

First Wilderness Scenic Byway Corridor Management Plan



Prepared by:

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001 Introduction

Legislative History

In 2007, the Adirondack North Country Association contracted with the New York State Department of Transportation to develop a Corridor Management Plan (CMP) for the existing 40-mile Dude Ranch Trail Scenic Byway. When the State established its State Scenic Byway Program in 1992, this particular Byway received official designation as part of the New York State Scenic Byway System. A 1984 New York State Highway Law declared that this scenic touring route would be designated as the Dude Ranch Trail. The Byway designation was assigned prior to the enactment of a federal requirement that Byway routes have Corridor Management Plans in place to qualify for Scenic Byway Program funding. The roadway has been used since the 1960s for touring a regional network of remarkable Adirondack North Country sites.

Corridor Management Plan Development

Development of a Dude Ranch Trail Scenic Byway CMP was launched to create a planning document that would address the future development of this existing State Scenic Byway. It was prepared to specify the actions, practices, and administrative strategies necessary to maintain the corridor for the future and to establish eligibility for future granting opportunities. ANCA contracted with the Warren County Planning Office to act as Corridor Management Plan Project Facilitator and with Ann Ruzow Holland, Ph.D., Community Planning Advisor to help write the plan. The Project Facilitator coordinated local field activities, assisted in assembling the required data, and helped Holland prepare the draft plan. Sharon O'Brien, ANCA's Program Coordinator, was responsible for overall project oversight.

The Corridor Management Plan identifies and describes the Byway corridor and its resources. It outlines the public participation process used in creating the document and contains strategies presented by the Byway communities that support the realization of regional initiatives and local visions and the accomplishment of plan goals. Warren County Planning Office organized and directed public outreach and community-planning discussions. Input from participants, data collected in the field, and other available sources were used to draft the CMP.

In order to improve the participation of residents and business owners along the Byway, the First Wilderness Planning Group was formed. To lay a foundation for self-directed initiatives along the route, ANCA and Warren County Planning Office encouraged the participants to describe initiatives they would in turn implement. The document details plans for economic development that promote tourism while preserving the Byway's natural, historical, cultural and recreational resources, and maintaining the route's distinctive qualities and character. It also describes how to maintain and enhance the Byway and proposes numerous regional and local projects and actions. Recommendations for future implementation are also included.

One recommendation involves a name change from *Dude Ranch Trail* to *First Wilderness*. Another recommendation includes a route change. These identified changes are proposed in this CMP to reflect community-based interests and intentions with respect to Byway plan implementation. The plan developers strongly believe the two proposed changes are necessary to better reflect the current conditions of the byway and to insure the byway's future operations comply with the program regulations.

Created at the grassroots level, the First Wilderness Scenic Byway CMP provides a blueprint of process and product to effect community planning, growth and development in concert with preserving the natural resources that form the basis for visitor interest in the region. It highlights the various Byway communities and gives voice to their definitions of the best approaches for future efforts to develop the trail.

002 Overview and Rationale for Proposed Changes

The official Scenic Byway route and name, the *Dude Ranch Trail*, were adopted in 1992 by New York State, but do not accurately reflect the existing Byway resources, current intentions, or policy of the communities and governments along the route. The First Wilderness Planning Group and the Warren County Board of Supervisors strongly believe that a change in name and an adoption of a new section of roadway should be added to the existing route. Warren County has considered the position of stakeholders along the route and sought their endorsement of the modifications through County and Town resolutions (see Section 027).

The Dude Ranch Trail relied on the existence of active, privately owned, equestrian-based facilities and resorts that were the basis for a “frontier-like” visitor experience. The commercial tourist-based businesses that experienced their peak in the 1950s and 1960s have virtually disappeared and very few remain in operation. Scenic Byway guidelines and planners encourage Byway themes to be based upon public intrinsic resources—not private commercial enterprises. Local communities and county planners recognized that the existing intrinsic regional resources support a frontier-like theme. Instead of relying upon ranches and resorts, the emphasis shifted to the interface between the Adirondack wilderness and the nearby, busy trade-based outposts. The new mileage and name described below contribute to the visitor’s experience in an exemplary fashion by connecting the theme, First Wilderness, with the available and concentrated resources located along the modified route. The CMP demonstrates that the scenic Byway’s story is supported by the new theme. Its synthesis contributes an essential essence to the traveler’s experience.

The stakeholders, including local governments recognize that changes will have to go through a State legislative approval process. With New York State Department of Transportation (DOT) Scenic Byway Program approval of the CMP, implementers (the local interested parties) will advocate for the necessary legislative actions to realize the changes to the existing route.

Change in Byway Name

The name change from *Dude Ranch Trail* to *First Wilderness* is based upon an analysis of the intrinsic and extrinsic resources of the regional setting of the Scenic Byway and from community input. An analysis, public process, and report were supported by New York State Department of State, Division of Coastal Resources through the Local Waterfront Revitalization Program (LWRP). The Warren County Local Waterfront Revitalization Plan for the First Wilderness Heritage Corridor is deliberately intended to overlap with this Scenic Byway Corridor Management Plan. The route name and resource analysis were conducted from 1999-2011 and overlay with the 2010-2012 CMP process. To engage the public in these discussions, Warren County conducted 182 public meetings (1999-2004) on the name analysis and the related First Wilderness Heritage Corridor Plan project. The results of the analysis and public input suggested that the Dude Ranch theme represented a small window of time, perhaps only 50 years of the corridor’s 400+-year history. The Dude Ranch represented a “Wild-West” Americana theme, involved a limited geography and narrow set of privately owned resources. The commercial attractions, which originally supported the “Dude Ranch” theme, are either operating for-profit attractions or private residences that do not offer access to Scenic Byway travelers.

In comparison, the “First Wilderness” theme supports the area’s historic role as an important southeastern access point to the “Endless Forests” of New York’s Adirondacks, which separated the French dominated north from the English and Dutch dominated southeast. First Nation Peoples

entered the extended wilderness of Adirondack forests on pathways that sometimes paralleled rivers. Many of these paths eventually became rail and roadways for commerce. Hunting, logging, and tourism successively paved the way to the High Peaks of the Adirondacks. From another historical perspective-that of environmental history, the Adirondacks were one of the first places where American culture defined wilderness as a distinguishing and permanent feature of their civilization. By the 1880s, more had been written about the Adirondacks than any other American wilderness. In addition, in 1885 the Adirondack Forest Preserve was created, followed in 1892 by the creation of the Adirondack Park-- the largest protected wilderness area east of the Mississippi. Since then, the wild and remote setting of the Adirondacks challenge each generation to understand the role of "wilderness" in an increasingly urbanized landscape and sprawl conscious society.

Route Change

A Byways route change is necessary to correspondingly reflect the south-north axis of river and rail transport into the Adirondack wilderness suggested by the First Wilderness theme. Additionally, a route change will uphold Warren County Board of Supervisors Resolution 441 of 2006 that authorized the renaming and incorporation of the Dude Ranch Trail into a Byway known as the First Wilderness Heritage Corridor. (Warren County's actions that began in 1999, developed a planning initiative for the northern Hudson River Corridor that combined the assets of the purchased forty-mile right-of-way of the former Adirondack Branch of the Delaware and Hudson Railroad with the need to develop the untapped resources within the Hudson River communities of Warren County.) Furthermore, the modifications will overlay the new route with the geographic area encompassed by the Champlain Valley National Heritage Partnership, a National Heritage Area. The new route segments are home to significant contributing resources with direct relationship to the more appropriate label of "First Wilderness."

The map provided in this section documents the existing Dude Ranch Trail, the proposed First Wilderness Scenic Byway, and the relationship of the Byway to existing Byways. Included on the map are the areas of existing Byway intersection and overlap (including mileage). To reconcile the old and new routes, a majority of the existing Dude Ranch Scenic Byway will be incorporated into the First Wilderness Scenic Byway. The Byway will be extended to Corinth in the south and North Creek in the north.

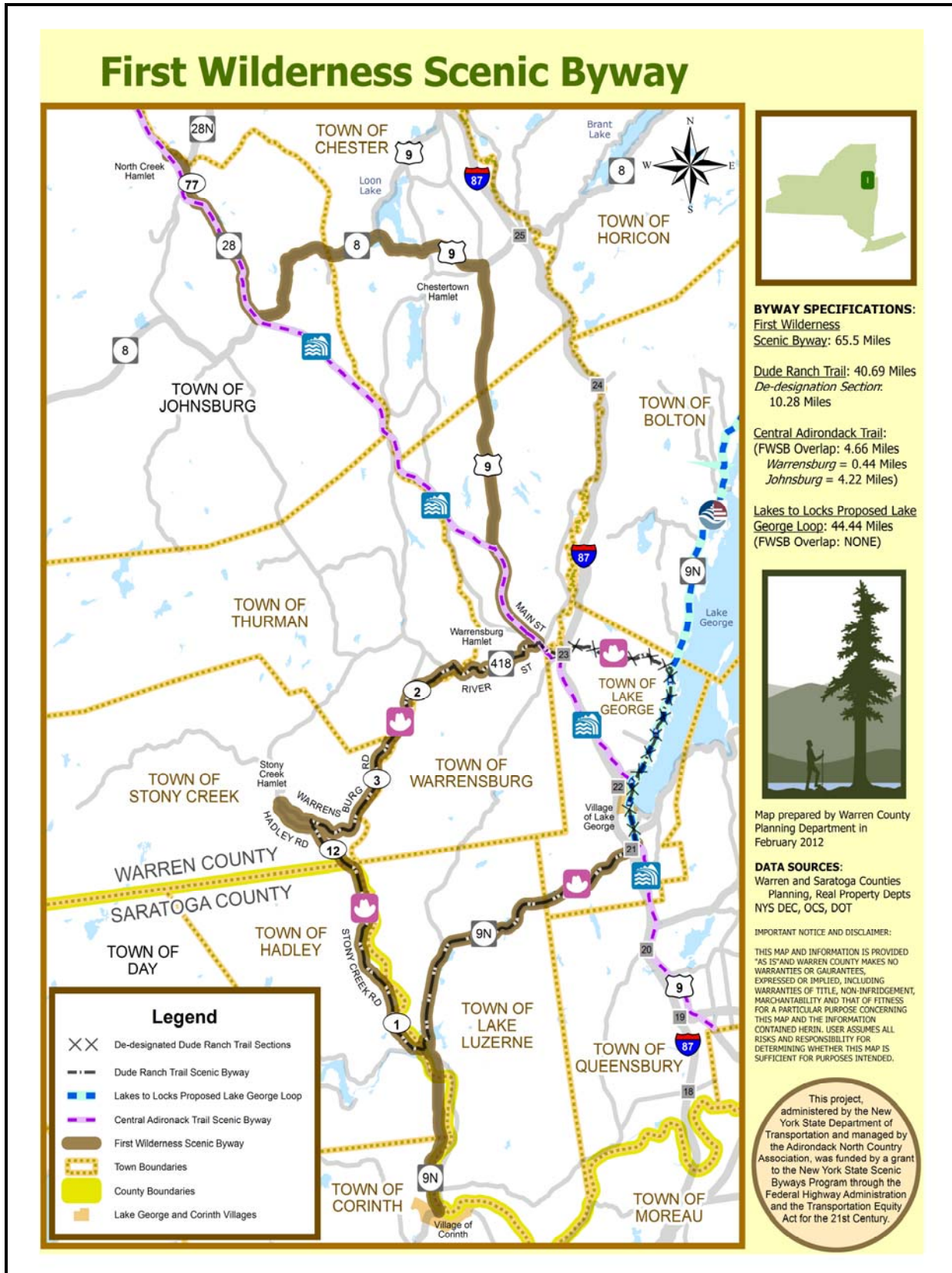


Figure 1: First Wilderness Scenic Byway. Source: Warren County Planning Department, Feb. 2012

In order to minimize directional signage to the least necessary to properly sign the Byway, only three sections of the First Wilderness Scenic Byway intersect or overlap with existing Scenic Byways (see map). A small portion of the Dude Ranch trail that is adjacent to the Central Adirondack Trail and Lake George Loop will be eliminated to preserve the intrinsic qualities of the First Wilderness Scenic Byway. The proposed segment for de-accession includes the Diamond Point Road to Diamond Point proper continuing south on Route 9N through Lake George Village to the intersection of Route 9N and Interstate 87 whose character and offering do not relate or reflect to the First Wilderness theme. Two sections of the Central Adirondack Trail overlap with the First Wilderness Byway and represent a minor amount of either Byway's overall mileage. Without sending visitors over tertiary routes, this overlap is essential to move travelers to Byway destinations.

Access to the proposed First Wilderness Scenic Byway can occur at three terminus points; from the south through the Village of Corinth in Saratoga County (which is home to the train station and historic rail corridor), from the east in the Town of Lake George and from the north in the Town of Johnsburg at the hamlet of North Creek. The Lake George and Johnsburg/North Creek termini offer connections with the Central Adirondack Trail Scenic Byway. The Lake George terminus also links travelers to the proposed Lakes to Locks Loop around Lake George. The alternate eastern entrance point is located in the Town of Lake George, offering linkage to both the Central Adirondack Trail and the Lakes to Locks proposed Lake George Loop, while preserving a segment of the previously legislated Dude Ranch Trail Byway route. The southern entrance point is located in the center of the Village of Corinth in Saratoga County where visitors will make their first connection with the rail and Hudson River that will define their journey. The southern leg connecting Corinth to Lake Luzerne will allow the byway to follow the historic rail corridor and the Hudson River that are integral contributors to the First Wilderness experience.

The plan organizers ask that the two short overlaps of the First Wilderness Scenic Byway with the Central Adirondack Trail near Warrensburg .44 miles and Johnsburg 4.22 miles proposed in this plan be approved or the route will lose linear connectivity with thematic resource locations. After careful study and evaluation, the roadway segments that best uphold and highlight the First Wilderness theme were selected. The entire route detailing the integration of the existing byway route components with the new sections is described in full in Section 10 and on the map in Section 002.

003 Vision, Theme, and Intrinsic Qualities

Vision Statement

The First Wilderness Scenic Byway reminds travelers that “nature” is a compelling presence in everyday life. Rough and unforgiving terrain that includes large amounts of uncultivated meadows and re-forested hillsides dominate the landscape. The centuries old, mighty Hudson and its tributaries, the Sacandaga and Schroon Rivers still link the “Endless Forests” to the north, with the domesticated settled communities to the south. Railroads and roadways supplement the waterways that served as earliest highways into and out of the Adirondack wilderness.

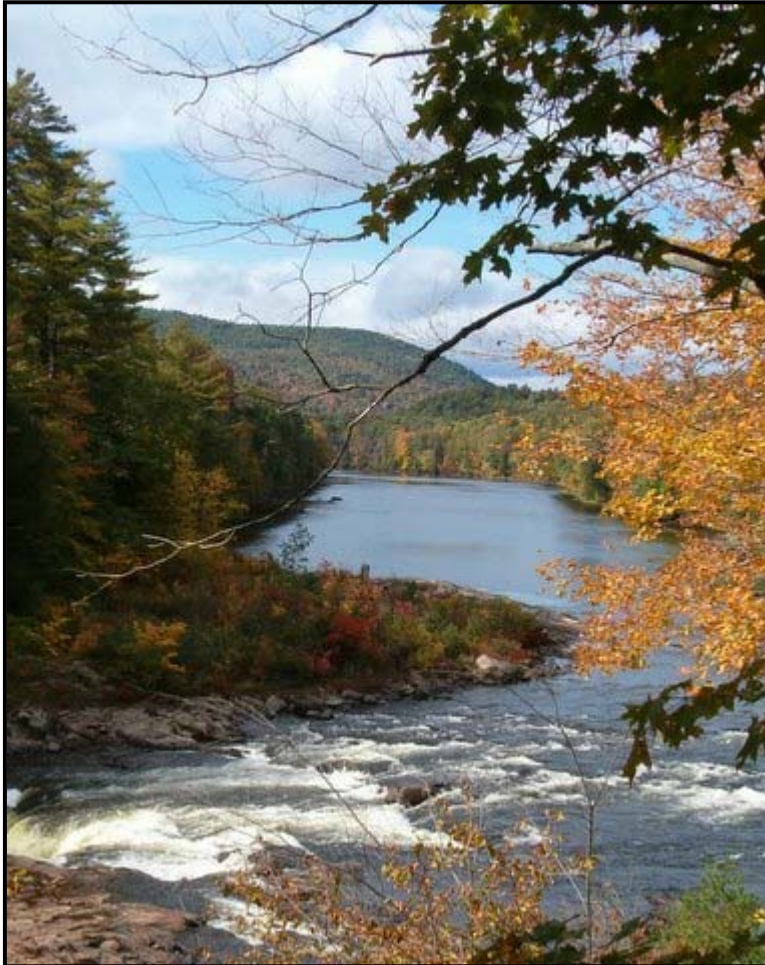


Figure 2: Rockwell Falls on the Hudson River viewed from the Hadley/Luzerne Bridge of Hope. Courtesy of P. Morin.

Theme Statement

The First Wilderness theme captures and conveys the area’s significant history. The First Wilderness Scenic Byway engenders a sense of wonder about Nature’s primacy and humanity’s capability to tame and subdue the wild. The wild and remote setting of the First Wilderness Scenic Byway provides opportunities for visitors to view firsthand the complex role of wild nature and its contributions in an increasingly urbanized landscape and sprawl-conscious society.

The importance of the landscape, its natural resources, and the historic role they played and still play in shaping the people and communities can be gleaned from traveling the Byway. Travelers and residents experience a reflective and exciting journey through low-impact and accessible amenities.

The territory still resists efforts to be cultivated or developed for anything other than recreation, forestry, and mining. Signs of more rugged and independent lifestyles are evident in the remote community settlements that still exist in this challenging and beautiful landscape. Despite the rough and primitive nature of the Byway, visitor amenities and opportunities to sample the region’s assets are plentiful. Much of the Byway’s history remains visible to the traveler in the daily and seasonal rhythms of the wild rivers, diverse landscapes, and unusual outpost communities.

The Adirondacks were one of the first places in the United States where American culture defined wilderness as a distinguishing and permanent feature of their civilization. By the 1880s, more had been written about the Adirondacks than any other American wilderness. Hunting, logging, mining, and tourism successively paved the way to more remote places within the Adirondacks and brought popular recognition to the area. The creation of the Adirondack Forest Preserve (1885), The Adirondack Park (1892), and the Adirondack State Park (1972) established the largest protected wilderness area east of the Mississippi.

The byway traverses a region that served as an important southeastern access point to the “Endless Forests” of NY’s Adirondacks. The forest separated the French dominated north from the English and Dutch dominated southeast. First Nation Peoples, hunters, trappers, and missionaries entered the extended wilderness of Adirondack forests by canoe on the Sacandaga, Hudson, and Schroon Rivers and by deer trails that sometimes paralleled rivers. Military campaigns and scouts used the Byway waterways to travel to strategic locations. Many of these water and trail-ways eventually became rail and then roadways for commerce between the settled communities in the south and outposts in the foothills or at portages. The transportation corridors that dotted the landscape then can still be traced today on the First Wilderness Scenic Byway.

Intrinsic Qualities

A genuine and fundamental sense of the wild and remote northern forests and waterways accompanies an encounter with the natural history resources of the Byway. Hence the name: First Wilderness Scenic Byway reflects the uncultivated and physical nature of the corridor. Opportunities for outdoor recreation abound throughout the seasons. Significant historic sites and cultural venues are readily visible along the route. Finally, views of wilderness vistas, panoramic land, and waterscapes dot the proposed route.

004 Byway Goals

Economic and Community Development Goals

- ✓ Strengthen the economy of the region through sustainable, place-based tourism development occurring within the context and scale of smaller settlements.
- ✓ Assist businesses to expand operations over multiple-seasons, diversify products, and stabilize their revenues.
- ✓ Ensure that the built and green infrastructures are adequate for existing and future demand, well maintained and expanded, where appropriate.
- ✓ Focus growth and development in the hamlets and villages and revitalize Main Streets through planning and ongoing programs.
- ✓ Support community economic initiatives that contribute to the First Wilderness branding, economic growth, sustainable levels of economic growth, and a better quality of life for residents.

Tourism Marketing & Promotion Goals

- ✓ Promote and encourage tourism commerce and communication between communities along the Byway in order to better connect with tourists and visitors.
- ✓ Improve the availability of goods, services, food, and lodging that appeal to visitors.
- ✓ Foster interest in new, repeat, and extended visitation, including new audiences in Byway communities.
- ✓ Improve visitors' experiences to meet or exceed expectations by improving the Byway experience.
- ✓ Continue to build and improve the region's tourist products and programs in order to provide the visitor with a high quality experience and appeal to a variety of markets.
- ✓ Steward and improve accessibility to Byway resources.

Recreation Goals

- ✓ Increase, improve, and promote desirable recreational opportunities that provide healthy, healing, and enjoyable experiences.
- ✓ Increase accessibility and linkages between recreational resources (land and water), promote less-utilized natural/recreation sites, and actively direct traffic away from overused sites towards underused sites.
- ✓ Protect natural and recreational resources; develop an integrated program using monitoring, management and educational activities to address the problem of invasive plants and the impacts of climate change along the Byway.
- ✓ Support implementation of current recreation plans by state agencies, local government and tourism professionals that will improve outdoor experiences

Signage and Interpretation Goals

- ✓ Enhance residents and visitors' understanding, awareness and appreciation of Byway resources and the Adirondack Park, through education and interpretation of Byway assets, and intrinsic qualities. Develop regional interpretive programming that engages visitors and improves their understanding and enjoyment of local historical, cultural and natural resources. Offer the Byway patrons a quality experience of the region's recreational resources through education and interpretation highlighting the unique character of the corridor.
- ✓ Attract and direct visitors through appropriate signage to Byway resources, including using the new route name (First Wilderness Scenic Byway) to unify the region and to promote the entire Byway as a destination, encouraging visitation, and exploration of all locales.
- ✓ Promote Byway recreational assets through: the design and installation of appropriate signs or resource markers at all major historic, recreational and educational sites, including bike, cross-country, road and mountain biking trails and the use of interpretive brochures, the web, kiosks, and trail maps showing resource locations.

Transportation, Safety and Community Design Goals

- ✓ Continue to improve transportation infrastructure by incorporating FWSB community design considerations into proposed projects. Work with NYSDOT and County DPW staff during early stages of agency project planning to implement CMP transportation goals. Map hidden scenic spots in need of clearing for pull-offs or panoramic outlooks.
- ✓ Promote and increase linkages for the use of, and access to, multi-modal forms of transportation and connect access points to the "outside" world's transportation hubs that are closest to the Byway. Improve and promote opportunities for "green" travel as a means for exploring the Byway. Maximize use of the historic railroad and river systems to access to the FWSB.
- ✓ Provide for a safe and enjoyable byway touring experience for of all Byway users (including bicyclists and pedestrians) by using a Complete Streets approach to planned improvements as funding permits.

Stewardship Goals

- ✓ Support regional initiatives to improve the environment to preserve and maintain the quality of the Byway experience.
- ✓ Preserve Adirondack scenery, environment, and character in order to safeguard the intrinsic beauty of the landscape that makes the Byway region a desirable travel destination.
- ✓ Develop strategies to promote wilderness ethics and support the "leave no trace" concept.
- ✓ Encourage the improvement of roadside aesthetics and community pride.
- ✓ Arrest the intrusion of both land and water invasive species. Develop an integrated program using monitoring, management, and education activities to address the problem of invasive plants along the roadway. This includes raising visitor awareness of how they unknowingly become transporters of invasive plants and insects as they travel from place to place exploring the byway.

- ✓ Promote and protect water quality by reducing, eliminating, and preventing water pollution.
- ✓ Restore and rehabilitate significant historic structures.
- ✓ Encourage early and repeated programs that cultivate future stewards from the local population of young people.
- ✓ Educate visitors about stewardship responsibilities along the trail, including stewardship of the “irreplaceable.”
- ✓ Encourage and support local projects that secure the future of the FWSB’s historic, cultural, natural, and recreational resources.

005 Scenic Byway Program and Definitions

Benefits of Effective Byway Planning

The New York State Scenic Byways Program was created in 1992 by the State Legislature. The program is administered by the Department of Transportation, and is guided and implemented by the New York State Scenic Advisory Board. Today the program recognizes an extensive system of over 2,400 miles of roadways that offer exceptional driving experiences throughout the state. The Byways have the potential to positively influence the cities, towns, and villages located along its routes. Language found in the December 16, 1998 amendment to the Highway Law describes the merits of the federally funded Byway program as follows:

Many benefits may accrue to communities through which scenic Byways pass including: increased economic benefits through promotion of tourism, improved traveler and community services, broadened appreciation of the State's historic and natural resources and support for managing and maintaining these resources, improved management of resources to accommodate visitors, more careful stewardship of the Byway corridor, appropriate signs, incorporation of design features in keeping with the attributes of a scenic Byway and grants to develop the scenic Byway.

The NYS guide to Corridor Management Plans states that the program encourages both economic development and resource conservation, acknowledging that each of these aspects of a Byway must be fostered to ensure the success of the other.

Definition of a Scenic Byway

A public road, street, highway, or freeway and its corridor recognized through legislation or some other official declaration as a unique resource worth preserving by virtue of its intrinsic qualities (Federal Highway Administration).

A scenic Byway is a road corridor that is of regionally outstanding scenic, natural, recreational, cultural, historic, or archaeological significance. These corridors offer an alternative travel route to major highways and daily travel patterns, while telling a story about New York State's heritage, recreational activities, or beauty. In addition, a scenic Byway corridor is managed to protect this outstanding character and to encourage economic development through tourism and recreation (New York State Scenic Byway Nomination Handbook).

006 Project Management Structure

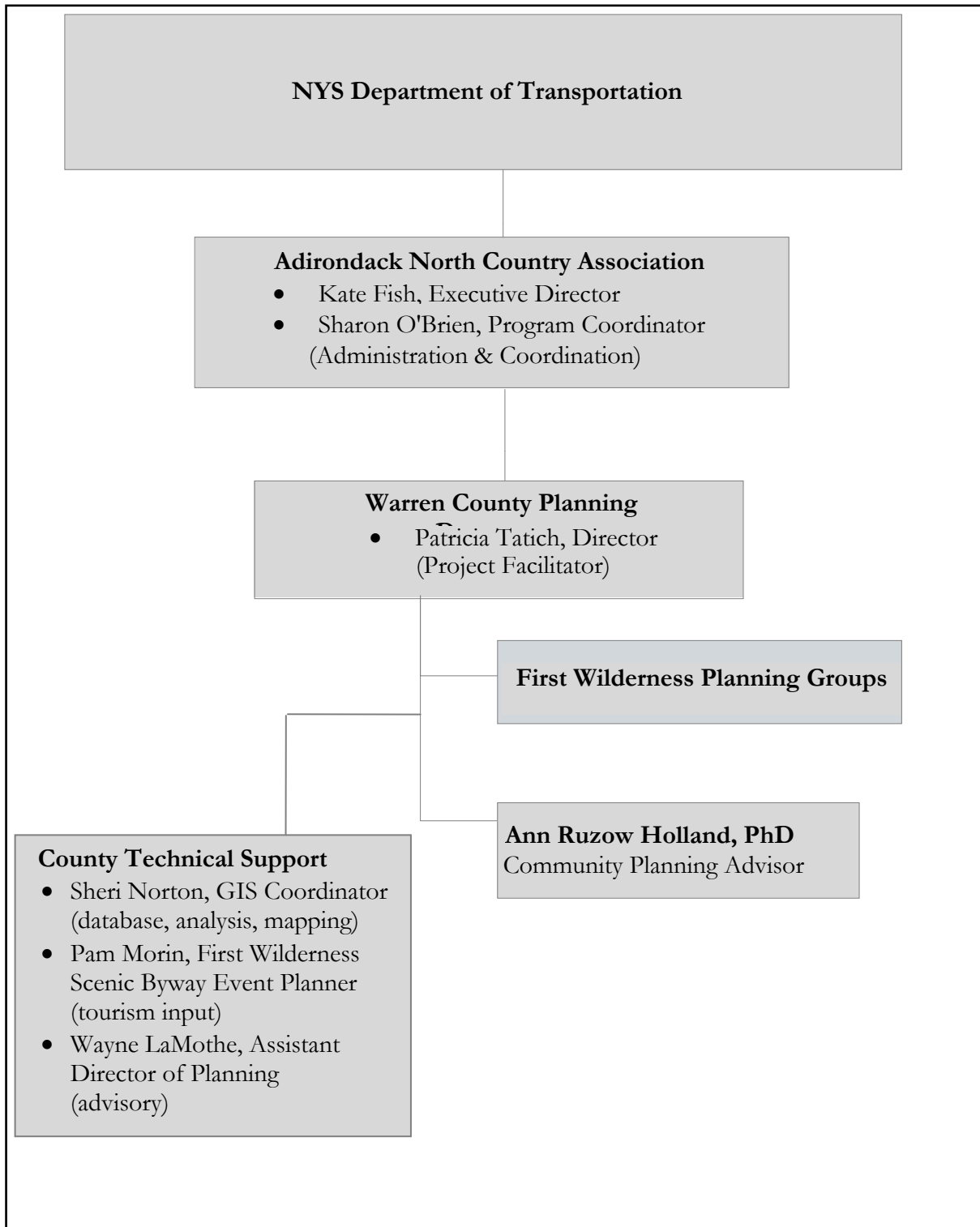


Figure 3: Project Management Structure for the First Wilderness Scenic Byway

007 First Wilderness Planning Group

The First Wilderness Planning Group is comprised of approximately 70 individuals (see Table 1 following) who began participating in the development of the *Rediscovering the First Wilderness: North Hudson River Inter-Municipal Re-development Action Plan (1999-2004)*. The groups, which meet regularly at the town-level, and occasionally as one committee, include representation from the Towns of Johnsbury, Thurman, Warrensburg, Stony Creek, Chester, Hadley, Lake Luzerne, Corinth and the Village of Corinth along with the Warren County Planning Department. In addition, the Warren County Board of Supervisors has supported the process by Resolution and with staff resources. State Agencies, such as DOS Coastal Resources, DOT Region 1, and Olympic Regional Development Authority (ORDA) also participated in the outreach process.

Table 1: Members of the First Wilderness Planning Group

First Wilderness Scenic Byway Citizen Participants				
First	Last	Title	Affiliation	Township
Melissa	Chinango			Chester
Mary Jane	Dower			Chester
Bob	Frederick			Chester
Fred	Holman			Chester
Arnold	Jensen			Chester
Fred	Monroe	Supervisor		Chester
Linda	Muench			Chester
Anne	Murphy			Chester
Michael	Packer		Town Council	Chester
Ken	Raisner			Chester
Barbara	Repp			Chester
Becky	Ross			Chester
Frank	Shaw		Town Council	Chester
Marjorie	Swan			Chester
Bob	Thurling			Chester
Edna	Wells			Chester
Gary	Wilson			Chester
Joan	Beckwith		Town of Corinth	Corinth
Charles	Brown		Town of Corinth	Corinth
Pauline	Densmore			Corinth
William	Doherty		Town of Corinth	Corinth
Richard	Lucia	Supervisor	Town of Corinth	Corinth
Lewis	Montello		Village of Corinth	Corinth
David	Towers		Town of Corinth	Corinth
Edward	Von Seggern	Mayor	Village Of Corinth	Corinth
Brad	Winslow			Corinth
Mary Ann	Johnson	Supervisor		Day
Jean	Raymond	Supervisor		Edinberg
Gretchen	Aldrich			Hadley
William	Brandt			Hadley
James	Brewster			Hadley

First Wilderness Scenic Byway Citizen Participants				
First	Last	Title	Affiliation	Township
William	Gilbert			Hadley
Tom	Mason	Supervisor		Hadley
Anthony	Merlino			Hadley
Pauline	Smead	Town Clerk		Hadley
Susan	Wilder	Director	Hadley Bus. Assoc.	Hadley
Eugene	Arsenault		Town Council	Johnsburg
Helen	Cornwall		Town Council	Johnsburg
Laurie	Konis			Johnsburg
Paul	Little			Johnsburg
Mary	Moro			Johnsburg
Mike	Pratt		ORDA	Johnsburg
Tim	Record			Johnsburg
Joanne	Rugge			Johnsburg
Francis	Smith			Johnsburg
Arnold	Stevens		Town Council	Johnsburg
William	Thomas	Supervisor		Johnsburg
Alyce	Vankeuren			Johnsburg
Eugenio & Lynn	Benevento			Lake Luzerne
Larry	Bennett	Supervisor		Lake Luzerne
Harry	Cronin			Lake Luzerne
Thomas	Diehl		Town Council	Lake Luzerne
Jack	Fazio			Lake Luzerne
Fred	Gardiner			Lake Luzerne
Jim	Mandle		Adirondack Folk School	Lake Luzerne
Mark	McClain		Town Board	Lake Luzerne
Barbara	Perry		Town Council	Lake Luzerne

After the Inter-municipal plan was rolled out, the groups intended to continue meeting. Byway planners believed it was a duplication of efforts to create another local action committee separate and apart from the existing community-based groups. Since both plans overlap in geography and intent, the groups continue to meet (since 1999) to engage in a “bottom-up” public discussion and to direct First Wilderness program and project development in their respective communities—and they are doing so with modest success. From 2007 through the current period, the First Wilderness Planning Groups met approximately 30 times and incorporated discussions about the Scenic Byway into their ongoing agendas (Documentation available from the Warren County Planning Office). In 2009, ANCA introduced the Dude Ranch Scenic Byway planning process to the Warren County Chamber of Commerce in Stony Creek to a full house. Topics discussed at meetings included the change of name from Dude Ranch to First Wilderness. Many parts of the CMP are based on the recommendations of this core group.

The First Wilderness Planning Group represents a strong and on-going citizen-based stewardship opportunity for Byway implementation activities. The groups demonstrate by their continual involvement and meeting attendance a twelve-year commitment to the First Wilderness Byway.

008 Public Participation and Outreach Efforts

First Wilderness Scenic Byway and the First Wilderness Heritage Corridor Stakeholder Involvement

A public participation process was used in creating this document. The overlapping development of the First Wilderness Scenic Byway CMP with the completion of Phase two of the First Wilderness Heritage Corridor Local Waterfront Revitalization Program (FWHC-LWRP) insured that the CMP would accurately reflect local interests. Both programs (LWRP and Scenic Byways) consider recreational waterways, waterfront access, water quality, shoreline development opportunities, promotion, tourism, and economic development. Program overlap provided an opportunity to avoid duplication in public participation and project planning, and helped emphasize to the stakeholders the benefits of project coordination. Participants were briefed on the Scenic Byway Program and background information on the official designation of First Wilderness as a Scenic Byway. The benefits of having a CMP in place were discussed. Stakeholders were informed about how they could use the CMP as an economic development tool in their communities to supplement the LWRP efforts. This CMP reflects a strategic integration of both initiatives.

Input from participants, field data, and other available local and regional sources were used to prepare the CMP. The Warren County Planning Office coordinated public outreach and community planning discussions particularly through the First Wilderness Planning Group(s). In addition to the citizen business and local government representation, NYS Department of State, DEC Region 5, NYS DOT, and ORDA were invited to meetings. (See Participant List in Section 007)

Regular planning group meetings continue to be held at the town-level and the groups convene semi-annually for a regional roundtable. A regional communication network was established in 1999 and maintained to the current time. Meetings are open to the public, and for several public meetings, public notices were issued. When possible, meeting summaries and minutes are distributed to keep information moving. Announcements, invitations, notices, and meeting summaries were originally sent by direct “snail” and then replaced with electronic mail. Documentation of public participation and outreach is available from the Warren County Planning Office.

Scenic Byways and the Adirondack Park Agency

In order to address the potential for regulatory concerns and resistance to the CMP project from residents representing sections of the corridor within the Adirondack Park, ANCA met with representatives from the Adirondack Park Agency (APA) in 2002, to discuss the existing land use regulations. The APA prepared a written statement at that time, declaring that the Agency’s permit jurisdictions are defined by statute and do not include language about Scenic Byway Designation or Corridor Management Plans as a basis for requiring permits. ANCA developed an Issues and Concerns Paper to address how the planning document would not be used to foster increased regulations. ANCA’s July 2002 Issues and Concerns Paper also addressed scenic vistas and corridor management planning. It was noted that, “...scenic views had proven to be one of the most controversial resources for a Byway to identify and recommended that the Byway CMP not include such an inventory. As such, resources named in this plan will be limited to those appearing under natural, recreational, historical, and cultural headings” (ANCA, 2002). ANCA has upheld this practice in the creation of all Corridor Management Plans that cover Scenic Byway segments located within the Adirondack Park.

009 Regional and Local Support of Byway Planning

Various local governments support and acknowledge the Corridor Management Plan. Support is demonstrated for this effort in the form of resolutions from the following government agencies. Copies of the documents are included in Attachment 030.

Table 2: Listing of Resolutions of Plan Support

Local Governments		
Town of Chester	Town of Johnsburg	Town of Stony Creek
Town of Corinth	Town of Lake George	Town of Thurman
Town of Hadley	Town of Lake Luzerne	Town of Warrensburg

010 Official Route and Connections with Other NYS Byways

Note: Please see Section 002 regarding the route change and map illustrating the relationship of the route change to other NYS Byways. Also, please see section 010 for Route Numbers and Names.

General Route Description

All the sections along the 65.5-mile Byway route are two-lane roads with single lanes in each direction. While most of the route is easily driven, there are stretches that curve and turn along Warren County: Routes 12, 3, and 2 in the Towns of Stony Creek and Thurman, NYS Route 418 in Warrensburg, and NYS Route 8 in the vicinity of the Hamlet of Riparius in the Town of Chester. Lovely views of Gore Mountain and the surrounding hilly terrain can be observed along NYS Route 28 between the Hamlets of Wevertown and North Creek in the Town of Johnsbury.

Drivers should use caution due to lower visibility in the twisting sections of the roadway and the desire to appreciate the scenery. The shoulders along the entire route can accommodate driver pull-off, if needed. Corinth, Chestertown, Warrensburg, and Lake Luzerne are busy communities with clustered government offices and commercial buildings. Traffic congestion may occur due to busy roadways intersecting in each respective central business district. Seasonally high levels of automobile traffic can contribute to bottlenecks and brief delays.

The Byway parallels the Hudson and Schroon Rivers. There are several special bridges along the Byway. From the eastern and southern terminus, drivers will cross over the Hudson River, separating Warren and Saratoga Counties between the Towns of Lake Luzerne and Hadley (County Route 44 to County Route 4). Further north along the main section of the route is a second significant bridge crossing the Hudson River between the Towns of Thurman and Warrensburg (NYS Route 418). Another bridge is located on River Road (NYS 418) over the Schroon River just before the intersection with Main Street (NYS Route 9) in the Town of Warrensburg. A fourth crossing over the Hudson River occurs in the Hamlet of Riparius between the Towns of Chester and Johnsbury (NYS Route 8). Long stretches of river and highway provide attractive scenic views of the river valley.

Distance Segments

Total Length: 65.5 Miles

Access to the proposed First Wilderness Scenic Byway can occur at three terminus points:

- 1) **from the south** through the Village of Corinth in Saratoga County;
- 2) **from the east** in the Town of Lake George; and
- 3) **from the north** in the Town of Johnsbury, at the hamlet of North Creek.

The Lake George and Johnsbury/North Creek termini link with the Central Adirondack Trail Scenic Byway. The Lake George terminus also links travelers to the proposed Lakes to Locks Loop around Lake George. For the purposes of Byway route description, the eastern entrance point is located in the Town of Lake George, (as a link from the Central Adirondack Trail and the proposed Lakes to Locks Lake George Loop). An alternative southern entrance point is located in the center of the Village of Corinth in Saratoga County.

The eastern Byway entrance (terminus) from the Town of Lake George begins at the intersection of NYS Route 9 with NYS Route 9N south of Lake George Village, near Exit 21 of Interstate 87. (The First Wilderness route intersects the proposed Lakes to Locks Lake George Loop here.) The Byway proceeds **3.5 miles** west on NYS Route 9N to the Town of Lake Luzerne. From the Town line, the Byway continues on NYS Route 9N, known locally as Lake Avenue, for **10 miles** to the intersection with County Route 44 known as Mill Street in the Hamlet of Lake Luzerne, with the Hadley-Luzerne High School on the right and the Lake Luzerne Beach on the left. (At this intersection, the Byway route from Lake George converges with the alternate Byway route on NYS Route 9N from the Village of Corinth.) Both the Lake George and Corinth First Wilderness Scenic Byway access points turn on to County Route 44 known as Mill Street and proceed to Main Street in Lake Luzerne. The Byway route continues south through the Business District of Lake Luzerne to Bridge Street. The Byway turns right over the bridge and proceeds west over the Hudson River to the Town of Hadley in Saratoga County, and then continues northward in Warren County.

The southern Byway entrance point begins in the center of the Village of Corinth, Saratoga County, at the intersection of NYS Route 9N and Main Street. The Byway proceeds north on NYS Route 9N, continuing north along the Hudson River through the Town of Corinth and proceeding **2.4 miles** to the Town of Hadley. The Byway continues north on NYS Route 9N and crosses the bridge over the Hudson River and entering Warren County at the Town of Lake Luzerne. From the Hudson River Bridge, the Byway continues northeast on NYS Route 9N, past the intersection with Lake Shore Drive through the Hamlet of Lake Luzerne for **3.1 miles** to the intersection of Route 9N and County Route 44, known as Mill Street. The Byway turns left on Mill Street and continues to Main Street (County Route 44) proceeding south through the Business District for **0.4 miles** to the intersection with Bridge Street. The Byway turns right over the bridge entering the Town of Hadley on Saratoga County Route 4.

