

Goal I. Improve Access to and Visibility of Four Season Recreation for Residents and Visitors

Objective 1. Improve visibility of recreational sites for hiking, biking, boating, cross-country skiing, down hill skiing, golf, fishing and motorized uses.

Action 1: Place directional signs as approved by the NYS Scenic Byways program to guide users to recreational sites:

1. Route 30 South of Village – signs to Owl’s Head and Mountain View, Sugar Loaf, Adirondack Park
2. Routes 11 and 30 - signs to Malone Recreational Park
3. Routes 11 and 30 – signs to Titus Mountain
4. Routes 11 and 30 – signs to Malone Golf Course
5. Routes 11 and 30 – signs to Lake Titus

***Immediate Action** – Representatives from the MRF, the Village of Malone and the Towns of Bellmont, Malone and Constable would work with Byways and Department of Transportation representatives regarding sign placements, utilizing the NYS Scenic Byways sign handbook once it is published. Byways signs would be easily recognizable and continuous along the Byway as a consistent guide to travelers. Effort should be made for an efficient use of signs, allowing for combination of DOT directional signs with Byway informational signs for instance. In some areas, worn or no longer pertinent signs might be able to be removed.*

Action 2: Designate (mark) bike loops with Bikeway or Byway signage

1. Duane Street in Mountain View
2. Route 30
3. Route 11
4. Upper Porter Road Loop
5. River Road through Low Road Loop (12 miles)



Route 25 near Chasm Falls

Short Term Action- *The first step within this action would likely be to name each of these proposed bike loops. In conjunction with Byways, efforts will be made to delineate and promote bike loops through the routes indicated in Bellmont, Duane and Malone with Byways signage and/or a brochure/map. The MRF Business and Economic Development committee could spearhead this project or create a subcommittee to do the same. Both the Franklin County Tourism Office and the Chamber of Commerce could assist with brochure/map efforts, in conjunction with businesses along the loops. Lake Champlain Bikeways is a resource for initiation of the project. If mountain bike trails are considered, the Adirondack Park Mountain Bike Initiative is another resource. Regional tourism funding would be sought for this initiative, as well as byways project funding.*

Objective 2. Improve and maintain parks

Action 1: Improvements to Malone Memorial Recreational Park

1. tourist guide map which identifies features and rules
2. seasonal ski and snowshoe trails around the Lake
3. renovate restrooms in the Pavilion
4. refurbish picnic Pavilion
5. connect to West Street Park through the Riverwalk project
6. create an on-line schedule of activities

note: The Malone Recreational Park is a 97-acre park providing numerous activities with a full-time Director and a staff of 14-15 people in the summer. The Rec. Park is financed by the Village (60%) and the Town (40%). There exists a Malone Memorial Park Master Plan (2000) which has been followed to create many improvements.



Arsenal Green, Village of Malone

Action 2: Improvements to Arsenal Green (Main Street, Malone)

1. clear Ice Storm damage
2. install lighting
3. install fences
4. put in sidewalks
5. move and alter gazebo
6. install antique fencing

Action 3: Improvements to King Park (Duane Street, Malone)

1. install lighting
2. host a clean-up and plan for subsequent maintenance

Immediate Action- An on-line schedule of Recreation Park activities is slated to be created in Summer 2003 by a volunteer. The local Rotary Club will finance the paving of the existing trail in the Rec. Park in Spring 2003.

Short Term Actions - The various construction improvements to all three parks will likely occur with a mixture of efforts and funding sources. The Rotary Club and local governments help to maintain the parks. Other funding sources for park projects are the Department of Transportation's TEA-21 Recreational Trails funds and the Environmental Protection Fund. The MRF should seek a grant writer to pursue such sources. Youth and service groups such as the Boy Scouts or Girl Scouts could be asked to sponsor a clean up of Kings Park.

Long Term Action-The proposed Riverwalk project would connect the Rec. Park to the West Street Park through the Ballard Mill property, through this riverfront trail. This long-term plan will be pursued by the Village and Town of Malone, and the MRF.

An action in the plan to create a trail around the circumference of Rotary Lake has been shelved by the Village due to its expense but remains in its long term goals. Grant funds should be pursued for these efforts.

Objective 3. Provide safe roadways for vehicular and bicycle traffic

Action 1: Widen shoulders and build pull-offs on Scenic Car Routes where where needed

1. Upper Porter Road
2. Route 30 South of the Village – needs a pull-off for sunset view
3. Webster Street
4. Duane Street through Mountain View
5. County Routes 25,26,27

Immediate Action- *According to the Department of Transportation, shoulder-widening work can only be realistically done as roads are being upgraded. A list of these requests, specifically identifying if a pull-off is needed or just road widening to accommodate bikes (including the specific locations) should be sent to the State and County Highway Department. Such requests should also be sent to the Franklin County Manager (see Resources). The MRF should sponsor community input to compile a list of the best sites for such improvements.*

Action 2: Meet with NYSDOT to request installation of a traffic light in the Village at the intersection of Elm Street and Route 30.

Mid Term Action- *The MRF should oversee the submission of this request to DOT, the County Manager and Village officials. DOT would undertake a study of the site to determine if a traffic light were warranted. If conditions were met for the installation of a traffic light, this would be carried out by DOT resources.*



Traffic Congestion in the Village of Malone

Goal II. Promote Tourism as a Major Emphasis of Economic Development

Objective 1. Increase promotional efforts to encourage tourists to visit the Byway

Action 1: Create tourist maps, brochures and promotional pieces to highlight activities and points of interest identified in the corridor management plan

1. Fishing
2. ATV trails
3. Bike loops
4. Malone Recreational Park
5. Malone's historic homes
6. Malone Golf Club
7. Titus Mountain

Note: There are wonderful examples of promotional materials in existence such as a snowmobile map put out by the Adirondack Regional Tourism Council, Inc., a walking tour created by North Country Heart Healthy Living, Malone Chamber of Commerce, Malone Recreational Commission, and the Malone Rotary and a recreational brochure entitled "Adirondack Lake Country" developed by the Franklin County Tourism Office. These can be used as guides for developing additional materials. The Malone Chamber of Commerce is developing a map of Malone businesses with ads included.

Immediate Action- *The Economic Development Committee of the MRF should meet with the Malone Chamber of Commerce and the Franklin County Tourism*

Office to discuss what promotional pieces are needed at this time in order to lure tourists to the Byway.

Intermediate Action- *These same groups would research and prioritize the promotional pieces to be published and seek Byways funding.*

Action 2: Expand, maintain and utilize website marketing

1. www.MaloneNY.com
2. www.dot.state.ny.us/scenic/scenic.html

The Malone Chamber of Commerce manages the Malone website by contracting out to a webmaster. The Adirondack North Country Association will accept information and links for the Scenic Byways website.

Immediate Action- *The Economic Development Committee of the MRF should meet with the Malone Chamber of Commerce and the Franklin County Tourism Office to discuss what promotional information and links should be on the Malone and Scenic Byways websites. The Chamber could poll their membership to solicit information and to offer a link to their business, possibly for a nominal fee. The work of adding the information to the website would be completed with a plan for updates.*

Action 3: Develop seasonal marketing packages with lodging, bus tours, bike tours, meals and entertainment.

Immediate Action- *The Economic Development Committee from MRF should meet with the members of the Chamber of Commerce and Franklin County Tourism to establish the most realistic and attractive components of these tourism package components. Package information should be installed on the website and information distributed through identified tourism outlets.*



Almanzo Wilder Home- Burke

Objective 2. Interpret the stories of this Byway in manners of interest and of use for travelers

Action 1: Install directional, informational and interpretive signs for points of Interest

1. Franklin County House of History
2. Almanzo Wilder Farm
3. Underground Railroad sites
4. Salmon River
5. Historic homes neighborhood

Note: The Department of Education's "Historic Markers" program that dispersed metal interpretive signs to select sites in New York State is no longer operating. The Department of Transportation may be contacted regarding installation of tourist-related directional signage. NYSDOT's will be issuing a guide for signage criteria for New York State Byways. A likely funding source will be Scenic Byways program funding.

Short Term Action- *The Main Street Malone Revitalization Committee and /or the Youth and Culture Committee of the MRF should instigate discussions on the nature of the signage and prioritize projects. The committee should approach the Department of Transportation and the Town and Village Boards to solicit funding and input. Additionally, the committee should identify potential groups which might sponsor research, funding and installation of each individual sign, including, for example, the Boy Scouts, Girl Scouts, the Elks Club, Kiwanis, etc.*

Action 2: Increase the number of multi-lingual signs

Short Term Action- *A representative of the Town and Village Boards should contact the Department of Transportation to discuss which signs would most appropriately become bi-lingual and create a plan for this action.*

Action 3: Make the corridor's story available on-line

1. Underground Railroad
2. Indian Camp
3. Historic homes
4. Fenian Raids
5. Hopyards
6. Prohibition
7. Gilbert Almon Wheeler
8. Orville Gibson
9. Civil War Cemetery
10. Franklin County Fair
11. Wilder Farm

Immediate Action-*The Chamber of Commerce and the House of History, with the assistance of a representative of the Youth and Culture Committee of the MRF, should solicit local high school Social Studies/Technology teachers to make an assignment out of creating website pages for the historic stories of this Byway. Students would work to insert stories, pictures, graphics and links.*

Objective 3. Establish information centers and technology to welcome visitors

Action 1: Create Visitor's Centers or Information Kiosks at the northern and southern ends of the Village on the Adirondack Trail

Short Term Action- *The MRF should host a discussion regarding information kiosks with the Chamber of Commerce and the Franklin County Tourism Office to explore in depth the need they would fill (public restrooms, avoiding overlap with the Chamber's office, etc.). Once these priorities have been worked out, either the Office of Community Development or an organization such as Friends of the North Country or ComLinks should apply for funds for possible property acquisition, architectural plans and then construction. Possible funding sources for this project could include the State Environmental Protection Fund, Adirondack Economic Development Corporation, or US Department of Transportation TEA-21 funds.*

Action 2: Invite technology that will promote a feeling of "far away but connected" for visitors.