The Byway proceeds west for **0.4 miles** on Saratoga County Route 4 to the intersection with Saratoga County Route 1. The Byway turns right and continues north on Saratoga County Route 1, locally known as the Stony Creek Road, and proceeds through the Town of Hadley for **6.4 miles** to Warren County Route 12 at the Warren County line at the Town of Stony Creek. The Byway proceeds north through the Town of Stony Creek on Warren County Route 12 for **3 miles** to the intersection of Warren County Routes 12 and 3 in the center of the Hamlet of Stony Creek. The Byway bears to the right through the Hamlet of Stony Creek on Warren County Route 3 and continues over the bridge, and turns to the right and proceeds for **5.9 miles** east on Warren County Route 3 along the Hudson River to the Town of Thurman line. At this point, Warren County Route 3 changes to Warren County Route 2, and continues along the Hudson River for **3 miles** to the intersection of Warren County Route 2 and NYS 418 turning right over the Hudson River Bridge, crossing over and continuing on NYS 418 through to the Town of Warrensburg. The Byway continues for **3.2 miles** east on NYS 418 to the River Street bridge over the Schroon River in the center of the Hamlet of Warrensburg. The Byway turns left over the bridge, crossing the Schroon River and proceeds for **0.2 miles** on NYS 418 to the intersection of NYS 418 and NYS Route 9. The First Wilderness Scenic Byway connects with the Central Adirondack Trail at this intersection in the Hamlet of Warrensburg.

The First Wilderness Scenic Byway turns left on Main Street in Warrensburg and proceeds north on NYS Route 9 for **3.4 miles** to the intersection with NYS Route 28 (overlaps the Central Adirondack Trail for this short segment). Continuing on Route 9, the route proceeds north on NYS Route 9 for **8.6 miles** to the Hamlet of Chestertown at the intersection of Route 9 and NYS Route 8. The Byway turns left and proceeds west on NYS Route 8 and NYS Route 9 for **3.8 miles to the intersection of**

Routes 9 and 8, where NYS Route 9 turns north along Loon Lake. At this intersection, the Byway follows Route 8 and continues in a southerly direction in the Town of Chester on NYS Route 8 for **1.8 miles** to the bridge over the Hudson River at Riparius. The segment continues on NYS Route 8 for **3.9 miles** where it enters the Town of Johnsbury at the Hamlet of Wevertown. The First Wilderness Scenic Byway turns right on to NYS Route 28 (the Route 28 segment parallels the Central Adirondack Trail) and proceeds north for **4.2 miles** to the intersection with Warren County Route 77, locally known as the lower Main Street entrance to the Hamlet of North Creek. The Byway bears to the right and continues north on Main Street through the North Creek Business District for **1.8 miles** to reconnect with NYS Route 28 at the intersection of Main Street and NYS Route 28 north of the Hamlet. The First Wilderness Scenic Byway terminates (and provides a northern access point) at the intersection of NYS Route 28 and Main Street. At this point, the First Wilderness Science Byway connects with the Central Adirondack Trail Scenic Byway.

Note: The plan developers worked to establish connectivity, while minimizing overlap with other existing NYS Byway routes. ANCA supports the creation of Byway routes that foster convenient route connections so that Byway travelers find it easier to tour the entire regional Byways system.

Connections to other Scenic Byways

As is the case with many Adirondack North Country Scenic Byways, short segments of the proposed First Wilderness Scenic Byway will overlap the neighboring Central Adirondack Trail scenic Byway.

Parallels/Overlaps with *Central Adirondack Trail*:

- Overlaps along NYS Route 9 south from Beach road in the Village of Lake George to the intersection with NYS Route 9N near Exit 21 of Interstate 87.
- NYS Route 9 in the Hamlet of Warrensburg to the Intersection with Route 28 north of the hamlet.
- Hamlet of Wevertown intersection of NYS Routes 8 and 28 along Route 28 to the Hamlet of North Creek.

Intersects with *Lake to Locks Scenic Bymay*, proposed *Lake George Loop*:

- At the intersection of NYS Routes 9N and 9 just south of the Village of Lake George.

Intersects to the *Roosevelt-Marcy Bymay*:

- In the Hamlet of North Creek at the intersection of NYS Routes 28 and 28N.

011 Counties, Towns, Villages, Cities, and Byway Route Numbers

Table 3: Counties, Towns, Villages, Cities, and Byway Route Numbers for Warren & Saratoga Counties

WARREN COUNTY	
Town of Chester (Hamlets of Chestertown and Riparius included)	NYS Routes 9 and 8
Town of Johnsbury	NYS Routes 8 and 28, County Route 77
Town of Lake George	NYS Route 9N
Town of Lake Luzerne	NYS Route 9N, County Route 44
Town of Stony Creek	County Routes 12 and 3
Town of Thurman	NYS Route 418, County Route 2
Town of Warrensburg	NYS Routes 418 and 9
Village of Lake George	NYS Route 9N
SARATOGA COUNTY	
Town of Corinth	NYS Route 9N
Town of Hadley	NYS Route 9N, County Routes 4 and 1
Village of Corinth	NYS Route 9N

Community/Route Description

Town and Village of Lake George

Lake George is a full service tourist community at the southeastern terminus of the Byway. Lake George is steeped in military history. Majestic mountains surround the Village and create a distinctive setting for Lake George. The village offers something for everyone- swimming and boating, relaxing in the parks, shops, food lodging, visitor center, concerts, performances, and beauty in well designed, community center parks. Entertainment is available from May through September with festivals, special events, and attractions (Village of Lake George Website).

Town and Village of Corinth

The Village of Corinth, in Saratoga County, is the southern terminus of the Byway and builds on the First Wilderness experience by capitalizing on key historic events, flat-water recreation opportunities, and recently completed community projects. Corinth on the Upper Hudson River was once known as Jessup’s Landing. Papermaking using hydropower, combined with stretches of broad, flat river, made Corinth an important industrial site. Logs were gathered from the Hudson, landed, and hauled over land in order to bypass Palmer Falls. South of the falls, the logs were sent to the site of the “Big Boom” and floated downriver. When the railroad opened, Corinth was a major sawmill site.



Figure 4: Pride is evident as Byway communities welcome travelers. Courtesy of P. Morin.

The waters of the Hudson are calm as they flow pass Corinth, providing opportunities for canoeing, kayaking, and power boating. The flat water extends north from Corinth to Hadley and the Lake Luzerne areas. Access to the flat-water is provided at the Corinth Village beach that is also the beginning of Jessup's Landing Pathway, an inviting local trail system. Nearby Alpine Lake provides a lakeside camping resort. The resort is reminiscent of a 19th Century visitor experience that was promoted by William C. Durant's railroad company. Alpine Lake adds to the visitor experience outside of Corinth's Main Street and the Hudson River.

Towns of Hadley and Lake Luzerne

The Towns of Hadley and Lake Luzerne sit at the confluence of the Sacandaga and the Hudson Rivers. Water resources dominate the landscape today and played important roles during the logging days of the Adirondacks. The area was the site of the first major European land purchase. Today, Fourth Lake and Lake Vanare are important economic drivers, providing tourist accommodations and second-home development. Scenic views of Lake Vanare can be seen from the adjacent Byway route.



Figure 5: Along the Schroon river, a major tributary to the Hudson in Warrensburg. The Byway's three rivers invite visitors to enjoy watersports and fishing. Courtesy of P. Morin.

A diversity of water-related recreation, including rafting, tubing, kayaking, canoeing, power boating, and swimming is available. Outdoor recreation businesses cater to visitors along both rivers. Riverside trail systems allow visitors to enjoy the waterfronts. A large variety of water-based recreation is available, including whitewater rafting, flat-water canoes, and powerboats. The river is navigable between Lake Luzerne and Corinth, links the communities by water and roadway. The Towns of Lake Luzerne and Hadley offer complimentary tourist services such as lodging, restaurants, and cultural activities.

Town of Stony Creek

Stony Creek is a small, quiet community with one eatery that captures the Adirondack rustic style both inside and out. Stony Creek is an outpost on the verge of the Adirondack Forest. According to Mohawk legend, a young woman named Lenawee sacrificed her life at Stony Creek. Her goal was to placate the gods and thereby end a pestilence that had already claimed the lives of her betrothed along with many others in the tribe. Outdoor recreation is the key offering for this remote locale. Construction of new hiking trails along the Stony Creek at the Dean Farm Homestead began in the fall of 2011, with plans to expand the network in the near future. The Thousand Acres Ranch situated adjacent to the Hudson River provides horseback riding and rodeo options, while nearby sections of the Wilcox Lake Forest Preserve offers hiking opportunities.

Town of Thurman

Thurman is situated on the Hudson River, just four miles from the center of Warrensburg. Thurman is much more rural and, although there are few tourism services, it offers a different, remote form of tourist experience. Thurman sits at the confluence of the Schroon and Hudson rivers, providing beautiful water and mountainous views as well as boating, rafting, and fishing opportunities for the outdoor enthusiast.

This quiet community is also known for its many small agricultural businesses offering local products such as goat milk and maple sugar delicacies, with seasonal farm tours sponsored by the Town. In addition, the community is part of an extensive network of snowmobile trails with connections to neighboring counties. Athol is the center of government activity in Thurman, even though at present, there are no commercial services.



Figure 6: Route 418 near the Thurman Train Station. A strong sense of placed-based history is in place in the more remote townships. Courtesy of P. Morin.

Town of Warrensburg

Warrensburg provides a multitude of tourism activities and a full array of visitor services. The Town is located along the beautiful and historic Schroon River and is an important gateway community to the Adirondacks. The Town of Warrensburg was first settled near Warrensburg village around 1790 and was established in 1813 by a division of the original Town of Thurman. Tree lined, narrow streets host historic post-Colonial and Victorian homes. Warrensburg is the home of many small specialty and antique shops, second-hand stores, grocery stores, restaurants and numerous Bed and Breakfast accommodations. The Warren County Fairgrounds are located just a few miles off the Byway. Events such the annual Youth Fair take place at the fairgrounds.



Figure 7: Along the Hudson River near 1000 Acres Ranch. Riders in the Americade Motorcycle Tour enjoy this Byway route every June. Courtesy of P. Morin.

Surrounded by many acres of state-owned forested land, Warrensburg is ideal for those interested in hiking, backpacking, trailer and tent camping, biking, cross-country skiing, downhill skiing, horseback riding, snowmobiling, and rafting. Special outdoor attractions include Hackensack Mountain with a breathtaking vista of the Hamlet and river confluences, and Ben Wood Mountain with expansive views

of SUNY ESF Pack Demonstration Forest. An accessible, mile-long nature trail is available just a short distance from the Byway. The many NYS trails and primitive camping site within the Lake George Wild Forest provide access to the Hudson River and other water bodies.

Warrensburg has public tennis courts, ball fields, and a sandy, secluded beach. Golf courses and dude ranches are nearby. In addition, a farmer's market is held from the spring through fall adjacent to the Schroon River along NYS 418. James Fennimore Cooper penned the novel, "The Last of the Mohicans" in a second story storefront apartment along what is now Main Street (Route 9). Warrensburg annually sponsors what has come to be known as the "World's Largest Garage Sale," occurs on the first weekend of October. Thousands of bargain seekers from all over the USA and Canada attend. In early June, the Town hosts the Warrensburg Bike Week. Thousands of bikers arrive in conjunction with the Americade Motorcycle Touring event (Source Warrensburg Chamber of Commerce).

Town of Chestertown

Chestertown Hamlet

Chestertown has been called a "Crossroads of the Adirondacks." It is a four-season community located between the Hudson and the Schroon Rivers. Nearby to the hamlet are more water resources at Loon, Friends, and Brant Lakes. The foothills of the southern Adirondacks surround the hamlet and offer visitors many recreational activities. Hiking, backpacking, cross-country skiing, and snowmobiling are popular. The town's lakes and rivers offer canoers, kayakers, and rafters everything from calm waters to Class V rapids. Cross country skiing is available at the Fish Memorial Cross Country Ski Trails which are lighted daily from 6 pm to 10 pm. Visitors can also experience Chestertown's very own hometown ski hill complete with rope tow, ski slopes and toboggan run. There is also a covered ice rink and warming hut. Snowmobiling is also a favorite wintertime activity with over 60 miles of groomed, mostly wooded trails.

Chestertown's main street is lined with antique shops, country stores, Bed and Breakfast accommodations, and restaurants. Visitors and shoppers benefit from a rich variety of historic, artistic, and cultural attractions (Chestertownny.com).

Riparius

Riparius is located in two towns—Chester and Johnsbury. The operating railroad station's location adjacent to the Hudson River gives visitors a taste of life at an outpost in the wilderness. In addition to serving as a site for tourist hotels, Riparius is known as the location of much of the historic housing for the workers during the construction of Durant's railroad. Riparius is also known as the gateway to



Figure 8: Chestertown's Main Street. Visitors will enjoy charming small towns along the Byway. Courtesy of P. Morin.

Schroon Lake where Thomas Cole and Asher Durand first began to paint landscapes, thus beginning the Hudson River School of Painting.

Town of Johnsbury

Wevertown, Riparius, and North Creek are hamlets in the Town of Johnsbury and North Creek is the largest of the three. Wevertown has several commercial and arts venues and is the home to the local historical society.

The First Wilderness experience is enhanced by the existence of whitewater rafting and up-close observation and access to the Hudson River. Whitewater rafting is available from Riparius to The Glen, recapturing the outdoor adventure that made the First Wilderness so appealing to tourists. In addition to whitewater rafting, a rare plant community, known as the Ice Meadows, can be viewed along the shores of the Hudson. This significant ecological feature inhabits the Hudson's shore from Riparius to Thurman. The contrast between the Lower Hudson, where industrial landscapes and working waterfronts prevail, and the pristine wilderness supporting the Upper Hudson River enable to visitor to appreciate beauty and history of this great river.

Hamlet of North Creek

North Creek is a full service hamlet at the northern terminus of the Byway. It is best known for the North Creek Railroad train station where Theodore Roosevelt was sworn in as President of the United States in 1901, after the assassination of President McKinley. The North Creek Railroad is now listed on the State and National Registers of Historic Places. The station complex is located in the hamlet of North Creek and operated by the North Creek Railway Depot Preservation Association (NCRDPA). Visitors can tour the North Creek Railroad Depot Museum and learn all about its unique place in New York's history.

North Creek is also famous for being home to the first downhill ski center in New York State. "Snow Trains," brought skiers to the hamlet as early as the 1930s. The first snow train arrived at the historic North Creek Railway Depot on March 4, 1934. It brought 400 members of the Schenectady Ski Club. Later snow trains carried as many as 800 skiers from the New York Metropolitan area. North Creek is home to New York State's Gore Mountain, where visitors can find world class skiing, snowboarding, telemarking and tubing (NorthCreekny.com). In the warmer months, mountain bikers can ride the gondola up and enjoy the network of trails from the peak to the base. Several state forest preserves (Siamese Ponds, Wilcox Lake, and Vanderhacker Mountain) provide extensive hiking experiences. Visitors can climb the summits of Crane and Gore Mountains to see the historic fire towers.



Figure 9: Route 28 in North Creek. Town and village centers accommodate Byway travelers by providing amenities and services. Courtesy of P. Morin.

012 Byway Map

Resources were catalogued and classified using a Geographic Information System (GIS) (see Figure 10 below) to provide a graphic illustration of the scale of the Byway and its assets. Each resource was evaluated for its appropriateness for inclusion in relation to the Byway theme. The resources' impact upon a positive travel experience was also considered. As noted in the Resource Inventory section, (following this section) scenic resources were not included in this document in response to residents' comments about possibility of triggering new APA permits or regulations. In ANCA's Issues and Concerns Paper, it was recommended that the Byway CMP not include an inventory, assessment, or Advisories for the management or protection of scenic resources within the Adirondack Park, unless so directed to do so by overwhelming local support and the direction of elected officials.

A paper copy of the Byway Map accompanies the hard copy of the CMP. A PDF of the map accompanies the electronic copy of the CMP and can be accessed at <http://warrencountyny.gov/gis/transfer.htm>

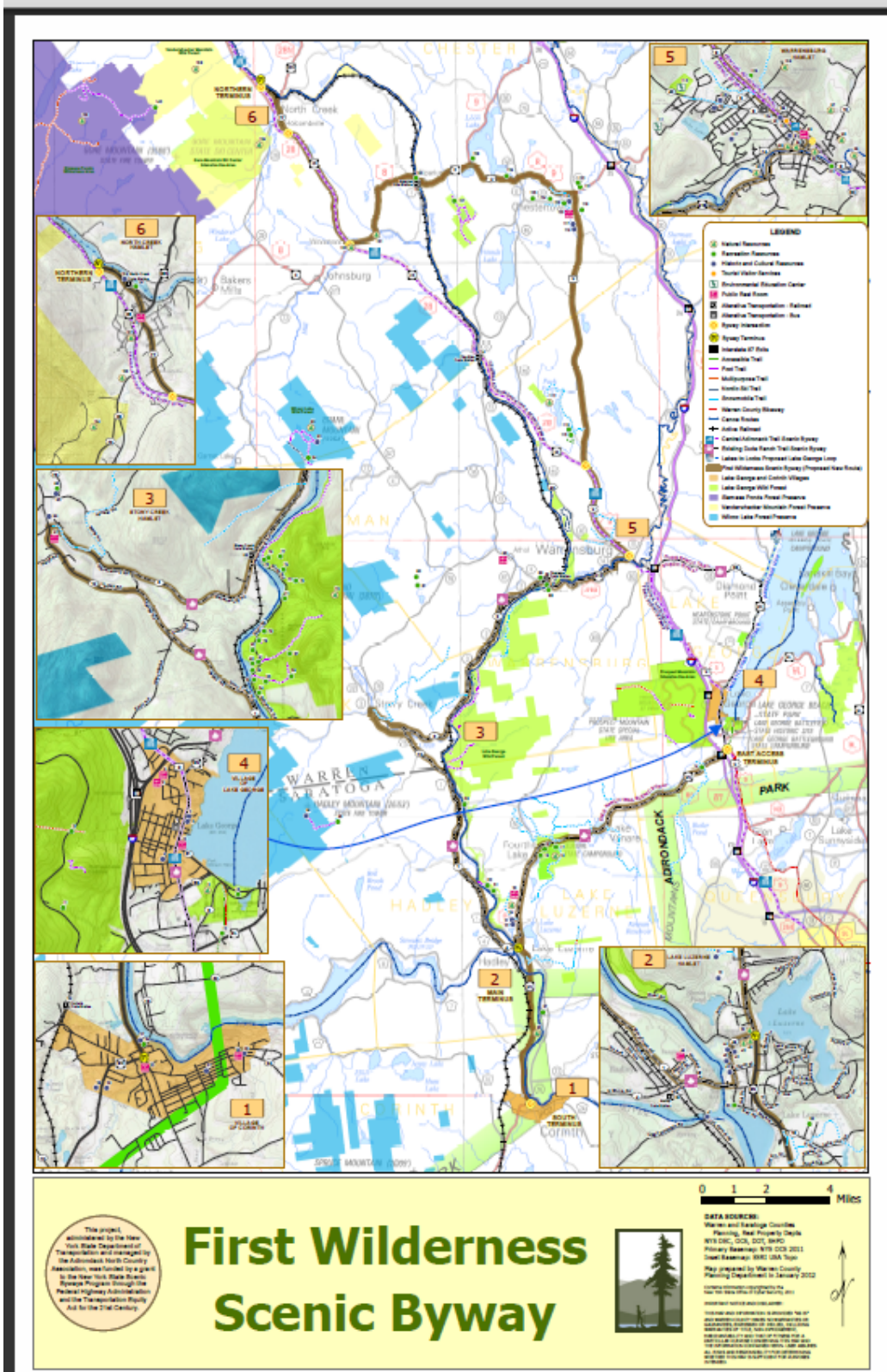


Figure 10: First Wilderness Scenic Byway Map. Source: Warren County Planning Department, 2012

013 Resource Inventory and Map Key

A paper copy of the Resource Inventory and Map Key accompanies the hard copy of the CMP. An Excel Worksheet accompanies the electronic copy of the CMP.

Defining the Byway Corridor Resources

Identified resources were collected using GIS, NYS Real Property Tax Map Classification Codes, and then field verified by the Warren County Planning Department. Resources were classified using four key categories (Natural; Recreation; Historic/Cultural; and Tourism/Visitor). Additional categories were also included for transportation stations (trains, buses), public parking, and public restrooms. This CMP includes those resources that represent distinct characteristics supporting the First Wilderness theme. The noted resources contribute to a meaningful experience for Byway users.

Included Resources:

- feature high quality assets
- geographic and thematic clusters

It should be emphasized that the roadway offers many opportunities for viewing spectacular scenery. Forests and mountains, rivers and lakes, inviting streetscapes and other appealing natural and cultural landscapes appear throughout the route.

See attachment or download at <http://warrencountyny.gov/gis/transfer.htm>

014 Regional and Local Histories of the Byway Area

First Wilderness Regional History

The history of the First Wilderness Scenic Byway is as complex and adventuresome as the terrain it follows. The designated highway route follows the less rugged, southern lowland areas surrounding the Village of Corinth through the southeastern region of the Adirondack Mountains, part of the Great North Woods. Upland areas, from Lakes George and Luzerne follow the Hudson River watershed with its many beautiful rivers, lakes, and streams.

Mirroring the terrain, early development and settlement were limited to the southern communities such as Lake George and Corinth. Inaccessibility to and through the forests, rivers and mountains prevented much permanent settlement in the interior and upland areas until the 19th century. Consequently, development of the interior progressed slowly compared to the lowland areas. The history of the First Wilderness is in many ways a tale of two geographies, the uplands and lowlands, wilderness and frontier outpost.

As development progressed from the lowland to upland, the wilderness was penetrated, first by pathway and canoe, to be replaced with horse, oxcart, and stagecoach, followed by railroad and hard surfaced roads. The terrain was difficult and it presented engineering challenges. Settlement and access required deliberate planning and investment capital. First, the settlers came to the lowlands, then hunters, trappers and guides moved into the uplands, followed by the rich and famous.

International and national economic issues influenced the communities and people of the Byway route. While the lowland areas grew and prospered, the uplands subsisted with a frontier lifestyle. Few businesses and fewer opportunities for diverse and stable local economies existed as one moved upland. The periodic booms and busts of the economic cycle were buffered for the people in the lowland areas and magnified for the residents of the uplands. The 19th century was dominated by large landowners and businesspersons, who depended upon local people and resources to sustain and support their lifestyle and the area's commerce. The 20th century brought different forms of interdependence.

Periods of Influence on the First Wilderness Scenic Byway

Before the Europeans

The Iroquois and Mohicans were frequent seasonal visitors, using the region for hunting, fishing, and gathering and a corridor for travel. The presence of Native Americans has been sporadically documented throughout and along the route. Other groups, such as the Montagnais, Algonquin, Huron, and perhaps Abenaki may have hunted and gathered in the lowland and upland areas. It appears that no permanent upland settlements were made by the native peoples. The harsh climate and terrain may have deterred settlement in favor of using the uplands for food, supplies and as a pass through enroute to other places. Indigenous peoples were still hunting and fishing well after the French and Indian and the Revolutionary Wars. For a period, many co-existed with local settlers. European influence was edging closer and closer. Land grants to soldiers and settlers after the Revolutionary War were legitimized, even though the rivers had indigenous names.

1754-1814 The War Years

Three European wars were a significant influence on the area: the French and Indian War, the Revolutionary War, and the War of 1812. Military presence is evidenced by the five forts at the southeast terminus of the Byway: Forts Edward, Amherst, William Henry, Gage, and George. The 1755 Battle of Lake George, during the French and Indian War, was a strong determinant that America—as a country-- would be an English-speaking nation and not French-speaking. Fort William Henry stood testament to the ongoing struggles between and amongst European interests in the New World.

As soon as explorers and speculators noted the vast timber and potential mineral resources located in the Adirondacks, efforts were underway to use these resources to support American military and economic interests. Timber began to be cut. After the Revolutionary War, homesteading began in earnest as settlers, large landowners followed the growing network of trails, canoe routes, and military roads inland, and upland to take title to granted lands. Lowland settlement was underway by 1755, but upland permanent settlements were few and far in between until the early 1820's. Settlements adjacent to or near the forts benefited and suffered from the effects of war. Attacks and requisitions, and the constant threat to hearth and home, caused many a settler to relocate west and south. Settlement was actively encouraged after the French and Indian War, but population growth was very limited until after the Revolutionary War and the War of 1812 that brought relative peace to the contested areas of the trail.

1814-1885 Innovation, Speculation, Investment

Once the War of 1812 was over and threats to the peace and security of the region were gone, people were only limited by their resourcefulness and the technology of the times. The attention that was drawn to the timber and mineral resources of the Adirondacks during the first years of exploration and war were now re-focused on the challenge and economics of extracting these valuable resources. Lumber was harvested and moved downriver through several tributaries in the Hudson Watershed. Rivers were dammed for hydro-mechanical power, as well as to move logs. Tanning operations sprang up in order to utilize hemlock bark from the forest. Operators migrated as the lumber resource was consumed and new harvests were needed to supply hemlock bark for the leather curing process.

There was money to be made from the Adirondack forest. By the middle of the century, Glens Falls had the "Big Boom," a floating log enclosure to hold the logs for sorting before going to the saw mills. It was built by the Hudson River Boom Association, and by 1872, it was processing two million logs per year. Logs for the boom were the first in the country to be transported by water, coming down the First Wilderness Trail via the Schroon and Hudson Rivers to Glens Falls. Sixty lumber companies registered their unique log brands for sorting at the boom from the 1850's to the Twentieth Century.

An abundance of water, in the form of lakes, ponds, streams and the larger rivers of Hudson Watershed were a capital asset. President Thomas Jefferson called Lake George, "the most beautiful water I ever saw!" Running water enabled mechanical power to be produced for saw and gristmills, thus facilitating settlement and production. Road building continued and was quite vigorous, expanding rapidly in 1840s and 50s helping to bring immigrants to the region.

Adirondack W.H.H. Murray wrote a series of popular books in the 1870s explaining the wonderful charm of the Adirondacks. This generated interest in the Adirondacks as a resort destination for rest and renewal, fueling a seasonal visitor boom. Many, affluent people began arriving. Visitors traveled by train, steamboat, and buckboard. Before the turn of the century, there were electric streetlights in

Warrensburg indicating the improving circumstances of communities. Businesspersons that are more modest were building hotels in order to cater to sportsmen and their guides. The influx of hunters, anglers, tourists and other outdoor “seekers” into the Adirondacks led to the creation of a new vocation, outdoor guiding. “Outsiders” needed someone to keep them safe and to show them the ways of the woods. Guiding continues to this day under the leadership of groups such as the NYS Outdoor Guide Association.

With the increasing interest in the area, rail lines were constructed from the lowlands to the highlands. Passenger service provided access to the interior of the Adirondacks for the wealthy, enabling the great camps to be built. From the mid-1860s through the turn of the 20th Century, freight operations supported the growth of the forest-based industries. The rail line serviced the mining operations at Tahawus. Trains, permanent roads, settlement, lumbering, tanning, recreation, mining, and the onset of second home development, began to dominate the landscape. Growth was inevitable as technology enabled people to access the region, appreciate its beauty, and extract its resources.

1885-1950 The Changing Wilderness

Lumbering was in full swing in the interior of the Adirondacks and taking its toll on the land and water resources. In 1885, the New York State Legislature created the Adirondack Forest Preserve, in recognition the inherent importance of the Adirondacks for future generations of New Yorkers. Article XIV Section I of the New York State Constitution states:

The lands of the state, now owned or hereafter acquired, constituting the forest preserve as now fixed by law, shall be forever kept as wild forest lands. They shall not be leased, sold, or exchanged, or be taken by any corporation, public or private, nor shall the timber thereon be sold, removed or destroyed.

Notwithstanding the creation of the Forest Preserve, the Industrial Revolution was affecting the local communities. Upland and lowland communities were experiencing a change in demography, as more backgrounds that are varied and nationalities settled in the towns and villages of the trail. Interior and upland communities were no longer as remote and isolated.

During this time, American Presidents were drawn to the region. Vice President Teddy Roosevelt was a frequent visitor. In 1901, while climbing Mt. Marcy, Roosevelt was notified that President McKinley was dying. President McKinley had died by the time Roosevelt reached the rail depot in North Creek. North Creek’s restored railroad depot has national fame as the place where Roosevelt started his Presidential journey.

In the uplands, roads and rail continued to be built in order to improve and increase access to the even more remote places. Hard surface roads were being built, using new technology and compositions. By the 1900s, the Adirondacks were a premier destination for recreation, not just by the elite, but the growing middle class. On the east side of Lake George, the wealthy were building homes in a neighborhood called “Millionaire’s Row.” North Creek inaugurated “snow trains” that brought visitors to ski the Adirondack Mountains in the 1930s. The period between 1890 and the 1920s saw rapid recreational growth in the region. When the depression hit, the hotels in Warren County fared better than many and survived this difficult period. After the 1932 Lake Placid Olympics, the local railroad still transported downhill skiers to Gore Mountain in North Creek.

During the depression, the Civilian Conservation Corps, a Roosevelt era public works program, built campgrounds and other public recreational facilities all over the Adirondacks. These facilities were to become major recreational attractions to serve the public visitors for years to come.

After WWII, the growing middle class owned automobiles. The notion of a “vacation” in the workplace had come of age. Hard roads, time, money and a vehicle enabled millions of people to get on the roads and travel. The route was close to the major metropolitan areas in New York, New England, and Canada, allowing easy access to the neighboring Adirondacks.

1920-1950 The Dude Ranch as Destination

A small, well-timed advertisement by Earl Woodward in the magazine, *Field and Stream*, triggered the development of private dude ranches in Warren County. Dude ranches capitalized on a growing tourist market that provided a primitive, frontier-like visitor experience. During the 1920s, dude ranches serving the middle-income tourist trade focused in Stony Creek. Before World War II, the initial target customers were single. Over the next thirty years, western-themed tourist ranches expanded its customer base to include families and spread out to include Lake Luzerne, Lake George and Warrensburg. Peak utilization of this special adventure-tourism market occurred from the 1930s through the 1950s, which was also the high point of Hollywood’s classic western movies. Compared to today, when two dude ranches remain, in its heyday, 40 ranches provided moderately-price vacations for New York City Metropolitan Area customers. Changes in market demand and interests at the end of the 1950s caused most of the dude ranches to close. Today, Stony Creek and Warrensburg host the last remaining ranches from this bygone era. First Wilderness may replace dude ranch as the dominant, place-based theme, but it still shares the mystique of a frontier wilderness (Hadley-Luzerne Historical Society; Hagerty, M (7/13/2009) Glens Falls Post Star; Kinear Museum of Local History, Lake Luzerne; Mender, M (undated) Glens Falls Post Star.)

1950-2005 Economic Prosperity and Modern Times

The traveling public was engaged in day trips, camping, fishing, hiking, and hunting, longer stay vacations, boating, and skiing. As greater and greater numbers of visitors arrived, communities and stewardship agencies of the government provided tourist amenities. New York State made a significant effort to provide campgrounds, fishing access, hiking trails, boat launches, ski centers, and day use areas. Private businesspersons also built campgrounds, entertainment attractions, such as Dude Ranches, hotels, motels, cabins, gas stations, restaurants, and many other kinds of tourist amenities. Winter tourism helped to sustain local economies, particularly with the development of hundreds of miles of groomed snowmobile, cross country and snowshoe trails. Downhill skiing at Gore Mountain drew winter recreationists to the region.

In the 1960s, the Adirondack Northway was completed. This brought an ever increasing number of visitors to the First Wilderness Scenic Byway. White water rafting was developed as a visitor activity along the Hudson River. Lake George and Warrensburg saw unprecedented growth because of the interstate and their proximity to New York’s Capital District. Retail development and tourism amenities, in the form of theme resorts and parks, shopping, accommodations and food services sprung up to accommodate the growing numbers of visitors. The flow of visitors to the Adirondacks continues to grow each year and the impacts of the tourist on the land as well as the economy continue to gain in influence and concern.

The Corinth and Lake George-to-North Creek corridor helped establish the Adirondacks as the First Wilderness. Exposure to the “Endless Forests” of the Adirondacks may have inculcated how

Americans thought of wilderness. During a trip to Schroon Lake with Thomas Cole in 1837, Asher Durand decided to become a landscape painter. Durand was a defining influence in the Hudson River School of landscape painting. His artistic career helped define the American idea of wilderness—one likely based upon his experiences in the Adirondack wilderness.

First Wilderness Local Histories

Town and Village of Corinth

Corinth was once known as “Jessup’s Landing.” Early lumbermen erected sawmills and floated logs chained to rafts down the Hudson, Schroon, and Sacandaga Rivers. At a point about where the Corinth Free Library now stands on Main Street, the rafts were landed, and the logs hauled by teams to a point on the Hudson River below the Great Falls. Corinth’s economic standing and its communication systems were enhanced by the establishment of railroad and telegraph service. The twenty-five mile rail line from Corinth to Hadley was completed by 1865. The railroad began operating a train from Saratoga Springs through Corinth to Hadley. The advent of the railroad and a paper mill signaled the growth and modest prosperity that has been enjoyed by Corinthians for the last hundred years.

Towns of Hadley & Luzerne

The mighty Hudson and the Great Sacandaga Rivers converge at Lake Luzerne and its sister township, Hadley. Lake Luzerne is a picturesque town with a crystalline lake and a natural waterfall. Hadley and Luzerne have a rich indigenous history. For example, Sacandaga is a Native People’s name for the river that means “the river of sunken or drowned lands.”

Beautiful architecture stands among the main streets of these two townships. Freight cars served the woodenware factory adjacent to the rail depot, the paper mill, and a grist mill. A 518-foot long railroad trestle bridge over the Sacandaga River is adjacent to the striking National Register of Historic Places-listed Bow Bridge, is an impressive site. The Adirondack Railway (later merged with the Delaware & Hudson) brought well known people to spend their summers in Hadley and Luzerne. Stage Coaches, and later automobiles, met the trains to take the guests to the hotels and boarding houses. Among them were Ulysses S. Grant, the Vanderbilt’s, and Tim Mara, who owned the New York Giants. These townships were also recommended by physicians as parts of patients’ convalescence. The resort business built to a peak around the turn of the 19th Century. The hotels of yesteryear are all gone, many destroyed by fire. A few dude ranches, motels, housekeeping units, and summer colonies remain in their stead.

Town of Stony Creek

When Stony Creek was incorporated in 1853, the rugged and mountainous land was still wilderness. Big game thrived. Trappers and hunters followed. Fur trading drew people to Stony Creek and the Adirondacks since the 1600s. Lumber was also a commodity. Among the earliest of the many small factories was a broom factory, which was operating as early as 1852. Grist mills, blacksmith shops and an oil company flourished in the late 1800s. The most important industry was tanning. One tanning factory employed twenty-five men and was capable of producing 40,000 sides of sole leather annually. In the 20th Century, railroad service from Saratoga Springs to Stony Creek included three daily trains with an extra one on Sundays.

“Dude Ranch” resorts in Stony Creek, Thurman and Lake Luzerne date back to the 1920s. Local entrepreneurs capitalized upon America’s romance with the south-western frontier that was popularized by Hollywood. Ranches offered guests pleasant vacation living with easy access to wild lands. Resort recreation included swimming, canoeing, and--horseback riding. Dude Ranch vacation stays were, and continue to be an important economic driver in Stony Creek, Thurman, and Lake Luzerne. Despite the shrinking number of operating ranches since their peak in the 1940s, several remain. Rodeos attractions are offered in the summer months. A few local restaurants proudly display ephemera from this historic enterprise.

Town of Thurman

John Thurman, a proprietor of large tracts of land in Northern New York, was responsible for much of the settlement and development of Warren County. The early 1820s were a time of lumbering the town’s great stands of pine and spruce. During the next thirty years, millions of board feet of timber were floated down the river to mills at Jessup’s Landing and Glens Falls. The Town of Thurman was incorporated in 1853. Lumbering and milling are still important industries in town. Early inhabitants derived income from forestry, farming, making potash, and lime, and from cooperage.

In the 19th Century, freight and passenger trains stopped four times a day at the Thurman Station to provide stagecoach connections with Warrensburg. Thurman’s railway station was an important shipping point for area businesses until 1930, when economic changes caused decommissioning of the freight facility by the owner. More recently, passenger and mail service were discontinued.

Farming, logging, and river-driving, once principal sources of income, were largely replaced by tourist accommodations, including Dude Ranches. Thurman’s Dude Ranches and resorts are no longer operational, but travelers continue to visit Garnet and Daggett Lakes, Number Nine, Cook, and Hershey Ponds.

Riparius

Riparius is a Latin word meaning, “belonging to a river bank.” The hamlet of Riparius lies along the Hudson River between Loon Lake and Wevertown. Originally called Riverside, the name was changed in 1886 by the Post Office to avoid confusion with another Riverside located in another part of the New York. The Adirondack Railway Company’s rail system reached Riverside in 1870. The present station was built in 1919 and is a National Register of Historic Places landmark. Riparius was connected with Thomas Cole and Asher Durant, founders of the Hudson River School of Arts.

Town of North Creek

North Creek is sited where the Hudson River and North Creek converge. Lumbermen selected this site as an ideal point for logging operations that depended upon floating lumber down-river. Timber was nearby and so was the Hudson River. Between 1840 and 1850, several logging camps were built. In 1852, Milton Sawyer and Wheeler Mead built a large tannery on North Creek. Another tannery was erected in 1875 on the Sacandaga River in the western part of the township.

Dr. Thomas Durant, famous builder of the Union Pacific Railroad, built a large saw mill and woodworking plant in North Creek. In 1871, he completed the Adirondack Railway from Saratoga to North Creek. Durant provided transportation for his wood products and visitors. Durant's railroad

and North Creek prospered. North Creek was an important shipping point for carload after carload of wood products, leather and iron ore (from the McIntyre Iron Mines at Tahawus). The railroad imported supplies to stock the growing number of stores, boarding houses, hotels, and mercantile establishments throughout North Creek. "Durant's railroad," now owned by the Delaware and Hudson, and the increasing use of the automobile, brought summer tourists to summer boarding houses, hotels and private camps that were built at Garnet and Thirteenth Lakes.

015 Byway Description: “The Visitor’s Experience”

Nature is never far away from day-to-day life in the communities bordering the “Endless Forests” of the Adirondacks. Well preserved beauty can be found in the churning rapids, as well as in the wild and cultivated landscape of the upper Hudson watershed. Livelihoods were, and continue to be dependent upon minerals, woods, and waterways. Climate and terrain overshadow a way of life where development and industrialization pose ambitious challenges. History is visible in the mighty river and railroad-dominated landscape, where large stretches of wilderness border small pockets of civilization.

The shape of settlement in response to natural resources and commerce is visible in each hamlet. Individual community stories are revealed in characteristic street layouts, styles of buildings and artifacts of industrialization.

Lake George to Lake Luzerne



Figure 11: Route 418 near Thurman Train Station. The beauty of the landscape comes into view as one moves from community to community. Courtesy of P. Morin.



Figure 12: Beach Road, Lake George. Views of the Adirondack Mountains are plentiful along the Byway. Courtesy of P. Morin

The northeast terminus of the First Wilderness Scenic Byway begins where the Adirondack countryside meets the bustling Village of Lake George. At the Village’s southern end, State Routes 9 and 9N, and Exit 21 of Interstate 87 intersect with the Central Adirondack Trail and the Lake George Loop of the Lakes to Locks All American Road. NYS Route 9N’s two-lane, wide shouldered roads are in excellent condition. Just past the Interstate, visitors pass the Adirondack Mountain Club and Lake George Association offices-important stops for information and visitor restroom facilities.

From this point, the First Wilderness Scenic Byways turns approximately west on NYS Route 9N towards Lake Luzerne. At 55 MPH, resorts and cottages that share the road corridor with recreational facilities and residences speed by. The road abuts woods and small hills as it winds its way for four miles to the town boundary of Lake Luzerne. Occasional snowmobile crossings are noted on signs. Lake Vanare hamlet is the first opportunity to slow down and look around at the variety of restaurants, cabins, parks, and attractions. Just past Lake Vanare is a small, scenic roadside pull off with benches and a southeast view to the mountainous ridgeline. The five mile drive from Lake Vanare to the



Figure 13: Route 9N, Corinth Park. The four seasons bring their own unique brand of beauty to the visitor. Courtesy of A.R. Holland.

hamlet of Lake Luzerne is interspersed with attractions, commercial and residential development. Close by is Lake Forest and Fourth Lake, where a NYS campground is located. Fourth Lake, Second Lake, and then Lake Luzerne abut the road corridor. At the Lake Luzerne Municipal Center, during regular business hours, or a visitor can find restroom facilities. Lake Luzerne’s Main Street has many amenities and attractions, including great architecture in a riverside setting. Of note are the Wayside Beach, Pavilion Park, Adirondack Folk School and the

Main Street shopping area. Parking is plentiful and a stroll down in the community center of Lake Luzerne is an educational and interesting waypoint on the Byway.

Corinth to Lake Luzerne

Lively Corinth Village on the banks of the Hudson River is

full of beautiful buildings attesting to its rich history. The gentle countryside flattens and broadens the reach of the Hudson River at Corinth. The Riverside pocket park adjacent to the Corinth Free Library is an inviting stopping point. Sidewalks allow the visitor to leave their automobile to glimpse well-preserved architecture and views of the Adirondack Mountains to the north.

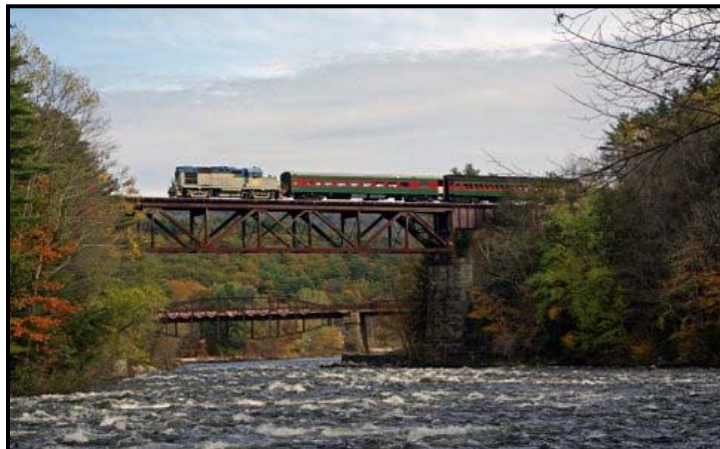


Figure 14: Hadley/Luzerne Trestle (foreground) 90 feet above the Sacandaga River at the confluence with the Hudson River. The landmarked Parabolic Bridge in background. Both illustrate the marvels of 19th Century engineering. Courtesy of G. Klinger.

Great waterfalls, historical scenery, and wildlife await visitors at the Pagenstacher Park. A natural trail-way makes its way

from the beaches off the Hudson to Pagenstacher Park. Water enthusiasts, bikers, and hikers enjoy the natural wonders of Corinth. Snowshoeing and

cross country skiing is also available. Before leaving Corinth, one can walk around, fuel up, and obtain supplies to prepare for the northward trek up the First Wilderness Scenic Byway.

A two-lane, NYS Route 9N follows the scenic Hudson River for the five mile drive between Corinth and Lake Luzerne. Portions of the Hudson offer opportunities for boating, water skiing, and jet skiing. Revolutionary War soldiers are buried in the Grey Cemetery located on the east side of NYS Route 9N. Counties change from Saratoga to Warren at the large bridge over the Hudson River. Nearby are the convergence of the Sacandaga and Hudson Rivers and the Hadley Parabolic Bridge, a most impressive site.

Lake Luzerne to North Creek: Hadley, Stony Creek, Thurman, Warrensburg, Chestertown, Riparius, Johnsburg, and North Creek.

Located on the point of land where the Hudson and Sacandaga Rivers converge, Hadley is dominated by Rockwell Falls. Hadley is the sister community to Lake Luzerne and is one bridge away from Lake Luzerne’s Main Street. Hadley and Luzerne offer water, mountain, and Main Street events for all ages. Kayaking, canoeing, rafting, tubing, power boating, swimming and fishing are available on the impressive Great Sacandaga and Hudson Rivers. A variety of accommodations make Hadley and Luzerne a quiet get away. A small pocket park is a good stopping off point in

order to walk across the bridge at Rockwell Falls. During business hours, the Hadley Town Hall, State Police, Senior, and Community Center next to Memorial Park provide a place to obtain information and restroom facilities. The Byway follows Stony Creek/Hadley Roads (also known as Warren County Route 1 & 12) for ten miles from Hadley to the hamlet of Stony Creek. The road is fairly rough, narrow, windy, and hilly, but there are occasional views of the ridgelines and hilltops



Figure 16: Town of Stony Creek platform rail station at 1000 Acres. Courtesy of P. Morin

interspersed with residential development and woodlands. Portions of the Hudson River are designated as a Recreational River by the NYS Wild, Scenic, and Recreational Rivers Act, and are viewable from the road. Guide services and outfitters provide whitewater rafting, canoeing, and kayaking. Unguided canoeists, kayakers, and tubers float downstream. Warm water fish species challenge anglers. Stony Creek is a very small crossroads with no gas stations or stores. During business hours, the Town Hall and Library offer places to obtain information and use restroom facilities. A scenic stopping point is the Green Meadows Park and Playground

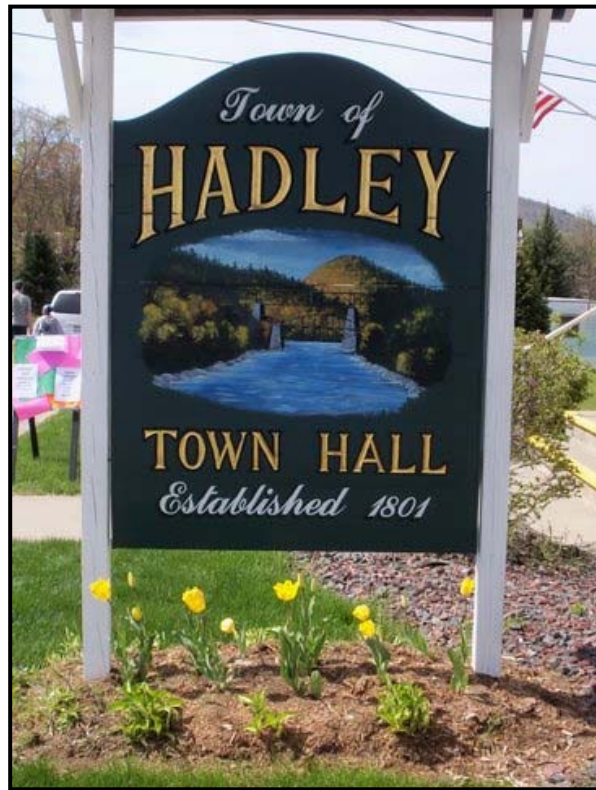


Figure 15: Route 9, Hadley. The region’s hospitality is renown and gateways help recognize the transition from backcountry to community centers. Courtesy of P. Morin

adjacent to Stony Creek. Every other year the town hosts a historical house tour and Heritage Day. During the summer and winter months the Thousand Acre Ranch Resort offers horseback rides, food, lodging, golf, among other activities.

Steep slopes create a narrow corridor that emphasizes nature at its most powerful. The Wilcox Lake Wild Forest covers the western section of Stony Creek. To the north of the Stony Creek Station, the ridge of Deer Leap Mountain provides a western backdrop to the Byway and to the south, the Hudson River bends east around a steep slope. Heavily wooded, with a few open vistas, the secondary road is narrow, gentle, and windy in equal parts.

Travelers leave Stony Creek and drive through the Town of Thurman on the route to Warrensburg. The Byway follows Warren County Routes 3 and 2, also known as the Stony Creek and Warrensburg Roads. The route follows the rapid descent of Stony Creek through Thurman, to its convergence with the Hudson closer to Warrensburg.

Much of the terrain of Thurman is mountainous with several peaks rising nearly three thousand feet above sea level. Crane Mountain, a landmark, lies partly within its northern bounds. The east branch of the Sacandaga River flows through the northwestern part of the town and there are several small lakes within its borders. The mountain air is pure and invigorating. The Hudson River, as well as several lakes and ponds, dot the region. Vacationers seeking boating, water skiing, and fishing especially enjoy Garnet Lake and Daggett Lake. Along the far side of Mount Blue, the mountain mirrored in the water lends to the tranquility and uniqueness of the lake.



Figure 17: Route 418 on the Schroon River in Warrensburg. Interpretive signage helps tell the story of the Byway's rich history. Courtesy of A.R. Holland

When the Hudson River with its islands dotting the river comes into view, the roadside scenery is spectacular. Open vistas created by working landscapes, such as the Thousand Acres Golf Club, are framed by the backdrop of forested mountain slopes. Further on, at the intersection with the Athol Road, the route designation changes to NYS Route 418, and the road widens. (The NYS Route 418 designation is maintained until arrival in Warrensburg hamlet at the intersection with NYS Route 9.) A roadside pull off at this intersection has a picnic area with views of the hayfields and nearby mountains.

Further down the broad and flat NYS Route 418, is an arched suspension

bridge over the Hudson River. Adjacent to another set of Hudson River falls are the artifacts of a 19th century industrial site.

As the route approaches Warrensburg, the Schroon River Historical Park provides a stop off that includes an interpretive display, Gazebo, restroom, and periodic Farmer's Market. River Street (NYS Route 418) intersects with NYS Route 9 at the heart of Warrensburg hamlet. Warrensburg is a busy

community where every sort of tourist accommodation and amenity are available. At the north end of Warrensburg is the famous Oscar's Smokehouse. Main Street is lined with interesting shops, restaurants, accommodations, and services. Warrensburg's rich history is evident in the variety of architectural styles and artifacts and the hamlet boasts several National Register Historic Districts. Rest stops, such as the Floyd Bennett Park and Band shell punctuate a stroll down Warrensburg's Main Street.

The First Wilderness Scenic Byway and the Central Adirondack Trail overlap from Warrensburg north to the NYS Route 28 turnoff. NYS Route 9 is a broad and smooth, wide shouldered, two-lane road. Chestertown is about ten miles from the Warrensburg hamlet. This is one section of the Byway where turning and truck lanes are available. With a 55 MPH speed limit, the scenery on the open road buzzes by. Just past the intersection of NYS Routes 28 and 9, along NYS Route 9, the SUNY Environmental Science and Forestry School operates a demonstration Pack Forest on Pack Forest Lake. The Pack Forest site is a beautiful spot, situated among dense stretches of woodlands. Ridge tops, rock formations, and wetlands can be observed from the roadside. The forests are punctuated by sporadic residences and businesses as the road leads to the hamlet of Chestertown. Sidewalks and parking make a stop in Chestertown convenient for fuel, food, or foraging. Small, but lively, Chestertown has beautiful buildings recognized as a National Register Historic District. The hamlet has tourist amenities and great opportunities for rest and relaxation.

North of Chestertown, NYS Route 9 is narrow, windy, and hilly. The terrain is beginning to become mountainous. Views of Loon Lake are nice, but one must also focus on the road when the speed limit is 55 MPH. At the junction near Loon Lake, the First Wilderness Scenic Byway leaves NYS Route 9 and heads west on NYS Route 8. A winding and mountainous NYS Route 8 orients west for five miles towards Wevertown. The famous Friends Lake Inn and the Loon Lake Public Beach are nearby. Halfway to Wevertown, the mountainous terrain opens up at the hamlet of Riparius. A grand bridge over the Hudson offers excellent views of the Hudson River watershed. Before continuing on the narrow and windy NYS Route 8, stop at the National Register Landmark, Riverside Station, to see the museum, visit the restroom, and obtain tourist information. Upon leaving Riparius, the terrain follows a Hudson tributary upstream and becomes rocky. The woods noticeably change from predominantly hardwoods to conifers. The traveler has entered the uplands of the Byway.

At the intersection of NYS Routes 28 and 8 in Wevertown, the Central Adirondack Trail rejoins the First Wilderness Scenic Byway for the final leg of the journey to North Creek. The Wevertown Community Center, Johnsbury Historical Society and the Johnsbury Fine Arts and Crafts fill the corners of the intersection. The eastern portion of the Siamese Ponds Wilderness is located in Johnsbury.

The five mile trek on NYS Route 28 from Wevertown to North Creek is accomplished at 55MPH on gentle, broad-shouldered roads in good condition. Here NYS Route 28 is equipped with turning lanes. Vistas of the ridgelines and Austin Pond to the east of NYS Route 28 compete with vistas of the higher peaks of the Adirondacks to the north. Extra wide shoulders compliment the turn off to Gore Mountain Ski Area. The Schaefer Trail to Burnt Ridge is noted near the Ski Bowl Road-west. North Creek sits to the east of NYS Route 28 and the business district is accessed by several perpendicular roads including Warren County Road 29 and NYS Route 28N. Turn onto Main Street and find Tannery Pond Community Center, which is open year-round. The center houses interpretive exhibits, cultural performances, restrooms and the Gore Mountain Chamber of Commerce. The Town of Johnsbury Office is across the street. North Creek's sidewalks and plenty of parking enable visits to

the stores, restaurants, and cultural facilities. North Creek attracts its share of visitors with its wealth of clear flowing streams, trout-filled, remote ponds, forests populated with wild game, and bountiful Adirondack scenery.

A combination of adventure and history can be experienced by riding the North Creek-based Railroad, located at the north end of Main Street on Railroad Place. An 8.5 mile scenic railroad trip is offered between North Creek and Riparius. A railroad museum, gift shop, refreshments, and restrooms are available at the station. The train departs from the North Creek Station twice daily at 10 am and 1 pm, carrying passengers along the picturesque Hudson for a 1-hour journey to the Riverside Rail Station. At the refurbished Riverside Depot, travelers enjoy a 20-minute layover to browse the museum room and gift shop and grab a drink at the vintage caboose refreshment stand.

Visitors want authentic place-based experiences. Adventure travelers seek challenge in the natural landscape. Attractive mountains draw visitors to witness nature, hike, and ski and bike Gore Mountain's groomed trails. Working-landscapes captivate travelers searching out culture and history. The First Wilderness Scenic Byway has a wealth of adventure, culture, and history to share. From Lake George or Corinth to Warrensburg, to North Creek, a traveler on the First Wilderness Scenic Byway receives a strong impression of what civilization's frontier outposts must have been like hundreds of years ago.

016 Economic and Community Development

Introduction

The communities of the First Wilderness Scenic Byway experience shared and place-specific development and growth patterns. These patterns reflect the integration of local and regional economies. The Economic and Community Development section discusses current economic and community development conditions found in the towns, villages and hamlets interspersed along the Byway route. Economic and community development goals and recommendations are also discussed.

Existing Conditions

In the past 60 years, place-based tourism has grown its market share of the regional economy. Forestry, mineral extraction, agriculture, manufacturing, and government jobs play an important and supporting role. One of the common bonds shared by Byway communities is their dependence upon tourism. Moreover, tourism depends upon a pristine and intact natural resource based. The Byway's natural resources are essential for a vital tourism trade. Many visitors driving through the Adirondacks note how memorable the lakes, forests, and mountains are for them. So much is already available in the Adirondacks--scenic areas and countryside views—and basic tourism services and amenities. When visitors stop in communities customer spending can be generated. The Scenic Byway designation can enhance and capitalize on conditions that exist in the townships (ANCA Scenic Byways Market Trend Assessment, 2009). Abundant Nature also adds to the quality of life for residents. As a result, maintaining or enhancing nature and landscape should be a major consideration in economic and community development activities. A healthy economic climate and intact natural landscape are critical to the future success of the Byway.

Geographic Location

Situated west of Interstate 87-Adirondack Northway, the Byway route serves as a secondary transportation artery into the communities of upstate New York. The isolated geographic location of the Byway restricts opportunities for diversified economic development. Transportation-based manufacturing and other industrial interests are deterred from locating so far inland because of the existence of industrial development hubs to the south and east in the Glens Falls-Albany-Saratoga Capital District.

In the alternative, the relative isolation and secondary roads of the First Wilderness Scenic Byway are ideal for place-based tourism. Byway program marketing and promotion encourages visitation. In addition, the Byway route facilitates the arrival of tourists, recreationalists, nature lovers, history buffs, and others to the south-central Adirondacks. Planning and development strategies that integrate the “Triple Bottom Line” –economy, society, and environment will protect the intrinsic qualities that draw tourists and residents to the area.

All the Byway communities are located in the six-million acre Adirondack Park, whose state-owned forests are protected by the New York State Constitution. Pristine rivers, lakes, streams, and forests offer the very best in outdoor recreation to the visitor. The Adirondack Park is a blend of different sized villages and open countryside and includes of a unique mix of public and private lands.

The First Wilderness Scenic Byway can offer the visitor authentic and unique Adirondack experiences, whether they spend a day, a week, or a month touring the Byway. Lake George, Corinth, Lake Luzerne, Warrensburg, Chestertown, and North Creek are busy villages, complete with accommodations, food, fuel and all kinds of entertainment. Many of the most popular cultural activities such as the arts, theater, and concerts are available in these historic 19th Century villages. This unique combination of country and town satisfies visitors of diverse interests with a wide range of experiences and attractions.

Economic Growth through Sustainable Practices

Byway businesses and residents recognize that creating and implementing sustainable business and economic development practices are vital to ensuring the long-term success, growth, and health of the region. As more and more of the communities plan for their future, they are increasingly taking into account the need to balance economic growth with responsible environmental stewardship and social considerations. State regulations from the Adirondack Park Agency maintain and promote open space by placing restrictions on the density and location of development within the Park. As a result, much development is funneled into the existing hamlet areas.

The Byway program opens the way for the more isolated rural locales to sustainably connect to each other. They can cooperatively market their particular local offerings as part of the full range of experiences and opportunities that collectively make up a grand regional attraction. The benefits of visitor spending are distributed to communities along the Byway route as new or repeat visitors move from locale to locale. Travelers explore the Byway's diverse resources situated in the various communities. In the Adirondacks, improved community accessibility translates into an improved climate for sustainable economic development.

Sustainability also requires a coordinated approach to land and infrastructure development that meets industry needs while maintaining a high level of environmental quality. One such approach was described in the Warren County Economic Regional Economic Development Commission's *An Economic Development Strategy for Warren County*. The Strategy, prepared by the Mt. Auburn Associates of Somerville, Massachusetts, identified the proximity of the Adirondack Forest Preserve and the beauty of Lake George as significant contributors to the region's identity. A natural-identity is one reason that families often look to relocate to the area, and why many businesses often choose to relocate to Warren County. The Economic Development Strategy, also cited a 1995 study by the National Parks Service, in which Corporate CEOs indicated that quality of life is the third most important factor in locating a business.

Preserving open space by focusing development in the hamlets facilitates the development of main streets and communities as hubs for tourism amenities, avoiding sprawl and discouraging "leap frog" development. It also reinforces the countryside and township boundaries so desired by the visiting public. Byway community leaders should consider what they have learned from previous roller-coasters of economic prosperity and poverty that result from reliance on any one form of unsustainable economic growth. Plan implementers and community representatives can moderate the impacts of economic fluctuations by diversifying a community's economic base, embracing entrepreneurial growth, giving young people opportunities for growth and prosperity, and sustaining the environment that supports quality of life. By re-directing their efforts, Byway's communities can grow and flourish in the 21st century.

Seasonality

Operating a small business in the Adirondacks poses unique challenges. The unpredictability of Adirondack weather and a four-season climate can pose a problem to the small business owner. Many Byway businesses are seasonal and open during one or more of the “summer” or “winter” seasons. Winter snowmobiling and skiing are as important as summer season activities in many Byway communities. Too much rain in the summer months or too little snow in the winter months can have a wide range of consequences for local retailers, restaurants and other business owners. Businesses rely upon potential customers walking through their doors. Unpredictable weather may be an inconvenience for some, but it can also prove to be a major hardship for others. Steady visitor spending is crucial to maintaining desirable destinations along the First Wilderness Byway.

Developing a plan to address Global Environmental Change is challenging. Retailers and other tourism-focused businesses need to consider the business impacts of unexpected seasonal weather changes and long term climate warming trends. Shoulder season activities and related business development can capitalize upon longer shoulder seasons. Expanding services and events can promote a milder fall or “Leaf Peeping” season and a longer spring fishing or “Mud Season.” Community leaders need to consider reducing their Carbon Footprint. This can be accomplished in part by utilizing renewable energy sources, engaging in energy conservation, and operating greener tourist venues and buildings.

Reliance on Tourism Dollars to Support Local Economies

Tourism supports local economies, creates and maintains jobs, and increases business opportunities. In 2006, tourists spent over 1.69 billion dollars while visiting northern New York (Northern New York Travel and Research Center, SUNY Potsdam, 2007). In Warren County, Byway communities’ tourists expended approximately 4.3 million dollars during 2010, and slightly more in 2011. Tourism dollars subsidize the tax base by providing revenues that offset local government’s needs to raise funds from the real property tax base. Without tourism revenues, local property taxes may have increased an estimated \$737 per household (2006) in order to maintain current levels of government services (NNY Travel and Research Center, SUNY Potsdam, 2007). Wages, salaries, and business income accounted for 746.2 million dollars of generated revenue. Tourism generated 19% of Adirondack employment and directly or indirectly supported approximately 37,000 jobs (Tourism Economics, 2006; SUNY Potsdam, 2007). Travel and tourism related businesses accounted for 20% of the employment in Warren County (Wildlife Conservation Society, 1999). Booms or busts in this employment sector can significantly influence unemployment rates in the region.

Visitors traveling along each of the New York State Byway routes bring much needed tourism dollars to the Adirondack North Country Region. The excursion Railroad, Gore Mountain, Lake Luzerne’s Adirondack Folk School, and the Village of Lake George are examples of tourist destinations that invest heavily in local economies. Almost 200,000 skiers visit Gore each year. The Railroad employs approximately 130 people and the region benefits from more than 60,000 scenic railroad riders (Warren County Planning Office, 2011). The cluster of public and private tourist services that promote recreational use of the Sacandaga and Hudson River waterways contribute critical tourist dollars to many local Byway economies.

Labor Force

Hospitality industry labor pools are seasonally responsive and fluctuate with economic conditions. Low-wage service sector employees are in demand, despite the unemployment figures for Saratoga and Warren County. High school and college students and foreign workers actively participate in the hospitality job pool. Many workers live a considerable distance from where the jobs actually are. Transportation and housing options for these workers are an issue that needs to be addressed.

Improved in-service training of the hospitality labor force can benefit visitors. Other issues that are detrimental to maintaining an adequate workforce include the lack of living wages paid to hospitality and seasonal workers and the rising costs of housing. As more and more vacation homes are built, land values are skyrocketing. Some business owners opt to sell their tourist accommodations for residential development, exacerbating the shortage of beds in some Byway communities. Rising property values also create greater difficulties for local residents, who are faced with escalating property taxes.

Community Infrastructure and Planning Needs

Byway communities should evaluate the condition and availability of grey (built) and green infrastructure (greenscapes). Each community has different needs, including the carrying capacity and condition of built infrastructure (roads, drainage, utilities, energy conservation/renewable energy, wastewater and drinking water). They also differ on their needs to upgrade and expand their green infrastructure (linkage and access to open space, parks, wildlife habitat, woodlands). Adequate water, wastewater, electric and high speed internet/DSL, as well as green infrastructure, such as parks, are vital for successful community economic development. New and expanding businesses require built infrastructure for operations and for their employees' homes. A community's desirability to visitors, seasonal and permanent residents could be compromised without ongoing assessment and improvement to drinking and wastewater systems. More effective internet and wireless services are also necessary along the route. Continual grey and green infrastructure assessments on a community-by-community basis will enable capital and long term planning. Planning and action will help secure the Byway's future.

Warren County owns a forty-mile railroad right-of-way from Corinth (Saratoga County) to North Creek (Warren County) that formerly belonged to the Delaware and Hudson Railroad. In 1999, Warren County began to develop plans and projects along the rail corridor. The First Wilderness Scenic Byway includes this rail corridor, which currently operates a round-trip scenic excursion rail line (from May through October), and a freight line. Warren and Saratoga Counties are interested in expanding the profitability of the rail corridor for tourism-based businesses. Plans call for the escalated use and extension of the rail line between Saratoga Springs and Tahawus, expanded accessory tourist amenities and small business development at specific places along the Byway (See Transportation Section for additional information). Supportive infrastructure improvements will be required along the First Wilderness Scenic Byway to reinforce the theme and provide associated level of visitor amenities. The most basic elements related to the proposed development are the establishment of improved roads, drinking and wastewater systems, and supportive utilities-including communication systems. Conducting a comprehensive analysis of the existing infrastructure should be considered in order to provide for the future development needs of each community.



Figure 18: Town of Corinth. Illustration of railway depot plans. Courtesy of P. Morin

When Byway promotion and marketing are linked with land use and capital planning, the potential growth impacts resulting from discovery of and relocation to, the area may be mitigated. For example, Lake George, Lake Luzerne, Corinth, and Warrensburg recently completed or are updating their comprehensive master plans. These plans provide strategies and development guidelines that may serve as examples for the remaining communities along the Byway. Short and long-term project and infrastructure planning can address the challenges and benefits that are associated with rapid growth and economic prosperity.

Opportunities to Expand Existing Businesses and Add New Businesses

The new First Wilderness Scenic Byway brings with it the potential to stimulate economic development in the Byway region. The local and regional strategic and comprehensive plans noted in this document support the future of the First Wilderness Scenic Byway, while this CMP will further the implementation of these related planning efforts. Integration of all planning processes will assist Warren and Saratoga Counties, Byway towns, and villages to better achieve collective goals for community and economic development.

Visitor spending supports local economies and spending is critical to maintaining, improving, and expanding conditions that promote economic success. Byway communities recognize this and the need to expand businesses and implement best business practices. For example, when Main Street central business districts are well maintained, visitors are more likely to stop and disembark from their cars. Local business owners can generate sales and will, in turn, make improvements that offer travelers more desirable choices of products and services.



Figure 19: Near Route 9, Lake George Village. Main Streets play an important role in distributing the benefits of tourism to local economies. Courtesy of P. Morin

Without four-season tourism spending, business owners are challenged to keep their doors open. Technical and financial assistance from county and regional planning, and economic development agencies, will be essential to support the economic integrity of the Byway route. Business and tourism advice will be needed to support the Byway’s entrepreneurs and help promote the development of comprehensive tourist services and venues, including appealing lodging, complete visitor services, varied food, and local products

offerings. Opportunities for entrepreneurial training and small business development should be made available to interested parties.

The Byway stakeholders can benefit from the many resources available to help with entrepreneurial and business development, and community economic development projects. Support for Byway business ventures can be found in the small business resources a listed below. County Planners are listed further on in this section. Communities can contact these groups for assistance as they address community improvement goals.

- The New York State Small Business Development Centers (www.nyssbdc.org) provide resources to small business owners throughout the Byway communities. The Small Business Development Centers located nearest to the Byway is located in Albany. Many of the programs offered by the Small Business Development Center charge a small fee or are free of charge. The New York State Small Business Development Center is a division of the State University of New York, and offers free business counseling to business owners and to those interested in starting up a new small business.
- The Adirondack North Country Association (ANCA) offers economic development assistance to small business through their Crafts, Made in the Adirondacks and Enterprise Development programs. These programs focus on the development and promotion of products and services as they relate to and reflect the unique character of the Adirondack North Country. Additionally, ANCA's new Energy Program helps businesses and homeowners to connect to resources to cut energy bills, create jobs for building professionals and help communities become more energy independent. Restaurateurs and lodging owners benefit from these services. More information can be found on their website, www.adirondack.org.
- The Adirondack Economic Development Corporation (AEDC) provides technical and financial assistance with business planning and development. <http://www.aedconline.com/index.html>
- New York State has a comprehensive portfolio of economic development and business assistance services provided by Empire State Development Corporation. They provide existing businesses along the Trail with opportunities to capture resources and technical assistance to expand or maintain services.
- The Saratoga County Economic Development Corporation offers small business entrepreneurial analysis, supportive training, and financing referrals, and site selection assistance. (<http://www.saratogaedc.com/>)
- The Village of Corinth operates a Revolving Loan Fund.
- The Warren County Economic Development Corporation can help businesses with real estate analysis, market research, and project management. (<http://www.edcwc.org/programs.htm>)
- The Capital District Regional Planning Commission (CDRPC) is an area-wide planning and economic development agency. It operates various development programs and research activities for a region including Saratoga County. <http://www.cdrpc.org>

The Sites, Attractions, and Service *Typology* is located in the Special Tourism Sites, Attractions, and Services section of this CMP. It provides a general indicator of Byway venues, services and their locations. An extensive mix of business sizes and types exist along the Byway. Many are clustered in the larger hamlets of Lake George, Corinth, Lake Luzerne, Warrensburg, Chestertown, and North Creek. Fewer businesses, particularly year-round businesses, are found in the Hadley, Stony Creek, Riparius, and Wevertown, which are located in the center of the Byway. The *Typology* can identify gaps in venues and services throughout the Byway. Gaps can serve as entrepreneurial opportunities. Planners and business owners can use the typology to identify missing tourist amenities, attractions, and activities. Once identified, a thorough analysis can be undertaken to determine whether potential exists for development of a new business venture.

Clearinghouse for Technical Assistance: The County Planners

Byway communities are encouraged to contact their respective planning departments for assistance as they address community improvement goals. Additional information for prospective businesses is available from County planning departments. They can provide data on local economic conditions, statistics, and other support materials. Contacts include the following organizations:

Warren County Planning Department

Patricia Tatich, Director
Warren County Planning Department
Warren County Municipal Center
1340 State Route 9
Lake George, NY 12845
planning@co.warren.ny.us
Phone (518) 761-6410
FAX (518) 761-6411

Saratoga County Planning Department

Jason Kemper, Director of Planning
50 West High Street
Ballston Spa, NY 12020
jkemper@saratogacountyny.gov
Phone (518)884-4705
Fax (518)884-4780

Use of New York State Scenic Byway Funding

For almost two decades, Federal and New York State transportation dollars have provided one of multiple funding streams for place-based tourism and associated community economic development. Transportation funding enables tourism promotion and marketing, establishment or expansion of traveler and community services, and development of facilities that encourage local visitation and spending. Scenic Byway Program funding provided through the Federal Highway Administration of the United State Department of Transportation shows a steady record of supporting economic and community development with ongoing funding for projects along New York Byway routes. Over the years, New York State has benefited from the Department of Transportation's successful history of securing and distributing grant funding. From 1992 to 2011 the New York State Scenic Byway Program received a total of \$ 21,246,167 in Federal dollars from the Federal Highway Administration. This was matched with \$ 5,311,541 a 20% local/state share for a total project investment of \$ 26,557,708 benefiting Byway communities throughout the State.

“Studies suggest that Byway designations increase the number of visitors to rural communities by up to 20 percent, resulting in billions more dollars and tens-of-thousands of jobs nationwide (FHA, 3/2004). Those same studies have found that the typical visitor spends between \$100 and \$200 per trip.”

Individual communities participating in Corridor Management Planning are poised to capitalize on the visitor attraction potential of the Byway route as a ribbon of interconnected destinations.

Economic and Community Development: Goals & Recommended Actions

This section provides an overview of the chapter-specific recommended goals and actions that are included in their entirety in the Implementation Plan (#). The Implementation Plan identifies potential partners, time frame (year one, year two-three or five year) and priority (low, mid and high). These projects will be launched only as staff and funding allow.

Because of existing conditions and efforts to position the First Wilderness Scenic Byway to experience economic revitalization and environmental protection, the economic and community development goals, recommendations and actions for the First Wilderness Scenic Byway Corridor Management Plan are identified in the following table.

Table 4: Economic and Community Development: Goals and Recommended Actions

ECONOMIC AND COMMUNITY DEVELOPMENT GOALS & RECOMMENDED ACTIONS	
Goal # 1	<i>Strengthen the economy of the region through sustainable, place-based tourism development occurring within the context and scale of smaller settlements.</i>
Recommended Actions	Guide visitors to the less-frequented communities that are home to the under-discovered, but still valuable resources that contribute to the Byway experience.
	Encourage volunteers at the community level to organize and host year-round activities and special events that appeal to special interests of byway travelers.
Goal # 2	<i>Assist businesses to expand operations over multiple-seasons, diversify products, and stabilize their revenues.</i>
Recommended Actions	Avoid overdependence on single season and/or narrow-focus tourism initiatives. Encourage more visitors during what are normally considered “off seasons.”
	Provide a greater range of goods and services to year-round residents, increasing their quality of life and making the communities more attractive places to settle.
	Create a vernacular Adirondack Cuisine to accompany Adirondack Architecture that ties to “sense of place.” Embrace the local foods movement and promote locally grown items for purchase and consumption. Capitalize upon the growing “foodies” niche market for consumption, cooking classes, food/wine tastings.
	Distribute information collected by the Northern New York Travel and Tourism Research Center on the financial benefits of tourism as a contributing economic engine that could be used to stimulate business development and expansion.
	Invest heavily in “human capital” to build a high-quality workforce at every occupational and skill level.

<p>Goal #2 (cont.)</p>	<p><i>Assist businesses to expand operations over multiple-seasons, diversify products, and stabilize their revenues.</i></p>
<p>Recommended Actions</p>	<p>Work with the Saratoga and Warren County Economic Development Corporations to create a regionally based financial incentives package, specifically targeted to businesses that address needs outlined in the <i>Typology</i> provided in the plan. Work to develop a low or zero-interest revolving loan fund for the First Wilderness Scenic Byway.</p>
	<p>Make small business owners aware of funding opportunities such as Federal, State and Regional loan and grant programs, and encourage the use of simplified online applications and administration tools.</p>
	<p>Encourage the use of e-commerce for retailers, online reservations for lodging and dining, and general ease of communication between businesses and potential customers. Create clusters or hubs using blogs or electronic newsletters to network small business owners, spread valuable information, and participate in hospitality training.</p>
<p>Goal #3</p>	<p><i>Ensure that the built and green infrastructures are adequate for existing and future demand, well maintained and expanded, where appropriate.</i></p>
<p>Recommended Actions</p>	<p>Improve existing services, and plan for capital investment to prevent a major financial crisis when long term improvements are necessary. Continue preventive maintenance of community infrastructure systems to lessen the impact of increased visitors on the surrounding natural environment.</p>
	<p>Assess existing built and green infrastructure systems, document the short and long term needs of these systems, and identify resources available to assist with the maintenance and development of these systems to handle increased capacity and closely monitor conditions to avoid any threats to holding capacity.</p>
<p>Goal #4</p>	<p><i>Focus growth and development in the hamlets and villages and revitalize Main Streets through planning and ongoing programs.</i></p>
<p>Recommended Actions</p>	<p>Employ appropriate forms of business development that preserve the area’s resources. Concentrate development in the hamlets and preserve open space as per local planning regulations.</p>
	<p>Collaborate with local governments to raise awareness of how community character is perceived by visitors. Encourage government involvement in stewarding the public assets that visitors use or see when traveling in their community.</p>
	<p>Work with local governments to foster their commitment to sound growth practices. Use oversight authority to develop and enforce appropriate zoning and building regulations that will insure their future desirability as a Byway destination.</p>
	<p>Work to see that off street parking, efficient traffic flow, good sidewalks, waterfront access, and pleasing design are included in Main Street and other area revitalization efforts in each Byway community.</p>

Goal #5	<i>Support community economic initiatives that contribute to the First Wilderness branding, economic growth, sustainable levels of economic growth, and a better quality of life for residents.</i>
Recommended Actions	Invest in community improvements that support the residents, organizations, and businesses as a whole. Engage in sound economic development that improves the business climate, appeals to tourists, and maintains the natural, historic, and rural character of the area.
	Build new leadership and regional civic human capital by recruiting and cultivating residents from across the age spectrum. Capable, enthusiastic, and committed people should be encouraged to get involved.
	Increase the availability of affordable and community housing to support year-round settlement of a labor and volunteer pool.
	Draw visitors to the region using the uniqueness of Byway, its villages, scenery, natural environment, quality of life, and available recreational experiences. Keep the reciprocal relationship with nature in proper balance through sustainable tourism practices.
	Consider the land-tax base and recognize that the essential parts of local culture, history and the economy are Byway stakeholders who may also be long-time residents. Raise community awareness on market factors that remove properties from the year-round housing stock and impact affordable housing. New development could not replace the loss of this essential part of the local culture, community dynamics, and economic base.
	Provide greater levels of collaboration, communication, technical assistance and grant writing resources that can help Byway communities' access public programs.
	Fund and appoint an <i>Inter-Municipal Technical Assistance Coordinator</i> responsible for coordinating and sharing corridor issues, lessons and resources to all the communities as funding allows.
	Secure funding sources to conduct community studies, update or prepare community regulatory documents or reports, prepare design and construction documents, and implement proposed projects.
	Promote the effective use of Scenic Byways funding to support local economies.
	Engage in ongoing educational outreach to inform community leaders of the benefits of the Scenic Byway Program and its ability to contribute to sound economic and community development.
	Circulate well-documented facts supporting the program's positive economic impact in generating tourism dollars and creating eligibility for State Byway and Federal Enhancement funding on an ongoing basis.
Invest in community improvements that support the residents, organizations, and businesses as a whole. Engage in sound economic development that improves the business climate, appeals to tourists, and maintains the natural, historic, and rural character of the area.	

Priority Economic Development and Planning Initiatives in the First Wilderness Scenic Byway

Sample “Action Projects” can effectively implement the Economic Development Recommendations cited in Table 5.

Table 5: Warren & Saratoga Counties Sample Action Projects. Source: Northern Hudson River Inter-Municipal Redevelopment Action Plan Update (2004)

Economic Development Action Project	Corinth	Lake Luzerne/ Hadley	Stony Creek	Thurman	Riparius	North Creek	Lake George
<p><u>Infill Retail</u> To help create a strong Main Street(s) destination and extend length of stay, more small retail shops are proposed in vacant and underutilized areas with emphasis on maintaining views of, and access to water and other scenery. The intent is to provide an interesting, pedestrian-friendly Main Street that provides strong visual and physical connections to key areas of interest and to create an interesting and inviting space.</p> <p>Where applicable, infill should also be encouraged and developed behind the existing buildings to capitalize upon water and scenic amenities and generate more commerce, activity, and street life. Infill projects could be developed as multi-use structures and potentially include public restroom facilities and Main Street commercial opportunities. Infill development should be in keeping with the current architectural style and scale of the Hamlet (see Design Guidelines in the <i>Northern Hudson River Inter-Municipal Redevelopment Strategy Report</i>).</p>	X	X			X	X	X
<p><u>Complete Streetscape Improvement Program.</u> To enhance pedestrian circulation, seek funding to construct pedestrian walkways, sidewalks and crosswalks (where applicable) historic streetlights (pedestrian scaled), trees, benches, banners, flowers, and trash receptacles. Public investment in these amenities will help create a more inviting environment for the pedestrian and spur private investment in and near the site. Consider thematic and consistent streetscape improvements in linked Byway communities.</p>	X	X		X	X	X	X

Economic Development Action Project	Corinth	Lake Luzerne/ Hadley	Stony Creek	Thurman	Riparius	North Creek	Lake George
<p><u>Gateway Creation</u> Define the spatial boundaries created by community through the establishment of landmarked gateways. Note the beginning (and end) of the community by using landforms, natural features, bridges, or additions to the built environment, such as stone-walls and piers, thematic lighting, or decorative fencing.</p>							
<p><u>Establish Design Guidelines</u> To ensure infill activity meets with existing character, utilize the model design guidelines in the North Creek Action Plan and the Northern Hudson River Inter-Municipal Redevelopment Strategy Report (LWRP). The intent is to encourage architectural style that is similar to the Hamlet and the Adirondack region, rather than a suburban form.</p>	X	X		X	X	X	X
<p><u>Integrate North Creek Action Plan</u> Because of the progress over the past few years, it is important to continue to build upon the recommendations in the North Creek Action Plan. The existing committee should be made aware of the recommendations in this report and integrate them into their current activities. In addition, North Creek should consider updating the Main Street Enhancement Plan.</p>						X	
<p><u>Consider Seeking Funding to Create a Tour-Boat Between Corinth and Hadley/Lake Luzerne.</u> Although this may require private investment, talking with area tour operators may inspire the establishment of a tour-boat operator between Corinth and Hadley/Lake Luzerne. The flat water between the two communities can be ideal for such a venture.</p>	X	X					

017a Tourism Development, Marketing, and Promotion

Introduction

It is said that the journey is often as important as the destination. In order to enhance the traveling experience, plan developers inventoried the route's intrinsic qualities, studied the for-profit enterprises and the variety of community attractions that would be of interest to visitors. The First Wilderness Scenic Byway provides a range of tourism sites, attractions, and services in order to provide visitors with a rewarding travel experience. Set against a backdrop of natural beauty, there are many interesting things to do or see. No matter what the weather or season, visitors to the First Wilderness Scenic Byway can find fuel, food, and fun.

This section of the Corridor Management Plan identifies the availability (or lack thereof) of sites, attractions, services and amenities that appeal to or meet the needs of travelers. Opportunities for improving tourism amenities, marketing, and promotion at the corridor-wide and community scale are discussed. The "best of the best" tourist-based amenities (i.e. sites, attractions and services), that make for a remarkable travel experience and are owned by public, not-for-profit and private enterprises are highlighted.

Tourism Planning and Development: Overview of Conditions and Efforts.

The First Wilderness Scenic Byway links communities along a themed and storied roadway. Byway planning is supported by a tourism development effort called the "Northern Hudson River Inter-Municipal Redevelopment Action Plan (2004)". The rationale for the inter-municipal plan and the Byway CMP are to improve regional appeal to adventure, historic and culturally inclined visitors. Cultivating authentic, consistent, and distinctive place-based tourism will be accomplished by marketing and promotion, but also by interpreting and accessing the working landscape. The Inter-Municipal Plan recommends an ongoing comprehensive inventory and assessment of Byway tourism resources. It suggests that development of a "critical mass" of tourism resources highlighted by the report can strengthen First Wilderness name recognition and market share. The Inter-municipal Action Plan's projects are incorporated into the Implementation Plan for the CMP.

Byway Market Position and Tourism's Role in the Byway Economy

First Wilderness communities rely on tourism dollars to support local economies (see Chapter 016 Economic Development). Communities depend upon a continued stream of visitor spending. Tourism supports local economies through employment creation and retention, and increased business opportunities.

Research conducted to prepare the CMP revealed that data on Byway communities' market position, visitor spending and preferences varies from County to County. Warren County accumulated a comprehensive, longitudinal tourism statistical database. Comparable depth and time-studies for Saratoga were not available. Saratoga County Chamber of Commerce indicated that they do not conduct on-line surveys and plan on a 2012 Intercept Study. There was also regional data available on the "North Country." In this presentation, data was not generalized and available comparable data from both Counties were used.

“In 2009, the average stay [in Warren County] for 3,023,622 lodging guests was 3.60 days and the average number of per person was 2.84. Saratoga County recently studied selected attributes of tourist behavior and reported that the average stay was slightly longer than Warren County at 4.05 nights. Compared to Warren County, in Saratoga County, the average visitor party was also larger at 3.42 persons (Economic Development and Technical Assistance Center, Plattsburgh State University, January 2009). Warren County studies note that the 13 year average length of stay was 3.98 days, but that length of stay steadily dropped over the period (Inter-Departmental Working Paper (2009) Warren County Occupancy Survey and Report). Studies reveal that the net gain in lodging rooms is relatively small, yet chain hotels have been constructed in a few communities. Reports indicate that there might be a negative correlation between length of stay and the supplanting of “mom and pop” tourist lodging with chain hotels. One explanation may be that locally-owned rooms that offered weekly rentals have lost market share to chain hotels that rent at daily rates. As the number of locally-owned lodgings decrease, so perhaps does visitor length of stay. Opportunities to improve accommodations and reverse this trend should be explored.