Long Term Action- *A private business opportunity to would be to introduce high speed internet access for the area that could be encouraged by the Center for the Advancement of Sustainable Tourism initiatives. A model to follow would be St. Lawrence County's fiber optics plan for their communities.*

Action 3: Initiate a Visitor Host Program

Richard Earle, of Mountain View, introduced this concept at the Local Action Committee meeting. Mr. Earle's vision is to have trained volunteers be available to answer visitor's questions, give directions and basically be a friendly source of local lore. Examples of such information would be anything from the best fishing hole, to the story of Fenian Raids, to directions to local hikes.

This project would require a major infusion of time and effort at the onset. Planning would need to occur to ascertain where Visitor Hosts would be stationed for availability to the public, or if they would be available by phone. Although this program could be tested on a smaller scale with a volunteer coordinator, a paid coordinator for enlisting, training and scheduling Hosts would most likely be necessary.

Grants to start up an innovative or model program like the Visitor Hosts may be available from out-of-the-ordinary funding sources by its very nature of being an innovative start-up that could be used as a model by others. This should take place in coordination with the Chamber of Commerce.

Immediate Action- *Mr. Earle and/or other interested persons should meet with the head of the Chamber of Commerce and interested others to brainstorm an outline for this program. This outline could then be used to research grant possibilities or the next feasible steps to initiate this program.*

Mid- Term Action- *Submit grant applications or institute a test pilot of the project.*

Action 4: Increase hotels if needed in Malone and encourage more Bed and Breakfasts

Mid Term Action- *These are opportunities for private businesses for which the ground work can be laid by the Economic Development Committee of the MRF. Tourism statistics from the Franklin County Department of Tourism and possibly a survey of visitors to the area could enable this Committee to prepare a packet of information for prospective developers. The Center for the Advancement of Sustainable Tourism may also prove to be a resource in this area.*



Malone Golf Club

Goal III. Maintain & Revitalize Downtown and Neighborhoods to Preserve the “Rural Quaintness” of the Area

Objective 1. Preserve character and enhance pedestrian friendliness of the downtown area

Action 1: Add crosswalks in the Village on Main Street

1. at Finney Boulevard
2. at the Post Office
3. at the Flanagan Hotel

Action 2: Develop a Riverwalk

1. Begin to obtain funding
2. Gain the needed easements to connect the parks
3. Trail design/construction



Downtown Malone

The proposed Riverwalk trail would follow the Salmon River from the Recreation Park to the West Street Park through the Ballard Mill property. This long-term plan will be pursued by the Village and Town of Malone, and the MRF.

Mid-Term Action- *Research grant opportunities for this project, obtain a grant writer, and/or a fundraising program, begin the process of obtaining easements for the trail*

Long Term Action- *Hire an engineer for trail design, and plan for (phased) construction*

Action 3: Conduct a community design survey

Mid Term Action- *Hire a planning firm to complete a community design*

survey, likely in the form of design charrettes- holding community meeting(s) to first determine the priorities of the community, then letting the community assist in future design plans for the redevelopment of the downtown area in several workshops. Planning for the re-use or demolition of derelict buildings could occur within this effort.

Objective 2. Preserve and promote the historic buildings of the town center

Action 1: Develop and promote a Historic District

1. Conduct a cultural resource survey
2. Apply to National Register

Mid-Term Action- *The MRF should oversee interested parties who are willing to inventory the historic and cultural resources of the area, to Define the boundaries of a proposed historic district. This group or a hired consultant should then apply to be listed on the National Register of Historic Places. Historic architecture should continue to be promoted, particularly through regional entities such as Franklin County Tourism, Adirondack Regional Tourism Council and the New York State Scenic Byways maps and brochures.*



Victorian House in the Village of Malone

Goal IV. Gain the necessary NYSDOT Scenic Advisory approval to prepare and submit the documentation for the extension of the Byway to the Canadian border, and to add two tour loops through Mountain View and Owl's Head (working with the Town of Constable and Bellmont at appropriate junctures)

Note: The Local Advisory Committee would complete all NYSDOT requirements before proceeding with the objectives and actions listed below.

Objective 1. Improve visibility of recreational sites for hiking, biking, boating, cross-country skiing, down hill skiing, golf, fishing and motorized uses.

Action 1: Place directional signs as approved by the NYS Scenic Byways program to guide users to recreational sites:

1. Indian Lake access
2. Mountain View Lake boat launch

***Immediate Action** – Representatives from the MRF, the Village of Malone and the Towns of Bellmont, Malone and Constable would work with Byways and Department of Transportation representatives regarding sign placements, utilizing the NYS Scenic Byways sign handbook once it is published. Byways signs would be easily recognizable and continuous along the Byway as a consistent guide to travelers. Effort should be made for an efficient use of signs, allowing for some current DOT signs to be taken down or combined with Byway signs.*

Action 2: Designate bike loops (with signage)

1. County Routes 25,26,27
2. Route 30/County 27,25,41 Loop

***Short Term Action-** The first step within this action would likely be to name each of these proposed bike loops. In conjunction with Byways, efforts will be made to delineate and promote bike loops through the routes indicated in Bellmont, Duane and Malone with Byways signage and/or a brochure/map. The MRF Business and Economic Development committee could spearhead this project or create a subcommittee to do the same. Both the Franklin County Tourism Office and the Chamber of Commerce could assist with brochure/map efforts, in conjunction with businesses along the loops. Lake Champlain Bikeways is a resource for initiation of the project. If mountain bike trails are considered, the Adirondack Park Mountain Bike Initiative is another resource. Regional tourism funding would be sought for this initiative, as well as byways project funding.*

Action 3: Develop, improve and maintain hiking/bike trails (unless otherwise noted)

1. Old Niagara Mohawk Railroad Bed in Mountain View to Canadian Border-Niagara Mohawk allows snowmobiles but not trucks and ATVs
2. Hatch Brook to Chasm Falls (canoe trail)
3. Tamarack to Mountain View
4. Route 26 to Lost Pond
5. Bird watching trail/overlook at Indian Lake and Lake Titus
6. Sugar Loaf
7. Mt. Immortal to Titus

8. Owl's Head



Trail to Salmon River

Long-term actions- Each trail is an independent project involving different modes of transportation. The Niagara Mohawk Railroad Bed is still owned by Niagara Mohawk between Malone and the Canadian Border, and is currently used by snowmobiles, though formal permission needs to be worked out for other motorized use. The Adirondack Regional Tourism Council, Inc. has published a map of approved snowmobile trails. Franklin All Terrain Riders, Inc. is working to do the same for ATVs and is working to secure liability insurance to cover their use of trails. Developing legal trails for ATVs may decrease their use of unauthorized trails. Advertising legitimate ATV and snowmobile trails could be a huge tourism draw for a growing activity.

Development of a canoe trail from Hatch Brook to Chasm Falls would entail acquiring permission from private property owners on the East side of the river or constructing a canoe access from the West side on State-owned lands.

The Indian Lake bird-watching trail/overlook would need to obtain easements to then develop a trail. There are many other hikes where ownership and permission are in question and research would be needed to locate owners. Once ownership is ascertained, easements or permission would have to be granted before these hikes could be promoted. Prescriptive easement can be obtained after seven years of open and notorious use. Local trail enthusiasts will require mobilization in each of these areas to undertake these actions, likely in conjunction with the State Department of Environmental Conservation, Adirondack Park Agency and local governments.

Objective 2. Improve access to recreational sites for boating and rafting

Action 1: Repair and maintain water access

1. Mountain View Lake – existing boat launch needs fill and a concrete ramp
2. Indian Lake – signage for public access to Lake and maintenance of Road
3. Lake Titus – Clear brush and provide signage to state canoe access, Encourage re-opening of marina
4. Hatch Brook to Chasm Falls – promote canoeing and tubing, work to create canoe access on State-owned lands

Immediate Action- *Friends of the North Country has submitted a letter to the Department of Environmental Conservation on behalf of the LAC to express the above water access needs so that public ownership can be confirmed and they can be included in the Unit Management Plan as an action. The MRF and Town of Bellmont and /or interested individuals from the Mountain View and Indian Lakes area should also submit letters to NYS DEC to confirm the needs voiced for public boat launch improvements during Corridor Management Plan meetings, and follow up on these actions.*

Long Term Action- *Re-opening of the marina on Lake Titus could be an issue for the Economic Development Committee of the MRF in the long term.*

Objective 3. Provide safe roadways for vehicular and bicycle traffic

Action 1: Widen shoulders and build pull-offs on Scenic Car Routes where where needed

1. Duane Street through Mountain View
2. County Routes 25,26,27

Immediate Action- *According to the Department of Transportation, shoulder-widening work can only be realistically done as roads are being upgraded. A list of these requests, specifically identifying if a pull-off is needed or just road widening to accommodate bikes (including the specific locations) should be sent to the State and County Highway Department. Such requests should also be sent to the Franklin County Manager (see Resources). The MRF should sponsor community input to compile a list of the best sites for such improvements.*

Objective 4. Interpret the stories of this Byway in manners of interest and of use for travelers

Action 1: Install directional, informational and interpretive signs for the Brick Church in Chasm Falls.

Note: The Department of Education's "Historic Markers" program that dispersed metal interpretive signs to select sites in New York State is no longer operating. The Department of Transportation will install tourist-related directional signs if there is a very good case for one. The Adirondack North Country Association and Scenic Byways program will be issuing a guide and templates for Byway signage and will be the likely source of funding for such signs.