Tourism dollars subsidize the tax base by providing revenues that help to offset local government’s needs to raise funds from the real property tax base. In many cases, spending provides sales tax and other taxable revenue. Without tourism revenues, local property taxes may have increased an estimated \$737 per household (2006) in order to maintain current levels of government services (NNY Travel and Research Center, SUNY Potsdam, 2007). In 2006, tourists spent over 1.69 billion dollars while visiting northern New York (Northern New York Travel and Research Center, SUNY Potsdam, 2007). Tourism expenditures in 2009 were estimated at 522 million” (Warren County Departments of Tourism and Planning). Of the 522 million, entertainment and shopping accounted for approximately 33% while food and lodging comprised 42% of expenditures (Warren County Departments of Tourism and Planning, 2009). In 2010, Warren County overnight visitors spent \$141.28 per person per day for lodging, meals, transportation, entertainment, and shopping. Day visitors expended approximately \$125 per person (Warren County Department of Tourism, 2010-2011; Inter-Departmental Working Paper Warren County Occupancy Survey and Report, 2009). Saratoga County noted that “per visitor party [average 3.42 persons] per day” (no differentiation for overnight or day visitors) expended \$551.85 per day for attractions, entertainment, events, transportation, lodging, meals, and other related expenses. Warren County daily, average per person, tourism-related expenditures were \$141.28 in 2009 as compared to \$161.36 in 2008 for Saratoga. Predominant visitor party [average 3.42 persons] expenditures in Saratoga were for lodging (\$150.11) and meals (\$86.58). Saratoga attractions, entertainment, and events accounted for 25% \$135.90 of \$551.85) of total daily expenditures (Economic Development and Technical Assistance Center, Plattsburgh State University, January 2009).

Tourism provides employment and brings in sales tax revenue during good economic times, but tourism suffers disproportionately during national economic downturns (Lake Champlain Lake George Regional Planning Board Community Economic Development Strategy, 2007). Booms or busts in the tourism employment sector can significantly influence unemployment rates in the region. Wages, salaries, and business income accounted for 746.2 million dollars of generated revenue (Warren County). No comparable figure was available for Saratoga County. Tourism generated 19% of Adirondack employment and directly or indirectly supported approximately 37,000 jobs (Tourism Economics, 2006; SUNY Potsdam, 2007). Travel and tourism related businesses accounted for 20% of the employment in Warren County (Wildlife Conservation Society, 1999). With such a strong influence on local and regional economies, tourism is one of several economic sectors incorporated into regional development strategies.

Visitor Point-of- Origin

In 2010, Saratoga County collected information on visitor inquiry points of origin. The top ten inquiries by state for 2010 are as follows:

- | | |
|------------------|-------------------|
| 1. NY6,039 | 6. OH1,455 |
| 2. PA2,964 | 7. CA1,203 |
| 3. NJ2,075 | 8. FL1,192 |
| 4. MA1,620 | 9. MD1,115 |
| 5. CT1,489 | 10. TX1,038 |

(Source: Saratoga County Chamber of Commerce, 2011)

Since 1995, Warren County collected annual data from lodging visitors on their points of origin. In 2009, half the visitors were from New York. New Jersey accounted for approximately 15% of visitor origination points. The remaining 35% of visitors hailed from Massachusetts, Quebec, Vermont, Pennsylvania, Ontario, Connecticut, Ohio and points unknown (Warren County Department of Tourism, 2010-2011; Inter-Departmental Working Paper Warren County Occupancy Survey and Report, 2009). Saratoga and Warren Counties derive a good proportion of their visitors from New England, the Mid-Atlantic States, and Canada.

Visitor Destination(s)

In 2008, Saratoga County collected survey data from a population (692) of visitors. Hadley or Corinth was not identified as specific destinations. The Saratoga visitors’ sample indicated the popular destinations were near Saratoga Springs (Economic Development and Technical Assistance Center, Plattsburgh State University, January 2009). Warren County Department of Tourism collects visitor data in the summer and winter. Length of stay varies from season to season. Lake George is clearly the primary regional destination. In addition, Warrensburg and Lake Luzerne are very popular destinations. Warrensburg also appears to be popular year-round. The following two tables (Tables #6 &7) present highlights from the most recent visitor survey (Warren County Department of Tourism Conversion Survey, 2010-2011).

Table 6: Statistical Highlights, 2010-2011 Summer/Winter Conversion Survey.
Source: Warren County Department of Tourism

Data Element	Summer Survey	Winter Survey
Use of Internet to conduct research on Lake George Area	88% (N=552)	80.7% (N=57)
Length of Stay	24.2%: 2-3 Nights (N=525)	38.8% Daytrips 23.9% 3 Nights (N=67)
<i>Communities Visited:</i>	N=515	N=40
Lake George	96.3%	82.5%
Lake Luzerne	26.8%	5.0%
Chester	7.0%	12.5%
Johnsburg	5.8%	15.0%

Data Element	Summer Survey	Winter Survey
Stony Creek	5.2%	2.5%
Thurman	1.7%	0%
Warrensburg	29.3%	40.0%
<i>Lodging Choice Highest Ranking:</i>	N=513	N=36
Hotel	20.3%	38.9%
Motel	24.8%	5.6%
Campground	14.8%	N/A
Housekeeping Cottage	14.8%	0

Table 7: Statistical Highlights, 2009 Leisure Travel Information Study.
Source: Saratoga County Chamber of Commerce

Data Element	2008 Survey N=692
Use of Internet	25%
Use of Saratoga.org	55%
Length of Stay	4.05 Nights
Lodging Choice Highest Ranking	N=692
Hotel/Resort	46%
Motel	29%
Campground	4%
Housekeeping Cottage	5%
Bed & Breakfast	10%

Table 8: FWSB Towns Overnight Stay, Statistical Highlights 2010 Summer Conversion Survey-Warren County.
Source: Warren County Department of Tourism

FWSB Community	% (N=513) Who Stayed Overnight in
Lake George	58.5%
Johnsburg	1.0%
Stony Creek	.2%
Thurman	.4%
Warrensburg	3.9%
Lake Luzerne	4.9%

One indicator of visitor destination is the relative occupancy rates for lodging facilities in the county (Table 9 Below). Comparable data was not available for Saratoga. Warren County’s database indicates that excluding Lake George, the remaining First Wilderness Scenic Byway communities host approximately 12% of the “rooms” in Warren County. Utilization rates range from a low of 18.33% in Johnsbury to a high of 40.11% in Warrensburg.

Table 9: Visitors by Community.

Source: Inter-Departmental Working Paper (2009) Warren County Occupancy Survey and Report

<i>Visitors by Community</i>					
	Responses	Total Rooms	Total Facilities	Utilization Rate	Visitor Events
Bolton	2	756	22	43.49%	240,007
Chester	2	218	22	22.65%	36,053
Hague	2	411	10	17.51%	65,657
Horicon	2	33	6	20.33%	7,345
Johnsbury	1	351	21	18.33%	93,956
L Geo Town	12	4388	104	28.97%	1,501,594
L Geo Village	4	1973	38	27.22%	522,671
Lake Luzerne	2	223	14	25.09%	51,061
QBY	6	836	14	41.41%	397,567
Stony Creek	0	118	4		
Thurman	0	0	0		
Warrensburg	2	218	14	40.11%	63,834
Glens Falls	1	140	4	42.93%	43,876
	36	9,665	273	29.82%	3,023,622

The First Wilderness Scenic Byways communities host 32% of Warren County’s campsites (Table 10 Below). Campsite occupancy rates ranged from a low of 5.04% in Lake Luzerne to a high of 8.42% in Warrensburg, Thurman, and Stony Creek.

Table 10: Camping Population.

Source: Inter-Departmental Working Paper (2009) Warren County Occupancy Survey and Report.

Camping Facilities

Information from the 2009 Warren County Travel Guide indicates that there are 4,917 camping sites within the County included within 35 different facilities. These campgrounds are both public and private ownership and were provided a separate Occupancy Survey. Ten of the campgrounds responded to include 1,734 sites.

***Table 4
Camping Population Tabulations***

	Facilities	Sites	Occupancy Rates	Population
Bolton	3	455	5.21%	30,269
Chester	6	465	13.18%	61,508
Hague	2	382	4.47%	21,806
Horicon	2	97	4.47%	4,890
Johnsburg	0			0
L. Geo Town	10	1683	7.09%	152,505
L. Geo Village	0			0
Lake Luzerne	2	242	5.04%	15,593
QBY	3	748	25.02%	273,229
Stony Creek	2	90	8.42%	8,546
Thurman	0	0	8.42%	0
Warrensburg	5	755	8.42%	71,690
Glens Falls				0
	35	4917		640,038

The average occupancy rate was 12.77% on an annualized basis with 3.09 persons per campground, staying for an average of 3.27 days. Using these figures, it is computed that the campground contribution to the seasonal population mix for 2009 was 640,038 persons.

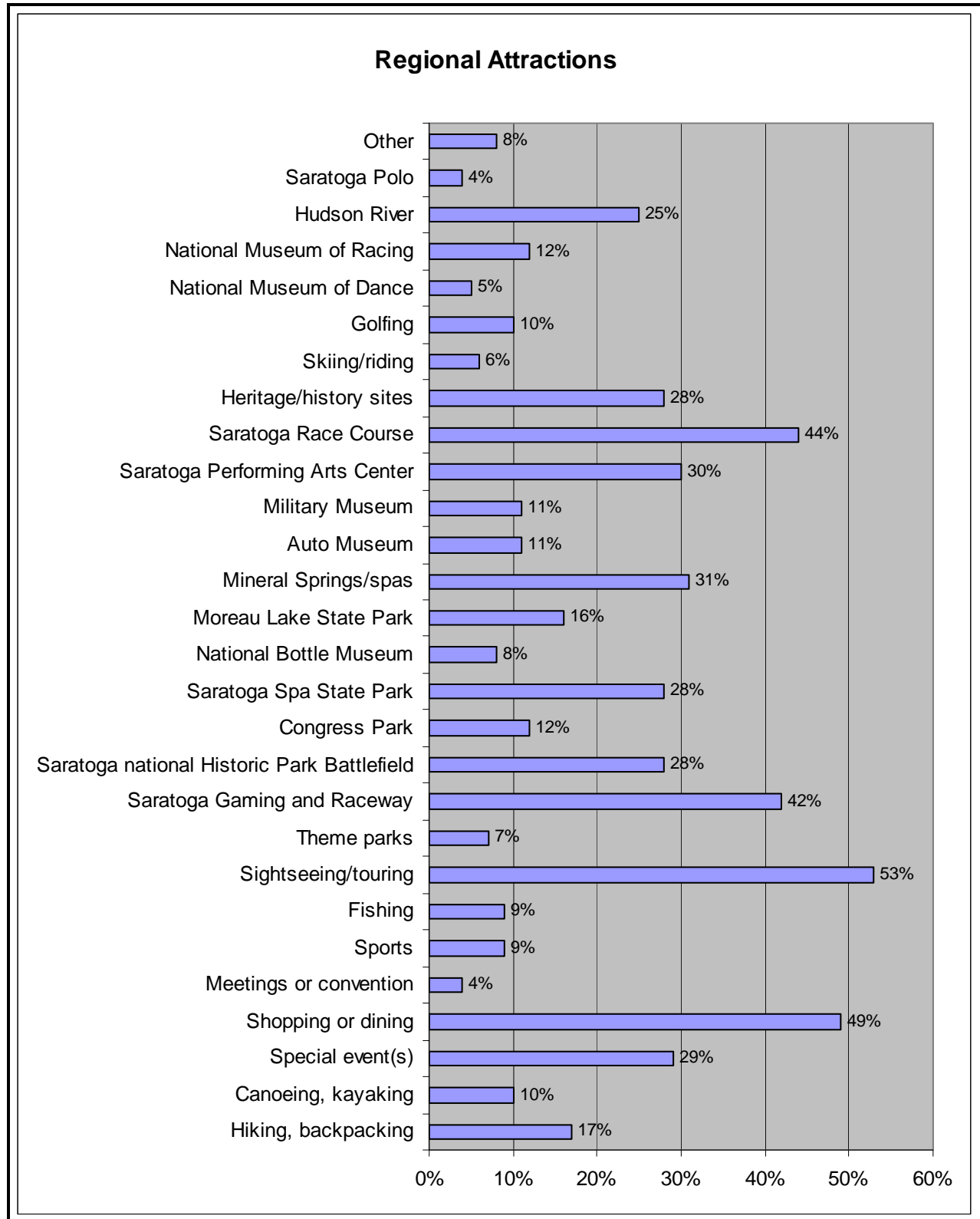
Visitor Activities

Visitor activities for Saratoga County can be categorized based upon expenditures and data for regional attractions. For example, 53% of survey respondents enjoyed sightseeing and scenic touring, 49% engaged in shopping and dining, and 25% noted the Hudson River.



Figure 20: Main Street Lake Luzerne. Feasting on the view at a local restaurant. Courtesy of P. Morin.

Table 11: Vacation Activities Engagement Statistical Highlights, 2009 Leisure Travel Information Study, Saratoga County Chamber of Commerce. Source: 2009 Leisure Travel Information Study, Saratoga County Chamber of Commerce.



According to the Warren County Tourism Conversion Survey (2010-2011), top ranking summer vacation activities of respondents included dining (79%) and family amusements, such as parks, cruises, and mini-golf (70.3%). Locations in the First Wilderness Scenic Byway that were mentioned (three times) were rodeo(s) and the Warrensburg Garage Sale. During the winter, outlet mall shopping ranked highest in vacation activities (46.5%) with scenic touring ranking second (39.5%). Only 16.3% indicated skiing, snowboarding, or tubing as their vacation activity. When asked where they engaged in these activities, 66.7% indicated West Mountain and 33.3% indicated Gore Mountain (N=6). Visitation to North Creek Ski Bowl, Hickory, or Dynamite Hill was not noted.

A general comparison of activity engagement can be made although the summer and winter surveys identified different activities.

Table 12: Vacation Activities Engagement Statistical Highlights, 2010-2011 Summer and Winter Conversion Surveys-Warren County. Source: Warren County Department of Tourism

Activity	% Engagement Summer (N=518)	% Engagement Winter (N=43)
Scenic Touring	54.4%	39.5%
Water Sports	40.2%	N/A
Nature/Natural Attractions/Ecological	32.0%	25.6%
History/Heritage	31.1%	7.0%
Arts/Culture	14.9%	7.0%
Bicycling	6%	N/A
Skiing, Snowboarding and Tubing	N/A	16.3%
Cross Country Skiing, Skating and Snowshoeing	N/A	7.0%
Spectator Sports	N/A	7.0%
Antiquing	N/A	18.6%
Shopping Local Crafts	N/A	37.2%

It is imperative that tourism development take into consideration the carrying capacity of the surrounding natural environment. It is easy to become overly dependent on tourism for supporting the local economy, which could lead to the over-exploitation and overuse of the natural resources. So while it is important to make sure that the tourism industry is well-developed, it is equally as important to diversify businesses and attractions-- and to protect the quality of the air, water, and scenic resources. Considering carrying capacity will serve many purposes, but the most important benefits will be:

- Providing a “rest” for area natural resources – the more one spreads out the economic base, the greater will be the capacity of the environment around it to absorb impacts.
- Providing for a more sustainable year-round economy.
- Creating a diverse range of activities and attractions for visitors so that they will come back to visit multiple times and have the option to engage in a variety of activities. Repeat visitation is a common motive for tourists when explaining why they have visited Warren and Saratoga Counties.

Hospitality: Local and County Support for Tourism

As evidenced by the data referred to in this section, the Counties’ Chamber of Commerce, and the Warren County Tourism Office work to serve and accommodate visitors’ needs, behaviors, and trends.

Local chambers, government, and organizations engage in community-based event development and supportive tourism activities. To increase repeat visitation and attract new travelers, ongoing, expanded, improved and broader support for tourism efforts are needed. In the implementation of this Corridor Management Plan, Byway planners look to engage tourism representatives and Chambers of Commerce in the implementation of this plan. Currently, businesses, organizations, Chambers, tourism offices and residents refer visitors to area venues and activities. Social events, such as fire department picnics, fairs, and festivals are a good example of authentic traditional activities that visitor's value and seek out while touring a community. Increased visitor participation in community social events can also provide more demand for tourism development programs.



Figure 21: County Route 3, Stony Creek.
Courtesy of P. Morin

The Lake Champlain Lake George Regional Planning Board CEDS, 2007 states “Half the income, population, business, and sales of the combined United States and Canada are within one day’s [drive]”. This market offers the potential influx of tourists to support a thriving retail and service trade. Community leaders and government officials should recognize the economic and social role tourism plays in their economy. Consistent marketing messages and coordinated visitor experiences for Byway travelers will require ongoing collaboration by key players. Laying out the “welcome mat” through courteous service and effective, approved signage can also make visitors feel welcome and encourage repeat visitation.

Tourism Marketing and Promotion

Lake George and Saratoga Springs are well known, seasonally-crowded, major area destinations. Smaller, First Wilderness communities who work together as a region can utilize cooperative and collaborative marketing and promotion strategies to provide visitors with an alternative. These strategies are designed to link smaller, community-based destinations joined by the

common Byway theme. Byway branding is a cost efficient advertising strategy for promoting the rare assets and beauty of the remote Upper Hudson River countryside.

Outside technical and financial support will be needed to engage in marketing and promotion. Byway communities will continue to depend on State promotions by the Adirondack Regional Tourism Council, the I Love New York campaigns, and New York State’s Department of Transportation’s Scenic Byway Program. The responsibility lies with Byway communities to highlight the Byway’s major assets. This can be achieved by effectively collecting, maintaining and presenting Byway assets as part of marketing data and materials for feed-in to State and other promotional campaigns. Sharing critical visitor information through tourism-development networks should be encouraged to facilitate inclusion of Byway highlights in planned promotions. The future viability of the Byway approach is reinforced by actively participating in the development of materials that highlight the Byway. By investing in Byway-based marketing and promotion, intrinsic resources are protected, communities are revitalized, recreation areas are utilized, and cultural artifacts are preserved and celebrated.

Marketing Strategy

Marketing the Byway requires the area to collaboratively highlight at the regional, national, and international level the extensive collection of resources, events, and activities that are available to visitors journeying along the route. Natural, historical, cultural, and recreational resources need to be effectively packaged and presented to appeal to pleasure travelers in search of nature-based, heritage and recreation tourism. Creative marketing strategies must be implemented to connect with new visitors, encourage repeat visitation, extended stays in a region where attractions are plentiful, activity lists are long, and there is much to be explored. ANCA's 2009 Scenic Byway Marketing Survey confirms that the First Wilderness Scenic Byway offers the type of activities today's travelers seek. Well-organized marketing and branding planning will allow Byway managers to tap the target visitor markets and introduce these travelers to the First Wilderness Scenic Byway.

Byway Promotion and Media Exposure

A strategically formulated approach to Byway promotion will ensure that as many target audiences are reached as is possible. Ongoing promotional efforts should be carried on through a diversity of media outlets. These include print and media campaigns, along with a stronger Internet presence and current *IPad* and Smartphone applications. Television advertisements, when used in conjunction with traditional print media promotions, are very effective promotional tools for the New York State Scenic Byways. A successful 2002 campaign featuring Tom Bodette as spokesperson for the "New York State a la Cart" featured a combination of magazine, newspaper, and special travel guide publications, as well as a series of highly successful television commercials.

Traditional media, such as print, are still strongly in use at visitor interpretation centers and information centers along highways and at rest areas. But with the advent of the new high-tech digital age and the development of the Internet as an easily accessible research tool, promotional materials and advertising must adapt in order to ensure that information is available when, where and how visitors request it. Use of the internet as a basis for the marketing strategy is central to its success. Today's tourist utilizes the internet to gather destination information and to plan their itineraries. Warren County noted that more than 80% of survey respondents used the internet (Warren County Departments of Tourism and Planning, 2010-2011). Saratoga County respondents reported over a 25% internet use and over 55% use of the County website, www.saratoga.org to research destinations (Economic Development and Technical Assistance Center, Plattsburgh State University, January 2009).

Developing new and improving existing websites to provide information and providing links to other high-traffic websites, such as Adirondack Regional Tourism Council or I Love NY (www.iloveny.com) websites are necessary. A web-presence for the First Wilderness Scenic Byway will need to be developed for placement at ANCA's www.adirondackscenicbyways.org and the linkage established with www.bikethebyways.org. ANCA and/or the Byway Management Entity will need to secure funding to update all existing printed and on-line maps to reflect the new name and routes.

Many small businesses are also finding value in the use of a website as a marketing and promotion tool for their particular products. Internet-based itinerary planning allows prospective visitors to pre-plan accommodations, transportation modalities (for example, a mixture of car, bike, train, and hike) and activities along the Byway to suit their interests. Quality, convenient access to internet, Byway websites, and links are an important marketing tool for Byway communities. Web-based applications

integrate and link visitors with high-quality information at a low production cost with high-yields to world-wide audience.

Product Branding as Marketing and Promotion

With shopping named as one of the preferred activity for visitors, an opportunity exists to promote the special businesses and artisans offering furniture, foods, clothes, gifts, outdoor gear, wooden watercraft, and Adirondack furnishings. Rustic, handmade, homemade, hand wrought, and handcrafted are just a few of the descriptions that tell about the products, foods and wares offered throughout the region. Promotions that appeal to the market niche that prefers quality local goods to mass-produced items are needed. Entrepreneurs should be encouraged to feature the Adirondack name or New York State name on these special products to set them off.

The well-recognized “Adirondack” name is already in place in the market. Promoting the Byway and branding the Byway experience with this desirable label will strengthen the First Wilderness Scenic Byway’s desirability in a very competitive traveler’s market. Byway businesses should be encouraged to use ANCA’s “Made in the Adirondack North Country” logo, which creates an instant recognition of quality and uniqueness associated with products and services originating in the Adirondack North Country and supports the economy of the region. Sample uses for the logo are window decals for retailers, posters for display, tent cards, labels for bags, product labels, point of purchase signs for products, bumper stickers, banners, ads and brochures, websites, and more. Details on this program may be found at (www.adirondack.org/products.htm). At this time questions regarding permission and use of the name and logo should be directed to the Adirondack North Country Association. Using the established Adirondack label can have tremendous impact on encouraging visitation based upon the high interest in the lore, life, products, and events that accompany this theme. The present degree of interest in all things “Adirondack” should be tapped. Byway communities will need to be informed of the merits of using the name and logo, and instruction in how to apply the label will be needed.

The appropriate use of the logo and “First Wilderness” name in interpretive materials, signs, and Internet postings should be distributed to interested stakeholders. To encourage the use of the First Wilderness Byway name and logo, it is important to network with mapmakers and authors of visitor guides.

The First Wilderness logo shown in this CMP will need to be adapted to conform to NYSDOT’s standards for route identification signage to be placed in the right of way for the Byway route. Additionally, the design will need to be re-worked so it reproduces well with a 2-color application that differs from the multi-tonal shading gradations currently in use.

017b Availability of Tourism Sites, Attractions, Services, and Events

A synopsis of existing and special tourism attractions and services is provided below. Following the presentation of available tourism attractions and services is a summary of the gap analysis conducted in the development of the Sites, Attractions, and Services Typology. A Byway gap analysis was conducted after preparing an inventory and map of the tourism-related services provided by the private sector. The value in the gap analysis is two-fold, it enables the plan implementers to see what private sector services are available, and, at the same time, identify where gaps exist in tourism services. Gaps may be opportunities for new business development. The primary and common attraction to Byway visitors is the quality and quantity of private and public outdoor recreational resources. Privately owned special attractions are quite diverse and exist in most of the Byway communities. The data provided in the brief synopses below (Table 13) and the Sites, Attractions, and Services Typology will serve as a source for future tourism planning and development.

Table 13: Byway Tourism Gap Analysis

FOOD AND LODGING	
Availability	Gaps
The selection of food and lodging choices vary and the traveler is likely to find campgrounds and motels, resorts and rental cabins in just about every community from Corinth to North Creek. Lodging options in terms of style and price point are diverse and spread out along the larger communities of Corinth, Lakes George and Luzerne, Warrensburg, Chestertown and North Creek. Lodging options are also seasonally limited, depending upon location, so it is very important for visitors to call ahead for availability.	An opportunity exists to create vernacular cuisine, such as Adirondack Cuisine to help market area restaurants, local products, and special local <i>terroir</i> . <i>Terrior</i> represents the special characteristics that the geography, geology, and climate of a certain place lend to flavor of the local foods or drinks.
Standard restaurant fare-both seasonal and year round is available in almost every community along the trail. While Adirondack Cuisine is a relatively new idea, upscale four season dining is plentiful in the larger communities all along the route.	
SHOPPING	
Availability	Gaps
Recent tourism surveys indicate that one of the preferred tourism activities when on vacation is shopping. This is especially important when the weather is inclement. Byway leaders need to promote opportunities to buy local. There are numerous opportunities for visitors to shop for antiques, local crafts, clothing, gifts, foods, and outdoor gear for recreational pursuits located in nearly every community along the Byway. There are also outlet stores located in nearby	Essential services are needed in many Byway communities. For example, Lake Luzerne or Hadley could use a dry goods/country store, similar to the Vermont Country store or Old Forge Hardware where residents and visitors can purchase items such as socks, boating supplies, and clothing. More outfitters catering to the outdoor recreation market could be further developed throughout the Byway.

SHOPPING (continued)	
Availability	Gaps
<p>Queensbury. Special shopping events include “The World’s Biggest Garage Sale,” hosted every summer by the Town of Warrensburg. The garage sale is a very popular destination where every sidewalk, yard, lot, garage, and available space becomes a showcase for treasure hunters. During the first week in June, Lake George Village hosts the Americade that includes a 30,000 square foot tent full of vendors. Corinth also has a diverse retail base. Outdoor enthusiasts can purchase recreational equipment including fishing rods, bullets and bait in almost every Byway community.</p>	
ATTRACTIONS	
Availability	Gaps
<p>A diverse collection of special attractions for visitors includes horseback riding, rodeos, whitewater rafting, skiing, and scenic railroad excursions. Special attractions are spread throughout the entire Byway and others are easily accessible near the Byway. Golfers can swing at 1,000 Acres (Stony Creek), Bend of the River (Hadley) and Cronin’s (Warrensburg). Equestrians can enjoy Bennett’s Riding (Lake Luzerne), and the Rodeos at 1,000 Acres (Stony Creek) and the Painted Pony Ranch (Lake Luzerne). Ski rentals are available at Gore Mountain (Johnsburg) and Snowmobile rentals at Bennett’s Riding (Lake Luzerne). Winter sliding is convenient at Tubby Tubes in Lake Luzerne. The Lake George Steamboat Company offers scenic boat cruises of Lake George and the scenic railroad at North Creek provides various excursion opportunities. Thurman offers farm tours including Nettle Meadows. Details regarding the abundance of NYS Department of Environmental Conservation campgrounds, trails and waterways can be found in the Recreation section of this plan. For details about multi-modal and alternative modes of transportation (i.e., rail, canoeing, bicycling), please refer to the Transportation, Safety and Community Design section of this plan. As travelers visit one community after another, they will find that experiencing Byway attractions is convenient any time of the year.</p>	<p>The development of the excursion railroad eliminated an important snowmobile trail that parallels NYS Route 418. Efforts are underway to re-route the trail through private property so that the linear connection to other snowmobile trails is sustained. Bicycle, kayak, and canoe rentals are needed in Thurman, Lake Luzerne, and Hadley where a whitewater rodeo site is in development. The Byway’s small ski areas, Garnet Hill (Johnsburg), Hickory Hill (Warrensburg) and Dynamite Hill (Chestertown) and the Town of Warrensburg’s toboggan run require renovation and further development, particularly after Hurricane Irene. The Dean Farm has 217 acres and plans call for a 3.5 mile multi-use trail with 1.3 miles of accessible trails.</p>

ARTS	
Availability	Gaps
<p>The arts are well represented throughout the entire Byway in the form of arts centers, galleries, museums, and studios. Many are open year-round. There are also theaters and performance spaces in the Towns of Lake George, Hadley, Lake Luzerne, Warrensburg, Chester, and Johnsbury. These cultural centers offer special opportunities for visitors. For example, the Tannery Pond Community Center in the Hamlet of North Creek offers performances in music and theater by local and nationally-known artists, while the Adirondack Folk School in Lake Luzerne hosts a plethora of arts workshops for children and adults. The North Country Arts Center in Chester is a satellite gallery hosting visual art shows.</p>	<p>Opportunities to celebrate the arts could be revitalized. For example, the Stony Creek Mountain Days and Fiddlers Jamboree utilize an outdated facility. The Town of Thurman has an active historical society, but does not currently have display space for important artifacts. Thurman is also in need of indoor performance space to supplement the open stage available at Veteran’s Memorial field behind the Town Hall used for the summer concert series. The “Last of the Mohicans” Outdoor Drama in Lake George Town is a growing grassroots organization that lacks indoor performance space. The Floyd Bennett bandstand in Warrensburg requires renovation so that it can be used as a performance venue. The Folk School in Lake Luzerne would like to expand and create a Hudson River School art gallery across from the folk school. They would also like to build a 150-seat outdoor amphitheater and performance space.</p>
REST ROOMS	
Availability	Gaps
<p>Public restrooms can be located at Town Offices, Libraries, Historical Societies, and some of the public parks—only during business hours. Bathrooms are being constructed (in 2012) in Hadley and Thurman at the train stations.</p>	<p>Public restrooms are needed in Chestertown, Warrensburg, and Hadley hamlets and at the Riparius and North Creek train stations.</p>
GAS/AUTO SERVICES	
Availability	Gaps
<p>Gasoline and automobile services, including towing services, air pumps, mechanics, and service stations can be found throughout the Byway. Service stations can be found in Corinth, Lake Luzerne, Warrensburg, Chestertown, and North Creek. Towing and mechanic services are available in all communities except the Town of Stony Creek.</p>	<p>There are no gas stations or air pumps in the Towns of Hadley, Stony Creek, or Thurman.</p>

MEDICAL SERVICES	
Availability	Gaps
Travelers can find year-round emergency medical care and walk-in clinics. Regional hospitals are located at Glens Falls and Saratoga Springs. Urgent Care walk-in clinics can be found in Corinth, Warrensburg, and Queensbury, with by appointment-only medical facilities in Chestertown and in North Creek located at the Tri-County Nursing Home. Every town except Thurman has ambulance/emergency services. Lake Luzerne, Lake George, Warrensburg, Chestertown, North Creek, and Corinth have pharmacies.	The Towns of Hadley, Thurman, and Stony Creek do not have pharmacies.
COMMUNICATION	
Availability	Gaps
Wireless access is available near most town halls. Internet access can be found at public libraries and, in some cases, town offices. Public telephones can be located in many of the communities throughout the Byway. Internet service is becoming more available at lodgings. Communities are working to make internet service available to travelers at lodging and other popular visitor venues. Several additional towers have been erected recently (or will be within the next year) that will improve wireless broadband connections.	Cellular communications connectivity can be problematic, particularly in the upland reaches where signals are weak and easily interrupted by mountains and valleys. This may not be considered a problem to some visitors, who come to the region to escape the 24/7 lifestyle, but it is a problem for those who want to maintain constant connectivity. Cell phone service as an emergency connection in remote areas needs to be improved.
CHURCHES	
Availability	Gaps
Most of the communities provide a range of denominations for worship, including Catholic, Methodist, Baptist, Episcopalian, Presbyterian, and Pentecostal.	No places of worship are present in the Towns of Stony Creek or Thurman.
BANKS AND ATMs	
Availability	Gaps
Most communities have at least an ATM available in convenience or grocery stores and the larger communities, such as Corinth and Lake George have at least one bank.	No ATMs or banks are present in the Towns of Hadley, Stony Creek, or Thurman.

SPECIAL EVENTS	
Availability	Gaps
Special annual events, such as seasonal festivals, holiday celebrations, and themed “happenings” are scheduled throughout the year in Byway communities. A sample event listing follows in Table # 14 below:	As can be seen from the following event chart list, most communities offer special events throughout the year. Not every month has an event and activities throughout the entire Byway that visitors can experience in one trip could be expanded and coordinated.

Table 14: Byway Events by Community/Date. Source: Warren County Planning Department.

CHESTER EVENTS	
<p>FebruaryKrazy Downhill Derby Last weekend in February http://www.northwarren.com/index/siteevent-details-action/id.43/title.krazy-downhill-derby Broomball ice tournament, homemade sled downhill race</p>	
<p>July 7th, 2012Summerfest - Fireworks Chester Municipal Center, 6307 Main St, Chestertown, NY 12817 (518) 494-2722 http://www.northwarren.com Children's activities, games, vendors, music, BBQ and more. Fireworks at dusk! Price: Free</p>	
<p>July 7th, 2012 Strawberry Festival & Craft Show Community Methodist Church, Church St Chestertown, NY 12817 (518) 494-3374 Season: 9am-3pm Great fun! Shortcake, ice cream, malts, sundaes and crafts too.</p>	
<p>SeptemberAdirondack Distance Festival Last weekend in September http://www.northwarren.com/index/siteevent-details-action/id.56/title.adirondack-distance-festival-5-10k-races 5 and 10K running races</p>	
<p>October 13th, 2012 Great Brant Lake Duck Race & Family Fun Day Mill Pond Rte. 8, Brant Lake, NY 12815 (518) 494-2722 http://www.northwarren.com Season: 9am-2pm Lots of family fun, Pancake Breakfast, 9am at the Firehouse, \$. Race starts at the quack of noon! Also a pumpkin painting contest! Price: Free</p>	
<p>OctoberAnnual Halloween Pug Party & Parade Mid-October http://www.northwarren.com/index/siteevent-details-action/id.42/title.halloween-pug-parade Pug parade, concession and vendors, pumpkin decorating and costume contests, pug games.</p>	

CORINTH EVENTS**AugustTown-wide Garage Sale:**

Second weekend of August

<http://www.corinthny.com/AnnualEvents.html>

Map prepared (can be found at downtown businesses)

December..... Hometown Christmas

First weekend in December

<http://www.corinthny.com/AnnualEvents.html>

Parade, tree lighting, caroling, horse-drawn hayrides, fireworks

HADLEY EVENTS**AprilMaple in April**

Last weekend in April

<http://townofhadley.org/content/Calendars/View/1/2011/4;/content/CalendarEntries/View/572>

August..... Run, Pedal, Tube

Third weekend in August

<http://www.hadleybusinessassociation.net/TriathlonDirections.html>

Run, bike and canoe triathlon competition

August..... Town-wide Garage Sale

Third weekend in August

<http://townofhadley.org/content>

Garage sales

September Great American Bicycle Race

Third weekend in September

<http://townofhadley.org/content>

November Community Thanksgiving Service

Thanksgiving weekend

JOHNSBURG EVENTS**February 12th, 2012 Kids Day**

Gore Mountain 793 Peaceful Valley Rd, North Creek, NY 12853 (518) 251-2411

<http://www.goremountain.com> Season: 8:30am-4pm

Kids games, promotions, and events all day!

May White Water Derby

First week in May

<http://whitewaterderby.com/>

Whitewater race on the Hudson River, live music

JOHNSBURG EVENTS (CONTINUED)**April 1st, 2012 April Fool's Mountain Challenge**

Gore Mountain 793 Peaceful Valley Rd., North Creek, NY 12853 (518) 251-2411

<http://www.goremountain.com> Season: 8:30am-4pm

A fun Scavenger Hunt! What will you find? Price: Free

May Adirondack Adventure Festival

First week in May

<http://www.gorchamber.com>

Family activities, guided hikes, bike tours, free river raft rides

August Upper Hudson Bluegrass Festival

Mid-August

<http://www.upperhudsonbluegrassfestival.com>

Weekend-long music festival, camping allowed

October Gore Mountain Harvest Festival

Early-mid weekend)

<http://www.goremountain.com/vacations/fall.cfm>

Live music, crafts, and vendors, gondola rides, mountain biking, climbing wall, alpacas

December Holiday Parade and Christmas Concert

First weekend in December

<http://www.gorchamber.com/calendar.php>

Parade in North Creek followed by breakfast with Santa and fire truck rides for children, free choir, and jazz concert

LAKE GEORGE EVENTS**January 1..... New Year's Day Polar Plunge**

<http://www.lakegeorgewintercarnival.com>

First Day in Lake George. Registration 10:00 am at Duffy's

February Winter Carnival

Fridays and Saturdays, all month

<http://www.lakegeorgewintercarnival.com>

Polar plunge, ice sculptures, dog sled pull, outhouse races, snowmobile water skip, hot air balloon tethered rides, etc.

March Winter Warm Up-Guided Snowshoe Hike

<http://www.lakegeorgechamber.com>

Lake George Land Conservancy, Berry Pond Preserve, Lake George

Family activities, bonfire, hot chocolate, & treats ~ 9 AM-1 PM

September Lake George Triathlon

Labor Day weekend

<http://www.lakegeorgetri.com/>

Olympic distance USAT swim/bike/run competition

LAKE GEORGE EVENTS (CONTINUED)**SeptemberAdirondack National's Car Show**

Early September

<http://www.adirondacknationals.com>

Parade of cars, vendors, car cruise, family activities

OctoberOktoberfest:

Mid-October

<http://www.lakegeorge.com/fall/oktoberfest.cfm>

Micro-brew tasting, German cuisine, live German music

LAKE LUZERNE EVENTS**February Adirondack Folk School – Hearts for the Arts**

Fridays and Saturdays, all month

<http://www.adirondackfolkschool.org/index.php/first-annual-hearts-for-the-arts/>

Musical concert fundraiser

July 7th, 2012 Folk School Festival

Adirondack Folk School 51 Main St, Lake Luzerne, NY (518) 696-2400

<http://www.adirondackfolkschool.org> Season: 10 am-4 pm

Artists' demonstrations, open fire cooking, sheep shearing, spinning, carding, blacksmithing and more. Food and music too! Price: Free

July 21st, 2012 Riverview Arts & Craft Fair - Library Book Salewww.hadsals.edu

Pavilion Park Route 9N, Lake Luzerne, NY 12846 (518) 696-3423, Season: 9am-4pm

Pavilion filled with books, Craft and Food vendors fill the park. Price: Free

December..... Holiday on the Hudson (shared event with Town of Hadley)

Labor Day weekend

<http://www.townoflakeluzerne.com/Special-Events.asp>

Tree lighting, puppy stroll, bazaars and crafts, concert, music, train ride, parade, fireworks

<http://townofhadley.org/content>**December Holiday on the Hudson**

Shared event with Town of Lake Luzerne

<http://www.townoflakeluzerne.com/Special-Events.asp>

Tree lighting, puppy stroll, bazaars and crafts, concert, music, train ride, parade, fireworks

STONY CREEK EVENTS**January-February-March Library Winter Concert Series**<http://stonycreekchamber.com/community.cfm>

Any questions please call the library at 696-5911

STONY CREEK EVENTS (CONTINUED)**February 11, 2012 Library Book & Bake Sale**

<http://stonycreekchamber.com/community.cfm>

Stony Creek Town Hall, 9:00 a.m. - 2:00 p.m.

52 Hadley Road, Stony Creek, NY.

Any questions please call the library at 696-5911

AugustMountain Days Festival and Town wide Garage Sale

First weekend in August

<http://www.stonycreekchamber.com> - Lumberjack competition, music, dancing, crafts, food, children's entertainment, vendors

THURMAN EVENTS**March 17th, 2012 - March 18th, 2012 New York State Maple Weekend**

Various Sugarhouses around Thurman, NY 12810 (518) 623-9718

<http://www.upperhudsonmaple.com> Season: Tours, 10am-4pm

Free tours of sugar houses, demonstrations, and activities. Pancake Breakfast at Valley Road Maple Farm, 9am, Admission Price: Free

MarchMaple Days

Mid-March

<http://www.thurman-ny.com/>

Tour of maple sugar facilities

OctoberFarm Tour

Mid-October

<http://www.thurman-ny.com/Spring-Summer-COE.html>

Farm tour, craft show, music, demonstrations, pancake breakfast, barn dance, and geocaching

November Country Christmas Bazaar

Last weekend in November

<http://www.persisgranger.com/ChristmasBazaar11.htm>

Visit Santa, crafts, tree decoration

WARRENSBURG EVENTS**FebruaryHickory Hill Ski Center Telemark Festival**

43 Hickory Hill Rd, Warrensburg, NY 12885 (518) 623-5754

<http://www.hickoryskicenter.com>

Season: 9am-7pm Ski the Legend! Tour de Trees, Tele Skin Challenge Race. Free demos and tele clinics; vendors. After ski party with live music.

Free w/lift ticket

WARRENSBURG EVENTS (CONTINUED)**JuneMotorcycle Rally**

First week in June

<http://www.warrensburgbikerally.com/index.html>

Week-long rally with vendors and activities (tours, etc.)