Short Term Action- *The Main Street Malone Revitalization Committee and /or the Youth and Culture Committee of the MRF should instigate discussions on the nature of the signage and prioritize projects. The committee should approach the Department of Transportation and the Town and Village Boards to solicit funding and input. Additionally, the committee should identify potential groups which might sponsor research, funding and installation of each individual sign, including, for example, the Boy Scouts, Girl Scouts, the Elks Club, Kiwanis, etc.*

Objective 5. Establish information centers and technology to welcome visitors

Action 1: Create Visitor's Centers or Information Kiosks at the Canadian Border.

Short Term Action- *The MRF should host a discussion regarding information kiosks with the Chamber of Commerce and the Franklin County Tourism Office to explore in depth the need they would fill (public restrooms, avoiding overlap with the Chamber's office, etc.). Once these priorities have been worked out, either the Office of Community Development or an organization such as Friends of the North Country or ComLinks should apply for funds for possible property acquisition, architectural plans and then construction. Possible funding sources for this project could include the State Environmental Protection Fund, Center for the Advancement of Sustainable Tourism, or US Department of Transportation TEA-3 funds.*

Action 2: Increase and Improve Lodging

1. at Malone Golf Club
2. at Mountain View Lake
3. Create a campsite at Owl's Head
4. Encourage more Bed and Breakfasts

Mid Term Action- *These are opportunities for private businesses for which the groundwork can be laid by the Economic Development Committee of the MRF. Tourism statistics from the Franklin County Department of Tourism and possibly a survey of visitors to the area could enable this Committee to prepare a packet of information for prospective developers.*

Abstract: Proposed Byway Additions

Currently, this segment of the Adirondack Trail stretches along Route 30 from the northern border of the Town of Duane to its designated terminus at the intersection with Route 11 in the Village of Malone. The Local Advisory Committee strongly feels that it is important to consider extending the existing route to the Canadian border. This has been identified as a future objective. Additionally, two travel routes, which are significant for their scenic and natural beauty, have been recommended as future tour loops for inclusion along the route, and identified as future objectives. These proposed actions will be pursued only with NYSDOT's approval and input.

Proposed Canadian Connection

Entering the Town of Constable, just north of the Village of Malone, the bucolic countryside of the corridor affords tranquil open views of active and inactive farming operations, altering with scenic views of the river valley, rolling hills, and forest lands. The landscape is gentle, with an understated, simple beauty. A simple pull off area is located just north of the border into Constable, which allows a visitor a scenic view of the Trout River, where Route 30 parallels the River in close proximity. These vistas continue as the traveler reaches the Canadian border at Trout River, eight miles north of the northern border of Malone. The Trout River border station contains two attractive, residential style brick buildings, welcoming the visitor to this gateway.

Proposed Tour Loops

Also proposed is the future addition of two secondary tour loops into the hamlets of Mountain View and Owl's Head in the Town of Belmont. County Route 41 is the start of a proposed secondary loop off of the byway, three miles north of the southern border of Malone. This loop passes Titus Mountain, a major recreation center approximately four miles east, and connects with Route 25 at Chasm Falls. At this junction, the intersection with the second, longer proposed secondary loop off of the byway is reached, which leaves Route 30 from the center of Malone at Woodward Street, turning right onto Duane Street, which is County Route 25. Route 25 passes the large Memorial Recreational Park, the Malone Golf Club and Titus Mountain. At Chasm Falls, the County Route designation changes to Route 27, and travels up the long, steep hill into Owl's Head (5 miles south of Chasm Falls and 9 miles south of Route 11 in Malone). This charming hamlet is built on a plateau.

Continuing southeast for three miles on Route 27, the hamlet of Mountain View is reached. It is aptly named for its extremely scenic views. Due to the rich natural resources at this source of the Salmon River, including extensive woodlands, plentiful wildlife and aquatic life are found here. In years past, a railroad line operated from New York City to Montreal through Owl's Head and Mountain View, which afforded people access to the area where second homes and summer recreation were common. This proposed loop returns to Route 30 via Route 27 and Route 26, in the northern portion of the Town of Duane. The loop from Malone along Route 25 (Duane Street) from Route 11 in Malone, turning onto Route 27 through Chasm Falls, Owl's Head and Mountain

View, returning through Route 26 into the junction of Route 30 in Duane, provides an approximately 32 mile loop off of Route 30. The added stretch along Route 41, which connects Route 30 to Chasm Falls, running by Titus Mountain as well, adds approximately twelve miles from the Route 30 Byway.



Route 30- Malone

Justification for expanding the Adirondack Trail in the Future

The Local Action Committee of the Malone section of the Adirondack Trail Scenic Byways believes strongly that the Route 30 corridor is geographically, historically and culturally incomplete without the inclusion of Route 30 North of Malone through the Town of Constable to the Canadian Border. Route 30 was designated by the Legislature as an official New York State Scenic Byway in 1992 with the northern terminus in the Village of Malone.

Physically, Route 30 moves away from the Salmon River in northern Malone and follows the Trout River to Canada, allowing the byway to continue promoting the recreational and scenic resources of the consistent river corridor. Much of Malone's history, from the Underground Railroad, the Fenian Raids, and Prohibition-era transactions, ties in to its position as a "Border Town" to Canada. As one participant stated, but for the War of 1812, we'd be Canadians. Additionally, the Adirondack Trail would benefit from being promoted as a major route for travelers on their way to Ottawa and Montreal from points South. To continue the route to the Canadian border, beyond the Malone/Constable Town border, would be a natural completion to the Adirondack Trail Scenic Byway.

Additionally, the Local Action Committee would include as secondary parts of the Byway corridor the loop south of the Village, following routes 25 and 27 into the Town of Belmont and returning to Route 30 through the Town of Duane on Route 26, and the stretch connecting Route 30 to Chasm Falls, via Route 41. This Loop encompasses the scenic and recreational opportunities surrounding Owl's Head, Indian Lake and Mountain View. A railroad line historically ran from Malone to these scenic hamlets, which created a historic tradition of second homes and summer recreation for Malone residents. It is also the source of the Salmon River, to which so much of the rest of the Corridor is linked.

The Constable Town Board passed a resolution (03-2003) on January 9, 2003 in support of the extension of the Adirondack Trail Scenic Byway from the border of the Town of Malone to terminate at the Canadian border at Trout River, with the Town of Constable serving as the northern terminus for the Trail. This resolution is attached as Appendix A. This extension is a simple northward extension, and would be the first priority. Secondly, this plan recognizes that the loops that encompass Mountain View and Owl's Head are a natural extension of this Corridor that can return to Malone or connect back to the Adirondack Trail south of Malone in the Town of Duane. At the appropriate time, the LAC should work with the Town of Belmont to investigate this expansion.



Owl's Head Hamlet

INTRINSIC QUALITIES

This segment of the Adirondack Trail Scenic Byway offers historical, recreational and cultural resources, as well as natural beauty. These intrinsic qualities offer diverse experiences which we believe are reflected in our theme and protected in our vision.

THEME

Our local segment of the Adirondack Trail Scenic Byway passes through the Salmon River Valley and Malone, a former industrial and transportation hub for Northern New York. The natural beauty of the area lends a fitting accent to the look, feel and lore of a quaint, rural “Border Town” which is steeped in history. This region is defined by the foothills of the Adirondacks and miles of the stately Salmon River, allowing superior opportunities for scenic and recreational enjoyment.

HISTORIC RESOURCES

Malone was named for Edmund Malone, an Irish Shakespearean critic and friend of prominent lawyer Richard Harrison. Harrison purchased the tract of land that would become Malone and promoted its settlement. Grist and saw mills were built along the Salmon River and in 1806 the settlement erected an Academy. An arsenal was built for the War of 1812 and defended by U. S. forces until 1814. Once the U.S. forces left the area the British raided Malone for weapons believed to have been left behind. Through the honorable behavior of a British Colonel, Malone was not plundered and lost no structures.

By 1813 Malone had three saw mills, a grain mill, wool carding mills and two bark mills. After an 1817 visit from President Monroe, improvements were made to the Malone-Plattsburgh road. The New York Central Railroad line (which ran from New York City to Montreal through Malone) soon followed, designating Malone as a transportation and market hub for the area.

As of 1853 Malone had organized as a Village, built a railroad bridge across the Salmon River and a quarry for Potsdam sandstone had been established as a business center outside of its numerous mills. Six churches thrived in the town. Of that time, Dr. Franklin B. Hough, a local historian, wrote: “There is scarcely an inland town in the state, that will compare with Malone, in the thrift and improvement which it has exhibited since the completion of the railroad. Situated in the midst of a rich and rapidly improving agricultural district; enjoying ample facilities for manufacturing purposes; and the healthful moral influence of an excellent academy, in connection with the cheerful prospect which the southern and unsettled portions of the county exhibit in improvement, the business of which will very naturally center here, all contribute to promote its growth and health.” Dr. Hough authored the book “A History of St. Lawrence and Franklin

Counties, New York, from the Earliest Period to the Present Time” in 1853. Indeed, in 1890 a New York Herald article dubbed Malone the “Star of the North”.

This growth, in not only the population of Malone but in its industrial base, led to the construction of many beautiful homes in the center of the Village. It is said that north of Albany, this collection of Victorian architecture is second only to Saratoga Springs. Boasting Victorian homes built in the “Tuscan”, “Queen Anne” and “Greek Revival” styles and impeccably kept, the historic residential district is a testament to the blossoming of Malone in the late 1800’s and to the restoration efforts of its current citizens. Many of the fine homes are clustered in the center of the town and are included on the “Beautiful Homes of Malone” walking tour.

This walking tour which is 1.7 miles is described in a map and guide entitled “Discover Malone’s Architectural Heritage”, produced by North Country Heart Health Living, the Malone Chamber of Commerce, Malone Recreation Commission and Malone Rotary. The brochure mentions that the house at 112 Elm Street was featured on the cover of a book entitled *America’s Painted Ladies* (1992). A second walking tour is laid out in this same brochure, this one being a tour of the churches and buildings of the town, entitled “Steeple and Stones”. This tour takes the visitor past Arsenal Green, which was donated to the village during the War of 1812 to be used for training of the local militia. The tour points out buildings such as the Citizens Bank that was originally a ticket office for the railroad. It also points out buildings which were made of stones quarried from the immediate area and are listed on the National Register on Historic Places. It also discusses the Congregational Church, which was an important stop on the Underground Railroad during the Civil War. Both of these tours whether taken by car or by foot afford the visitor a glimpse into the rich history of a thriving Northern New York town.

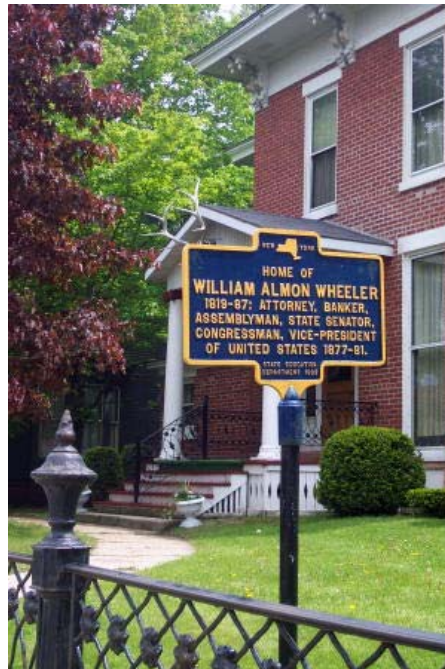
In 1870, the Village of Malone was the point of origin for an attempted invasion of Canada by an Irish Patriot group called the Fenian Brotherhood. The Fenians, Irish immigrants who supported an Ireland free of British rule, planned to start an Irish Republic in exile that would be used as a bargaining chip to free Ireland. These plans included an invasion of Canada, thereby extending the Irish war to North America. An attempt in 1866 was thwarted by a lack of food and supplies and the “army” of 2,500 was sent home from their campground at the Malone Fair Grounds. In 1870, the Fenians actually invaded Canada from Malone but were repelled by the Canadians who had been forewarned by the U. S. Secret Service. The Fenian raids are credited as the impetus for Canada’s first considerations toward their own sovereignty as a nation.

Other “Border stories” involve bootlegging during the days of Prohibition. In one particularly successful Malone raid in 1927, 32 cars were seized and 78 bootleggers arrested after the smell of the mash gave away the location of the illegal distillery. Local lore regarding pivotal Underground Railroad stations in the Malone area also exists.

Prominent former Malone residents William A. Wheeler (U.S. Vice President under Rutherford B. Hayes) and Orville Gibson (creator of the Gibson guitar) are buried in Morningside Cemetery. These stories are further interpreted by the Franklin County

“House of History” in Malone and the Almanzo Wilder homestead farm in Burke which is easily accessed just minutes from Route 30 and the Byway.

While the history of the area is extremely rich, the interpretation of these resources has not been interpreted to its maximum, particularly in a clear manner that tourists may fully enjoy. Stewardship of these historic resources are also needed, and efforts to assist in restoration of historic homes facades are efforts which should be encouraged. The Malone Economic Development Office hired Friends of the North Country, Inc. in June 2003 to complete design guidelines for the Route 11 corridor of Malone. These guidelines might be used as an example to follow for preservation of the unique Victorian and Italianate design styles in other parts of the community as well. The LAC should also continue to work to identify sources for historic preservation efforts to maintain some of the most unique buildings, as well as a program to assist home and business owners with financial assistance in restoration efforts.



Wheeler House, Malone

(History of Proposed New Sections)

The Town of Constable was settled in 1800 by Vermont immigrants. Malone was settled similarly in 1802. Arable land and a river capable of sustaining mills attracted settlers to these two Towns. Neighboring Owl’s Head and Mountain View, located in the Town of Bellmont (and accessible via Route 30), are known for their scenic forests and lakes, were settled mid-century.

RECREATIONAL RESOURCES

Note: Listing of available recreational sites may be found under “Issues and Needs for Recreation” heading in the subsequent section.

This portion of the Adirondack Trail, beginning on Route 30 at the northern border of the Town of Duane, leads travelers to inviting waterways through the Salmon River Valley and into the foothills of the Adirondack Mountains in the Town of Malone.



Fishing on the Salmon River

Opportunities abound for enjoying the waters of the Byway along rivers, lakes, ponds and streams. One major fishing/canoe access point of note is the Salmon River access in the Titusville State Forest. Trail access within this forest is also provided at the Elephant’s Head and Ledge (to Titusville Mountain) Trails.

In the Village of Malone, the Malone Recreational Park offers 97 acres of swimming, paddle boating, a playground, picnic pavilions, tennis, soccer, softball, volleyball, basketball, hockey and figure skating. Thousands of geese locate here temporarily in the fall during their southerly migration. The Malone Golf Club, a 36-hole Robert Trent Jones course whose front nine was rated the “Best Pure Classic Nine” by *GolfWeek* Magazine, lies two miles south of the Adirondack Trail on Route 25 (Duane Street). The combined built and natural resources along the corridor are extensive, and the relaxed pace of life allows residents and visitors to maximize their enjoyment of all that it has to offer.

Recreational Resources along the proposed future extensions of the Byway:

The proposed loops that encompass Mountain View and Owl’s Head are a natural extension of this Corridor that can return to Malone or connect back to the Adirondack Trail south of Malone in the Town of Duane. The loops provide outdoor wilderness recreational activities in relatively pristine locations, which are not heavily used.

Forests, lakes and streams, especially in the Owl's Head and Mountain View area of the Town of Bellmont provide ample hunting and fishing opportunities for sustenance and recreation. This beautiful physical setting lends itself to a myriad of activities such as biking, hiking, leaf peeping, cross-country skiing and snowshoeing. There are trails for snowmobiles and all terrain vehicles (snowmobilers have a wonderful map of marked trails). Titus Mountain, a downhill ski center with 26 trails and 7 lifts, is south of the Village of Malone, just off the Adirondack Trail on Route 25, approximately 6.5 miles south of Malone.

The Salmon River begins in the hamlet of Mountain View, home to Mountain View Lake and Indian Lake. In addition Lake Titus, Hatch Brook, and the numerous other brooks and streams that feed the Salmon River provide countless fishing and boating possibilities. Nine miles of flatwaters exist along Hatch Brook. Boating access areas are present in limited supply, with one public boating access in Mountain View, on River Street.

NATURAL RESOURCES

This area serves as the foothills of the Adirondack Mountains, with nearby Owl's Head Mountain as the highest point on this portion of the Byways Corridor at 1526 feet. The Adirondack Trail leads through the fertile, glacial valleys of the Adirondack foothills. Speckled with innumerable lakes, ponds and rivers and blessed with four true seasons; on any given day this Byway offers opportunities to enjoy nature's amenities, in constantly changing form. It is a pure pleasure to the senses to travel this route. On a recent single day of driving the Adirondack Trail, 50 different species of birds were sited without leaving the car. It offers even more to those who stop to explore it a little more in depth, with frequent stops or by bicycle.



Mountain View Lake in summer

The woodlands found along the corridor are deep particularly along the proposed loops discussed below, in many areas pristine. These northern hardwood forests come ablaze in the fall, providing some of the best fall foliage in the northeast. This resource has the added advantage of being well off the beaten path of the average “leaf peeper” tours. The rolling hills along Route 30 also provide bucolic scenery of old farmlands, many of which have grown in as forests. Many of these farms are active however, adding their own charm to this diverse rural economy. The Trout and Salmon Rivers are major rivers in upstate New York, and define the geography of this region.

The Windfall Brook Trout evolved in the waters of Franklin County, creating a prized fishing industry in the area. These fish developed at the time of the last Adirondack glacial retreat 12,000 years ago, and are extremely cold tolerant (*Adirondack Lake Country-Franklin County Tourism*). The countless lakes, rivers and streams along the corridor allow for many fishing opportunities, given the clean, cold waters and biological diversity of the area.

Natural Resources along the proposed future extensions of the Byway:

The climb to the top of Owl’s Head Mountain affords views of the hamlet of Owl’s Head and Mountain View as well as Mountain View and Indian Lakes. The mountain was named from the likeness to an owl’s face which was recognizable in its sheer rock face. The entrance to an abandoned iron mine also is found along this hike. Owl’s Head was referred to as the “the ice box of New York” according to the guide *Discover the Northern Adirondacks*, as the Adirondack Division of the New York Central Railroad’s night train consistently showed the coldest readings during the wintertime. The cold winter nights in this region provide clear, stunning star lit skies, and solitude.

The proposed future extension to the Adirondack Trail Scenic Byway follows the Trout River valley through gently rolling hills from the Canadian Border into Malone. South of Malone, it follows similar terrain in the Salmon River valley affording the traveler uninterrupted views of natural landscapes. These extended loops are also significant as the Salmon River originates at Indian and Mountain View Lakes.

CULTURAL RESOURCES

The area is typified by what the Local Action Committee termed a “rural quaintness” in describing the local atmosphere. Locals pride themselves on the bucolic, scenic beauty of the area, as well as its cultural treasures. The colorful background of the region, including its position as a major traditional border town to Canada, has provided a rich cultural history. This close proximity to Quebec has lead to a strong French heritage, contributing significantly to the area’s culture.