June 8th, 2012Rhubarb Festival - Farmers' Market

Warrensburg Mills Historic District Park

173 River St., Warrensburg, NY 12885 518-466-5497

<http://www.localharvest.org/warrensburgh-riverfront-farmers-market-M22857>

Season: 3 pm Price: Free

June 16th, 2012Daggett Dog Days

Daggett Lake Campsite, 660 Glen Athol Rd., Warrensburg, NY 12885 (518) 623-2198

<http://www.daggettlake.com> Season: 10am

A fun day for pets and their people. Proceeds to Adirondack Save A Stray. Rabies certificate required. Price: \$

JulySmokeaters Jamboree

Last weekend in July

<http://www.warrensburgchamber.com/>

Music, food, games, commercial vendors, midway rides, auction

JulyArts and Crafts Festival

Mid-July

<http://www.warrensburgchamber.com/>

Crafts and food for sale, music at the bandstand

August.....Warren County Youth Fair

First weekend in August

518-623-3291

Crafts and food for sale, talent show, 4H animal exhibits, environmental education, bouncy

September 23rd, 2012 Hickory's Fall Family Festival

Hickory Ski Center, 43 Hickory Hill Rd, Warrensburg, NY 12885 (518) 623-5754

<http://www.hickoryskicenter.com> Season: 1-5pm

A family fun event with live music, dancing, food, local micro brews, scenic helicopter rides. Climbing wall, bouncy house, hiking and more! Price: \$

OctoberRiverfront Harvest Dinner

Last weekend in October

<http://www.warrensburgchamber.com/>

Town parade to and from elementary school, children's costume contest

WARRENSBURG EVENTS (CONTINUED)

OctoberHalloween Parade

Held around Halloween – date varies slightly.

<http://www.warrensburgchamber.com/>

Town parade to and from elementary school, children’s costume contest

OctoberGraveyard Walk/Dinner with the Dead

Held around Halloween – date varies slightly.

<http://www.warrensburgchamber.com/>

Tour of historic grave sites, benefit dinner

DecemberChristmas in Warrensburg

First weekend in December

Main Street, Warrensburg, NY 12885 (518) 623-5497

<http://www.warrensburgchamber.com>

Vendors, Children’s’ activities, concerts, church bazaars, storytelling, exhibits, Santa & Tree Lighting.

DecemberHoliday Craft Fair

First weekend in December.

The Lodge at Echo Lake Hudson St., Warrensburg, NY 12885 (518) 623-2161

<http://www.warrensburgchamber.com> Season: 9am-4pm

Something for everyone! Hand crafted and unique gifts, jewelry, artwork, wood crafts. Price: Free

Outstanding Examples of Private Sector Sites, Attractions, and Services

A few places of exceptional interest that visitors report captures local character are included in Table 15 below:

Table 15: Places of Exceptional Interest

Place	Township
The Barn Shops	Corinth
Fort William Henry Resort Hotel	Lake George
Painted Pony Rodeo	Lake Luzerne
Adirondack Wildwaters, Inc.	Hadley
1000 Acres Ranch Resort	Stony Creek
Whitewater’s Inn & Lodge	Thurman
Oscar’s Smokehouse, Grist Mill Restaurant	Warrensburg
Brushwolf’s Charter & Taxidermy, The Rising House	Chestertown
Gore Mt. Mineral Shop & Barton Mines	North Creek

Tourism Marketing and Promotion: Goals and Recommended Actions

This section provides an overview of the chapter-specific recommended goals and actions that are included in their entirety in the Implementation Plan #029. The Implementation Plan identifies potential partners, time frame (year one, year two-three or five year) and priority (low, mid and high). These projects will be launched only as staff and funding allow. This section also provides an overview and general guidance of strategic tourism priorities for the First Wilderness Scenic Byway that are identified in the Implementation Plan.

Table 16: Tourism, Marketing & Promotion Goals and Recommended Actions.

TOURISM DEVELOPMENT, MARKETING & PROMOTION GOALS AND RECOMMENDED ACTIONS	
Goal #1	<i>Promote and encourage tourism commerce and communication between communities along the Byway in order to better connect with tourists and visitors.</i>
Recommended Actions	The proposed re-routing and renaming of the Dude Ranch Trail to the First Wilderness Scenic Byway will help to develop the byway’s theme and encourage increased participation among byway communities. This more authentic (and accurate) theme will facilitate promotional efforts that are consistent with the product label (byway name) and the actual Byway experience. State legislation to officially modify and rename the current Byway route is a step to effectively brand and market this Scenic Byway and accurately tell the story of current Byway offerings.
	Coordinate activities with other tourism promotion groups to engage in cost effective promotion.
	Engage in joint marketing and promotional efforts to external audiences to gain visibility for community assets and resources.
	Undertake cooperative hospitality training and information exchange among Byway-based venues.
	Inventory and contact local tourism attractions to explore cross promotional potential in order to pool limited financial resources.
	Cross-promote tourist based venues. Use the communities that serve as rail stops for the Scenic Railroad Excursion as thematic waypoints for visitor activity. For example, develop various levels of services and venues at each stopping point.
Goal #2	<i>Improve the availability of goods, services, food and lodging that appeal to visitors.</i>
Recommended Actions	Develop tourism infrastructure (platforms, stations, signage, kiosks, etc.) to improve tourist experiences.
	Promote entrepreneurship among local tourism operators in order to expand goods and services. Include any business opportunities revealed in the Sites/Attractions and Service Typology.

Goal #2 (cont.)	<i>Improve the availability of goods, services, food and lodging that appeal to visitors.</i>
Recommended Actions	Develop additional “rainy day” activities to serve as alternatives in the event of inclement weather or abnormal weather conditions that pose a problem to the Byway small business owner.
	Use the communities that serve as rail stops for the Scenic Railroad Excursion as thematic waypoints for visitor activity. For example, develop various levels of services and venues at each stopping point.
	Evaluate and coordinate festivals and special events along the trail to encourage diversification of venues and themes.
Goal #3	<i>Foster interest in new, repeat, and extended visitation, including new audiences in Byway communities.</i>
Recommended Actions	<ol style="list-style-type: none"> 1. Coordinate events’ timing to provide a seamless visitor experience. Develop and coordinate a four-season events calendar of key events. 2. Organize festivals and events of historic and cultural interest to highlight historic events and cultural qualities that make the FWHC a unique destination. Events should be programmed to meet the needs of the target market and residents. 3. Improve joint advertising of events and aid the planning of additional new events. Build market awareness of these corridor activities. 4. The “Special Tourism Sites, Attractions, Services, and Events” section of this CMP identifies a number of existing events that should be promoted and strengthened.
	Improve the availability of basic tourist information, including trip planning and reservation booking via the Internet and other marketing outlets.
	Provide Internet access to information on the First Wilderness Scenic Byway-- including available lodging and other visitor services.
	Develop a centralized website for all byway communities by engaging the Chambers of Commerce, tourism agencies, and ANCA to develop website capacity.
	Provide information on byway resources, attractions, services, and events that is comprehensive and cohesive along the entire length of the byway. At a minimum, lodging establishments should participate in an online “lodging availability” system. Ideally, lodging establishments would offer online reservations.
	Arrange for technical assistance and training to accommodations to establish on-line lodging availability systems.
	Develop strategies to improve tourist activity during “shoulder” seasons.
	Create activities that focus on education, culture, recreation, and culinary interests.
Secure funding, develop a Byway Marketing and Interpretation Plan, and work directly with communities on promotions and branding.	

<p>Goal #3 (cont.)</p>	<p><i>Foster interest in new, repeat, and extended visitation, including new audiences in Byway communities.</i></p>
<p>Recommended Actions</p>	<p>Retain professional marketing coordinator and/or establish a team who could assist communities in developing awareness in the market sector, activities that would extend the market season and assist in identification and recruitment of destination retail, and consumer services needed along the corridor.</p>
	<p>Place Byway materials and displays in prominent tourism nodes such as the Albany International Airport, the Rensselaer Train Station and regional centers of activity.</p>
	<p>Develop Visitor Centers and assist travelers to readily locate tourist information centers for restrooms, information, or directions. Assess the route to evaluate adequacy and strategic placement of information centers. One example: A proposed visitor center located at the four corners intersection across from the Hadley train station could provide a central meeting place and staging area for guests. The center could act as an informational clearing-house providing visitors with knowledge of local events, services, and recreational opportunities. It could house a small museum that would highlight the history of Hadley and its role in the former industrial heritage of the southern Adirondacks. A nature center could also be included that would provide visitors with information regarding the natural history of the region (Hadley Linkage Study, 2006).</p>
<p>Goal #4</p>	<p><i>Improve visitors' experiences to meet or exceed expectations by improving the Byway experience.</i></p>
<p>Recommended Actions</p>	<p>Create new comfort facilities and improve existing restrooms to enhance the visitor experience throughout the Byway. Encourage retail venues to offer public restrooms in order to increase sales.</p>
	<p>Work with communities and Byway resource managers to develop tourist thematic interpretive materials for special sites along First Wilderness Corridor to help travelers understand and appreciate their contribution and significance.</p>
	<p>Use the roadway, bike, rail, and foot trail land routes, water routes, and air routes to facilitate the arrival and extended stay of visitors.</p>
	<p>Work with local leaders, consider the effectiveness of current tourism products, programs, and practices, and use the analysis to effect improvements in tourist offerings.</p>
<p>Goal #5</p>	<p><i>Continue to build and improve the region's tourist products and programs in order to provide the visitor with a high quality experience and appeal to a variety of markets.</i></p>
<p>Recommended Actions</p>	<p>Retain a graphic artist to design a First Wilderness logo and use the logo to help brand the corridor. Work collaboratively with tourism leaders to raise awareness of appropriate application use of the logo to welcome visitors and identify contributing Byway communities.</p>

Goal #5 (cont.)	<i>Continue to build and improve the region’s tourist products and programs in order to provide the visitor with a high quality experience and appeal to a variety of markets.</i>
Recommended Actions	Develop internet and print-based themed itineraries, packages, promotions and tourism guides to enhance the byway experience, link visitors to attractions and create itineraries to encourage extended visitor stays. Develop quality controls of the visitor experience to be certain that the actual experience meets travelers’ expectations.
	Direct visitors to wildlife viewing, fishing, and hiking points.
	Highlight festivals and events.
	Build upon ANCA’s “ <i>Arts, Crafts, and Foods Along Adirondack North Country Scenic Byways</i> ” brochure or the www.AdirondackCraft.com website.
	Direct visitors to venues where watercraft can be rented or chartered.
	Periodically re-visit the First Wilderness Scenic Byway CMP recommendations to assess progress and delineate next steps.
	Improve recognition and utilization of natural, cultural, and historical resource assets of the Byway.
Goal #6	<i>Steward and improve accessibility to Byway resources.</i>
Recommended Actions	<ol style="list-style-type: none"> 1. Promote undiscovered sites. 2. Create promotional materials highlighting resource merits and create action plan for improving access if necessary. For example, Hadley’s Rockwell Falls are geologically significant and visually striking. Rockwell Falls are highly underutilized.
	Provide public access to the shores of the Hudson River at Rockwell Falls (Appendix C, Hadley Hamlet Neighborhood Linkage Improvement Plan).

Related Tourism Promotion and Marketing Initiatives for the First Wilderness Scenic Byway

Byway plan implementers have a ready opportunity to begin tourism improvements by working with local partners. A coordinated tourism initiative is underway with the First Wilderness Heritage Corridor DOS Waterfront Plan. It involves specialized waypoint development at the stops along the excursion railroad (2 county lines) between Corinth and North Creek. The initiative is summarized in Table 17.

Table 17: Suggested Railroad-based Tourism Planning and Development. Source: Warren & Saratoga Counties Sample Action Projects. Source: Northern Hudson River Inter-Municipal Redevelopment Action Plan Update (2004)

Suggested Railroad-based Tourism Planning and Development			
Rail Stop Waypoint	Destination Stop	Attraction Stop	Whistle Stop
Estimated Exploration Time	2-4 Hours	1-4 Hours	1 Hour
Formal Station with Ticketing, Platform & Interpretation Signage	Yes		
Platform Only with Interpretation and Directional Signage		Yes	Yes
Adequate Parking for Passengers	Yes	Yes	Yes
Restrooms	Yes	Yes	Yes
Gift Shop and/or Snack Bar	Yes	Optional	Optional
Walking Access within 1,000' to retail/food or attraction	Yes		
Easy Access to one or more museums/galleries, or attractions, etc.	Yes	Yes	Yes

Visitor Information Services

State

I Love New York Campaign
<http://www.iloveny.com/>

Regional

Adirondack Regional Tourism Council
 Welcome Center at I87 South
 West Chazy, New York 12992
 Web: www.VisitAdirondack.com

County

Saratoga County Chamber of Commerce
 28 Clinton Street, Saratoga Springs, New York 12866
 Phone: 518-584-3255
 Email: info@saratoga.org
 Web: <http://www.saratoga.org/>

County

Warren County Tourism Office
 1340 State Route 9
 Lake George, NY 12845
 Phone: 800-95-VISIT ext. 143
 Web: www.visitlakegeorge.com
 Email: wctour@co.warren.ny.us

Community

Corinth Merchants Association
 PO Box 31, Corinth, NY 12822
 Email: corinthmerchantsassociation@yahoo.com
 Web: <http://www.corinthmerchantsassociation.com/>

Village of Lake George Visitor's Center
26 Old Post Road, PO Box 791, Lake George, NY 12845
Phone: 518-668-5771
Web: [http://villageoflakegeorge.us/content/Tourism#LAKE GEORGE VISITOR CENTER](http://villageoflakegeorge.us/content/Tourism#LAKE_GEORGE_VISITOR_CENTER)

Lake George Regional Chamber of Commerce
P.O. Box 272, Lake George, NY 12845
Phone: (518) 668-5755 | (800) 705-0059 |
Email: info@lakegeorgechamber.com
Web: <http://www.lakegeorgechamber.com/>

Lake Luzerne Chamber of Commerce
PO Box 222, Lake Luzerne, New York
12846-0222
Phone: 518.696.3500
Web: <http://www.lakeluzernechamber.org/contact.htm>

Hadley Business Association
P.O. Box 141, Hadley, NY 12835
Email: hadleyba2003@yahoo.com
Web: <http://www.hadleybusinessassociation.net>

Stony Creek Chamber of Commerce
P.O. Box 35, Stony Creek, NY 12878
Phone: 518-696-4563
Email: info@stonycreekchamber.com
Web: <http://www.stonycreekchamber.com/>

Gore Mountain Chamber of Commerce
Visitor Office:
Tannery Pond Community Center
228 Main Street, PO Box 84 North Creek, NY 12853
Phone: 518-251-2612
Email: info@gorechamber.com
Web: <http://www.gorechamber.com/contact.php>

North Warren Chamber of Commerce
3 Dynamite Hill Route 8
PO Box 490, Chestertown, NY 12817
Phone: 518-494-2722
Web: www.nwchamber.netheaven.com

Warrensburg Chamber of Commerce
3847 Main Street, Warrensburg, NY 12885
Phone: 518-623-2161
Web: www.warrensburgchamber.com
Email: info@warrensburgchamber.com

Table 18: Visitor Services and Tourism Resources. Source: Warren County Planning Department.

Visitor Services and Tourism Resources Along Proposed First Wilderness Scenic Byway				
HEALTH SERVICES AND EMERGENCY CARE				
RESOURCE	ADDRESS	CITY	ZIP	PHONE
Warrensburg Hudson Headwaters Health Network Center	3767 Main St	Warrensburg	12885	518-623-2844
Warrensburg EMS Station	3 King St	Warrensburg	12885	518-623-4911
Chestertown Hudson Headwaters Health Network Center	6221 ST RT 9	Chestertown	12817	518-494-2761
POST OFFICES				
Lake George Post Office	180 Canada St	Lake George	12845	518-668-3386
Stony Creek Post Office	Intersection of Hadley and Warrensburg Roads	Stony Creek	12878	518-696-3522
Athol Post Office	274 Athol Road	Athol	12810	518-623-2018
Warrensburg Post Office	3930 Main Street	Warrensburg	12885	518-623-4641
Chestertown Post Office	6323 ST RT 9	Chestertown	12817	518-494-2712
PUBLIC RESTROOMS				
Village of Lake George Municipal Center	Old Post Rd	Lake George	12845	518-668-5722
Town of Lake George Municipal Center	Old Post Rd	Lake George	12845	518-668-5722
Village of Lake George Visitor Center	1 Beach Rd	Lake George	12845	518-668-5771
Town of Lake Luzerne Municipal Center	539 Lake Ave	Lake Luzerne	12846	518-696-2711
Village of Corinth Municipal Center	260 Main St	Corinth	12822	518-654-2012
Town of Corinth Municipal Center	600 Palmer Ave	Corinth	12822	518-654-9232
Town of Hadley Municipal Center	Maple St	Hadley	12835	518-696-3112

PUBLIC RESTROOMS (cont.)				
RESOURCE	ADDRESS	CITY	ZIP	PHONE
Town of Stony Creek Municipal Center	Hadley Rd	Stony Creek	12878	518-696-3575
Town of Thurman Municipal Center	311 Athol Road	Athol	12810	518-623-9649
Town of Warrensburg Municipal Center	3797 Main St	Warrensburg	12885	518-623-9511
Town Of Warrensburg Bandstand	Main St	Warrensburg	12885	518-623-9511
Town of Chester Municipal Center	6307 State Rte. 9	Chestertown	12817	518-494-2711
Town of Johnsbury Municipal Center	219 Main Street	North Creek	12853	518-251-2421
PICNIC AREAS				
State Route 9N NYS Parks and Recreation Picnic Area	2206 ST RT 9N	Lake George	12845	518-474-0456
Lake Avenue NYS Parks and Recreation Picnic Area (A)	1265 Lake Avenue	Lake Luzerne	12846	518-474-0456
Lake Avenue NYS Parks and Recreation Picnic Area (B)	Lake Ave	Lake Luzerne	12846	518-474-0456
Luzerne Campground Lake Avenue NYS Parks and Recreation Picnic Area	Off RT 9N near Stewart Brook and n. of 4th Lake	Lake Luzerne	12846	518-474-0456
Hudson River Main Street NYS Parks and Recreation Picnic Area	Main Street	Corinth	12822	518-474-0456
Hudson River River Street NYS Parks and Recreation Picnic Area	River Street	Corinth	12822	518-474-0456
Village of Corinth Palmer Avenue Picnic Site	Palmer Ave (Rear)	Corinth	12822	518-654-6789
Hudson River Lake Avenue NYS Parks and Recreation Picnic Area	Off Lake Avenue, just south of Robe Ave	Lake Luzerne	12846	518-474-0456
Lake Avenue Town of Lake Luzerne Picnic Site	248 Lake Ave	Lake Luzerne	12846	518-696-2711
Hudson River Warrensburg Road NYS Parks and Recreation Picnic Area	Warrensburg Road	Warrensburg	12885	518-474-0456

PICNIC AREAS (continued)				
RESOURCE	ADDRESS	CITY	ZIP	PHONE
Swan Street NYS Parks and Recreation Picnic Area	Swan Street	Warrensburg	12885	518-474-0456
Sanford Street NYS Parks and Recreation Picnic Area	Sanford Street	Warrensburg	12885	518-474-0456
Schroon River Main Street NYS Parks and Recreation Picnic Area	Main Street	Warrensburg	12885	518-474-0456
State Route 8 NYS Parks and Recreation Picnic Area	ST RT 8	Chestertown	12817	518-474-0456
Loon Lake State Route 8 NYS Parks and Recreation Picnic Area	5381 ST RT 8	Chestertown	12817	518-474-0456
Loon Lake Marina Road NYS Parks and Recreation Picnic Area	47 Marina Road	Chestertown	12817	518-474-0456
Ski Bowl Road NYS Parks and Recreation Picnic Area	88 Ski Bowl Road	Johnsburg	12843	518-474-0456
LIBRARIES				
Town of Lake George Caldwell-Lake George Free Library	336 Canada St	Lake George	12845	518-668-2528
Town of Corinth Free Library	89 Main St	Corinth	12822	518-654-6913
Towns of Hadley-Luzerne Public Library	19 Main St	Lake Luzerne	12846	518-696-3423
Stony Creek Free Library	37 Harrisburg Rd	Stony Creek	12878	518-696-5911
Town of Warrensburg Richards Library	38 Elm St	Warrensburg	12885	518-623-3011
MUSEUMS				
Town of Lake George Museum and Historical Association	290 Canada St	Lake George	12845	518-668-5044
Town of Corinth Museum and Cultural Building	609A Palmer Ave	Corinth	12822	518-654-9232
Town of Lake Luzerne Kinnear Museum of Local History	52 Main St	Lake Luzerne	12846	518-696-3143
Rockwell Harmon House Museum and Visitor's Center	37 Main St	Lake Luzerne	12846	518-696-4520

CEMETERIES				
RESOURCE	ADDRESS	CITY	ZIP	PHONE
Dean Farm Homestead Museum	4 Murray Road	Stony Creek	12878	518-696-3762
North Creek Depot Museum	5 Railroad Place	North Creek	12853	518-251-5842
Town of Lake George Cemetery	Mohican Street	Lake George	12845	518-668-5722
Town of Lake Luzerne Cemetery	American Legion Drive	Lake Luzerne	12846	518-696-4520
Holy Infancy Roman Catholic Cemetery	Lake Avenue	Lake Luzerne	12846	518-696-2625
St. Mary's Catholic Cemetery	Saratoga Avenue	Corinth	12822	518-654-2113
Town of Corinth Rural Cemetery	Saratoga Avenue	Corinth	12822	518-654-9232
Town of Warrensburg Cemetery	124-64 Hudson Street	Warrensburg	12885	518-623-9511
St. Cecelia Cemetery	123-49 Hudson Street	Warrensburg	12885	518-623-3021
Town of Chester Cemetery	6171 ST RT 9	Chestertown	12817	518-494-2711
John Butler Yeats Grave	6171 ST RT 9	Chestertown	12817	518-494-2711
STUDIOS AND THEATRES				
Corinth Theater Guild	6 Fourth St	Corinth	12822	518-654-7020
Adirondack Folk School	51 Main St	Lake Luzerne	12846	518-696-2400
FIRE TOWERS				
NYS DEC Hadley Mountain Fire Tower	Off Tower Rd	Hadley	12835	518-623-1200
NYS DEC Crane Mountain Fire Tower	Accessed off Sky Hi Road, NOT in buffer zone	Johnsburg	12843	518-623-1200
HISTORIC/NATIONAL REGISTER				
Town of Warrensburg Bandstand	Main Street	Warrensburg	12885	518-623-9511
Hadley Parabolic Bridge (National Register Site)	Old Corinth Road	Hadley	12836	518-885-2235
Warrensburg Hamlet Historic District (National Register)	N/A (large area)	Warrensburg	12885	518-623-5153
Chestertown Hamlet Historic District (National Register)	N/A (large area)	Chestertown	12817	518-494-7983

018 Special Tourism Sites, Attractions, Services, and Events Typology

Table 19: Sites, Attractions and Services Typology. Source: Warren County Planning Department.

Key AYR ... All Year Round F Few M Many N None Available SEA ... Seasonal	Town/Village of Lake George	Town/Village of Corinth	Town of Hadley	Town of Lake Luzerne	Town of Stony Creek	Town of Thurman	Town of Warrensburg	Town of Chester	Town of Johnsbury
The Arts, Culture, Historical									
Art Galleries, Studios & Museums	M AYR	F AYR	F AYR	M AYR	F AYR	N	F AYR	F AYR	F AYR
Theatres & Performance Spaces	F AYR	N	F AYR	F AYR	N	N	F AYR	F AYR	F AYR
Outdoor Recreation									
Bicycle Rentals/Shops	F SEA	N	N	N	N	N	N	N	F SEA
Boat/Canoe/ Kayak Rental/ Shops/Rafting	F SEA	N	F SEA	F SEA	N	N	F SEA	F SEA	M
Guide Services	M AYR	N	F AYR	F AYR	N	F AYR	F AYR	F AYR	M
Marinas/Cruises	M SEA	N	N	N	N	N	N	F SEA	N
Downhill/X-City Ski/Snowshoeing Centers	N	N	N	F SEA	N	N	F SEA	F SEA	M
Golf Courses, Driving Ranges, Miniature Golf	M SEA	N	N	N	F SEA	N	F SEA	F SEA	F
Tennis Courts	N	N	F SEA	F SEA	N	N	F SEA	N	F SEA
Ice Skating	F SEA	N	N	F SEA	N	N	N	F SEA	N
Snow-Mobile Rental	N	N	N	F SEA	N	N	N	N	N
Special Attractions									
Seaplane/Airplane/Hot Air Balloon Rides	M SEA	N	N	N	N	N	N	N	N
Horseback Riding	F SEA	F SEA	F SEA	F AYR	F SEA	N	F SEA	F SEA	N
Water/Theme Parks	M SEA	N	N	N	N	N	N	N	N

Key AYR .. All Year Round F Few M Many N None Available SEA ... Seasonal	Town/Village of Lake George	Town/Village of Corinth	Town of Hadley	Town of Lake Luzerne	Town of Stony Creek	Town of Thurman	Town of Warrensburg	Town of Chester	Town of Johnsbury
Special Attractions (cont.)									
Farm Tours/Farmer's Markets	F SEA	F SEA	N	F SEA	N	N	M SEA	N	F SEA
Carriage Rides	F SEA	N	F SEA	N	N	N	N	N	N
Excursion Train	F AYR	F AYR	F AYR	F AYR	F AYR	F AYR	F AYR	F AYR	F AYR
Special Annual Events									
County Fairs	N	N	N	N	N	N	F SEA	N	N
First Nights	N	N	N	N	N	N	N	N	F SEA
Foliage Festivals	F SEA	N	N	N	N	F SEA	F SEA	N	F SEA
Fireworks	M SEA	F SEA	F SEA	F SEA	F SEA	F SEA	F SEA	F SEA	F SEA
4th of July Celebrations	M SEA	F SEA	F SEA	F SEA	F SEA	F SEA	F SEA	F SEA	F SEA
Winter Festivals	M SEA	N	N	N	N	N	F SEA	N	M SEA
Lodging									
Rustic and/or RV Camping	M SEA	F SEA	F SEA	M SEA	F SEA	N	F SEA	F SEA	N
B&B's	M AYR	F AYR	N	F AYR	F AYR	N	M AYR	M AYR	M AYR
Rental Cottages	M SEA	N	N	M SEA	F SEA	F SEA	N	F SEA	N
Upscale Premier Resorts	F SEA	N	N	N	N	N	F SEA	N	N
Modest Motels/Hotels	M AYR	F SEA	N	M AYR	F AYR	N	M AYR	M SEA	M AYR
Food									
Standard Restaurant Fare	M SEA	N	F AYR	M AYR	N	N	M AYR	F AYR	M AYR
Fast Food	F SEA	N	N	N	N	N	N	N	N

Key AYR .. All Year Round F Few M Many N None Available SEA ... Seasonal	Town/Village of Lake George	Town/Village of Corinth	Town of Hadley	Town of Lake Luzerne	Town of Stony Creek	Town of Thurman	Town of Warrensburg	Town of Chester	Town of Johnsbury
Food (cont.)									
Diner	F SEA	F AYR	F AYR	F AYR	N	N	F AYR	F AYR	F AYR
Mini-Marts (usually associated with gas station)	M AYR	F AYR	N	F AYR	N	F AYR	F AYR	F AYR	F AYR
Grocery Stores/ Markets	F AYR	F AYR	N	F AYR	F AYR	F AYR	F AYR	F AYR	F AYR
Shopping									
Antiques	N	N	F AYR	N	N	N	F AYR	N	F AYR
Boutiques	F SEA	N	N	N	N	N	N	N	N
Local Crafts, Adirondacks Arts	F SEA	F AYR	F AYR	M AYR	F AYR	F AYR	M AYR	F AYR	M AYR
Clothing	M SEA	N	N	N	N	N	F AYR	N	N
Outlets	M SEA	N	N	N	N	N	N	N	N
Gifts	M SEA	F AYR	F AYR	F AYR	N	N	M AYR	F AYR	F AYR
Outdoor Gear	F SEA	N	N	N	N	N	F AYR	N	M AYR
Other-Bookstores (New and Used)	N	N	N	N	N	N	F AYR	N	N
Other- Florists/Greenhouse	N	F AYR	N	F AYR	N	N	M AYR	N	N
Communication Systems									
Wi-Fi Hot Spots (Free)	M AYR	F AYR	F AYR	F AYR	F AYR	F AYR	F AYR	F AYR	F AYR
Cell Phone Service/ Wireless Coverage	M AYR	M AYR	F AYR	M AYR	F AYR	F AYR	F AYR	F AYR	F AYR
Traveler Gas/Auto Services									
Service Stations	F AYR	F AYR	N	F AYR	N	N	F AYR	F AYR	F AYR
Towing/ Air Pumps	F AYR	N	F AYR	F AYR	N	N	F AYR	N	N

Key AYR .. All Year Round F Few M Many N None Available SEA ... Seasonal	Town/Village of Lake George	Town/Village of Corinth	Town of Hadley	Town of Lake Luzerne	Town of Stony Creek	Town of Thurman	Town of Warrensburg	Town of Chester	Town of Johnsbury
Traveler Gas/Auto Services (cont.)									
Mechanic on-duty	N	F AYR	M AYR	F AYR	N	F AYR	M AYR	F AYR	F AYR
Medical Services									
Clinics/Urgent Care Centers	N	F AYR	N	N	N	N	F AYR	F AYR	F AYR
Hospitals	N	N	N	N	N	N	N	N	N
Pharmacies	F AYR	F AYR	N	F AYR	N	N	F AYR	F AYR	F AYR
Churches: List Denominations									
Catholic	F AYR	N	N	F AYR	N	N	F AYR	F AYR	N
Methodist	F AYR	F AYR	N	F AYR	N	N	F AYR	F AYR	N
Baptist	N	N	F AYR	N	N	N	F AYR	F AYR	N
Episcopalian	F AYR	N	N	F AYR	N	N	N	F AYR	N
Presbyterian	F AYR	F AYR	N	F AYR	N	N	F AYR	N	N
Pentecostal	N	N	N	N	N	N	F AYR	N	N
Visitor Information Services									
Banks/ATM'S	F AYR	F AYR	N	F AYR	N	N	F AYR	F AYR	F AYR
Restrooms	M AYR	F AYR	F AYR	F AYR	F AYR	F AYR	F AYR	F AYR	M AYR

019 Recreation

Introduction

The wild nature of the First Wilderness was once considered a challenge to Manifest Destiny and progress in western society. The frontier communities of the Byway represented the boundary line—where the “push” ended between civilization and wild nature. In recent times, this same wild nature is generally cherished for its spiritual and recreational value. The Byway communities, and the surrounding landscape along the edge of the “Endless Forests,” are places of respite and resources for sustaining modern life.

The First Wilderness Scenic Byway provides visitors with many opportunities for accessible outdoor recreation. A special distinction for the Byway is its location within the Adirondack Park that is home to the most extensive public trail system in the United States. Over 2,000 miles of hiking, skiing, snowshoeing, snowmobiling, mountain biking and horseback riding trails connect to the Adirondack Park’s most scenic, wild and historic places. Trails for walking, mountain-biking, cross-country skiing,



Figure 22: Route 418 near Hudson River Bridge. The Byway offers many four-season outdoor recreation activities. Courtesy of P. Morin

and snowmobiling through diverse terrain appeal to outdoor enthusiasts. Plentiful access exists to the Hudson, Sacandaga, and Schroon Rivers and to the smaller lakes along the Byway. Water and land-based routes invite visitors into the great outdoors in the “Endless Forest” of Upstate New York. Travelers can view scenic and historic vistas that retains a strong wilderness feeling four hundred years after their discovery by western cultures. Visitors can tread paths traveled by indigenous peoples, explorers, early guides, and hunters. There are year-round activities for travelers of all activity levels and types along the Byway.

A general summary of active recreational resources can be found in Table 20 with specific listings of resources at the end of this chapter and in Chapters 12 and 13.

Active and Passive Recreational Choices for Byway Visitors

Active Recreational Opportunities

The First Wilderness Scenic Byway provides a link to several communities and different “wilderness” experiences via the excursion railroad, with hiking, pedestrian, and bicycling connections at each of the stops along the way. Those seeking more active physical pursuits along the Byway may select from a variety of sports and physical challenges including:

- On and off road biking
- Small and large game hunting
- Horseback Riding
- Snowshoeing
- Ice Skating
- Whitewater Rafting
- Sport fishing, including ice fishing
- Swimming
- Downhill and Cross Country skiing
- Rock and Ice Climbing
- Camping
- Hiking
- Snowmobiling
- Snow tubing
- Boating

Table 20: Active Recreational Opportunities along the First Wilderness Scenic Byway

Active Recreational Opportunities along the First Wilderness Scenic Byway							
FWSB Active Recreational Opportunities	Public Wilderness, Forest Preserve and Recreational Lands	NYS Forest Preserve Trailheads	Snowmobile Trails	Boat Launches	Fishing Access	Ski Centers	Beaches
Corinth					X		
Lake George	X	X	X	X	X		X
Lake Luzerne	X	X	X	X	X		X
Hadley	X	X					
Stony Creek	X						
Thurman	X		X	X			
Warrensburg	X	X	X	X	X		
Chester	X	X	X	X		X	
Johnsburg	X	X		X	X	X	

Multi-Use Hiking Trails

Spectacular wilderness recreation areas invite exploration of forests via hiking, mountain biking, cross country skiing, and snowmobiling trails. Shared multi-use trails provide seasonal choices. ” New York State Department of Conservation’s hiking trails cover a variety of terrain and range in degree of difficulty to accommodate beginners to advanced hikers. Community recreation paths provide additional places to walk and bike that are easily accessible and usually cover level terrain. Auto-based travelers can stop and explore Byway trails by noting the trailhead parking identified on the Resource

Inventory Map. For example, Buttermilk Road Section 2 connects to Gay Pond Road, which goes to both Gay Pond as well as a proposed trail up Eddy Mountain.

Lake George's Prospect Mountain has trailheads and an auto road to provide access to the summit. New York State trailheads provide access to **Bear Slide and Gay Pond (Warrensburg) Hadley Mountain Fire Tower (Hadley), Panther Mountain and Palmer Pond (Chester), Crane Mountain and William Blake Pond (Johnsburg)**. Hadley Mountain has an elevation of 2,675 feet with an ascent of 1,525—a moderate climb that provides panoramic views of the southern Adirondacks and Sacandaga Lake.

On and Off-Road Bicycling

Cyclists may select from on-road bicycling along the Byway shoulder or mountain biking on the ever-expanding system of local and State trails. Warren County notes that there are no locally designated on-road trails on the FWSB. The Warren County Bikeway trail system runs on a north-south axis from the Village of Lake George to Queensbury. Cyclists can link with this system and to the Saratoga Heritage Trail (http://www.warrencountypw.com/Parks_Rec07/pdfFiles/Bikeway2.pdf)

Bicyclists will find varying widths of road shoulders and surface conditions along byway route segments. Great views of the Hudson River appear as the byway parallels the less trafficked roads in the **Towns of Stony Creek and Thurman**. Many opportunities exist for towns to develop bicycling lanes or paths to better accommodate bicyclists and mountain bikers. Mountain biking trails listed on New York State lands follow DEC roads and trails. Most of these are multi-use trails (hiking, biking, vehicle, horse, etc.). Mountain biking at Gore Mountain Ski Center is an exciting challenge with 1700 foot vertical descents.

Cycling has become a “heart-healthy” sport and a big business. The FWSB is experiencing increasing popularity as a biking destination. Large, multi-community cycling activities are becoming the norm. For example, in June, August and September, the Centurion Cycling Event, the Hadley Business Association Run-Pedal-Tube, and Tour the Adirondacks, and the Lake George Triathlon are held and focus on Hadley, Lake Luzerne, Corinth, and Lake George.

A growing number of local interest groups are working in cooperation with the New York State Department of Environmental Conservation, other involved agencies, and county, town and village government representatives to explore the creation of new trails, link to existing trails, and promote the use of bicycling. The Adirondack North Country Association's <http://www.bikethebyways.org> shows community to community rides along this byway and fourteen other New York State byways. Bike Adirondacks has established an excellent website that contains detailed information about many of the mountain bike trails and available in the entire Adirondack Region: <http://www.bikeadironacks.org>.

Winter Skiing, Snowshoeing and Snowmobiling

Gore Mountain, the North Creek Ski Bowl, and Dynamite Hill provide excellent downhill skiing for various skill levels. Online reviews describe Gore Mountain as an undiscovered charmer for ski buffs who want to avoid crowds and get a great day of skiing. The **Johnsburg** Town-owned and operated Ski Bowl Park near North Creek provides a variety of recreational facilities, including snowboarding, snow tubing, sports fields, tennis courts, an outdoor ice rink, a beginner ski slope with tow rope, playground equipment, beach, and swimming area. Opened in the 1930's the Ski Bowl was one of the first commercial ski areas in the country. Passenger rail service from Saratoga Springs to North Creek gives visitors the option to park their cars and take a carefree ride to the historic ski hill. Dynamite Hill

in **Chestertown** is a friendly community ski hill whose gentle slope is good for first time skiers, novices, and children. Sledding, ice skating, and a nature trail are also available

New York State Department of Conservation has established specific snowmobile trails that can be accessed via the Byway route. Warren County features more than 200 miles of groomed and patrolled snowmobile trails. There are no Saratoga County-based snowmobile trails in the vicinity of the First Wilderness Scenic Byway. Official New York State and Warren County snowmobile trails intersect the Byway route in numerous places. The snowmobile crossings and adjunct parking areas are detailed in the Resource Map and Key. Trail connections can be found throughout **Lake Luzerne, Thurman, Chester, and Warrensburg**. The network of hundreds of miles of trails is used extensively in the winter months as a major recreational activity in northern New York.

Day Use and Camping

The New York State Department of Environmental Conservation maintains a number of day use areas and campgrounds. Water access for swimming, boating, and fishing, places for picnicking and enjoying scenic views are distributed throughout the Byway. Day use areas exist at the Dean Farm Homestead Recreation Area in Stony Creek, the SUNY ESF Pack Demonstration Forest in Warrensburg and the Town of Chester Dynamite Hill Outdoor Recreation Facility in Chestertown. Hadley's Smead Memorial Park is equipped with a pavilion, baseball diamond, a playground, picnic area, tennis and basketball courts is situated close to very scenic views of the "Hudson River. Publically owned campsites exist all along the route. NYS operates campgrounds at Fourth Lake (Lake Luzerne), Lake George Wild Forest, and Bear Slide (Warrensburg). Campers can check available sites, make reservations, and pay campsite fees at the website <http://www.dec-campgrounds.com>. The website also includes information on New York State campground regulations and a campground schedule. For campers who desire a wilderness camping experience, State Lands offer backcountry camping sites and lean-tos. These sites are located in some of the most remote regions of the Adirondack Park and offer some of the most primitive camping experiences available on the East Coast.

Water-based Recreation

The First Wilderness Scenic Byway is dominated by the presence of the Hudson, Sacandaga and Schroon Rivers and their tributaries. Part of the Upper Hudson River Watershed, the proximity of many lakes, ponds, rivers, and streams provides opportunities to move easily from lake to river to pond. The region's waterways feature waterfalls, such as Rockwell Falls in Hadley, believed to be the narrowest point on the Hudson River. White water, swimming beaches, and excellent fishing that complement paddling, rafting, tubing, sailing, and motor boating are available throughout the Byway.



Figure 23: Themed events are population along the Sacandaga and Hudson Rivers. Courtesy of P. Morin

Non-motorized and motorized crafts are allowed on waters as posted by the New York State Department of Environmental Conservation. The river system can be traversed by canoe or kayak starting in the Corinth and ending up in Hadley or Lake Luzerne. In partnership with the New York

State Office of Parks, Recreation, and Historic Preservation, the DEC publishes a directory of state access and launching areas for boaters that would be of interest to byway visitors. While this guide does not include a map, it does include a comprehensive list of public access and launching sites. This guide includes helpful information such as parking lot size and general directions to the sites from major roadways. Boat launches exist at Stewart Brook (Lake Luzerne), Hudson River (Corinth, Lake Luzerne, and Warrensburg), Schroon River (Warrensburg), and Loon Lake (Chestertown.) The New York State DEC's guide to Adirondack Canoe Routes details these trips and provides information on canoe rentals and camping facilities. This resource is worthy of note to byway planners. Local community marinas and guide services offer supplies, docks, launches, rentals and bait.

White water and river-based recreational opportunities complement those offered by lakes and ponds. The Sacandaga is known for its whitewater rapids. The rapids range from Class II-III (Class I is flat water, Class VI are extremely difficult) with fast moving water. The river provides the perfect environment for people of all ages to safely learn basic paddling techniques. Due to the daily water releases from Stewart's Dam upstream, sufficient water is available all year. The Wildwaters Center and the Sacandaga Outdoor Center in Hadley provide rafting, tubing and kayaking—including whitewater canoeing and kayaking lessons.

Lake George and Lake Luzerne have public beaches for swimming and personal access. Hadley's Stewarts Pond (Stewarts Bridge Reservoir) dam the Sacandaga River in west Hadley. It is an excellent place for viewing Eagles and offers a boat launch, camping and day use picnicking facilities.

Invasive species were identified as a threat to Byway resources on land and water routes, including large diverse landscapes, intact ecosystems, and high quality natural communities and recreational opportunities. The fragile interconnections of landscape, water and the organisms they support are at risk from the deleterious effects of invasive, non-native plants and animals. For this reason it is important to take care when moving boats between river, lake, and pond environments to protect byway resources for future visitors.

Passive Recreational Opportunities

Nature Observation

For visitors seeking a less demanding form of recreation, opportunities for nature observation exist throughout the changing seasons. Birding is also a popular activity throughout the region, with waterfowl, songbirds, raptors, and ground birds to observe during the various seasons. Wildlife observation is a popular pastime for those who want to spend time in the outdoors. The region's wide variety of natural habitats allows visitors the opportunity to take in many species. The forest animals include deer, moose, rabbits, beavers, otters, black bears, and others. Local and migratory birds and waterfowl such as ducks and geese are found in the woods, waters, and fields across the region.



Figure 24: Hadley/Luzerne Bridge of Hope. Family outings provide opportunities for adventure. Courtesy of P. Morin

Fall foliage viewing is a common pastime from mid-September through the end of October. Photographers come to the Byway year round to photograph the pristine scenery. Lake George's Prospect Mountain auto road provides general access to the summit that offers sweeping views. Gondola scenic sky rides are available at Gore Mountain.