The Village of Malone serves as the hub of the northern section of the Adirondack Trail Byway. Settlers to Constable and Malone recognized the arable acreage available to them in conjunction with rivers capable of sustaining mills.

The Franklin County Fair, in Malone, is celebrating its 153rd anniversary in 2003. The beautiful condition of the fairgrounds and the enthusiastic support of the annual fair are a testament to Malone's history as a farming and market center. Malone is the Franklin County seat, with all of its associated offices and activities.

The center of Malone creates a streetscape that takes the visitor far from the shopping malls and urban development centers. The little shops and historic buildings create an ambiance of small town America and exude a warmth and friendliness not found in most city centers. Malone's Arsenal Green Park in its downtown is a beautiful Village green, and also the site of the seasonal farmer's market and concerts in the park.



Franklin County Government Building, Malone

SCENIC RESOURCES

While it is understood that numerous local scenic views could be entered as contributing resources in the CMP for the Adirondack Trail, the vistas were not recorded in the plan in response to ANCA's Issues and Concerns paper released in July 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 they Byway CMP not include such an inventory.

RESOURCE DESCRIPTIONS

Name & Description	Details
<p>Franklin County House of History</p> <p>Home of the Franklin County Historical and Museum Society, the Franklin House of History is an 1863 Tuscan-style house open to the public as a museum. With period rooms, furnishings from the home of William Almon Wheeler (Vice President of the U.S. from 1877-81 and Malone native) a Country Store and Library. The House of History is open regular hours through the summer and by appointment the rest of the year. They offer school programs, publish the <i>Franklin Historical Review</i> and sponsor special events.</p>	<p>Location <i>51 Milwaukee Street</i> <i>Malone</i></p>
<p>Almanzo Wilder Home</p> <p>Site of the book, <i>Farmer Boy</i>, and home to Almanzo Wilder, the husband of Laura Ingalls Wilder, the Wilder Home is an 1840s Greek Revival farmhouse. Restoration of the site started in 1989 and continues today as a museum illustrating rural life in northern New York in the mid nineteenth century. Guided tours are offered throughout the summer.</p>	<p>Location <i>Stacy Road</i> <i>Burke</i></p>
<p>Malone Fish & Game Club</p>	<p>Location <i>Webster St. Road</i> <i>Malone</i></p>
<p>Malone Memorial Recreational Park</p> <p>In 1946, Malone residents established the Park to memorialize Malone residents who had “given their lives in the service of their country”. The park offers Rotary Lake, as well as 97 acres of swimming, paddleboats, playground, picnic pavilions, tennis, soccer, softball fields, volleyball and basketball courts, hockey and figure skating rinks.</p>	<p>Location <i>Willow Street</i> <i>Malone</i></p>
<p>Arsenal Green Park</p> <p>The Park is the site of the Farmer’s Market Saturdays, Tuesday & Thursdays in the summer and early fall. It also hosts a Summer Concert Series on Friday nights in the summer.</p>	<p>Location <i>Route 11 (Village Center)</i> <i>Malone</i></p>
<p>Mountain View Lake</p>	<p>Location Mountain View</p>

This pristine lake offers beautiful views and excellent boating or fishing opportunities	
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Note- the Malone Golf Club and Titus Mountain, on Duane Street, are private, for-profit attractions that are outside of this resource list, but may be of interest to visitors

STEWARDSHIP

Stewardship of the many resources within this portion of the Adirondack Byway comprise a blend of private and public initiatives. The Department of Environmental Conservation (DEC) holds jurisdiction over the public lands, such as the Elephant's Hedge forest. DEC has set established uses for its lands, all of which do allow public access in some form. Most of the lands throughout this portion of the Byway however are private. Additionally, this portion of the corridor, at the northern border of the Towns of Duane and Malone marks the northern border of the Adirondack Park. Therefore, unlike the communities to the south, this portion of the Byway does not have oversight of land use activities by this agency.

Overuse of the area's resources by visitors and locals has generally not occurred to date, so the region is fortunate to be able to plan for the future without the same challenges as other locations which are already facing serious degradation of resources and reduction of enjoyment of facilities by overuse. The DEC will continue to play a significant role in the management of public lands. Since the great majority of the lands along Route 30 (and the proposed future extensions north to the Canadian border, and through Mountain View and Owl's Head) are private, it will fall to the LAC, affiliated organizations and the local municipalities to plan for the wise use and stewardship of the region's resources.

The Malone Revitalization Foundation, Franklin County Tourism Office, the Town and Village of Malone, and other interested parties will be involved as tourism grows in association with the Byway to ensure this stewardship.



Scenic Farmland Vista along County Route 27

TERRAIN DESCRIPTION

The Adirondack Trail, beginning on Route 30 at the Town of Duane/Town of Malone border, leads travelers to inviting waterways through the Salmon River Valley and into the foothills of the Adirondack Mountains.

Entering the Town of Malone, from Route 30 traveling north, leaving the Adirondack Park boundary, gently rolling hills, winding roads and mature forests prevail. As the traveler approaches the Village of Malone, contemporary and traditional farmhouses become denser. Eclectic mixes of commercial and residential buildings are present in the Village, including the aesthetically pleasing and interesting Main Street. Walking tours are available to view the beautiful historic houses, churches and other significant structures located in the Village, as discussed further under “Historic Resources”.

Driving through the heart of the Village of Malone’s Victorian neighborhoods or past its storefronts offers quintessential views of a quaint Northeastern mill town.

Route 30 leaves the Town of Duane (and the Adirondack Park boundary) and travels approximately 3 miles north passing Lake Titus and the turn off for Titus Mountain on Route 41. The bucolic scenery of this agricultural river basin continues. The vast majority of the rest of the Byway through the Towns of Malone offers views of fields and woodlands with available side trips to such interesting, scenic hamlets as Mountain View and Owl’s Head.

Malone’s primary crossroad is the junction of Route 30 and Route 11 (the Military Trail Scenic Byway) in the center of the village. Malone developed around the Salmon River and its historic downtown and Mill buildings are clustered at this point. A short bypass of interest within the Village of Malone is found in the vicinity of Route 30 and Main Street, Elm Street and Constable Street, where a concentration of stunning Victorian homes are located.

(Terrain Description of Proposed New Sections)

After crossing the Byway's current terminus at the Route 11 intersection, Route 30 begins to follow the Trout River. To the north of Malone lies the rural, agricultural Town of Constable, which provides a gateway to Canada, Montreal and Ottawa. While this section of Route 30 is not designated as part of the Adirondack Trail, the LAC strongly supports this future inclusion.

Leaving the Village of Malone, and moving into the Town of Constable, the bucolic countryside of the corridor affords tranquil views of active and inactive farming operations, altering with scenic views of the river valley and forestlands. The landscape is gentle, with an understated, simple beauty. A simple pull off area is located within the Town of Constable, which allows a visitor a scenic view of the Trout River, where Route 30 parallels the River in close proximity. These vistas continue as the traveler reaches the Canadian border at Trout River. The Trout River border station contains two attractive, residential style brick buildings, welcoming the visitor at this gateway.

Also proposed is the future addition of two secondary roadway loops into the hamlets of Mountain View and Owl's Head in the Town of Belmont. County Route 41 is the start of a proposed secondary loop off of the byway. This loop passes Titus Mountain, a major recreation center, and connects with Route 25 at Chasm Falls. At this junction, the intersection with the second, longer proposed secondary loop off of the byway is reached, which leaves Route 30 from the center of Malone, at Woodward Street and right onto Duane Street, which is County Route 25. Route 25 passes the large Memorial Recreational Park, the Malone Golf Club and Titus Mountain. At Chasm Falls, the County Route designation changes to Route 27, and travels up the long, steep hill into Owl's Head. This charming hamlet is built onto a plateau.

Continuing southeast on Route 27, the hamlet of Mountain View, aptly named for its extremely scenic views, is reached. Due to the rich natural resources at this source of the Salmon River, and extensive woodlands, a great deal of wildlife and fish are found here. In years past, a railroad line operated from New York City to Montreal through Owl's Head and Mountain View, which afforded people access to the area where second homes and summer recreation were plentiful. This proposed loop returns to Route 30 via Route 27 and Route 26, in the northern portion of the Town of Duane.

LOCAL BYWAY SEGMENT MAPS AND RESOURCE KEY- ATTACHED

ISSUES AND NEEDS FOR TRANSPORTATION AND COMMUNITY DESIGN COMPONENT

The terrain of the byway (Route 30) is generally rolling hills through farmlands and woodlands. As Route 30 enters the Village of Malone, a more urban fabric is demonstrated with the associated compound of uses, population and traffic.

The need for pedestrian crossings are identified within the urban area of the Village of Malone. In general, the Village of Malone is an enjoyable community for pedestrians. Many attractions and services exist within close proximity, and in general sidewalks and crosswalks are suitable (particularly given the age of much of the infrastructure). The majority of the byway, traversing rural terrain, does not have sufficient vehicular or pedestrian traffic to warrant pedestrian crossings. The LAC identified a need for pedestrian crossings at Finney Boulevard, at the Post Office, and at the Flanagan Hotel (which is planned to be demolished). In the future, improving crosswalks at key points, with brick pavers and pedestrian islands, would be desirable. This could take place as road improvements are planned. The MRF should oversee the request of such activities, to NYSDOT and Franklin County government.

A particular roadway issue along much of the corridor is vehicular collisions with deer. While there is not a great deal that can be done for such issues, signage programs to warn travelers, particularly visitors, are crucial. Road conditions in general are good, although there are visibility issues due to their twisting nature and the hilly terrain. These conditions also do help manage excessive speeding issues however, so beyond the interesting terrain, they inherently add to the slower pace of enjoying the byway.

A need for a pull off area along Route 30, south of the Village was identified. The LAC noted particularly that sunsets as one heads in this direction can be quite lovely, and that such a stopping place to enjoy this event would serve the corridor well. As tourism and interpretive facilities develop into the future, future pull off locations might be also needed. One location where a traffic light was identified as needed was Elm Street and Route 30. Each of these efforts would require the MRF or local governments to contact NYSDOT to undertake an analysis of their feasibility, or to plan for their implementation.



Narrow Roadway on County Route 27

The needs for bikeways along the corridor are much greater. County Routes 25, 26 and 27 need widened shoulders consistently along their lengths, of this extended byway secondary loop. Both Route 30 and each of these County Routes need signage designating them as bike trails, as well as general scenic byway markers. Signage directing bicyclists to the nearest facilities (and information detailing mileage) will also be required, given the rural nature of much of the corridor and particularly the proposed extended loops. This effort would involve NYSDOT, bicyclist groups, the Economic Development Committee of the MRF, and the Adirondack North Country Association's Bikeways map endeavors.

The Military Trail Scenic Byway on Route 11, which intersects the Byway in Malone, is a designated bike route. The Adirondack Trail should take advantage of this existence, by building on this promotion and drawing bicyclists who travel this route. The Economic Development Committee of the MRF should investigate promotion through this designation, and bring this request, if feasible to NYSDOT.

No established public transportation exists in Franklin County, however a "transportation on demand" service is available upon request, mainly for the use of low income and Senior Citizen residents. Given the extremely rural nature of the area, a fixed route system throughout the County is very unlikely in the near future. Investigation of fixed routes in the central portion of Malone might be a feasible endeavor, perhaps seasonally, to facilitate visitors in the future.

Malone has one airport, the Malone Dufort airport, located one mile west of Route 30 on Route 11. It is owned by the Town and serves privately owned planes, with no commuter flights available. The airport is open to charter services and maintains a flight school. While it can only serve small planes (with two runways at 3,600 and 4,000 linear feet), if tourism development warranted at least seasonal commuter service, this could be facilitated in the future.

The junction of Routes 30 and 11, in the Village of Malone, represents the confluence of two major transportation corridors of upstate New York. Route 11 travels from Champlain, at the eastern edge of New York State, across northern New York to intersect with I-81 at Watertown. Route 30 runs north from I-90 (the New York Thruway) to the Canadian border. Route 11 (and Route 37 westward) form the Military Trail Scenic Byway, another State designated Scenic Byway. This historic path travels from Rouses Point to Massena. Coordination with this byway's activities should also occur within the Malone Revitalization Foundation's umbrella planning efforts.

STATEMENT OF ISSUES AND NEEDS FOR RECREATIONAL RESOURCES

A definite need exists for improvements to signage and access to recreational sites along the byway corridor. This need is a primary objective of the Local Action Committee's goal to "Improve Access to Four Season Recreation for Residents and Visitors". Specifically, this would entail clearing roadsides of brush and by improving visibility by installing signage to boat launches and trailheads.

Establishing bike routes and biking loops, especially for the loops to Mountain View and Owl's Head and returning to Route 30, should be initiated and developed as a significant means of enjoying the riches of this portion of the Adirondack Trail. Widening the shoulders of the road would greatly benefit bicyclists. Signage and maps for bicyclists would need to be developed as a part of this initiative.

There is a need to coordinate outreach promotions and networking of various tourism organizations in the area. The programs that are already in place should be further promoted. Improved connections between agencies already working to promote the region, as well as with the Adirondack Regional Tourism Council, would assist the expansion of this network of existing resources. An outstanding brochure of recreational opportunities in Franklin County has been produced by the County Tourism Office called "Adirondack Lake Country – Discover Nature's Legacy" (included in the Appendix). Any additional activities that are developed through this corridor management plan, such as Bikeways, should take advantage of future Franklin County Tourism Office publications.

Local outdoor groups, businesses, or youth groups such as the Scouts should work with State Department of Environmental Conservation or other appropriate agencies to identify the best hikes for visitors, and plan for improved directional signs, trail facilities and interpretation. These endeavors could be a partnership between the State and residents, involving a great deal of volunteer time to slowly improve trails and their visibility.

As a part of the re-use of the Salmon River in downtown Malone, the installation of fish ladders would vastly improve the Salmon River for anglers. The Economic Development

Committee of the MRF should work with the Department of Environmental Conservation to get their support for improving access to fishing.

A need for trail maps, similar to the Snowmobile Map put out by the Adirondack Regional Tourism Council has been demonstrated for non-motorized and All Terrain Vehicle trail use. The Franklin County Ruff Riders (ATV user group) should pursue funding for such a map through regional tourist agencies.



Motorized vehicle trail intersection off of Route 27

Malone has a wonderful asset in the Memorial Recreational Park, a 97-acre multi-use park. The Recreational Park, along with the Arsenal Green and King Park, require a variety of improvements to add to their amenities and accessibility. One specific project identified would be to make the Rotary Lake trail at the Recreational Park handicapped accessible. The Village and Town of Malone should continue to identify sources and funding to try to make such actions a reality.

ISSUES AND NEEDS FOR EXISTING SIGNAGE AND INTERPRETATION RESOURCES

Signage needs are identified, very specifically, as objectives of the corridor management plan. Directional and interpretive signs are needed to identify historic and recreational sites for the vast majority of visitors who arrive by car or bicycle. Bike routes should be specifically marked. Trailheads, parks and natural areas all require signs. Many of these resources do not contain adequate directional signage, especially for visitors. Given the extremely rural nature of the area, such improvements are a very high priority. This signage is necessary to guide vehicular traffic to Byway resources.

Historic and natural sites need improved interpretive signs. Additionally, given the location of this area along the Canadian border, in close proximity to the province of Quebec, more bilingual signs are needed. Addressing signage needs is pivotal to the corridor management plan. Communications should be established with appropriate NYSDOT representatives to explore the use of Tourist Oriented Directional Signage.

Visitors need directional and interpretive signs and materials to locate and truly enjoy what this portion of the Adirondack Trail Scenic Byway has to offer. The Local Action Committee felt that from a visitor's perspective nearly all signage was missing in order to be able to fully enjoy the area. We have prepared specific objectives to address the severe lack of signage and interpretive materials. While local users may recreate with ease in the familiar backcountry locations, it is imperative to address the needs of those less familiar with the area, in order to create a full byways experience.

The LAC identified a need for a visitor's center on Route 30, either just north or south of the Village of Malone's border. Kiosks with substantial visitor's information were also identified as being needed at the Trout River (Canadian border if the proposed section is later approved), and at the opposing (north or south) end of the Village, where a visitor's center is not planned. Scenic Byway funding may be a likely source of funding for these endeavors. The MRF should hire a grant writing entity to secure funding for these efforts.

ISSUES AND NEEDS FOR ECONOMIC DEVELOPMENT

One of the goals of this plan is to promote tourism as a primary generator of economic development. Improvements to the recreational sites are a natural predecessor to the creation of promotional materials touting these sites. There is a special emphasis on bicycling and fishing as tourist draws that need to be developed almost from the ground up, while many other recreational activities exist but need only signage.

The Local Action Committee wishes to expand and better use the existing website for the area (www.MaloneNY.com), and to invite technology such as high-speed Internet service, that will make visitors feel that they are in the peaceful countryside but can still

be connected to the rest of the world, if desired. In the same vein, research of historic events could be put on the Internet as a draw to heritage tourism, which is a growing popular niche of tourist visits. Bi-lingual and interpretive sign should be increased for recreational and historic sites.

The MRF will identify locations Visitor's Information Kiosks in downtown Malone and plans to oversee the development of brochures for the Kiosks. Lodging is adequate near the center of Malone, however more Bed & Breakfasts should be encouraged, as well as lodging outside the Village – possibly in Mountain View or Owl's Head. Lodging packages for golfers at the Malone Country Club should also be promoted. A marketing analysis should be carried out to determine the lodging facilities which could best be supported. Once this is done, Franklin County tourism and the MRF Economic Development Committee could use sound figures to target and create incentives for lodging providers.

Richard Earle, the committee's ambassador from Owl's Head has presented an idea for "Visitor Hosts" who could be available to give guidance to visitors seeking "inside information" on the activities that the Byway has to offer. His plan is laid out more fully in Goal II, Objective 3, Action 3. Such efforts could market local knowledge and friendly assistance in trip planning for visitors at no additional cost. Such a unique idea would certainly charm visitors to the region.

This area's formerly bustling economy was predicated on the activity of the Salmon River. Residents seek to rejuvenate Malone's industrial center around the Salmon River; this time capitalizing on its scenic and historic draw to visitors. Development of the "Riverwalk", an idea for the re-use of historic downtown's commercial and industrial buildings alongside the natural setting of the Salmon River, is a major objective of the Local Action Committee, as it is with the Malone Revitalization Foundation. Recently, the State, at the request of the Town Council of Malone, designated the Salmon River an "inland waterway", making this project eligible for additional grant funds.

At the same time, the LAC hopes to keep the hometown quality of life and sense of "rural quaintness" that will draw permanent residents. Creating a Historic District which is listed on the National Register would be a long term goal which would preserve its rich architectural heritage, while revitalizing the downtown area of Malone. Other stewardship efforts include planning for bicycle transportation routes and tour buses to encourage non-automobile visitors.



Victorian House in Malone

Carrying out an inventory of lodging, eateries, craft shops, and antique stores is a needed activity. Before such entities can be analyzed (for their market potential, need for growth, and promotion), this complete data needs to be kept, up to date in one place. While the MRF may be able to oversee that this activity occurs, it will likely need the assistance of one of the regional tourism entities such as Franklin County Tourism. Interested volunteers may be able to gather the information, for the tourism office to compile.