Visit Cultural and Historical Sites

National and historic landmarks abound, in places such as Fort William Henry in Lake George, the Parabolic Bridge at Hadley and the North Creek Train Station. From small community museums housed in a single room, visitors will find many opportunities to explore the fascinating heritage of the Adirondacks and its people. The History section of this Corridor Management Plan details the cultural and historic highlights of the Byway. The Special Tourism Sites, Attractions, and Services Section of this plan details the range of cultural sites open to the public and recreational activities provided by the private sector. Heritage, whitewater and boat tours, museums, shopping, horseback-riding, scenic train rides, antiques, dining, and festivals offer a wide array of activities and entertainment year-long from one end of the byway to the other.



Figure 25: Main Street Lake Luzerne. Re-enactors share an annual educational history experience with summer visitors on the Lake Luzerne Rockwell-Harmon House grounds. Courtesy of P. Morin

Visitor Preferences

In 2009, the Adirondack North Country Association conducted a face-to-face survey of Byway visitors to find out why they come to the Adirondack region. The Adirondack North Country Scenic Byways Market Trend Assessment shows a ranking of preferred activities as follows:



Figure 26: Three miles of flat-water on East River Drive and Route 9 between Corinth and Hadley. Travelers will find places to relax and view amazing scenery next to the water's edge. Courtesy of P. Morin

1. Enjoy scenic views of lakes, forests, and mountains
2. Drive through the area to enjoy the scenery
3. Outdoor recreation and wildlife viewing
4. Visit cultural and historic sites
5. Stop in communities

Another recent travel research study indicated that the number one recreational pastime of visitors when traveling is shopping. Visiting museums and historic sites, dining, shopping for local crafts and antiques, outlet shopping, attending sports and art events are reasons to visit the Byway. Specialty and gift shops in the Byway communities have a wide selection of local Adirondack crafts,

foods, and products. Artisans live and work throughout the region and have scheduled open studio hours. Visitors can watch craftspeople demonstrate their special skills as they create quilts, baskets, and real Adirondack and rustic furniture. The First Wilderness Scenic Byway offers options in each of these preferred categories, thus provides passive recreational opportunities consistent with the interests of the traveling public.

Integrated Trail Systems

As outlined in the Transportation section of this plan, there are multiple recreation trails, routes, and systems accessed via the Byway corridor. Many of these are in development and have staged for future improvements. In keeping with the goal of providing abundant year-round multi-use recreational opportunities, it is essential to create and maintain an integrated system of resources. A coordinated recreational resource system contributes to the protection and enhancement of recreational resources, encouraging commerce, and visitation between and within communities

Byway Region: Home to Extensive Tracts of New York State Wilderness and Forest Tracts Popular for Their Land and Water-Based Recreational Opportunities

The New York State Department of Environmental Conservation (DEC) maintains an extensive network of state-owned wilderness and wild-forest preserves and recreational forestland with numerous kinds of trails, mountains, rivers, lakes and streams (See Table X.X and Chapters 12 and 13 for the Resource Inventory and Map). The opportunity for public use and recreation are two of the direct benefits that these lands provide to visitors and to local citizens. The DEC offers excellent maps of the Byway area detailing where trailheads exist, where public canoe and boating access are located, and the borders of each of the separate forest preserve tracts located within the Byway. The New York DEC's website at www.dec.state.ny.us lists the resource guides available to the public and details how to request maps and other publications. New York State recreational resources are supplemented by informational publications provided to the public by the Counties, Towns, and Villages.

New York State owns public lands in and adjacent to the Byway that are conducive to four season outdoor recreational activities. These include the Olympic Regional Development Authority's Gore Mountain Ski Center, Lake George Wild Forest, Siamese Pond Wilderness Area, Vanderwhacker Mountain Wild Forest, Wilcox Lake Wild Forest, and Saratoga Warren Unit. In general, State lands are concentrated around Stony Creek (See Resource Map). Excerpts below from the respective New York State DEC Unit Management Plans summarize the existing recreational and natural resources.

Lake George Wild Forest

“The Lake George Wild Forest consists of approximately 71,133 acres of State Forest Preserve lands in the southeastern Adirondacks in the towns of Bolton, **Chester**, Hague, Horicon, **Lake George**, **Lake Luzerne**, Queensbury and **Warrensburg** in Warren County and the towns of Dresden, Fort Ann, and Putnam in Washington County. The Lake George Wild Forest contains miles of marked trails available to explore, allowing the public to easily access a variety of majestic natural attractions such as Black Mountain, Shelving Rock, and Prospect Mountain. Recreationists also enjoy year-round activities on Lake George, and popular fishing and camping locations at Lily Pond, Jabe Pond, Gay Pond, and Palmer Pond. The Lake George Wild Forest is a popular area for motorized recreational uses and ice fishing, and serves as an important link with the adjoining snowmobile trail network. In addition, the Hudson River Recreation Area of the Lake George Wild Forest enables the public to

experience a unique flat-water environment and other recreation opportunities along this historic waterway” (Draft Lake George Wild Forest UMP, 2009).

Saratoga Warren Unit

“The Saratoga Warren Unit Management Plan addresses the management, development, and use of 3,120 acres of State Forest lands in Saratoga and Warren counties. The planning unit lies across five townships in the southeastern foothills of the Adirondacks: Providence, Greenfield, Half-moon, Clifton Park and **Lake Luzerne**. The principle goal of this Unit Management Plan is to achieve the optimum multiple use potential of these State Forest lands. Warren I State Forest is located on Ralph Road in the town of Lake Luzerne. There are 515 acres that are part of the Kayaderroseras Patent: Lots 5 & 6 of the 25th Allotment. It is situated on the Lake Luzerne USGS Quadrangle. Beaver dam Brook, which flows into the Hudson River, is the primary watershed. Maximum elevation is 960 feet, dropping to 780 feet in the southwesterly corner or 180 feet” (Saratoga Warren UMP, 2007).

Siamese Pond Wilderness

The Siamese Ponds Wilderness (SPW) is located in the south-central portion of the Adirondack Park in the Towns of **Johnsburg and Thurman** in Warren County and Wells, Lake Pleasant and Indian Lake in Hamilton County. “The Siamese Ponds Wilderness (SPW) is one of the larger Wilderness designated areas in the Adirondack Park. It extends some 24 miles north and south and 18 miles east and west and contains approximately 46,138.43 hectares (114,010.1 acres) of Forest Preserve lands. Popular points of interest include the Siamese Ponds that gave the area its name, Puffer Pond, Puffer Mountain, Chimney Mountain, Auger Falls, and Thirteenth Lake. Currently there are no designated horse trails in the Siamese Ponds Wilderness, but the area does receive use from horses on non-designated trails. The use of horses is an excellent means by which persons with mobility impairments can access recreational programs in a wilderness setting. The use of horses in the SPW is a historical use that occurred long before the land came under public ownership. Thirteenth Lake provides a unique experience in that a wilderness-like lake is easily accessed from a public road. This is an excellent location to develop opportunities for mobility impaired individuals. The north end of Thirteenth Lake would be an excellent location to develop accessible camping sites, due to the flat terrain and stable soils of the area, as well as ease of water access. There are only a few opportunities for short (less than 5 miles) day trips within this area. Most of the more popular destinations are accessed by the same trail out and back. Much of the southeastern portion of the SPW is not easily accessible due to the lack of crossings over the Sacandaga River” (Siamese Ponds Wilderness UMP 2005).

Wilcox Lake Wild Forest

“The Wilcox Lake Wild Forest consists of one large contiguous block of land (111,000 acres) as well as many disjunct parcels ranging in size from very small (a 13-acre parcel near Big Brewer Vly in the **Town of Corinth**) to reasonably large (a 2400-acre parcel surrounding Crane Mountain in the **Towns of Johnsburg and Thurman**). Some of these disjunct parcels are isolated and reasonably inaccessible to the public because of surrounding private lands, especially those in the southern part of the unit. However, many of the unit’s most popular destinations, such as Crane Mountain, Snake Rock, and the two boat launches on Great Sacandaga Lake, the Saratoga County boat launch and Broadalbin boat launch, are contained within these smaller pieces of Forest Preserve land. Wilcox Lake, Garnet Lake, the East Branch of the Sacandaga River, and East Stony Creek are all notable water features of the unit

that receive significant use. Additionally, the numerous small ponds and headwaters streams in the unit are popular with anglers, especially during the spring months when brook trout fishing is at its best. Despite limited contact with Forest Preserve parcels, Great Sacandaga Lake and the Hudson River are undoubtedly other significant water components of the WLWF area. From a recreational perspective, the most endearing features of the WLWF are its extensive trail network and ample access from surrounding roads. Despite these attributes, recreational use in the region is moderate to light with a few exceptions, notably Hadley and Crane Mountains. The WLWF has the most miles of designated snowmobile trail of any unit in the eastern portion of the Adirondack Park. As a result, snowmobilers probably constitute the most significant user group on many trails within the WLWF. As a result of its location at the southern periphery of the Adirondack Park and its proximity to the Northway, the WLWF is second only to the Lake George Wild Forest among Adirondack Forest Preserve units in providing easily accessible recreational opportunities to the greatest number of people “(Wilcox Lake Wild Forest Draft UMP, 2006).

Stewardship of the Recreational Resources

The New York State Department of Environmental Conservation Unit Management Plans (UMPs) for each of the state-owned forest preserve areas in the Byway are detailed in the Related Programs, Projects, Plans, and Studies section of this document. These UMPs are created to assess the natural and physical resources of each unit of state forest preserve, identify opportunities for recreational use, and evaluate the capacity of the resources and ecosystems within each unit to withstand public use. These plans are created with significant input from the public, and are created to fully comply with the New York State Land Master Plan.

Recreation: Goals and Recommended Actions

This section provides an overview of chapter-specific strategic priorities for the First Wilderness Scenic Byway. They are also identified in the Implementation Plan in their entirety. The Implementation Plan identifies potential partners, time frame, and priority. These projects will be launched only as staff and funding allow.

While most of the recreational facilities and areas along the Byway are not only extremely well-developed, but also well maintained, opportunities exist to improve the recreational experience. Suggestions are included in the Implementation Plan, Recreation section, which delineates the target goals and specific recommendations for action. The strategic recommendations outlined in Table 21 relate to recreational resources along the Byway:

Table 21 : Recreation Goals and Recommended Actions

RECREATION GOALS AND RECOMMENDED ACTIONS	
Goal #1	<i>Increase, improve, and promote desirable recreational opportunities that provide healthy, healing, and enjoyable experiences.</i>
Recommended Actions	HADLEY
	<p>1) Whitewater Rodeo Hole</p> <ul style="list-style-type: none"> Install the proposed (and approved) whitewater rodeo hole. The engineered rapids located at the doorstep of Hadley Hamlet, at the Bow Bridge, will provide whitewater enthusiasts with a world-class system of rapids. Unlike the whitewater rafting tourists who pass-through Hadley, the people who travel to Hadley to recreate in the engineered whitewater will spend entire days and even weekends in the community.
	JOHNSBURG
	<p>1) Ice Skating Enhancements</p> <ul style="list-style-type: none"> Institute public ice-skating on Town pond. Improve conditions at ice hockey rink. <p>2) Design of Riverfront Park Adjacent to the Railroad Turntable</p> <ul style="list-style-type: none"> South to the Kellogg Property structures including the following: Town Green/Park and Amphitheater/outdoor venue along the waterfront. Secure public funding to create parking along the west side of the railroad tracks. Include the design of a transparent fence that is in keeping with Adirondack architectural style, sidewalks, and landscaping. <p>3) Install public camping facilities at recommended sites.</p> <p>4) Snowmobile Trails</p> <ul style="list-style-type: none"> Encourage appropriate snowmobile use throughout the Town of Johnsburg. Consider Trail access along river and rail corridor.
	LAKE GEORGE
	<p>1) Multi-Use Areas</p> <ul style="list-style-type: none"> Support the restoration of the Fort George Wetland and its use as an interpretive center, passive recreation facility, and storm water remediation site. Continue to support efforts to expand the Gage Brook Recreation Center and Park. Participate on the Village of Lake George Recreation Center Commission. <p>2) Snowmobile Trails</p> <ul style="list-style-type: none"> Continue to provide support for local snowmobile clubs and snowmobile trail development.
	NORTH CREEK
	<p>1) Create a “Village Green”</p> <ul style="list-style-type: none"> A small portion of the parcel parallel to Main Street should be retained as a “Village Green.” The space should be decorated with benches, historic/pedestrian-scaled lights, trash receptacles, greenery, and flowers. The Village Green should provide visual and physical links to the Owens House. The intent is to create a pocket park where residents and visitors can sit, relax, and maintain open views to the Hudson River.

<p>Goal #1 (cont.)</p>	<p><i>Increase, improve, and promote desirable recreational opportunities that provide healthy, healing, and enjoyable experiences.</i></p>
<p style="writing-mode: vertical-rl; transform: rotate(180deg);">Recommended Actions</p>	<p style="text-align: center;">RIPARIUS</p> <p>1) Passive Park(s)</p> <ul style="list-style-type: none"> • Secure agreement with NYSDOT regarding use of staging area on north side of the bridge for a parking lot and land on south side of bridge for a passive park. <p>2) Pocket Park</p> <ul style="list-style-type: none"> • In addition to sidewalks, a small pocket park is recommended across from the Caboose. The park should be lined with greenery and have benches so that visitors have a place in which to relax prior to re-boarding the train. The park should be connected with a highly visible crosswalk. • Create Park Along the Hudson River Waterfront. The NYS Department of Transportation owns a small parcel of land directly south of the Chestertown Bridge. This land might be used for a small passive park to allow informal fishing access to the river. • Although privately owned, a similarly sized parcel north of the bridge might be utilized for the same purpose. • To help offer additional public access to the Hudson River, the Town and County should explore opportunities to work with NYSDOT or the private owner to create a passive park with modest fishing access on this site.
	<p style="text-align: center;">STONY CREEK</p> <p>1) Skating</p> <ul style="list-style-type: none"> • Investigate potential public ice skating locations.
<p>Goal #2</p>	<p><i>Increase accessibility and linkages between recreational resources (land and water), promote less-utilized natural/recreation sites, and actively direct traffic away from overused sites towards underused sites.</i></p>
<p style="writing-mode: vertical-rl; transform: rotate(180deg);">Recommended Actions</p>	<p style="text-align: center;">CORINTH</p> <p>1) Trail Linkages</p> <ul style="list-style-type: none"> • Connection to West Mountain snowmobile and hiking trails. <p>2) Park Enhancements</p> <ul style="list-style-type: none"> • Memorial Park, Riverside Parks and waterfront access, Jessup Landing Park <p>3) Reservoir Property Improvements</p> <p style="padding-left: 40px;">Develop access to reservoir property. Develop signage and parking.</p> <p>4) Waterfront Improvements</p> <ul style="list-style-type: none"> • Cabana/Pier Improvements • Dock Improvements • Boat Launch • Fishing Access

<p>Goal #2 (cont.)</p>	<p><i>Increase accessibility and linkages between recreational resources (land and water), promote less-utilized natural/recreation sites, and actively direct traffic away from overused sites towards underused sites.</i></p>
<p style="writing-mode: vertical-rl; transform: rotate(180deg);">Recommended Actions</p>	<p style="text-align: center;">HADLEY</p> <p>1) Greenway Trails</p> <ul style="list-style-type: none"> • Study the feasibility of developing a greenway trail system to link the park and public land, existing pedestrian trails, sidewalks, and other selected places in and around Hadley Hamlet. Dean Mountain Whitewater Park, the old Hadley beach area, Sam Smead Park, the canoe take out, Fowler Park and the historic mill sites, center of town, the future rail link, the Historic River’s Trail Loop, the Sacandaga Outdoor Center are all points of interconnection for a greenway. <p>2) Water Access</p> <ul style="list-style-type: none"> • Develop personal watercraft access to Hadley Beach.
	<p style="text-align: center;">HADLEY/LAKE LUZERNE</p> <p>1) Trails</p> <ul style="list-style-type: none"> • Develop a waterfront trail adjacent to Rockwell Falls. Identify sidewalk and trail connections. <p>2) Water Access</p> <ul style="list-style-type: none"> • Identify water recreation access from Bow Bridge for canoe and kayak carry launch.
	<p style="text-align: center;">HADLEY/LAKE LUZERNE/THURMAN</p> <p>1) Mountain Bike Trail</p> <ul style="list-style-type: none"> • Implement a mountain bike trail, associated signage and connections around the southern end of the corridor from Lake Luzerne to Warrensburg, Thurman, Hadley, and back to Lake Luzerne.
	<p style="text-align: center;">HADLEY/THURMAN</p> <p>1) Expand Bike System</p> <ul style="list-style-type: none"> • Expand the Warren County Inter-County bicycle loop system by creating a western Warren County bike loop. • To expand opportunities for multi-modal access to the Thurman Node, work with Warren County officials to connect to the proposed Warren County bike path. • Acquire old railroad bridge and right-of-way for proposed bike trail to cross the Hudson River and provide a connection to Warrensburg. • Utilize Rockwell Street and Stony Creek Road within Hadley Hamlet. A completed connection will provide access to Warrensburg, the Village of Lake George, Queensbury, and Glens Falls. • Collaborate with Warren County to promote a starting point for cycling tours that will use the train to bring people and their bikes from points south to the region.

<p>Goal #2 (cont.)</p>	<p><i>Increase accessibility and linkages between recreational resources (land and water), promote less-utilized natural/recreation sites, and actively direct traffic away from overused sites towards underused sites.</i></p>
<p style="writing-mode: vertical-rl; transform: rotate(180deg);">Recommended Actions</p>	<p style="text-align: center;">JOHNSBURG/NORTH CREEK</p> <p>1) Snowmobile Alternate Route</p> <ul style="list-style-type: none"> Secure an alternate route for the Warren County Snowmobile trail to connect corridor communities without using the rail bed. <p>2) Walkways</p> <ul style="list-style-type: none"> Develop Historic/Nature/Riverfront Walk. To help preserve water quality and the riverbank, the trail should be set back from the river’s edge and be paved with a stone dust rather than asphalt paving.
	<p style="text-align: center;">LAKE LUZERNE/HADLEY/CORINTH</p> <p>1) Scenic Boat Excursion</p> <ul style="list-style-type: none"> Consider Seeking Funding to Create a Tour-Boat Between Corinth and Hadley/Lake Luzerne. Although this may require private investment, talking with area tour operators may inspire the establishment of a tour-boat operator between Corinth and Hadley/Lake Luzerne. The flat-water between the two communities can be ideal for such a venture. Develop a boat launch for commercial tours along East River Drive. Pursue a scenic boat excursion operator on Hudson River to Corinth. Provide a docking area for the potential Tour Boat from Corinth to Lake Luzerne.
	<p style="text-align: center;">NORTH CREEK</p> <p>1) Year-Round Ski Bowl Utilization</p> <ul style="list-style-type: none"> Gore Mountain manages the North Creek Ski Bowl and reports that establishment of a summer operation, including the appurtenant infrastructure is needed. <ul style="list-style-type: none"> A canopy zip-line or boardwalk would provide a seasonal anchor for the ski bowl. Landscape furniture at the new lodge. A playground, including climbing walls and opportunities for mountain biking will support expansion into the spring, summer and fall seasons (M. Pratt, General Manager, Gore Mt., 2012). <p>2) Paddling Launches</p> <ul style="list-style-type: none"> Near the Kellogg Property a canoe/kayak and whitewater raft launch should be implemented to provide a connection to the riverfront trail. Develop canoe access and white water rafting access site location and development.□
	<p style="text-align: center;">RIPARIUS</p> <p>1) Canoe Access</p> <ul style="list-style-type: none"> Secure funding to complete design and construction documents for canoe access improvements that address slope/grading problems along the access point. <p>2) Scenic View</p> <ul style="list-style-type: none"> Utilize river overlook area at Fire Department property on the west side of Riverside Road to create accessible viewing area

Goal #2 (cont.)	<i>Increase accessibility and linkages between recreational resources (land and water), promote less-utilized natural/recreation sites, and actively direct traffic away from overused sites towards underused sites.</i>
Recommended Actions	<p style="text-align: center;">WARRENSBURG (Warrensburg Citizen Task Force, 2011)</p> <ol style="list-style-type: none"> 1) Clearly Identify Trail Head to Hackensack Mountain. 2) Create Linkage programs with Pack Forrest. 3) Develop Canoe and Kayak access points along Schroon River. 4) Work with Hickory Hill to develop year round destination recreational opportunities.
Goal #3	<i>Protect natural and recreational resources, develop an integrated program using monitoring, management and educational activities to address the problem of invasive plants and the impacts of climate change along the Byway.</i>
Recommended Actions	<p style="text-align: center;">BYWAY WIDE</p> <ol style="list-style-type: none"> 1) Maintain communications with organizations and stakeholders such as the Adirondack Park Invasive Plant Program and the Nature Conservancy to address the threat of invasive species to natural and recreational resources, roadsides, local communities, tourism service providers, and the visitor experience.
Goal #4	<i>Support implementation of current recreation plans by state agencies, local government and tourism professionals that will improve outdoor experiences.</i>
Recommended Actions	<p style="text-align: center;">NORTH CREEK</p> <ol style="list-style-type: none"> 1) Existing Studies <ul style="list-style-type: none"> • Re-evaluate the recommendations presented in the <i>Hamlet of North Creek Parking and Recreation Study (1997)</i> prepared by The Saratoga Associates in 1997 as a follow up to the “<i>North Creek Action Plan.</i>” <hr/> <p style="text-align: center;">NORTH CREEK/JOHNSBURG</p> <ol style="list-style-type: none"> 1) State Lands <ul style="list-style-type: none"> • Work with DEC on the UMP for Gore Mt.

Table 22: First Wilderness Scenic Byway Recreation and Natural Resources

First Wilderness Scenic Byway Recreation and Natural Resources				
PARKS (SPECIAL FACILITIES)				
RESOURCE	ADDRESS	CITY	ZIP	PHONE
NYS DEC Lake George Million Dollar Beach	Beach Rd	Lake George	12845	518-623-1200
NYS DEC Hudson River Boat Launch and Park	East River Dr	Lake Luzerne	12846	518-623-1200
Dean Farm Homestead Recreation Area	Murray Road, just past museum	Stony Creek	12878	518-696-3575
SUNY ESF Pack Demonstration Forest	136 Pack Forest Rd	Warrensburg	12885	518-582-4551
Town of Chester Dynamite Hill Outdoor Recreation Facility	3-23 Dynamite Hill Rd	Chestertown	12817	518-494-2711
TRAILHEADS				
NYS DEC Prospect Mountain Trailhead	Prospect Mountain Parkway	Lake George	12845	518-623-1200
South Warren Snowmobile Club Trail C4B Trailhead	Transfer Station Road	Lake George	12845	518-696-3152
South Warren Snowmobile Club Trail C4 Trailhead	Beach Road (DEC Parking Lot)	Lake George	12845	518-696-3152
South Warren Snowmobile Club Trail C4A Trailhead	Lake Avenue (RT 9N) near Potash Rd.	Lake Luzerne	12846	518-696-3152
South Warren Snowmobile Club Trail S49 Trailhead	Waite Road	Lake Luzerne	12846	518-696-3152
NYS DEC Bear Slide Accessible Trailhead	Off River Road	Warrensburg	12885	518-623-1200
NYS DEC Bear Slide Trailhead	Off River Road	Warrensburg	12885	518-623-1200
NYS DEC Bear Slide Trailhead	Off River Road	Warrensburg	12885	518-623-1200
NYS DEC Bear Slide Foot Trail Trailhead	Off River Road	Warrensburg	12885	518-623-1200
NYS DEC Hadley Mountain Fire Tower Trailhead	Off Tower Rd	Hadley	12835	518-623-1200
NYS DEC Gay Pond Gay Trailhead	Off Gay Pond Road	Warrensburg	12885	518-623-1200
NYS DEC Crane Mountain Trailhead	End of Sky Hi Road	Johnsburg	12843	518-623-1200
Town of Chester Panther Mountain Trailhead	Off Panther Mountain Ext	Chestertown	12817	518-494-2711

TRAILHEADS (cont.)				
NYS DEC Palmer Pond Trailhead	End of Palmer Pond Road	Chestertown	12817	518-623-1200
NYS DEC William Blake Pond Trailhead	End of Barton Mines Road	Johnsburg	12843	518-623-1200
BOAT LAUNCHES				
RESOURCE	ADDRESS	CITY	ZIP	PHONE
NYS DEC Stewart Brook Boat Launch Site	Off Lake Ave, just west of Dunkley Rd	Lake Luzerne	12846	518-584-2000
NYS DEC Hudson River Boat Launch Site	Off River Street	Corinth	12822	518-584-2000
NYS DEC Hudson River Boat Launch Site	Off Old River Road	Corinth	12822	518-584-2000
NYS DEC Hudson River Boat Launch Site	Off Bay Road, just south of School Street	Lake Luzerne	12846	518-584-2000
NYS DEC Hudson River Boat Launch Site	Off State Route 418, at bridge	Warrensburg	12885	518-623-1200
NYS DEC Hudson River Boat Launch Site	Off Swan Street	Warrensburg	12885	518-623-1200
NYS DEC Schroon River Boat Launch Site	Off Main Street	Warrensburg	12885	518-623-1200
NYS DEC Schroon River Boat Launch Site	Off River Street	Warrensburg	12885	518-623-1200
NYS DEC Loon Lake Boat Launch Site	5381 State Route 8	Chestertown	12817	518-584-2000
NYS DEC Loon Lake Boat Launch Site	47 Marina Road	Chestertown	12817	518-584-2000
NYS DEC Hudson River Boat Launch Site	Off State Route 8	Warrensburg	12885	518-623-1200
CAMPING				
NYS DEC Fourth Lake Campground	Off State Route 9N	Lake Luzerne	12846	518-623-1200
NYS DEC Lake George Wild Forest Campsite 5	Off River Road	Warrensburg	12885	518-623-1200
NYS DEC Lake George Wild Forest Campsite 1	Off River Road	Warrensburg	12885	518-623-1200
NYS DEC Bear Slide Accessible Tent Site	Off River Road	Warrensburg	12885	518-623-1200
NYS DEC Lake George Wild Forest Campsite 9	Off Gay Pond Road	Warrensburg	12885	518-623-1200

CAMPING (cont.)				
RESOURCE	ADDRESS	CITY	ZIP	PHONE
NYS DEC Lake George Wild Forest Campsite 14	Off Gay Pond Road	Warrensburg	12885	518-623-1200
NYS DEC Lake George Wild Forest Campsite 13	Off Gay Pond Road	Warrensburg	12885	518-623-1200
NYS DEC Lake George Wild Forest Campsite 12	Off Gay Pond Road	Warrensburg	12885	518-623-1200
NYS DEC Lake George Wild Forest Campsite 10	Off Gay Pond Road	Warrensburg	12885	518-623-1200
NYS DEC Lake George Wild Forest Campsite 11	Off Gay Pond Road	Warrensburg	12885	518-623-1200
NYS DEC Lake George Wild Forest Campsite 7	Off River Road	Warrensburg	12885	518-623-1200
NYS DEC Lake George Wild Forest Campsite 8	Off River Road	Warrensburg	12885	518-623-1200
SCENIC VISTAS				
Hackensack Mountain Scenic Vista	End of Hackensack Avenue	Warrensburg	12885	518-623-9511
SUNY ESF Pack Demonstration Forest Benwood Mountain Scenic Vista	End of Pack Forest Road	Warrensburg	12885	518-682-3293
MUNICIPAL AND NYS DEC NATURAL RESOURCE AREAS				
NYS DEC Prospect Mountain Intensive Use Area	Prospect Mountain Highway	Lake George	12845	518-623-1200
NYS DEC Gaslight Village Wetland Interpretive Area	17 Westbrook Rd	Lake George	12845	518-623-1200
Town of Lake Luzerne Waterfall and Pocket Park	Mill St	Warrensburg	12885	518-696-2711
NYS DEC Lake George Wild Forest	Off Gay Pond Road	Johnsburg	12843	518-623-1200
NYS DEC Wilcox Lake Wild Forest	End of Sky Hi Road	North Creek	12853	518-623-1200
NYS DEC Gore Mountain Intensive Use Area	End of Gore Mountain Road	North Creek	12853	518-251-2411
NYS DEC Vanderwhacker Mountain Forest Preserve	3 Railroad Place	Johnsburg	12843	518-585-2000
NYS DEC Siamese Ponds Wilderness Area	End of Barton Mines Road	Lake Luzerne	12846	518-623-1200

NATURAL RESOURCE RESTORATION AND FISHING SITES				
NYS DEC Lake Luzerne Fish Stocking Site	Off Lake Avenue, just south of Ben Rosa Park	Lake Luzerne	12846	518-623-1200
NYS DEC Hudson River Tributary Fishing Site (A)	Off Lake Avenue	Lake Luzerne	12846	518-623-1200
NYS DEC Stewart Brook Fishing Site	Off Lake Avenue	Lake Luzerne	12846	518-623-1200
NYS DEC Barber Brook Fishing Site	Off Old River road	Corinth	12822	518-623-1200
NYS DEC Hudson River Tributary Fishing Site (B)	Off River Street	Lake Luzerne	12846	518-623-1200
Warren County Schroon River Fish Stocking Site (C)	Off River Street	Warrensburg	12885	518-623-2877
Warren County Schroon River Fish Stocking Site (A)	Off River Street	Warrensburg	12885	518-623-2877
Warren County Schroon River Fish Stocking Site (B)	Off Swan Street	Warrensburg	12885	518-623-2877
NYS DEC Schroon River Fishing Site A	Off Swan Street	Warrensburg	12885	518-623-1200
NYS DEC Schroon River Fishing Site B	Off Main Street	Warrensburg	12860	518-623-1200
NYS DEC Schroon River Tributary Fishing Site	Off Schroon River Road	Warrensburg	12885	518-623-1200
NYS DEC Schroon River Fishing Site C	Off James Street	Warrensburg	12885	518-623-1200
Warren County Mill Creek Fish Stocking Site A	Off State Route 8	Wevertown	12886	518-623-2877
Warren County Mill Creek State Fish Stocking Site B	Off State Route 28	Warrensburg	12885	518-623-2877
Warren County North Creek and Roaring Brook Fish Stocking Site	Off Peaceful Valley Road	Johnsburg	12843	518-623-2877
Warren County North Creek State Fish Stocking Site	Off State Route 28	Warrensburg	12885	518-623-2877

020 Signage and Interpretation

Successful Signage and Interpretation

Satisfying visitors' needs for access to diverse kinds of information requires careful planning and coordination among stakeholders. Since visitors may move through the area by motorized vehicle, on foot, snowmobiles or bicycles, signage and interpretation should consider all these modalities. Successful and effective signing will depend on thoughtful and extensive planning by teams of local stakeholders, design professionals, and persons knowledgeable in the applicable sign regulations. Provisions should be made to insure that local interpretive signs reflect a level of quality that meets the expectation of the Byway's Program and are consistent with the high caliber of signs placed at related public and non-profit resources. Municipalities and other Byway groups will need to engage in dialogue regarding the use of the common logo and Byway signs to link the area image and Byway experience. Further discussion is needed with Chambers and communities on preparing and installing appropriate signage to gain visibility for the FWSB's appealing tourist stops. It is important to avoid a "clutter of signs," that can confuse and disrupt the travel experience.

A successful FWSB signage and interpretation program might include the following indicators:

- Simple
- Well designed
- Easy to read
- Interesting to read (for interpretive signage)
- Well timed
- Well placed
- Thematic
- Easy to follow

To better accommodate the growing number of byway visitors with visual impairments careful attention should be paid to the selection of font style and size for all byway signage and print publications, and internet postings.

Local, State and Federal Signage Jurisdiction

Signage along NYS's highways and Byways is governed by an extensive set of rules and regulations with federal and state origins.

New York State Sign Regulations

The lead agency governing signage along official state scenic Byways in New York State is the New York State Department of Transportation. The FWSB also includes county-owned roads belonging to Warren and Saratoga Counties. Within the Adirondack Park, the Adirondack Park Agency (APA), New York State Department of Environmental Conservation (NYSDEC), and New York State Department of Transportation (NYSDOT) have legal responsibilities for signage on state land within travel corridors, including NYSDOT's right-of-way. Adirondack Park Land Use and Development Plan, State Land Master Plan and local zoning laws must also be considered. New York State Department of Transportation has two relevant publications: State Scenic Byways signage manual (<https://www.nysdot.gov/display/programs/scenic-byways/organizers>) and the NYS Scenic Byways

and Sign publication https://www.nysdot.gov/portal/page/portal/content/engineering/Scenic-Byways/Byways-repository/scenic_byways_signs.pdf). The documents contain DOT's traffic safety codes, Adirondack Park Sign Law, and other applicable signage regulations. The Department of Transportation's right-of-way provides a legal space for sign placements that are otherwise not permitted on Forest Preserve lands.

Signage regulations have jurisdiction over several different sign categories:

1. Official Signs provided by New York State Department of Transportation (DOT)
2. Official Signs provided and permitted by DOT
3. Official Signs permitted by DOT, including Tourist Oriented Directional Signage (also known as TODS) which are a legal mechanism for off-premise directional signage - see page 113.
4. Non-Official Signs provided by communities outside the State Right-of-Way and approved by DOT and subject to local review and approval.

Within the four sign categories listed above, an entire vocabulary of sign types exists. In order to connect visitors to resources and amenities, Tourist Oriented Directional Signs (TOD'S), Destination Markers, Pedestrian Directional Signs, and Interpretive Signs are used.

U.S. Government Sign Regulations

The NYS Department of Transportation is mandated by the federal government to regulate signs along all highways in New York that are part of the federally-supported Primary Highway System, whether or not they are designated as Scenic Byways. These "Primary Highways" include selected State, county and other local government roads that are typically the major travel routes in New York (See Table 21). The regulation of signs along roads within the Primary Highway System includes the prohibition of new off-premises signs. Note: Michael Fayette, NYSDOT R-1 provided classification of the FWSB route segments provided in Table 23.

Control of Outdoor Advertising and Directional Signs: 23 USC Section 131(t) would be used to define what routes are covered by the federal program. These include the highways on the National Highway System and highways that were a part of the Federal Aid Primary System as of June 1, 1991.

Junkyards and Scrap Metal: The department has not been involved with this program. A legal interpretation of what now would constitute a federal aid primary system route would need to be made if this issue were to arise.

Truck Access: The truck access network is comprised of the National Network (Qualifying Highways) and the State access highways. The National Network consists of Federal aid Primary System highways including some, but not all, interstates and four lane highways. State access highways may include a wide variety of highways ranging from interstates to local highways. There is no requirement that a State access highway be part of the Federal-aid Primary System as designated by the Secretary of Transportation.

Dave Woodin, in Traffic Operations, maintains a list of "Qualifying" and (State) access Highways for the statewide truck access network.

Moratorium on Turnpike Doubles: According to the Associate Administrator for Motor Carriers of the Federal Highway Administration in a letter to Congressman Bill Paxon, the moratorium on turnpike doubles (twin trailers of 45 feet long) applies only to portions of the national network where these trailer combinations were not in lawful operation on or before June 1, 1991. In New York State, the only portion of the National Network where such combinations were in operation as of that date was the Thruway.

The Dude Ranch Scenic Byway presents special conditions as it was adopted and declared a NYS Scenic Byway in 1992 without a CMP in place and the accompanying community buy-in. The 40-mile stretch was bestowed the Scenic Byway designation because it was an official NYS 1984 Auto Touring Route. New York's State Byways, which were nominated for legislative approval, based on their Auto Tour Route status, historically, differ greatly in their operations from those byways that were formed in later years based on a localized grassroots inception. When implementation of the signage component of the CMP begins, the use of the New York State Scenic Byways Sign Manual will be encouraged. With this resource, plan implementers will become aware of proper design, construction, permitting, and installation of signs along the corridor. Additionally, the guide will support communities who seek to install legal off-premise advertising signage.

Table 23: First Wilderness Scenic Byway Federal Designation of Roads

Source: Warren County Planning Office, 2012

ROUTE #	COMMON NAME	MUNICIPALITY	FCC CODE	FEDERAL FUNCTIONAL CLASS
ST RT 9N	Lake Avenue	Lake George/Lake Luzerne/Corinth/Hadley	A31 (secondary, unseparated)	06 Rural Minor Arterial
CO RT 44	Mill Street/Main Street	Lake Luzerne	A41 (local, unseparated)	09 Rural Local
CO RT 4	Rockwell Street	Hadley	A41	09 Rural Local
CO RT 1	Stony Creek Road	Hadley	A41	08 Rural Minor Collector
CO RT 12	Hadley Road	Stony Creek	A41	08 Rural Minor Collector
CO RT 3	Warrensburg Road	Stony Creek	A41	09 Rural Local
CO RT 2	Stony Creek Road	Thurman	A41	08 Rural Minor Collector
ST RT 418	River Street	Thurman/Warrensburg	A41	08 Rural Minor Collector
ST RT 418	Richards Avenue	Warrensburg	A41	08 Rural Minor Collector
US RT 9	Main Street (Wbg, Chester)	Warrensburg/Chester	A21 (highway, unseparated)	07 Rural Major Collector

ROUTE #	COMMON NAME	MUNICIPALITY	FCC CODE	FEDERAL FUNCTIONAL CLASS
US RT 9		Warrensburg/ Chester	A21	06 Rural Minor Arterial
ST RT 8		Chester/Johnsburg	A31	06 Rural Minor Arterial
ST RT 28		Johnsburg	A21	06 Rural Minor Arterial
CO RT 77	Main Street	Johnsburg	A41	09 Rural Local

A list of proposed new road segments for the First Wilderness Scenic Byway that are classified as Primary Highways which were not previously legislated as part of the Dude Ranch Trail are listed below:

Warren County Routes ---All are within the Adirondack Park.

- Route 9: In Town of Warrensburg from the intersection of Route 9 and Route 28, north on Route 9 to the Town’s boundary with the Town of Chester.
- Route 8: In Town of Chester west on Route 8 beginning at intersection of Route 8 and Route 9 west through Town of Chester’s Hamlet of Riparius to the Town of Chester’s boundary with the Town of Johnsburg.

Saratoga County Routes---All are within the Adirondack Park.

- Route 9N: In the Village of Corinth begin at intersection of Route 9N with Main Street, and north to the Village’s boundary with the Town of Hadley.
- Route 9N: In the Town of Hadley north to the Town’s boundary with the Town of Lake Luzerne/Warren County line.

Municipal Sign Regulations

Municipalities within the FWSB also have some jurisdiction over signs. Currently sign regulations are instituted in the following localities noted in Table 24.

Table 24: Municipal Sign Regulations

Source: Ann Ruzow Holland, PhD

Municipality	Sign Regulations (Yes/No)	Reference
Warren County (WC) DPW	Warren County places and maintains standard regulatory, warning, advisory road signs and route number markers in accordance with the Federal Manual of Uniform Traffic Control Devices and the New York State Supplement thereto. Other signs such as those identifying places of business are often not in the County Right of Way. When they are in the Right of Way, or proposed to be placed in the Right of Way placement is evaluated according to DOT Standards. Warren County does not place or maintain signs identifying street names or road names (George Van Duesen, Warren County DPW).	
Saratoga County (SC) DPW	Saratoga County has no sign regulations. The County DPW is only involved in traffic control signs such as route, speed, and warning signs. Saratoga County DPW does not have authority to install directional or information signage. Signs of this nature would need to follow the town regulations.	
Village of Corinth (SC)	YES	Link unavailable; contact the Village
Town of Corinth (SC)	YES	Link unavailable; contact the Town
Town of Hadley (SC)	NO	
Town of Lake George (WC)	The Town of Lake George enacted a resolution in 1999 deferring all sign regulation and enforcement to the Lake George Park Commission.	http://www.lgpc.state.ny.us/Regs.html
Village of Lake George (WC)	YES	http://www.ecode360.com/9945640?all=true#9945763
Town of Lake Luzerne (SC)	YES	http://www.townoflakeluzerne.com/M2Files/M2PDFFiles/PDFs/Lake%20Luzerne%20Zoning%20-%20adopted.pdf (see Page 58+)
Town of Stony Creek (WC)	NO	
Town of Thurman (WC)	NO	
Town of Warrensburg (WC)	YES	http://townofwarrensburg.org/content/Departments/View/4
Town of Chester (WC)	YES	http://www.townofchesterny.org/planzone-3.html
Town of Johnsbury (WC)	YES	Link unavailable; contact the Town—See Zoning Ordinance, Article 7, starting on Page 31

Signage & Interpretation Inventory, Assessment, & Design

A detailed signage and interpretation inventory and plan is necessary to achieve the goals of promoting and encouraging visitors to stop and sample the wealth of resources along the Byway. A Signage & Interpretation Inventory and Assessment is an initial step in assessing public and not-for-profit resources along the Byway. To date, the public resources associated with the Byway route were identified as part of the CMP development (See Resource Inventory and Map). Data, including ownership was collected and included in a numerical and spatial database. New York State Department of Transportation provided an *Advertising Sign Inventory*, which is a helpful tool in evaluating State roadway signage (attached at the end of this section). All available existing sign information has been collected at the time of writing. The FWSB CMP provides a cursory analysis and notes the need for a more in-depth and comprehensive analysis.