INVENTORY OF SERVICES

In the southern portion of the Town of Malone, there are not gas stations available. Travelers should note that a gas station is present in the Town of Duane, approximately 2.5 miles south of the Town of Malone border. A convenience store for travelers' needs is found at Mile 3, traveling north along this portion of the corridor. At mile twelve, the intersection with Route 11 is reached. Heading just east on Route 11 (approximately a half mile) provides access to the Village of Malone's downtown and a great deal of services, including fast food restaurants, full service restaurants, grocery stores, gas stations, convenience stores, major retail stores and pharmacies.

Services along the proposed future extensions of the Byway:

Heading north out of the Town of Malone, approximately 2.5 miles into the Town of Constable, two plazas exist with a convenience store, grocery store and pizza shop. Just prior to the Canadian Border, approximately 7.5 miles into Constable, a convenience store can be found. There are no gas stations prior to the border.

The proposed future extensions/loops into Chasm Falls, Mountain View and Owls' Head are extremely scenic, however travelers should not expect frequent services before traveling through these areas. A bar and restaurant is found in Mountain View, and a

convenience store is located in Owl's Head. There are no gas stations located in this region.

ORGANIZATIONAL CAPACITY

As discussed previously, the Malone Revitalization Foundation will be the main implementing entity, working with the Adirondack North Country Association. The other entities will be called upon by the LAC to participate as appropriate and as much as they are able to do so.

The Adirondack North Country Association will serve as the lead agency on applications for Scenic Byway and Enhancement funding working through NYSDOT. The LAC will advise ANCA of their efforts to insure proper coordination of work along the entire route.

Who	What can they do	What are they doing now?
<ul style="list-style-type: none"> Malone Revitalization Foundation 	<ul style="list-style-type: none"> Marketing website Oversee CMP implementation 	<ul style="list-style-type: none"> Riverwalk, Historic District
<ul style="list-style-type: none"> Military Trail Scenic Byway Local Advisory Group (When this group forms) 	<ul style="list-style-type: none"> Carry out objectives of their CMP -in conjunction with Adirondack Trail, where they coincide 	<ul style="list-style-type: none"> Does not exist at this time
<ul style="list-style-type: none"> ANCA 	<ul style="list-style-type: none"> Serve as Lead Agency for NYS Scenic Byway and Federal Enhancement funding applications 	<ul style="list-style-type: none"> Funding for planning Coordinating agency for drafting of CMPs Byway promotions Byway interpretation
<ul style="list-style-type: none"> Chamber of Commerce 	<ul style="list-style-type: none"> Develop increased promotional materials for local businesses and services. 	<ul style="list-style-type: none"> Maintaining storefront for visitor information Repository of local business information
<ul style="list-style-type: none"> Existing Attractions (ie- Malone Golf Club/ Titus Mountain) 	<ul style="list-style-type: none"> Develop packages Participate in Byways planning efforts 	<ul style="list-style-type: none"> Running tourist attractions
<ul style="list-style-type: none"> Franklin County Tourism 	<ul style="list-style-type: none"> Partner with MRF for oversight of certain tourism efforts, ie- tour packaging, lodging, attraction promotion Further promotion projects 	<ul style="list-style-type: none"> Promotion and Marketing
<ul style="list-style-type: none"> Service Groups (Rotary, Kiwanis, Elks, Moose, Boy Scouts, Girl Scouts, Masonic Temple, DAR) 	<ul style="list-style-type: none"> Specific small projects as deemed appropriate by MRF 	<ul style="list-style-type: none"> Various Community service projects, particularly in conjunction with community clean ups

<i>Who</i>	<i>What can they do</i>	<i>What are they doing now?</i>
		<i>parks and facilities</i>
<ul style="list-style-type: none"> Continued on next page Daughters of the American Revolution (DAR) 	<ul style="list-style-type: none"> Funding, technical assistance for historic projects 	<ul style="list-style-type: none"> Community service
<ul style="list-style-type: none"> Center for the Advancement of Sustainable Tourism (CAST) 	<ul style="list-style-type: none"> Tourism funding packages 	<ul style="list-style-type: none"> Tourism funding packages
<ul style="list-style-type: none"> Northern Clinton Community College 	<ul style="list-style-type: none"> Source of Volunteers 	<ul style="list-style-type: none"> Not presently involved
<ul style="list-style-type: none"> Office of Community Development 	<ul style="list-style-type: none"> Develop local capacity 	<ul style="list-style-type: none"> Writing and administering grants
<ul style="list-style-type: none"> ComLinks 	<ul style="list-style-type: none"> Grant writing and administration 	<ul style="list-style-type: none"> Low – income housing, Gleaning
<ul style="list-style-type: none"> Banks 	<ul style="list-style-type: none"> Specific projects-requests to be overseen by MRF 	<ul style="list-style-type: none"> Community loans, community service
<ul style="list-style-type: none"> Friends of the North Country, Inc. 	<ul style="list-style-type: none"> Planning, grant writing & administration 	<ul style="list-style-type: none"> Planning, developing the Drafted CMP
<ul style="list-style-type: none"> Richard Earle, LAC 	<ul style="list-style-type: none"> Volunteer host program 	<ul style="list-style-type: none"> LAC member

PUBLIC PARTICIPATION

A list of 60 public officials, business owners and local residents was developed through the Malone Chamber of Commerce's Business and Information Directory and all were sent invitations to the five community meetings held within the area between the dates of October 2001 and May 2002. Additionally, press releases announcing the meetings were submitted to two area newspapers inviting the public to participate in the planning process. A Local Action Committee of about a dozen individuals was distilled from the initial meetings. This Committee included the Village of Malone Mayor, the Malone Town Supervisor, the Chair of the Malone Revitalization Committee, a representative of the NYS Department of Transportation and other residents. The common thread of these participants was the hope that Scenic Byway status would bring additional economic development opportunities. The meeting summaries are provided within Appendix B.

LIST OF LOCAL ADVISORY COMMITTEE MEMBERS

Howard Maneely, Town of Malone Supervisor
 Richard Gokey, Village of Malone Mayor
 Harold Phillips, Town of Constable Supervisor
 Walter Whalen, Town of Bellmont Supervisor
 John Tulloch, Malone Revitalization Foundation
 Paul Goodrow, Malone Revitalization Foundation
 Victoria Zinser Johnson, Friends of the North Country
 Linda Depo, Friends of the North Country

Ann Ruzow Holland, Friends of the North Country
 Angel Marvin, Friends of the North Country
 Jennifer Chasalow, Friends of the North Country
 John Duval, Malone Telegram
 Earl LaVoie, County Board
 Pete Biesemeyer, North Country Community College
 Richard Earle, resident
 Brian Cassini, ComLinks
 Chris Kelley, resident
 Neil Seymour, Franklin County Tourism
 Paul Kelley, resident
 Rob Haynes, resident
 John Parent, resident
 Ken Nephew, Malone Town Board
 Dave Werner, resident
 Tim Lashomb, Malone Revitalization Foundation
 Brenda Monette, resident
 Archie McKee, Franklin County
 Jim Ellis, ANCA
 David Stewart, resident
 Pete Peterson, resident
 Gladys Chitney, Greater Malone Community Council
 Rob Haynes, NYS DOT
 Denise Raymo, Press Republican
 Louise Taylor, Malone Adult Center

RELATED PROJECTS, PROGRAMS, AND PLANS

Malone Revitalization Foundation, Inc. – Strategic Action Plan

Friends of the North Country, Inc.
 February 27, 1998

Published in 1998 at the request of the Village of Malone, this planning document sets out step-by-step objectives toward seven goals: adaptive re-use of the Flanagan Hotel, improving the business climate, establish a Nationally Registered Historic District, assess minor aesthetic improvements needed in the Village, produce interpretive materials, expand the positive aspects of the business district, and implementation of a regional approach to countryside tourism.

Final Environmental Impact Study – 750-Cell Maximum Security Correctional Facility Malone, NY

McKeown & Franz, Inc. Environmental Consultants
 February 1998

Prepared for the New York State Department of Correctional Services, this study states that there are no significant environmental impacts from the construction of the 750-cell Correctional Facility one mile northwest of the Village on Bare Hill Road.

Rural Community Action: Economic Development through the Greater Malone community Council and the Ballard Mill Center for the Arts in Malone, New York

James C. Preston and Katherine B. Haynie, Cornell University

January 1980

A study of the structures, people and funding sources utilized in the adaptive re-use of Ballard Mill, a former woolen goods factory built in 1901.

Master Plan for the Town and Village of Malone, New York

Russell D. Bailey and Associates (5 Volumes)

January 1971

A comprehensive inventory and study of all facets of the community: transportation, recreation, capital improvements, industry, etc.

The Crossroads Survey: Franklin County

Peter H. Gore and Patricia Ann Garrigan, SUNY Plattsburgh

November 1978

An inventory and study of services at “crossroads” throughout Franklin County to be used as an indicator of what services might be needed.

Commercial Services and Business-Financial-Professional-Public Services in Franklin County, NY

Paul R. Eberts, Alexandre Da Costa, Ann R. Holland, and Friends of the North Country
1999

An inventory and study of services at “crossroads” throughout Franklin County to be used as an indicator of what services might be needed.

America’s Painted Ladies

October 1992 Elizabeth Pomada and Michael Larsen (E.P. Dutton)

A pictorial display of many of the foremost Victorian homes found in the United States. Includes Malone area homes.

A History of St. Lawrence and Franklin Counties, New York, from the Earliest Period to the Present Time

Dr. Franklin B. Hough

1853 (Little & Co.)