Byway resources require further evaluation to identify interpretive signage, general signage, and related needs. In order to understand the adequacy of existing signage, the quality, condition and ownership of signs already in place along the Byway requires study. For example, many of the natural and recreational resources are owned and operated by the State of New York Department of Environmental Conservation. Of these, a many are well signed as per State regulatory standards. Further study and analysis of other individual sites along the Byway are necessary to determine the need for additional Byways signage and interpretative materials. A site location study and resource significance prioritization will help to determine the placement of future Tourist Oriented Directional Signs (TODS), Resource Markers, Pedestrian Directional, and Interpretive signs. Byway planners are interested in making it easy for visitors to readily find sites as they move along the Byway route. These resources are significant to the travel experience and, in order to be informative and enhance the “experience,” visitors have to arrive effortlessly at these destinations. Once at the site, interpretation is needed for visitors to understand the context and natural, cultural, recreational, or historic significance of the site and to build appreciation of place.

CMP implementation will provide opportunities for collaborations among local stakeholder groups, community leaders, business owners, and the State to ensure that the visitor becomes aware of and makes use of the many facilities along the route. It is important for plan implementers to also work with business and resource owners to understand TODS’s role in enhancing the visitor’s experience. Plan implementers may also work with the NYS Department of Environmental Conservation to create signs that inform visitors about mountains, waters, trails, woodlands, ecological niches, and recreational resources, while following Adirondack Park Agency (APA) and New York State Department of Transportation (NYSDOT) regulations on the sign placement.

Tourist Oriented Directional Signs (Legal Off-Premise Advertising)

Communities on and near the Byway rely on a steady stream of visitor spending to remain viable in a rural economy dependent on tourism dollars. Tourist Oriented Directional Signs (TODS) will be used to guide visitors to area businesses located off the Byway’s primary route. TODS provide a legal way for businesses and attractions to have signs installed in the right-of-way. Along the Byway route, two-color TODS (brown and yellow within the Adirondack Park) will serve as easily recognizable, consistent beacons. Byway travelers learn to watch for these signs when seeking goods, services, and attractions. Local tourism related business and resource owners should be made aware of their eligibility to pursue this type of signage. Tourism related businesses need to understand TOD’s role in enhancing the visitor’s experience and in supporting more tourist spending. Those choosing to

advertise their business establishment or resources will need to contact NYS DOT's Region 1 Real Estate Office for information on permitting and sign placement for advertising and Tourist Oriented Directional Signage. A contact list should be prepared and distributed to tourist oriented business owners and other interested parties identifying the Department of Transportation's Real Estate Division Representative responsible for the particular areas of the Byway.

Destination Markers

Resource Destination Markers are small signs placed along the route to capture the traveler's attention and direct them to Byway resources. Within the densely wooded Adirondack Park, markers are necessary for visitors to locate resources. These Destination Markers are usually provided and installed by NYSDOT. Recreational trail access points need to be marked as they are difficult to locate and can be well camouflaged by the landscape. Parks, fishing access points, boat launches, wildlife viewing areas, and trail-heads for many of the Department of Environmental Conservation's recreational and natural resources are so completely obscured that without signs, they could be missed entirely.

Byway Pedestrian Directional Signs

Byway Pedestrian Directional signs will guide visitors to various points of interest once they are out of their vehicles. To maintain continuity in signing the Byway, the directional signs will feature the State's Byway route logo and lettering for the First Wilderness Scenic Byway. Byway groups still need to make decisions about where these signs are most needed. Those who decide to move forward will have to absorb all costs to design and fabricate the signs. The groups will have to secure permission from any involved landowners, follow local ordinances, and install the signs outside the Byway's right-of-way.

Interpretive Signs

Interpretive signs provide information about significant events, places, people, or things. The use of the Byway logo on each interpretive sign reinforces the interconnected system and promotes visitation. These signs will be used to help visitors to learn more about the FWSB's history, culture, natural systems, and recreation. The special stories about local lore, life, and events need to be shared to improve the visitor's experience and create a greater awareness and appreciation for the area. When designing interpretive signs, communities should take the opportunity to include information highlighting other resources to encourage Byway users to move from one area to another and to promote visitation of underused resources. Plan implementers should work with existing groups and organizations to increase dissemination of Byway and Adirondack Park interpretive information to residents and visitors to compliment coordinated signage. A well-coordinated system of interpretation will build the expectation that each new site brings another worthwhile experience.

Kiosks and centralized strategic interpretation spaces should be used to avoid over-signing the route. The carefully selected community signs will help inform the traveler of the historic, cultural, recreational and natural resources in the immediate area, as well as those at the "next" stop. Coordinating "on the ground" signage locations with an interpretive map and guide help the visitor to locate these interpretive spots. Electronic forms of interpretive programming, in the form of low frequency or satellite radio programming, Internet and MP3/IPOD downloads provide another dimension that might enhance the traveler's experience and should be considered. Another important aspect of centralizing interpretive information is to encourage the traveler to get out of his or her car and walk around each community, an important encouragement of commerce as well as immersion in local culture in the town centers and along historic "Main Streets."

Official Byway Route Identification Signs



Figure 27: Intersection of Routes 9, 418 and Richards Avenue, Warrensburg. A First Wilderness logo will replace existing Dude Ranch identification signs. Courtesy of A.R. Holland.

DOT’s Byway Route Identification Signs featuring the Byway’s name and logo spaced at designated intervals along the touring route will lead byway travelers from community to community and will lend continuity to the Byway experience. Towns and villages will benefit from the appeal of the brand name which umbrellas the entire route. The placement of the easily recognizable name and graphics alert travelers that they are still on the desired route. Their placement re-connects visitors with the Byway logo introduced in internet, map, and print promotions that motivated their visit to the area.

These signs are fabricated and installed by NYSDOT at no cost to communities when funding is available.

The Department of Transportation has already installed some route number signs and Dude Ranch Scenic Byway Route Identification signs. In time local implementers will need to report locations of the older, visibly worn signs that need replacing. The Byway Identification Signs with route name logo, and directional arrows will need to be replaced after the FWSB CMP is approved by NYS in order to mark the way for travelers. An acceptable FWSB logo will need to be presented to DOT for review and new signs will need to be fabricated and installed. In the Adirondack Park, Byway signs placed within the right-of-way will be brown and yellow in color and those placed outside the Park will be brown and white as per NYS Byway signage regulations and New York State’s Adirondack Sign Law. Collaboration with Warren and Saratoga County DPW’s and NYSDOT will achieve adequate and effective sign placement.

The First Wilderness Heritage Warren County Board of Supervisors the Scenic Byway designation to meet insure a collaborative identity for the supports the First Wilderness theme modification of this logo can be manual Local implementers, in consider the scope of the work and with a new design and the approval



Corridor designation, authorized by the includes a logo which can be modified for NYSDOT requirements (see figure) to two efforts. A distinctive logo that is necessary and appropriate and guided by the policies in the state sign conjunction with ANCA, will need to ways to share the workload associated process.

Community Welcome Identification Signs

Community Welcome Identification Signs should be used to highlight gateways to towns, villages, and hamlets. Upon approval of this Corridor Management Plan, Scenic Byway communities will need to be contacted and reminded that they are eligible to receive Community Welcome Signs designed and installed by the Department of Transportation in the State's right-of-way. Sign installers will seek Department of Transportation approval and adhere to all local ordinances. Communities may elect to supply their own welcome sign for placement outside the right-of-way. The welcome signs may include locally provided artwork and will show the Byway name and logo. The distance between communities would be good to have posted if it does not create a visual overload of roadside signage. For example, "Community of X, next community is X, how many miles away" considering some of the remote wilderness segments of the Byway and its dearth of gas, toilets, ATM's etc. and their seasonality.

Bikeway Signage

Consistent and regularly spaced bike route marking and directional signage for cyclists and vehicle operators is needed along the Scenic Byway. In some instances, this includes bicycle pavement markers on the bike lane shoulder, as drivers need continual reminders of random presence of cyclists. The popularity of bicycling and mountain biking continues to grow within the state as alternative means of transportation and as recreational sports. Opportunities exist for expansion of routes and linkages, both within the community and along the route. Byway communities are developing and expanding their road and mountain biking systems and are requesting adequate signs to direct and accommodate road and trail users. Adequate signage is needed to alert drivers of the bicyclists' presence in order to improve safety for all byway users.

NYS and County Signage Resources

Signage and interpretation will play an increasing role in successful Corridor Management Plan Implementation. Those counties or townships that have signage regulations in place also have shared jurisdiction with New York State DOT and APA. The New York State Regional Scenic Byways Coordinator can provide a clearinghouse function to access New York State Department of Transportation and facilitate the exchange of information. The Regional Coordinator can be reached at:

New York State Regional Scenic Byways Coordinator
Region I
328 State Street
Schenectady, NY 12305
518- 388-0420
Web: www.nybyways.com
Email: ScenicByways@dot.state.ny.us

Michael Fayette, Supervisor, Highway Data Section
Highway Data Services Bureau
NYS Department of Transportation
50 Wolf Road, 3-2
Albany, New York 12232
(518) 457-1965

Signage Resources

Road signage questions can be directed to NYS Department of Transportation's offices serving the Byway counties and, on County-owned roads to the individual local governments with sign jurisdiction.

New York State Department of Transportation Region 1 (**Serving Warren & Saratoga County**)

328 State Street, Schenectady, New York 12305

Attention: Dude Ranch Trail Scenic Byway Coordinator (New FWSB Scenic Byway)

Phone: 518-388-0388

WEB: <https://www.nysdot.gov/regional-offices/region1/contacts>

Ed Frantz, NYSDOT Adirondack Forest Preserve Manager needs to be informed of any new Byway signage or other transportation project along the route including the State's right-of-way.

Signage and Interpretation: Goals and Recommended Actions

This section provides an overview of chapter-specific strategic priorities for the First Wilderness Scenic Byway. They are also identified in the Implementation Plan in their entirety. The Implementation Plan identifies potential partners, time frame, and priority. These projects will be launched only as staff and funding allow.

Opportunities exist to improve the traveler's experience. Suggestions are included in the Implementation Plan, Signage, and Interpretation Section, which delineates the target goals and specific recommendations for action. The strategic recommendations outlined in Table 25 relate to signage and interpretation along the Byway.

Table 25: Signage and Interpretation Goals and Recommended Actions

SIGNAGE AND INTERPRETATION GOALS AND RECOMMENDED ACTIONS	
Goal #1	<i>Enhance residents and visitors’ understanding, awareness and appreciation of Byway resources and the Adirondack Park, through education and interpretation of Byway assets, and intrinsic qualities. Develop regional interpretive programming that engages visitors and improves their understanding and enjoyment of local historical, cultural and natural resources. Offer the Byway patron’s a quality experience of the region’s recreational resources through education and interpretation highlighting the unique character of the corridor.</i>
Recommended Actions	BYWAY-WIDE
	<p>1) Unifying elements, such as signage and interpretive kiosks, should be implemented throughout the Byway to create visual continuity, support way finding, and provide easily recognizable destinations for visitors.</p> <ul style="list-style-type: none"> • Develop corridor-wide community signage design standards.
	CORINTH, VILLAGE/TOWN OF
	<p>1) Create Historic Interpretive Program and Walkways. From the trolley stop, visitors can walk a loop that begins at the Village Beach, continues along Jessup’s Landing Pathway to Pagenstecher Park, down Palmer Avenue, and back to Main Street. This loop will build on the history of Corinth, the railroad, the Adirondacks, and the Hudson River.</p> <ul style="list-style-type: none"> • This loop can offer a variety of walking environments, including scenic views down the river gorge and attractions along Main Street. • To promote this type of activity, the Village should create a signage system that serves two purposes: first, it should clearly delineate the walkway and second, it should interpret the history of the area. • In addition to signage, the Village should complete streetscape improvements (i.e., street trees, benches, pedestrian lights, banners, flowers) along Main Street to create a safe and enjoyable pedestrian environment.
	HADLEY
	<p>1) Interpretive Signage and Markers</p> <ul style="list-style-type: none"> • In addition to providing interpretive signage at the new station, the location of the original train station (on the east side of the tracks north of County Route 4) should be signed with historic markers and interpretive signage. • Install Historic Bow Bridge Kiosk and Information Directional Signage.
	HADLEY/LUZERNE
	<p>1) Create Historic Interpretive Program</p> <ul style="list-style-type: none"> • Building on the way finding system, an historic interpretive program can be created that is centered on logging, the railroad, hiking, water-based recreation, mills, and other First Wilderness themes.

SIGNAGE AND INTERPRETATION GOALS AND RECOMMENDED ACTIONS	
Goal #1 (cont.)	<i>Enhance residents and visitors' understanding, awareness and appreciation of Byway resources and the Adirondack Park, through education and interpretation of Byway assets, and intrinsic qualities. Develop regional interpretive programming that engages visitors and improves their understanding and enjoyment of local historical, cultural and natural resources. Offer the Byway patron's a quality experience of the region's recreational resources through education and interpretation highlighting the unique character of the corridor.</i>
Recommended Actions	JOHNSBURG/NORTH CREEK 1) Create Historic Interpretive program <ul style="list-style-type: none"> • Building on the way finding system, an historic interpretive program can be created that is centered on Teddy Roosevelt, mining, railroad, skiing, and other First Wilderness themes. 2) Utilize funds from Barton Mines to provide photosensitive historic signage/ interpretation (signs to continue along the river walkway).
	RIPARIUS 1) Create Historic Interpretive Program <ul style="list-style-type: none"> • Building on the way finding system, an historic interpretive program can be created that is centered on the railroad workers' daily life, Asher Durand, the Schroon Lake Region, and other First Wilderness themes. This can be integrated with the visitor orientation kiosk. • Work with local committees and the train museum to develop program.
	STONY CREEK 1) Develop Historical Signage and Information Markers <ul style="list-style-type: none"> • Develop historical signage and information markers at the historic station location and incorporate the WWII Historic component of train.
	THURMAN 1) Create Historic Interpretive Program. <ul style="list-style-type: none"> • Building on the way finding system, an historic interpretive program can be created that is centered on the invention of the "log drives," civil war history in Warrensburg, and other First Wilderness themes.
Goal #2	<i>Attract and direct visitors through appropriate signage to Byway resources, including using the new route name (First Wilderness Scenic Byway) to unify the region and to promote the entire Byway as a destination, encouraging visitation, and exploration of all locales.</i>
Recommended Actions	BYWAY-WIDE 1) Coordination with Warren and Saratoga Chambers of Commerce and County Tourism Bureaus and other stakeholders can capitalize on collaboration to fully expand the identification of the corridor in the region.

SIGNAGE AND INTERPRETATION GOALS AND RECOMMENDED ACTIONS	
Goal #2 (cont.)	<i>Attract and direct visitors through appropriate signage to Byway resources, including using the new route name (First Wilderness Scenic Byway) to unify the region and to promote the entire Byway as a destination, encouraging visitation, and exploration of all locales.</i>
Recommended Actions	BYWAY-WIDE (cont.)
	<p>2) Implementation of corridor orientation visitors’ kiosks that provide corridor location, community destinations, and community history should be coordinated with all interested stakeholders.</p> <ul style="list-style-type: none"> • The kiosk design should serve as a recognizable focal point for each community’s train stop. <p>3) Make placement of route identification signs a priority in order to direct visitors along the new route’s many segments located in Warren and Saratoga counties.</p>
	<p style="text-align: center;">CHESTER: Chestertown Streetscape Enhancement (Behan Planning, 2011)</p> <p>1) North Gateway Area:</p> <ul style="list-style-type: none"> • Welcome Sign and more robust treatments on south side into hamlet <p>2) Chester Four Corners:</p> <ul style="list-style-type: none"> • Look for an opportunity to provide informational signage in a kiosk in this area <p>3) Municipal Center/Town Green:</p> <ul style="list-style-type: none"> • Provide signage in keeping with other new signage in hamlet <p>4) South Gateway Area:</p> <ul style="list-style-type: none"> • Provide Welcome Sign and plant signature in suitable location <p>5) Whole Corridor:</p> <ul style="list-style-type: none"> • Signage
	CORINTH, VILLAGE/TOWN OF
	<p>1) Create Visitor Orientation Kiosks in Multiple Locations</p> <ul style="list-style-type: none"> • <u>Train Station Location.</u> To help direct the visitor, an information kiosk should be placed at the train station. The intent is to provide the way finding system that clearly and easily directs the visitor around the Village and Town and to the multitude of activities. The style and information contained on the kiosk should be the same as the proposed kiosk in the Village. • <u>Downtown Location.</u> To help direct the visitor, an information kiosk should be placed at the trolley stop. The intent is to match the kiosk located at the train station and provide a way finding system that clearly and easily directs the visitor to the assortment of attractions including restaurants, recreational amenities, local shops, etc. Appropriate directional signage can remove any “guesswork” and make the visitor’s experience more enjoyable.

SIGNAGE AND INTERPRETATION GOALS AND RECOMMENDED ACTIONS	
Goal #2 (cont)	<i>Attract and direct visitors through appropriate signage to Byway resources, including using the new route name (First Wilderness Scenic Byway) to unify the region and to promote the entire Byway as a destination, encouraging visitation, and exploration of all locales.</i>
Recommended Actions	HADLEY/LUZERNE
	<p>1) Create Visitor Orientation Kiosk.</p> <ul style="list-style-type: none"> To help direct the visitor, an information kiosk should be placed at the train station. The intent is to provide a way finding system that clearly and easily directs the visitor around both communities and to the multitude of activities. An identical sign to the one in Hadley should be created and located in the Town of Lake Luzerne. This will provide a visual link between the communities and better direct the visitor to the train station regardless of the point of entry. Appropriate directional signage will remove any ‘guesswork’ and make the visitor’s experience more enjoyable.
	LAKE GEORGE
	<p>1) Visitor Interpretive Waypoint Center</p> <ul style="list-style-type: none"> Determine a suitable location for a centralized, Town-specific tourism bureau/welcome center.
	LAKE GEORGE (TOWN/VILLAGE)
<p>1) The 2010 Gateway Plan for the vicinity of Interstate 87, Exit 21 includes the following proposed improvements:</p> <ul style="list-style-type: none"> Installation of coordinated signage Snowmobile signage and crossing designations (Chazen Companies, Lake George Route 9 Gateway Plan, 2010) 	
RIPARIUS	
<p>1) <u>Create Visitor Orientation Kiosk.</u></p> <ul style="list-style-type: none"> To help direct the pedestrian, directional signage should be placed on Main Street and at or near the train station platform. The intent is to provide a way finding system that clearly and easily directs the visitor around the Hamlet. Although there will be a visual linkage, appropriate directional signage will remove any ‘guesswork’ and make the visitor’s experience more enjoyable. 	
THURMAN	
<p>1) <u>Create Visitor Orientation Kiosk.</u></p> <ul style="list-style-type: none"> To help direct the pedestrian, directional signage should be placed near the train station platform. The intent is to provide the way finding system that clearly and easily directs the visitor around the Town and to the services available in Warrensburg. 	

SIGNAGE AND INTERPRETATION GOALS AND RECOMMENDED ACTIONS	
Goal #2 (cont)	<i>Attract and direct visitors through appropriate signage to Byway resources, including using the new route name (First Wilderness Scenic Byway) to unify the region and to promote the entire Byway as a destination, encouraging visitation, and exploration of all locales.</i>
Recommended Actions	<p style="text-align: center;">THURMAN (cont.)</p> <ul style="list-style-type: none"> • In addition to a listing of shops, restaurants, attractions, accommodations, and other tourism services, the kiosk could display a schedule for the trolley connecting Warrensburg and Thurman. • It is important to note that appropriate directional signage will remove any “guesswork” and make the visitor’s experience more enjoyable.
Goal #3	<i>Promote Byway recreational assets through: the design and installation of appropriate signs or resource markers at all major historic, recreational and educational sites, including bike, cross-country, road and mountain biking trails and the use of interpretive brochures, the web, kiosks, and trail maps showing resource locations.</i>
Recommended Actions	<p style="text-align: center;">CORINTH, VILLAGE/TOWN OF</p> <p>1) Investigate potential new uses and evaluate the merits of interpretive signage placement at the historic train station that was located at the intersection of 9N and Heath Road.</p>
Recommended Actions	<p style="text-align: center;">HADLEY/LUZERNE</p> <p>1) Link to Significant Water Resources.</p> <ul style="list-style-type: none"> • In addition to linking the two communities, signage should be installed that links the pedestrian to the walkways along the Sacandaga and Hudson Rivers. The route could be located down Old Corinth Road to connect to a waterside trail and kayak pullout at the confluence of the Sacandaga and Hudson Rivers.
Recommended Actions	<p style="text-align: center;">JOHNSBURG/NORTH CREEK</p> <p>1) Investigate opportunities for directional and informational signage that leads to the old growth birches near Wilcox Lake.</p>
Recommended Actions	<p style="text-align: center;">LAKE GEORGE</p> <p>1) Sign Regulations</p> <ul style="list-style-type: none"> • As noted in Lake George’s Comprehensive Plan, explore and discuss the possibility of amending the Lake George Park Commission regulations to enable to the Town of Lake George to take responsibility for sign regulation within its municipal boundaries (Town of Lake George Comprehensive Plan).

SIGNAGE AND INTERPRETATION GOALS AND RECOMMENDED ACTIONS	
Goal #3 (cont.)	<i>Promote Byway recreational assets through: the design and installation of appropriate signs or resource markers at all major historic, recreational and educational sites, including bike, cross-country, road and mountain biking trails and the use of interpretive brochures, the web, kiosks, and trail maps showing resource locations.</i>
Recommended Actions	STONY CREEK
	<p>1) Install Directional Signage.</p> <ul style="list-style-type: none"> • Upon leaving the train, directional signage would guide the passenger to the resort’s reception area where the standard public amenities would be located (i.e., restrooms, gift shop, and visitor information). The idea is to build upon the existing services at The Thousand Acres Resort. • Establish signage to direct visitors to the 1000 Acres resort reception area from the train platform and the roadway.
	THURMAN
	<p>1) Promote visitor brochures describing the history of the dude ranches and boarding houses in the area.</p> <p>2) Identify historical sites with signage.</p>
	WARRENSBURG (Warrensburg Citizen Task Force, 2011)
	<p>1) Enhance gateway into community through cooperative effort with the Town of Lake George.</p> <p>2) Work with property owners to inform traveling public about Warrensburg.</p> <p>3) Install Way finding Signage.</p>

021 Signage and Interpretation Inventory and Assessment

The DOT Scenic Byway Sign Addendum requires that a Sign Inventory be included in the Corridor Management Plan. Specifically DOT requires:

A Sign Inventory is also required to be included in the Corridor Management Plan. The inventory should include all “off-premise” signs located on controlled highways along the byway. Official highway signs, and “on premise” signs need not be included. Information provided in the inventory should include the highway where the sign is located; a mile post marker or some other means of locating the sign on the highway; size of the sign; the Advertiser/ Owner of the sign; and the date the inventory was prepared. The DOT Regional Real Estate Office should be able to assist in the preparation of the inventory. (https://www.nysdot.gov/portal/page/portal/content/engineering/Scenic-Byways/Byways-repository/scenic_byways_signs.pdf).

Route, speed, and warning signs are within the jurisdiction of Saratoga County. Warren and Saratoga County DPWs report that county route identification numbers have been completed and installed for the beginning and end of each County Road. Warren County has plans in place to install route identification numbers at major intersections. The Counties also report that no DPW-authorized TOD signs are in place as of October 2011.

NYS Department of Transportation Region 1 Real Estate Office (Tom Blatchford) provided inventories of signs on the controlled segments of the proposed First Wilderness Scenic Byway. DOT noted that the data base has changed a number of times over the past few years. Different Regions have utilized Word Perfect, Access, and currently Sesame. Sign inventories are broken down by Counties and Routes. For instance, DOT has separate inventories for Route 9 in Saratoga County and Route 9 in Warren County. The basic reference point in these reports is the green and white mile markers that are placed 500 feet apart along the highway. Most counties begin their state road segments with mile marker 1000 and go in ascending order as one travels North and/or East.

Five separate lists were provided and include the entire length of each State Route in Saratoga and Warren Counties. NOTE: The original DOT lists also contained some segments not included as part of the proposed Byway. The adapted list below includes the relevant FWSB sections of State Routes that are classified as Federal Primary Highway:

- Route 9N – Saratoga County – From Village of Corinth North to Town of Hadley up to Town of Lake Luzerne/Warren County line.
- Route 8 – Warren County – From Town of Chester West through Riparius to Town of Johnsburg/Hamlet of Wevertown
- Route 9 – Warren County – From Hamlet of Warrensburg North to intersection with NYS Route 28 – Continuing North on Rte. 9 to Hamlet of Chestertown & intersection of Routes 8 & 9.
- Route 9N-Warren County-From Village of Lake George South to Saratoga County line.
- Route 28 – Warren County – Wevertown North to North Creek.

The inventories contain many signs not required as part of the CMP. Most of these are official, church, service club signs. The “off premise” signage regulations for the proposed corridor will be addressed by DOT and local jurisdictions that will be prohibited from issuing any “off premise” permits along the applicable segments, once the new FWSB is legislated. Therefore, it is important to

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establish precisely what signs are already in existence prior to the new Byway designation and, if possible, place those eligible signs under permit before the new restrictions apply. It may be possible for DOT Real Estate to conduct some final site inspections to “update” the inventory or issue legal permits once a projected date is announced for the new Byway.

The classifications that are of interest to the CMP are for the “off premise” signs that generally fall into these categories:

- Class 1 – “Conforming” – under NYS Outdoor Advertising Permit
- Class 3 – “Non-Conforming within 600 feet” – under NYS Outdoor Advertising Permit
- Class 5 – “Non-Conforming Grandfathered” – under NYS Outdoor Advertising Permit
- Class 8 – “Illegal” – currently without a NYS Outdoor Advertising Permit and/or ineligible for same.
- Class 15-- Signs considered “encroaching” or established within the state right of way. As a rule *private* advertising signs are not permitted within the right of way (although as a practical matter, they are numerous and a never ending control problem). These signs are already prohibited by law and state policy whether the byway designation is in place or not.
- Class 16- The small blue & white (or gold & brown in the Adirondack Park) TODS directional signs with an arrow are allowed under permit through the NYSDOT Directional Sign program. These are specific design signs, placed under DOT direction in the state right of way.

Table 26: NYS Department of Transportation Region 1 Sign Inventory: First Wilderness Scenic Byway (as of 7/15/2010). Source: Tom Blatchford, DOT Region 1 Real Estate Department

NYS Department of Transportation Region 1 Sign Inventory: First Wilderness Scenic Byway (as of 7/15/2010)							
Mile/ Point No.	Estimated	Side of Highway	Face No.	Length/ Height	Zoning	Classification	Sign Legend and/or Sign Owner
2093	7	R	2	2 x 2		10/15	Town of Corinth - Gateway to the Adirondacks
2098	4	L	1	1 x 2		13/15	United Methodist Church
2098	9	L	1			16	Brookhaven Golf Club
2101	1	L	1			16	Next Right 1. Brookhaven Golf Club
2102	6	R	1	10 x 10		3	Wagon Wheel

NYS Department of Transportation Region 1 Sign Inventory: First Wilderness Scenic Byway (as of 7/15/2010)							
Mile/ Point No.	Estimated	Side of Highway	Face No.	Length/ Height	Zoning	Classification	Sign Legend and/or Sign Owner
							Motel - Antiques -Gifts 10 Miles Ahead on 9N (Permit #6733) - DOWN (call - need new face) - CHECK
2112	6	R	1	24 x 8	UC	1	Credit Union (Lamar) Permit #7109
2114	0	L	1	4 x 4		8	Shaw Fuels
2115	3	R	1	16 x 6	UC	8	Fragomeni Insurance. No current permit covering this - old plate #147 under Viacom. CBS seems to be new owner.
2115	9	R	1	4 x 1- 1/2		10/15	Visitors Information - Town of Luzerne - 2 Miles Ahead
2116	6	R	2	4 x 1- 1/2		16	Alpine Lake Camping
2117	2	R	2	8 x 4	UC	1	Alpine Lake – Camping Resort (Permit #4509)
2119	2	R	1	6 x 5		10/15	Entering Adirondack Park (yellow on brown - official sign- faces south)
2130	ENTER VILLAGE OF CORINTH – SOUTH LINE						
2130	6	L	1	2' Oval		10/15	Welcome to Corinth

NYS Department of Transportation Region 1 Sign Inventory: First Wilderness Scenic Byway (as of 7/15/2010)							
Mile/ Point No.	Estimated	Side of Highway	Face No.	Length/ Height	Zoning	Classification	Sign Legend and/or Sign Owner
2131	2	R	1	2' Circ.		13/15	Rotary
			2	1 x 2		10/15	Corinth - Snowshoe Capital of America
2131	2	L	1	25 x 12	UC	1	Coors Light Lamar - Permit 0136
	2	L	2	25 x 12	UC	1	Coors Light Lamar - Permit 0136
2138	5	VILLAGE OF CORINTH - NORTHERLY LINE - REENTER T/O CORINTH					
2141	0	L	1	2 x 1		15	Evergreen Health Center
2152	1	L	2	6 x 4		8	Action Services - 696-2708
2152	7	R	1			16	Stewart Pond Campsites
2160	2	ENTER T/O HADLEY - SOUTH LINE - NO ZONING					
2175	1	R	1	2' Circ.		13/15	St. Mary's Church
	1	R	2	2' Circ.		13/15	Lions
	1	R	3	1 x 3		13/15	United Methodist Church Combination of Service Signs/ Church Signs on 8' x 6' wire mesh screen structure
	1	R	4	2' Circ.		13/15	Wesleyan Church
	1	R	5	2 x 3		13/15	Woodmen of World Fraternal Svc.
2179	5	INVENTORY ENDS AT WARREN CO. SO. LINE BRIDGE APPROACH					

NYS Department of Transportation Region 1 Sign Inventory: First Wilderness Scenic Byway (as of 7/15/2010)							
Mile/ Point No.	Estimated	Side of Highway	Face No.	Length/ Height	Zoning	Classification	Sign Legend and/or Sign Owner
1000	INVENTORY BEGINS AT CENTER OF BRIDGE OVER HUDSON RIVER AT SARATOGA COUNTY LINE WARREN COUNTY SOUTH LINE; THEN PROCEEDS INTO NO OFF - PREMISE SIGNS VISIBLE IN THIS SEGMENT.						
2066	1	OVERLAP WITH ROUTE 9N BEGINS - MILE MARKERS ARE DELINEATED AS RTE. 9					
2067	5	R	1	3x4		8	Parking for Mountaineer Customers Only
2068	9	R	1			16	1. Cherway Motel 2. Hskpg.
2069	2	R	1	3 x 1/2		13/15	American Legion
	2	R	2	1' Circ.		13/15	American Legion - 1/2 Mile
	2	R	3	2' Circ.		13/15	Rotary
	2	R	4	2' Circ.		13/15	Kiwanis
2070	8	L	1			16	Next Left 1. Cherway Motel Hskpg.
2070	8	R	1	2' Circ.		13/15	Business & Professional Women's Nat'l Association
2070	8	R	1	1 x 2		10/15	Park & Ride Lot
2071	8	R	1	4 x 4		10/15	Lake George Battleground Campsite 1000 Ft.
2074	7	R	2	3 x 3		10/15	Lake George Battleground Campsite & Picnic Grounds (ENCON Sign)
2075	VILLAGE OF LAKE GEORGE SOUTHERN BOUNDARY - COMMERCIAL ZONED BOTH SIDES ROUTE 9 ENTIRE VILLAGE						

NYS Department of Transportation Region 1 Sign Inventory: First Wilderness Scenic Byway (as of 7/15/2010)							
Mile/ Point No.	Estimated	Side of Highway	Face No.	Length/ Height	Zoning	Classification	Sign Legend and/or Sign Owner
2076	0	R	2	3 x 2		10/15	Ft. William Henry (Historical Marker)
2077	7	R	2	1 x 1		13/15	Catholic Church
2077	8	L	2	3 x 1/2		10/15	Tourist Accommodations
2078	8	L	2	2 x 3		13/15	Sacred Heart Roman Catholic Church
2079	0	L	2	3 x 1/2		10/15	Tourist Accommodations
2079	0	L	2	1 x 1 1/2		13/15	Senior Citizens Center
2080	1	L	2	2 x 2		13/15	Church Directory - Episcopal - Presbyterian - Methodist
2080	1	L	2	2 x 1 1/2		10/15	Prospect Mountain Trail
2080	1	L	2	3 x 1/2		10/15	Tourist Accommodations
2081	1	L	2	1 1/2 x 1/2		10/15	Town Offices - 1 block - (Arrow)
2081	3	L	2	3 x 1/2		10/15	Tourist Accommodations
2083	5	L	2	3 x 1/2		10/15	Tourist Accommodations
2083	5	ROUTE 9N/9 OVERLAP ENDS - ROUTE 9 PROCEEDS NORTHERLY, 9N SPLITS, PROCEEDS NORTHEASTERLY					
2086	7	R	1	4 x 4		10/15	Welcome to Lake George Village (Faces North)
2086	7	R	1	2' Circ.		13/15	Business & Professional Women's Nat'l Association
	7	R	2	2' Circ.		13/15	Kiwanis

NYS Department of Transportation Region 1 Sign Inventory: First Wilderness Scenic Byway (as of 7/15/2010)							
Mile/ Point No.	Estimated	Side of Highway	Face No.	Length/ Height	Zoning	Classification	Sign Legend and/or Sign Owner
2088	8	R	2	3 x 1/2		10/15	Tourist Accommodations
2089	VILLAGE OF LAKE GEORGE NORTH LINE						
2125	0	L	1	3 x 2		10/15	Lake George Park (Faces North)
2131	9	R	1	2 x 3		10/15	Welcome to Warrensburg (Faces South) (On Same Posts)
2131	9	R	2	2 x 3		13/15	Warrensburg Chamber of Commerce Ahead on Left (Faces South)
2132	9	TOWN OF WARRENSBURG SOUTH LINE (NO ZONING)					
2132	9	L	1	2 x 4		10/15	Welcome to the Town of Lake George (Faces North)
2133	7	R	1	10 x 2		10/15	Welcome to Warrensburg
	7	R	2	2' Circ.		10/15	Warrensburg Chamber of Commerce
	7	R	3	2 x 1		13/15	Masons
	7	R	4	2 x 1		13/15	American Legion
	7	R	5	2 x 1		13/15	Haskell V.F.W. Post #201
	7	R	6	2' Circ.		13/15	Lions
	7	R	7	2' Circ.		13/15	Kiwanis All on 12' x 10' Wire mesh Structure

NYS Department of Transportation Region 1 Sign Inventory: First Wilderness Scenic Byway (as of 7/15/2010)							
Mile/ Point No.	Estimated	Side of Highway	Face No.	Length/ Height	Zoning	Classification	Sign Legend and/or Sign Owner
2134	8	R	2			16	Next Right 1. Schroon River Campsite - 3 Mi. 2. Warrensburg Travel Park (All on Same Posts)
2135	7	L	2			16	Next Left 1. Schroon River Campsite- 3 Mi. 2. Warrensburg Travel Park (All on Same Posts)
2136	0	R	3	2 x 4		16	1. Hickory Ski Center 2. Grist Mill Rest. 3. Glen-Hudson Campsite
2136	8	R	4			16	1. Barbara Ann- tiques 2. Riverside Gallery 3. Sit'n Bull 1000 Acres Ranch
2137	3	L	2			16	1. Grist Mill Restaurant 2. Glen-Hudson Campsite
2138	0	R	1	1 x 2		13/15	Free Methodist Church
2138	1	L	2	1 x 2		13/15	Thurman Baptist Church
2139	0	L	3			16	1. Riverside Gallery 2. 1000 Acres Golf Course

NYS Department of Transportation Region 1 Sign Inventory: First Wilderness Scenic Byway (as of 7/15/2010)							
Mile/ Point No.	Estimated	Side of Highway	Face No.	Length/ Height	Zoning	Classification	Sign Legend and/or Sign Owner
2142	5	R	3			16	1. Cronin's Golf Resort 2. N.Y.S. Encon Office 3. Merrill Magee House
2145	7	R	1			16	Next Left 1. Sheila's Craft Shop
2146	3	L	1			16	Next Right 1. Sheila's Craft Shop
2146	4	R	2	3 x 5	UC	1	Oscar's Beef & Pork Products (2 Faces - Permit #4523)
2152	0	L	2	3 x 3		10/15	1. Warrensburg Chamber of Commerce Drive Slowly (Faces South) 2. Welcome to Warrensburg (Faces North)
2154	9	L	1	1' Circ.		13/15	Kiwanis
2171	8	R	1			16	Gore Mtn. Ski Center (State Sign)
2172	INVENTORY HALTS AT INTERSECTION WITH ROUTE 8 IN WARRENSBURG - ROUTE 9 IS NOT PRIMARY BETWEEN M. M. 2172 & M.M. 2298 AT INTERSECTION WITH ROUTE 8.						
2214	5	R	1			16	1. Green Mansions Golf Course
2226	9	R	1			16	1. Stock Farm Sleigh Ride Saddle Horse
2227	9	L	1			16	1. Stock Farm Sleigh Ride Saddle Horse

NYS Department of Transportation Region 1 Sign Inventory: First Wilderness Scenic Byway (as of 7/15/2010)							
Mile/ Point No.	Estimated	Side of Highway	Face No.	Length/ Height	Zoning	Classification	Sign Legend and/or Sign Owner
2231	7	L	1			16	1. Green Mansions Golf Course
1000	INVENTORY BEGINS AT HAMILTON COUNTY EAST LINE/WARREN COUNTY WEST LINE (TOWN OF JOHNS-BURG) – ZONED RESIDENTIAL AGRICUL. (RA) FULL LENGTH ALONG ROUTE 8 IN THE TOWN OF JOHNSBURG -PROCEEDS EASTERLY TOWARDS CHESTERTOWN						
1066	9	R	2	3 x 1/2		10/15	Trail to Kirby Pond 1.8 Mi. (Encon Sign)
1077	6	L	2	3 x 3		10/15	Siamese Ponds Wilderness Area Trailhead
1077	7	L	2	2 x 2		10/15	State Land - Encon Dept.
1093	0	L	1	2 x 2		10/15	Road Summit - Eleventh Mtn. 1908 Ft. (Highest Elevation Marker - Rte. 8) State Highway Marker
1105	8	R	2	2 x 1/2		10/15	Bartman Trail Head (Encon Sign)
1109	0	WEST BOUNDARY - BAKER'S MILLS					
1118	5	EAST BOUNDARY - BAKER'S MILLS					
1136	8	L	1	2' Circ.		13/15	Rotary
1136	8	L	2	2 x 3		10/15	Gore Mtn. Sky Ride (2 Faces) On same posts.
1137	0	L	1	3 x 1/2		15	Northwind - 1 Mi.
1151	4	THURMAN WEST LINE					

NYS Department of Transportation Region 1 Sign Inventory: First Wilderness Scenic Byway (as of 7/15/2010)							
Mile/ Point No.	Estimated	Side of Highway	Face No.	Length/ Height	Zoning	Classification	Sign Legend and/or Sign Owner
1157	8	R	1	3 x 1/2		15	Garnet Lake Lodge (1 Face New 6/81 Encon Permit)
1161	0	ENTER JOHNSBURG (EAST BOUNDARY)					
1174	5	L	ENTER WEVERTOWN (WEST BOUNDARY)				
1180	9	R	LEAVE WEVERTOWN (EAST BOUNDARY)				
1174	0	R	1	4 x 8		6	Beaver Brook Outfitters
1180	9	R					
1211	9	RIPARIUS (WEST BOUNDARY)					
1213	9	L	2	3 x 3		10/15	Leaving Town of Johnsburg (Faces West) Town of Johnsburg 130,000 Acres; Gore Mountain - Hunting - Fishing - Skiing (Faces West)
1214	1215	BRIDGE OVER HUDSON RIVER					
1216		ENTER TOWN OF CHESTER (SEE ZONING MAP)					
1216	0	RIPARIUS – EAST BOUNDARY					
1250	0	R	3			16	1. Chester Creek Woodworks 2. The Friend’s Lake Inn 3. Stock Farm Sleigh Rides
1251	0	L	3			16	1. Chester Creek Woodworks 2. The Friend’s Lake Inn 3. Stock Farm Sleigh Rides

NYS Department of Transportation Region 1 Sign Inventory: First Wilderness Scenic Byway (as of 7/15/2010)							
Mile/ Point No.	Estimated	Side of Highway	Face No.	Length/ Height	Zoning	Classification	Sign Legend and/or Sign Owner
1265	8	CHESTERTOWN VILLAGE WEST BOUNDARY					
1271	2	L	2	2 x 3		13/15	Faith Bible Church
1271	3	L	2			16	1. The Chester Inn B & B 2. Panther Mtn. Inn
1284	6	L	1	2' Circ.		13/15	Rotary
1285	INVENTORY ENDS AT JCT. WITH I-87 S.B. RAMP, EXIT 25						
1000	INVENTORY BEGINS AT HAMILTON COUNTY SOUTH LINE/WARREN COUNTY NORTH LINE, PROCEEDS SOUTHEASTERLY TOWARDS WARRENSBURG						
1000	0	R	1			16	Licenses (Actually 500' North of Hamilton Co. And Warren Co. Line).
	0	R	2	3 x 2		10/15	Town of Johnsburg
	0	R	2	3 x 3		10/15	Siamese Ponds Wilderness Area (Encon Sign)
	2	R	1	3 x 2		8	Tackle Shop Licenses -1.5 miles.
	5	R	1	2 1/2 x 1/2		8	Garnet Hill Lodge & Pub
1000	5	R	1	2 x 1/2		8	North Country Sports
	5	R	1	2 x 1/2		8	Garnet Studio - 1.5 Mi.
1001	3	L	1	3 x 2		16	Garnet Hill Inn & X-C Ski

NYS Department of Transportation Region 1 Sign Inventory: First Wilderness Scenic Byway (as of 7/15/2010)							
Mile/ Point No.	Estimated	Side of Highway	Face No.	Length/ Height	Zoning	Classification	Sign Legend and/or Sign Owner
1006	7	L				16	1. High Winds Inn 2. Touring Center 3. Gore Mtn. Min Shop
1009	0	ENTER NORTH RIVER (SOUTH BOUNDARY)					
1045	9	R	1	2' Circ.		13/15	Rotary
1046	0	R	1			16	Smith's Restaurants (Sign on Official Post)
1046	0	R				16	1. Copperfield Inn
1050	4	L	2			16	1. Copperfield 2. Smith's Restaurant
1052	4	R	1			16	1. Creative Stage Lighting
1053	0	L	1			16	1. Creative Stage Lighting
1055	0	R	1	3 x 2		16	Goose Pond Inn B&B
1057	8	R	2			16	Next Right 1. Vallhaus Motel 2. The Inn at Gore Mtn.
1058	8	R	1	5 x 3		10/15	Gore Mtn. Ski Center (Faces North)
1059	9	L	1	5 x 3		10/15	Gore Mtn. Ski Center (Faces South)
1061	1	L	2			16	Next Left 1. Vallhaus Motel 2. The Inn at Gore Mtn.