Area historian of the mid nineteenth century provides a rich historical account of these two Counties; book republished in 1970 by Baltimore Regional Publishing Company.

Brochures

Name	Description
ATV Ruffriders 2002 Schedule of Events	A guide to restaurants, bars, lodging and special events for All Terrain Vehicle users published by the ATV Ruffriders, P.O. Box 401, North Bangor, NY 12966 whitebb@worldnet.att.net.
Strategic Transportation Solutions for Franklin County	A pamphlet offering solutions to transportation problems that are an obstacle to employment.
Malone & Area Business & Information Directory: <i>Four Seasons of Fun & Activities</i>	Issued by the Malone Chamber of Commerce, this pamphlet is a listing of business, lodging, dining, historic and recreational resources.
Adirondack Lake Country: Discover Nature's Legacy – Franklin County, New York	Published by Franklin County Tourism, this full color brochure lists recreational resources for canoers, bikers, fishermen, campers, etc.

Maps

Label	Name	Description
1	Discover Malone's Architectural Heritage	A map and two walking tours of Malone: "Steeple and Stones" and "Beautiful Homes of Malone"
2	Adirondack Trail: Adirondack North Country Scenic Auto Trail	A map of the entire Adirondack Trail – 188 miles from Fonda to Malone – with points of interest.
3	Snowmobile Map (put out by Adirondack Regional Tourism Council)	Comprehensive trail map of the area for snowmobile riders

FUNDING SOURCES

Grant Name	Purpose	Contact	Additional Info	Deadline
<i>Community Development</i>				
Rural Community Revitalization Program	To support community enhancements in communities of less than 25,000	James Gavagan NYS DHCR (518)473-9160	Max. award \$30,000	Early February
Small Cities Community Development Block Grant	Housing, community development projects, economic development, infrastructure	Glen King, Gov's Office of Small Cities (518) 474-2057	Max. award \$400,000 www.nysmallcities.com	Third week of April
Environmental Protection Fund/Bond Act Acquisition Grants	Acquire fee title or easement to lands waters or structures for parks, recreation conservation or preservation	NYS Office of Parks, Recreation and Historic Preservation – John Albert (518) 584-2000	\$500,000 up to 50% of project costs - \$1mil for projects over \$4mil	Second week in June
Environmental Protection Fund/Bond Act Parks Grants	Preserve, rehab or restore lands, waters, structures for park, recreation or conservation purposes	NYS Office of Parks, Recreation and Historic Preservation – John Albert (518) 584-2000	\$500,000 up to 50% of project costs - \$1mil for projects over \$4mil	Second week in June
National Endowment for the Arts ArtsREACH	Community Arts Development Projects that have community partnerships between arts and non-arts organizations	Challenge America, NEA, (202) 682-5700	\$5,000-\$10,000 50% match	Early May
Environmental Protection Fund – Local Waterfront Revitalization Program	To create and then implement a Local Waterfront Plan	Department of State, Div. of Coastal Resources- (518) 474-3942	50% match	June

Clean Water/Clean Air Bond Act	Environmental Restoration Projects (Brownfields) – for municipally or to-be municipally owned properties if municipality was not the cause of the contamination	DEC (518) 402-9711		June
<i>Historic Preservation/ Historic Interpretation</i>				
Preserve NY Historic Preservation Grant	Historic structure reports, historic landscape reports, cultural resource surveys	Preservation League of NYS (518)462-5658 x17	\$3,000-\$15,000 www.preservenys.org	Early May
Environmental Protection Fund/ Bond Act Historic Preservation Grants	Preserve, rehab or restore lands, waters, structures on the State or Nat'l Register for recreational or conservation purposes	NYS Office of Parks, Recreation and Historic Preservation – John Albert (518) 584-2000	\$500,000 up to 50% of project costs - \$1mil for projects over \$4mil	Second week in June
NY Council on the Humanities Mini-Grants	Public humanities programs that interpret history and culture in underserved communities	NYCH (212) 233-1131	Up to \$1,500 www.culturefront.org	March
<i>Economic Development/ Tourism</i>				
USDA Rural Business Opportunity Grants	Promote sustainable economic development in rural communities through planning, technical assistance or training	USDA (315)-477-6430	Up to \$1.5 million	
USDA Small Business Innovation Research Program	Science-based small business firms submit	USDA (202) 401-4002		

	research proposals			
Other Grant Information				
Federal Assistance Monitors	Subscription newsletter announces Federal funding initiatives	(800) 666-6380		
Grants Action News	Free newsletter listing NYS and Federal grants	(800) 356-8486		

Other resources-

Scenic Byways: The Adirondack Trail (Route 30)

Richard A. Earle – A Paper for the Local Action Committee
January 2002

The Underground Railroad in the North Country

Rebecca Schwarz-Kopf
Studley Printing and Publishing
Plattsburgh, NY
2001

APPENDICES

APPENDIX A: MEETING SUMMARIES

APPENDIX B: PRESS RELEASES/ MEDIA COVERAGE

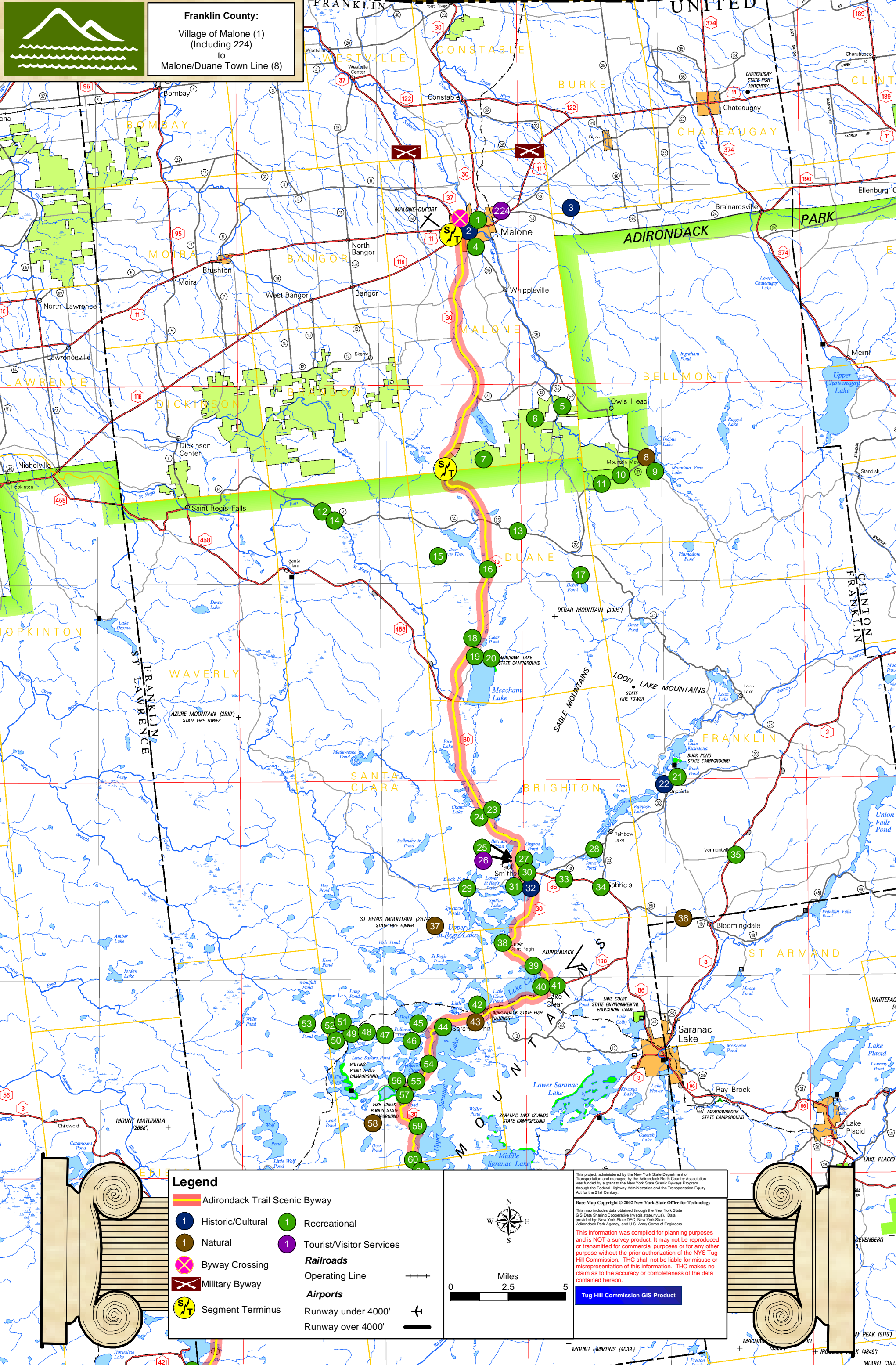
APPENDIX C: TOWN OF CONSTABLE RESOLUTION TO EXTEND BYWAY

**APPENDIX D: “DISCOVERING NATURE’S
LEGACY BROCHURE”
(FRANKLIN COUNTY TOURISM)**



Franklin County:

Village of Malone (1)
(Including 224)
to
Malone/Duane Town Line (8)



Historic/Cultural Resources

ID	NAME
2	Franklin County House of History
3	The Almanzo Wilder Farm

Natural Resources

ID	NAME
8	Mountain View Lake

Recreational Resources

ID	NAME
1	Arsenal Green Park
4	Malone Memorial Recreation Park
5	Salmon River Fishing/Canoe Access
6	Ledge Trail to Titusville Mountain
7	Elephant's Head Trail

Tourist/Visitor Services

ID	NAME
224	Malone Chamber of Commerce