NYS Department of Transportation Region 1 Sign Inventory: First Wilderness Scenic Byway (as of 7/15/2010)							
Mile/ Point No.	Estimated	Side of Highway	Face No.	Length/ Height	Zoning	Classification	Sign Legend and/or Sign Owner
1065	0	L	1	3 x 2		16	The Alpine Lodge
1065	0	L	1	6 x 8		10/15	North Creek - Gateway to the Central Adirondacks
1065	0	R	1	6 x 8		10/15	North Creek - Gateway to the Central Adirondacks
1066		L	1			16	1. Goose Pond Inn
1095	5	R	2	4 x 4		8	T.C. Murphy Lumber Co. Turn Left at light.
1097	5	R	2	4 x 6	U	5	White Pine Restaurant Permit #7350
1104	9	WEVERTOWN - NORTH BOUNDARY					
1106	0	L	1	2' Circ.		13/15	Rotary
1106	2	R	2	1 x 1		13/15	Thurman Baptist Church (At Rte. 8 Int.)
1108	3	WEVERTOWN - SOUTH BOUNDARY					
1115	0	L	1	5 X 4		8	T.C. Murphy Lumber Co. Turn Right at Light
1121	1	R	2	3 x 3		15	Thank You Come Again Faces So. Mountain Aire Adventures (Faces No.)

NYS Department of Transportation Region 1 Sign Inventory: First Wilderness Scenic Byway (as of 7/15/2010)							
Mile/ Point No.	Estimated	Side of Highway	Face No.	Length/ Height	Zoning	Classification	Sign Legend and/or Sign Owner
1122	2	L	1	3 x 3		15	Mountaineire Adventures and Video (Faces So.) Thank You Come Again (Faces No.) 10/6/83
1122	2	R	1	3 x 3		15	Mountain Aire Adventures & Video
1122	3	R	1	2 x 3		15	Saunas – Videos
1122	4	L	2	4 x 4		15	Mountaineire Adventure - 4 Seasons (Faces So.) Thank You Come Again (Faces No.)
1160	NORTH BOUNDARY - "THE GLEN"						
1161	9	L	2			16	1. Dippikill Campground
1162	7	R	2			16	1. Daggett Lake Campsite 3 Mi. (Faces No.) On Same Posts 2. Glen Hudson Campsites
1162	9	L	2	3 x 2		10/15	1. Town of Johnsburg - 130,000 acres Fishing-Hunting- Skiing Gore Mtn. (Faces So.) 2. Leaving Town of Johnsburg (Faces No.)

NYS Department of Transportation Region 1 Sign Inventory: First Wilderness Scenic Byway (as of 7/15/2010)							
Mile/ Point No.	Estimated	Side of Highway	Face No.	Length/ Height	Zoning	Classification	Sign Legend and/or Sign Owner
1163	ENTER TOWN OF CHESTER (SEE ZONING MAPS FOR ZONING)						
1163	3	L	2			16	1. Daggett Lake Campsite - 3 Mi. (Faces So.) On Same Posts 2. Glen Hudson Campsites
1163	SOUTH BOUNDARY - "THE GLEN"						
1165	0	R	3			16	1. Stuff 'N' Things Antiques 2. The Balsam House 3. The Friend's Lake Inn (All on Same Posts)
1166	0	L	2			16	1. Stuff 'N' Things Antiques 2. The Friend's Lake Inn
1172	3	LEAVE TOWN OF CHESTER (SO. BOUNDARY) - ENTER TOWN OF WARRENSBURG (NO ZONING)					
1183	5	R	1	3 X 2		16	Fawn Ridge Pottery
1184	4	R	1			16	1. Circle "B" Ranch Saddle Horses
1187	5	L	2			16	1. Circle "B" Ranch-Saddle Horses 2. The Balsam House

NYS Department of Transportation Region 1 Sign Inventory: First Wilderness Scenic Byway (as of 7/15/2010)							
Mile/ Point No.	Estimated	Side of Highway	Face No.	Length/ Height	Zoning	Classification	Sign Legend and/or Sign Owner
1189	2	R	2			7/15	Entering SUNY College of Environmental Science & Forestry - Warrensburg Campus - Pack Demonstration Forest (Faces No.) Leaving Pack Demonstration Forest (Faces So.) (“Chain” Ladder Style Sign)
1196	1	R	3			16	1. Cronin’s Golf Resort 2. N.Y.S. Encon Office 3. Northern Products Log Homes
1024	4	L	2	3 x 3		7/15	Entering SUNY College of Environmental Science & Forestry - Warrensburg Campus - Pack Demonstration Forest (Faces No.) Leaving Pack Demonstration Forest (Faces So.) (“Chain” Ladder Style Sign)

NYS Department of Transportation Region 1 Sign Inventory: First Wilderness Scenic Byway (as of 7/15/2010)							
Mile/ Point No.	Estimated	Side of Highway	Face No.	Length/ Height	Zoning	Classification	Sign Legend and/or Sign Owner
1212	9	L	1	2 x 4		16	Gore Mtn. Ski Center (Directional Sign Trail Blazer)
1214	3	INVENTORY ENDS AT JCT. WITH RTE. 9 IN TOWN OF WARRENSBURG					
1000	START AT SARATOGA - WARREN BOUNDARY LINE AND PROCEED NORTH						
1003	1	ENTER TOWN OF LUZERNE (SOUTH LINE)					
1003	1	R	1	4 x 4		10/15	Town of Lake Luzerne
1004	5	R	1			16	Bay View Apts. & Motel
1005	0	L	1			16	Bay View Apts. & Motel
1007	0	L	2	12 x 1		10/15	Lake Luzerne Business District.
1010	4	L	2	3 x 2		10/15	Lake Luzerne Business District
1013	2	R	4			16	1. Papa's Ice Cream 2. Northshore Boat Rentals 3. Dude Ranch Trail, Arrows & Cowboy Hat 4. Hudson River Rafting Co.
1014	9	L	2	12 x 4		16	Lake Luzerne Business District.
1014	0	L	4			16	1. Papa's Ice Cream 2. Northshore Boat Rentals 3. Dude Ranch Trail, Arrows & Cowboy Hat 4. Hudson River Rafting Co.

NYS Department of Transportation Region 1 Sign Inventory: First Wilderness Scenic Byway (as of 7/15/2010)							
Mile/ Point No.	Estimated	Side of Highway	Face No.	Length/ Height	Zoning	Classification	Sign Legend and/or Sign Owner
1015	3	R	2			16	1. Peniel Bible Camp? 2. Luzerne Music Center
1024	0	L	2	8 x 8		3	Half Mile Ranch (Permit #5764)
1034	7	R	1			16	1. Country Greenhouse
1057	0	ENTERING LAKE LUZERNE (WEST BOUNDARY)					
1071	3	L	1	2' Circ.		13/15	Wesleyan Church (All on Presbyterian Church 8 x 6 Wire Lion's mesh screen United Methodist Church Rotary structure)
			2	1 x 1		13/15	
			3	2' Circ.		13/15	
			4	1 x 3		13/15	
			5	2' Circ.		13/15	
1079	5	END OF TOWN OF LUZERNE: ENTER TOWN OF LAKE GEORGE (SEE ZONING MAP - COMM. ZONES)					
1079	5	R	1	3 x 2		10/15	Lake George Park
1079	6	R	1	2 x 4		10/15	Welcome to Town of Lake George (Faces West)
1115	ROUTE 9 INTERSECTS AND OVERLAPS ROUTE 9 IN LAKE GEORGE VILLAGE - SIGNS ON INT. ARE LISTED ON RTE. 9 INVENTORY - ROUTE 9N SPLITS AGAIN FROM ROUTE 9 AT M.M. 1132.0. PROCEEDS NORTHERLY TO ESSEX COUNTY LINE AT TOWN OF TICONDEROGA.						

022 Transportation, Safety, and Community Design

TRANSPORTATION

Introduction

Input and data on transportation, safety, and community design issues were collected during the course of the planning work for the Corridor Management Plan and summarized in this chapter. NYS DOT Region-1 and the Glens Falls and Capital District Transportation Committee were solicited to provide information. County and Town DPW were asked to suggest transportation projects and programs for inclusion in this CMP's Implementation Plan. County and Town DPW were asked about transportation issues, safety, and community design. Existing plans and programs were analyzed and transportation work items for inclusion from existing regional and local plans were selected for inclusion. The proposed projects listed in the Recommended Actions table and in the Implementation Plan will improve community livability and implementers will take action to support compliance with NYS's Complete Streets policy.

General Highway Conditions

Most of the Byway consists of a two-lane, paved highway in variable repair. From Lake George and Corinth to Lake Luzerne, the route shows normal wear and tear for the Upstate Region of New York. From Hadley to Warrensburg, sections of the route are in adequate condition. From Warrensburg to North Creek, the road is in variable repair and is in adequate condition.

Shoulder widths vary along the route from two to eight feet. For the most part, they are four feet or greater. Shoulder widths also vary in the Villages and hamlets depending upon the presence or absence of sidewalks. Turning lanes accommodate motorists in some of the more heavily congested areas, such as Warrensburg. Other turn lanes exist in the vicinity of Lake Luzerne and Hadley. Along Route 9 in Warren County only the major intersections possess left-turn lanes. The addition of more passing lanes should be considered when future road work is planned as both the long and steep upgrades are problematic to tourists traveling behind logging or other slow moving vehicles that block the view of the scenery and impede the traffic flow.

The Byway sees a mix of vehicle use including:

- automobiles and sport utility vehicles
- vehicles pulling boat or camper trailers
- large motor homes and recreational vehicles
- delivery and logging trucks
- commercial, tour, and school buses

Additionally, bicyclists use the road's shoulder to move from community to community.

As the area's population swells during peak visitor seasons, pockets of traffic congestion occur along Main Streets, particularly in Warrensburg and visitor parking becomes somewhat harder to find in tourist communities. Plan implementers will need to monitor the traffic congestion and calming needs and request new traffic studies as conditions warrant.

Connections to Other Major Transportation Thoroughfares

The First Wilderness Scenic Byway is a small Byway that traverses approximately 66 miles of New York State. The Byway's termini are strategically located for those needing to make travel connections by rail, plane, or bus. The route's western terminus is at North Creek providing connections to the Central Adirondacks and Utica/Rome regions. Connections to I-87 allow easy access to other major travel corridors such as the New York State Thruway and the Canadian border crossing. I-87 access is close by via the eastern terminus in Lake George or the southern terminus in Corinth. Travelers from downstate New York, Vermont, and western Massachusetts can easily access and tour the Byway route for a weekend outing. The central location through the core of the region provides linkages with other New York State Scenic Byways including the Central Adirondack Trail and the Proposed Lake George Loop of the Lakes to Locks All American Road.

Alternative Travel Modes: Land and Water

To uphold this CMP's regional goal of improving community accessibility, increased channels of entry into communities over land and water and strong linkages are supported along the route. Existing connections and new connections from one transportation mode to another, from community to community, or from resource to resource via a variety of transportation avenues will facilitate arrival and increase visitation in Byway communities. Varieties of options for touring the Byway region are described below.

Multi-use Recreation Trails

Along the route, recreation trails take visitors to scenic vistas, lead them into communities, or encourage them to enjoy the outdoors throughout the seasons (Please see the Recreation Section for more information). Woodland trails are used interchangeably by hikers and cross-country skiers during the various seasons. Trails adjacent to a more urbanized area, such as a village or hamlet provide the public with four season opportunities to recreate close to town and seek other visitor services. Multi Use Trails for all seasons exist throughout the Byway and expansion of resource-based trail systems are recommended throughout the Byway. Examples of multi-use trails include:

- Dynamite Hill Recreation Center & Nature Trail on NYS Route 8 in Chestertown provides winter skiing and signed nature trails
- Warrensburg is the home for the SUNY-ESF Pack Demonstration Forest. Here one can hike, ski, or snow-shoe. The nature trail is also wheelchair accessible.
- Siamese Ponds Wilderness includes 52 miles of marked hiking trails with access to trails from Route 8 in Bakers Mills.
- A system of three multi-use trails is proposed in Hadley. Pedestrian paths should be developed within the historic mill ruins at the confluence of the Hudson and Sacandaga Rivers. This is a notably picturesque place with historic interest. An interesting design amenity for the trail could be a set of river overlooks that are built into and integrated with the remaining historic mill ruins.
- Sam Smead Memorial Park could be further enhanced with a trail system, linking Stony Creek Road (and the future train station) to the Historic Rivers Trail at the Hadley Canoe Take Out. Additionally the park offers an opportunity to further link the community with a trail system that connects to the currently vacant land to the northwest and possibly to any future residential development in this area of the community. Connecting the pedestrian trail system

and the Historic Rivers Trail south across the Sacandaga River could add significant value to the community's efforts.

- Three potential park and park-like recreational amenities are located south of the Bow Bridge. First, at the base of the bridge, an overlook/gathering space should be developed for sightseers and kayakers to view and gear-up for the whitewater play park. This location could offer visitors an opportunity to interact with kayakers, some of whom are likely to be current or future Olympians.
- The already established Dean Mountain Whitewater Park could be enhanced with mountain bike trails, improved picnic facilities and possibly a future town owned campground or privately operated campground on leased public land.
- The Hadley Beach and the surrounding property, if acquired by Hadley, could provide additional opportunities to extend the path system and provide destinations for visitors (Hadley Linkage Study, 2006).

Road Bicycling Route

Road bicycling moves riders from community to community along the shoulder of the roadway (Please see the Recreation Section for more information). Existing shoulder width variations and pavement conditions can be problematic for cyclists. If road bicycling is expected to be promoted, shoulder pavement conditions should be fully assessed and given attention in order to provide a safer bicycle touring experience. Shared travel lanes and shoulder width and pavement conditions require full assessment for on-road bike and auto safety concerns. NYS DOT notes that since 1999, on-road bike classification systems became obsolete and have been replaced with design standards included in the DOT's Highway Design Manual index (See Chapter 17 – Bicycle Facility Design <https://www.dot.ny.gov/divisions/engineering/design/dqab/hdm>).

Off-Road Biking Trails

With the growing interest in this activity, Byway communities are moving forward with the creation of local mountain biking trails. The Adirondack North Country Association has created www.bikethebyways.org to promote the Adirondack Region as a premiere mountain biking destination. Additionally, local governments, involved agencies, community leaders, and other interested partners are working together in many of the communities to improve and expand bicycling and mountain biking opportunities along the corridor (Please see the Recreation Section for more information). One

example is Gore Mountain in North Creek that offers mountain biking opportunities. The International Mountain Biking Association has helpful information at: <http://www.imba.com/about>. A comprehensive list of on and off-road routes can be obtained at the www.bikethebyways.org

Community-Based Pedestrian Walkways

Community-based pedestrian walkways provide a shorter, simpler walking experience. Pathways and sidewalks exist throughout Lakes George and Luzerne, Corinth Village, Warrensburg and Chestertown making pedestrian strolling possible. Smaller hamlets could benefit from a sidewalk system to encourage walking-based commerce and



Figure 28: Chestertown. Robbins Family American Gibson Girl Art Collection Gallery. Walking tours give visitors an “up-close” look at the Byway’s range of architectural styles. Courtesy of P. Morin

extended visitor stay. Scheduled walking tours of historic sites and historic districts require sidewalks and other forms of pedestrian access. For example, Warrensburg offers architectural heritage tours of the 428 Properties within the Warrensburg Historic District.

Walkways offer visitors and residents the opportunity to stroll in diverse landscapes of countryside and town and engage in more participatory cultural, recreational, or community-based activities (please see the Recreation and Community Development Sections for more information).

Snowmobile Routes

Official New York State and Warren County snowmobile trails intersect the Byway route in numerous places. New York State Department of Conservation has established specific snowmobile trails that can be accessed via the Byway route. Specific tracts of public land have been set aside throughout the region with snowmobiling available in a mix of Wild Forest Land in the Forest Preserve, utility right-of-ways, and rail corridors. Local snowmobiling clubs work to groom, maintain, and improve the trails. The New York State Office of Parks, Recreation and Historic Preservation also funds snowmobile corridor trails. Warren County features more than 200 miles of groomed and patrolled snowmobile trails. There are no Saratoga County-based snowmobile trails in the vicinity of the First Wilderness Scenic Byway. Trail connections can be found throughout Lake Luzerne, Thurman, Chester, and Warrensburg. The network of hundreds of miles of trails is used extensively in the winter months as a major recreational activity in northern New York. This activity helps to support local economies during the long Adirondack winters. The snowmobile crossings and adjunct parking areas are detailed in the Resource Map and Key.

In October 2006, DEC released the Snowmobile Plan for the Adirondack Park/Final GEIS. The Plan is a supplement of the State of New York Snowmobile Trail Plan (Statewide Snowmobile Plan), adopted by OPRHP in 1989. The Adirondack Park snowmobile trail system encompasses more than 1,800 miles of trail on both public and private land. As part of the planning and environmental review process, the trail system was analyzed and a preferred alternative was developed. Included in the preferred alternative is a proposal for the establishment of a community connection trail system. It also outlines a new trail classification system and standards for developing and maintaining trails on DEC managed lands in the Park, while remaining consistent with Article XIV of the State Constitution and respecting the rights and interests of private landowners. The plan can be accessed at: <http://www.dec.ny.gov/outdoor/27707.html> the document will influence future snowmobile activities along the corridor.

Waterways

The Hudson River Watershed dominates the First Wilderness Scenic Byway. Its tributaries, lakes, and ponds make up an expansive water travel route that boaters and paddlers use to explore the region. The linked systems of the Hudson, Sacandaga, and Schroon enable portage and passage throughout the Byway area via historic water routes. Most hamlets and town centers developed along the edge of lakes and rivers as waterfront communities. Examples of communities perched along the waterways include Corinth, Lake George, Hadley/Luzerne, Stony Creek, Thurman, Warrensburg, Chestertown, Riparius, and North Creek.

The Northern Forest Canoe Trail bypasses the Byway to the west and north, but county and local efforts are working to enhance community connections to the popular multi-state paddle route. Community waterfront revitalization plans are an effective means to support the future use of water corridors. Byway planners need to work cooperatively with local and regional planners as the

revitalization efforts taking place along Department of State Blue ways and other waterfronts improve the byway experience.

Public Transportation Services

Shuttle Services

Public transit from remote Byway communities to the more populated termini in the Lake George region exists, but community to community coverage of the entire route is not available. Because of limited or unavailable four-season, public transit, for year-round residents, employment and services in more densely populated areas are only accessible by auto. A FWSB suitable scale public transit network would accommodate visitors and enable the Byway's small towns to benefit from increased visitation supporting economic development. The new train operations described under Rail Services is an integral component for the transportation system and should be supported.

Existing public transit services are described below. It should be noted that many of the transport services listed do not shuttle visitors and do not run daily. Study of opportunities to integrate and expand the type of passenger transported is suggested.

Adirondack/Glens Falls and Capital District (AGFTC & CDTA):

Adirondack Glens Falls Transportation Council (AGFTC) operates year round public transportation services in the Glens Falls urban area that includes the Village of Lake George. Peak summer season services are expanded to include more frequent operations in and around Lake George Village and northward along the 9N corridor extending to Bolton Landing. Services to outlying rural areas have not been established (AGFTC, 2011).

In Saratoga County, Capital District Transportation Authority (CDTA) operated a trial bus service in the Corinth area. CDTA does not currently have any transit service in Corinth (there have been experiments that have failed, due to lack of ridership in the last five years). Tough budget times curtail the possibility of service expansion. CDTA reports that, in their opinion, previous experiments demonstrate that the primary "transit" need in this area is actually more human service-type transportation for the elderly and disabled needing to access services of various types (medical, shopping, social) more than for line-haul service designed around employment (K. Younger, CDTA, 2011).

Lake George Seasonal Trolley System

Greater Glens Falls Transit operates a summer seasonal trolley that includes stops from Glen Falls to Lake George and Bolton Landing. Currently, the purpose of the trolley is to provide transportation for passengers in Lake George Village. The trolley operates on twenty to twenty-five minute headways within the village, including Glens Falls and Bolton Landing. There are currently five trolleys in the fleet that operate on two distinct routes during peak periods. Currently, there are no plans to expand the routes of the existing fleet due to the high traffic congestion experienced by the trolleys along the Route 9 corridor. It has been proposed that adding additional vehicles to the fleet would allow for an expansion of the existing service area.

Corinth Town and Village

Corinth owns a Senior Van that on occasion can be used for a special event. The senior van operates in the vicinity of the Village and Town of Corinth, serving to pick up residents for meals, shopping or medical appointments.

Lake Luzerne

Does not own a shuttle service, but has a Senior Van for shopping trips. There is no cost for transportation and shopping trips are scheduled on the first Monday and third Friday of the month. Van leaves from the Lake Luzerne Senior Center at 9:00 am returns at 2:30. Pre-registration is required. Contact Edith Tubbs 518-696-2994.

Hadley

Hadley Seniors own their own van for their use (possibly doctor's appointments and shopping) only.

Stony Creek

The Town maintains van service to and from doctors, shopping, etc. It is scheduled twice monthly on the first Wednesday and the third Monday of each month. CONTACT: Anita Braman at 518-696-2397 for more information.

Town of Thurman

An Office of the Aging bus is available twice monthly to pick up Thurman senior citizens at their homes and transport them to the Glens Falls area to visit doctors, run errands and go shopping. There is no charge for this service. Reservations are necessary: Contact: Laura Cameron.

Town of Warrensburg

Shuttle Service to doctors, appointments and shopping is provided twice monthly through the Warren County Office of the Aging. Reservations are needed. Contact: Warrensburg Town Clerk at 623-4561.

Town of Chester

A one-a-week shuttle is offered on Tuesdays, for senior citizens to Glens Falls. The seniors have to call and reserve their seat on the bus and it may be limited to about 12 people. This is a yearly contract that the town has with a private company. Brant Lake Taxi is a small business in town with regular taxis and a small bus that holds 12-14.

Town of Johnsbury

The Town most recently invested in hybrid golf carts to shuttle NEW train traffic only around the hamlet. Iowa Pacific bought 2 school buses to shuttle skiers to Gore Mountain for Fall Foliage and for the New Ski Train. Program starts in December, 2012. Both are privately owned.
Commercial Bus Service

Adirondack Trailways offers bus service to Warrensburg, Lake George, and Glens Falls. Recreationalists may transport their bicycles on Adirondack Trailways if they remove the front tire and box or wrap the bike to keep it from damaging other baggage. The Glens Falls Bus Terminal, operated by the Adirondack-Glens Falls Transportation Council, serves the FWSB and provides north-south connections to employment centers and other transportation hubs.

Air Service

Albany International Airport is about a forty-five minute drive from Exit 21 of Interstate 87 and is the nearest commercial airport to the eastern and southern termini. The facility offers commercial passenger service, fuel, aircraft maintenance and flight lessons. Ground transportation services include limousine and taxi service.

Floyd Bennett Memorial Airport (Warren County Airport) is a newly remodeled and enhanced facility operated, owned, and maintained by the Warren County Department of Public Works. There are two runways of 4,000 and 5,000 feet and five taxiways. The runways and taxiways are precision instrument runways with pilot-controlled HIRL lights. Rich Air serves as the airport Fixed Base Operator, providing a wide range of aviation related services. Visit their web site at: <http://www.flyrichair.com/>. Aviation services available from the FBO at the airport include Fuels, hanger, and tie-down rentals, air cargo rental cars and restaurant and catering services. The airport is staffed seven days per week 8:00 am to 5:30 pm, with 24 hour call-out service available with prior arrangement.

Saratoga County Airport provides access to general aviation services, including corporate, business, recreational and sport aircraft. Public passenger service is not available. The airport is located at 410 Greenfield Avenue in the Town of Milton, New York. It is west of downtown Saratoga Springs, south of State Route NY29 and west of Exits 13 and 14 on Interstate 87. Car rentals are available locally and parking facilities are available on the airport grounds. Airport Taxi services can be requested through the Fixed Based Operator. Both passenger train and commuter bus services are available in Saratoga Springs. There is no official airport website available at this time.

Rail Service

Amtrak offers limited service with the closest stations at Fort Edward in Washington County, Saratoga Springs, and Albany. The Saratoga and North Creek Railroad operates over a 57-mile corridor between the Upper Hudson River Railroad's former terminal in North Creek and the station in Saratoga Springs (owned by Capital District Transportation Authority), which allows connections with Amtrak's Adirondack and Ethan Allen Express services to major cities.

For visitors looking for a more “authentic” Adirondack experience, there are several efforts underway to develop and promote traveling by rail from Saratoga to North Creek. The First Wilderness Scenic Byway will provide links to numerous bicycle and walking paths via trains between Corinth and North Creek. “Rediscovering the First Wilderness”, a plan prepared for the Warren County Office of Planning and Community Development by the Saratoga Associates, provides excellent background information about why each stop on the rail trip is significant, and illustrates proposed development of each station, including links to bicycle and pedestrian pathways and trails at each. The rail connection of North Creek in the Town of Johnsbury to the City of Saratoga Springs is a fine example of the impact of restored rail service. Discussions are underway to find the best methods of encouraging canoeists and bicyclists to take their gear on the train and travel to remote wilderness areas via the excursion train. These findings should be presented to involved Byway communities at a future date.

The Saratoga and North Creek Railroad is a short-line railroad that operates in the Upper Hudson region in New York State's Adirondack Mountains that began operation in July 2011. The railroad currently operates between North Creek and Saratoga Springs, New York, where it connects with Amtrak's Ethan Allen Express and Adirondack. The Saratoga and North Creek Railroad operates over former Adirondack Railway tracks built by Thomas C. Durant in 1871. The North Creek station is where Theodore Roosevelt learned he was to become President of the United States of America after President William McKinley was assassinated in 1901. During World War II, magnetite, ilmenite, and titanium were shipped by rail from neighboring Tahawus by the Delaware and Hudson Railway (D&H). The D&H, which acquired the Adirondack Line from William West Durant in 1889, ran through this region until September 1989 when the mine at Tahawus closed.

In 1998, the line was purchased by Warren County with plans to operate an excursion train to improve tourism and economic development in the area. In 1999, the Upper Hudson River Railroad began operating excursion trains south from North Creek to Riverside Station in Riparius. The Upper Hudson River Railroad lost their contract with Warren County on December 31, 2010, ending 11 years



Figure 29: Luxury seating, good food and great views are offered by the Saratoga & North Creek Railway. Railroad excursions provide a sustainable way to enjoy the scenic landscape. Courtesy of P. Morin

of operation. On April 8, 2011, it was announced that Iowa Pacific Holdings would take over operation of the route effective July 1, 2011. As part of the agreement, the Iowa Pacific agreed to operate a minimum of 182 tourist-oriented passenger trains over the line. Iowa Pacific began operating trains on July 14, 2011 as the Saratoga and North Creek Railroad. With the creation of the Saratoga and North Creek Railroad, regularly scheduled service returns to the line for the first time since the D&H ceased freight operations on November 17, 1989. Two trains a day, Thursday through Monday, will travel between North Creek and Saratoga Springs, offering morning and evening connections. A third train will operate between Hadley/Luzerne and North Creek. Unlike the Upper Hudson River Railroad, the Saratoga and North Creek operates over the entire

57-mile distance between the Upper Hudson River Railroad's former terminal in North Creek and the station in Saratoga Springs, which allows connections with Amtrak's services.

Train stations along the Saratoga and North Creek Railroad are located in Byway communities of Corinth, Hadley, Warrensburg, Stony Creek, Riparius, and North Creek. All renovations and restorations of the train stations along the route should receive careful attention and be designed to complement the fabric of each community. For example, the future Hadley/Luzerne train station site should be oriented toward the "4-corners" intersection. This will promote pedestrian travel between the train station and the rest of the Hamlet and visually tie the station into Hadley (Hadley Linkage Study, 2006).

It is important to build visibility with visitors to make them aware of the rail connections with Saratoga Springs, Corinth, and North Creek. Year round operation to include a ski trains to town and State winter sport facilities is a plus for visitors. The Amtrak connection to and from New York City will make it easier to travel to the FWSB and the system of byways in the Adirondack region. Rail connections benefit those who want to tour byways and leave their car behind.

Scenic Byways and Sustainable Transportation Systems

The impact of future trends and issues associated with byway visitors' preferred mode of travel will need close observation. Visitation fluctuations due to variability in gas prices will impact Byway communities. Byway communities and management entities need to plan and adapt to the effects of rising fuel costs to maintain and increase tourist visitation. ANCA and local stewards should consider actively monitoring and studying auto-dependent travel trends and greener travel options. Promotional incentives and premiums that award fuel efficiency, alternative fuels, and transportation as best practices should be explored.

With reduced consumer spending at the gas pumps, New York State's interconnected North Country Byway routes are positioned to become economically desirable touring roads based on their road, water, land, and rail linkages. The existing connections with neighboring Byway communities will accommodate visitors trying to conserve fuel yet experience a variety of locales. Pedestrian paths and walkways, hiking trails and waterways allow many options to move through the Adirondack Park and the North Country. The close proximity of resources linked via land and water routes allows access for visitors to experience a variety of activities without having to use extra fuel to motor long distances. The expansive connectivity provided through alternative modes of transportation on land and water is described in detail in this and the Recreation Section. Byway leaders will have to collect, package, map, promote, and distribute information to the public to re-iterate the convenience of moving from community to community using alternative modes of transportation.

Historical access to the First Wilderness region was provided by the Hudson, Sacandaga, and Schroon River systems and by the use of passenger trains. Short and long-line passenger trains are important options for travelers seeking to avoid rising fuel costs. Excursion and passenger trains could move large numbers of visitors and their outdoor recreation gear from resource to resource. This cost effective and environmentally sound option could be modeled on successful European practices. Visitors would arrive by car, park their vehicles, and use the trains as an alternative way to explore the Byway area. Ongoing railroad bed stabilization and repairs along with expanded passenger service would help to secure this alternative transportation mode and make it a more desirable option. The short-line model is one that other communities and Byways can emulate as a best practice.

Creating a network of short and long-line rail services combined with other multi-modal transport systems can result in a sustainable and energy efficient tourism amenity. An opportunity exists for the various management entities to work together to promote the "connectivity" of the neighboring North Country Byways along with the other nearby New York State Byways. The clustering of resources easily accessed by Byway crossroads in the State's 2,400-mile system should be explored more closely as byway leaders look to encourage fuel efficient touring options.

First Wilderness Scenic Byway Road Inventory

Table 27: First Wilderness Scenic Byway Road Inventory. Source Ann Ruzow Holland, PhD

Road Segment	Length in Miles	Owner	Side-walks	Pavement Evaluation Scale is 1-10 where 10 is the best	Road Widths	Shoulder Widths	Shoulders Paved?	Turnouts	Parking Areas	Bridges
East Branch of Byway										
Eastern Terminus: Intersection of NYS Routes 9 and 9N South of Lake George Village near Exit 21 on I-87	0	NYS	NO	7	22	4ft	YES	UK	UK	YES
NYS Route 9N to T. Lake Luzerne Town Line	3.5	NYS	NO							
NYS Route 9N (Lake Avenue) to Intersection of Mill Street (County Road 44) in the Hamlet of Lake Luzerne	10	NYS	YES							
South Branch of Byway										
Southern Terminus: Intersection of NYS Route 9N and Main Street in the Village of Corinth	0	NYS	YES	6 to 7	22	3 ft. in most sections	YES	UK	UK	YES
NYS Route 9N to T. Hadley Town Line	2.4	NYS	YES	6 to 7	22	3 ft. in most sections	YES	UK	UK	YES
NYS Route 9N to Intersection of Mill Street (County Road 44) in the Hamlet of Lake Luzerne	3.1	NYS	Included in East Branch Segment Descriptions							
Main Branch of Byway										
County Road 44 (Mill Street) to Main Street	0.04	Warren County		7	11ft	2ft	YES	NO	Street Parking	YES
Main Street (County Road 44) to Bridge Street	0.04 (.5)	Warren County	YES	7	11ft	2ft	YES	NO	Street Parking	NO

Road Segment	Length in Miles	Owner	Side-walks	Pavement Evaluation Scale is 1-10 where 10 is the best	Road Widths	Shoulder Widths	Shoulders Paved?	Turnouts	Parking Areas	Bridges
Main Branch of Byway (cont.)										
Bridge Street (County Road 44)		Warren County	on Bridge and in town	7	11	2	yes	NO	Street Parking	YES
Saratoga County Route 4 (North Shore Road) in Town of Hadley to the Intersection with Saratoga County Route 1	0.04	Saratoga County		This is an intersection						
Saratoga County Route 1 (Stony Creek Road) to the Warren County Line at the Town of Stony Creek.	6.4 (6.42)	Saratoga County		Reconstruction Underway for 3.28 miles from Hadley Hill Road north to the County Line. Remaining 3.14 miles are not scheduled for work at this time and have a condition rating of 6.	2-10' driving lanes	3' paved	YES	Warren / Saratoga County Line SC Rte 1 and WC Rte. 12 intersect		
Warren County Route 12 to the Intersection of Route 12 and 3 at the Hamlet of Stony Creek	3 (3.04)	Warren County	NO	8 with non-standard curves	11' average	6"-2' with unpaved gravel shoulders	NO			

Road Segment	Length in Miles	Owner	Side-walks	Pavement Evaluation Scale is 1-10 where 10 is the best	Road Widths	Shoulder Widths	Shoulders Paved?	Turnouts	Parking Areas	Bridges
Main Branch of Byway (cont.)										
Warren County Route 3 to the Town of Thurman Town Line.	5.9 (6.64)	Warren County	NO	8 with crack sealing needed; non-standard curves	11' average	6"-2' with unpaved gravel shoulders	NO	Stony Creek / Thurman Town Lines Routes 2 & 3 Intersect		
Warren County Route 2 to the Intersection with NYS Route 418.	3 (2.79)	Warren County	NO	9; non-standard curves	11' average	6"-2' with unpaved gravel shoulders	NO			
NYS Route 418 to the Intersection with Route 9 in the Hamlet of Warrensburg	3.5	NYS	UK	6	20	2ft	YES	UK	UK	YES
NYS Route 9 to the Intersection with NYS Route 28	3.4	NYS	YES in many locations in ham-let	6-7	22	5-9'	YES	UK	NO	NO
NYS Route 9 to the Intersection of NYS Route 8 in the Hamlet of Chestertown.	8.6	NYS								
NYS Routes 9 and 8 to the Intersection of Routes 9 and 8 by Loon Lake	3.8	NYS	NO	6	22	5'	YES	UK	NO	Yes

Road Segment	Length in Miles	Owner	Side-walks	Pavement Evaluation Scale is 1-10 where 10 is the best	Road Widths	Shoulder Widths	Shoulders Paved?	Turnouts	Parking Areas	Bridges
Main Branch of Byway (cont.)										
NYS Route 8 to Riparius	1.8	NYS	NO	Variable: 6,7,& 9 Segments	22	2-3'	YES	NO	NO	YES
NYS Route 8 to the Intersection with Route 28 in the Town of Johnsbury at Wevertown.	3.9	NYS	NO	Variable: 6,7,& 9 Segments	22	2-3'	YES	NO	NO	YES
NYS Route 28 to the Intersection with Warren County Route 77 (Lower Main Street) in the hamlet of North Creek.	4.2 (4.5)	NYS	NO	6	22	6'	YES	NO	NO	NO
County Route 77 (Main Street) to the Intersection of Route 28 north of the hamlet of North Creek.	1.8	Warren County	From School to Ski-Bowl Road (2,990').	6	12ft	2ft	YES	NO	NO	YES
Sources: Warren County DPW: George Van Dusen, Kevin Hajos Saratoga County DPW: Joe Ritchey Town of Hadley Highway Supt: Joe Monica DOT										

SAFETY

Motorists, passengers on public transportation, snowmobile users, pedestrians and cyclists all share the Byway corridor. Enforcement of regulations and improved conditions along roads, waters, paths, and trails helps to ensure the safety and the well-being of visitors and residents.

Road Condition Improvement

Traffic safety and road condition are areas where there are several opportunities for improvement. The Implementation Plan section devoted to Transportation, Safety, and Community Design, a copy of which is immediately attached to this section, details safety, and road condition issues. Several areas are mentioned in connection with road design improvement projects. Proposed NYS Department of Transportation and Adirondack Glens Falls Transportation Council road improvements projects scheduled to take place along the Byway in the next few years are provided in the section entitled, Future Road Improvement Projects and Operations. Other road projects may be scheduled in the future. Plan implementers should work closely with NYS DOT Region-1 and local government to evaluate other road projects that could benefit byway audiences in the future.

Enhanced and Increased Pull-Outs and Scenic Overlooks

Improvement of the existing scenic pull-outs and development of new pull-offs along the Byway were identified as major needs along the entire Byway. There is a need to provide for safer emergency pull-outs for motor vehicles particularly on the county-roads. These pull-offs should be well off the shoulder of the road. Pull-offs should be plowed in the wintertime in order to give drivers a safe place to pull off during the

six months of snow when shoulder access is severely curtailed. Since for half of the year shoulder access is limited and the Byway communities want to encourage four season visitors, plowing the existing pull-outs will also create safe places for visitors to take in the scenic views.

Maintaining views at existing pull-offs and scenic overviews needs continued attention by local municipalities and the NYS Department of Transportation.

These areas need to be mowed regularly so trees will not grow up and block the views. The areas of



Figure 30: Town of Stony Creek, Route 2. Places to develop scenic pull-outs would be ideal in the Town of Warrensburg at the Boardman Hydro Plant area on NYS Route 418 and in the Town of Stony Creek south of the 1000 Acres Ranch Resort along the Hudson River. Courtesy of P. Morin

concern are in DOT's right-of-way and on local lands. Cutting would be subject to the NYS Department of Environmental Conservation's and Adirondack Park Agency regulations regarding the removal of trees in the Adirondack Park. Plan implementers will need to work with the New York State Department of Transportation, the New York State Department of Environmental Conservation, the Adirondack Park Agency, and local governments to explore available overlook and pull-out options.

Bicycle Safety

Bicycle amenities and improvement of bicycle safety should be a priority if the Byway intends to promote road cycling. Shoulders need to be assessed for widening and repair. Reconstruction of roadway shoulders and bridges can improve the safety and accessibility of existing bike routes. Where roads are capped and the improvements do not reach the sidewalks, an alley or gutter is created. An uneven pavement occurs in the gutter and creates a safety concern for pedestrians and bicyclists. Clear designations of lanes and centerline markings, the installation of reflective markers can help to remind motorists that there are bicyclists using the road. Construction of a parallel pathway in areas of acute congestion to safely move bicyclists and pedestrians away from the congestion are suggested. Improved bicycle parking in the hamlets and villages along the route would reduce risk to cyclists. Better planning for off-street parking for all kinds of motor vehicles in the hamlets and villages along the route would also be beneficial for bicyclists, as when cars are parked in the roadways, bicyclists are sometimes forced to merge with faster-moving motor vehicles. Motorists should also be encouraged to travel at a safe distance from the cyclists.

In order to support safe and enjoyable Byway touring by bicyclists, measures that facilitate the use of bicycles as alternative transportation should be improved or further developed as funding permits. Shared travel lanes and shoulder width and pavement conditions require full assessment for on-road bike and auto safety concerns. To this end, DOT Complete Streets policy should be utilized together with the bike-industry standards for any proposed road improvements. In addition the Warren County Bicycle Plan (2011) prepared by the Adirondack/Glens Falls Transportation Council with the Warren County Safe and Quality Bicycling Organization should be consulted. This plan identifies existing bicycling conditions, creates a methodology to select needed improvements, sets priorities for short- and long-term goals, and facilitates future bikeway implementation.

A framework for future improvements is provided which will result in a more expansive and comprehensive network of bicycle facilities in Warren County, particularly in the FWSB. Priority routes (including detailed maps) impacting the FWSB roadway include the communities of Lake Luzerne, Lake George, Warrensburg, Stony Creek, Thurman, Chester, and Johnsburg. Warren County Board of Supervisors has recognized the Warren County Safe and Quality Bicycling organization as a key volunteer group to provide input on this subject.

If the FWSB intends to promote cycling, then narrower county roads with unpaved shoulders should be improved with wider shoulders. In this way, as the Byway moves from state-to-county-to state roads, bicyclists will experience some standardization of road conditions. The objective is to provide sufficient shoulder width for accommodating side-by-side bicyclists and families on recreational outings. Bike-related road improvements could also be implemented as DOT or County DPW new projects are developed and as annual maintenance is conducted. In addition to capital improvements to promote shared use of roadways, ongoing shoulder and road maintenance is also important in order to capitalize on current market user interests and promote Byway community linkages.

By providing safer and more bicycle friendly Byways, more cyclists will visit, thus producing a market for amenities and services. New bicycle repair and bicycle retail businesses can be encouraged to develop once biking infrastructure is in place. More cyclists would also help reduce automobile congestion in Byway communities during peak tourist seasons.

Snowmobile Safety

As snowmobile users make up an important share of winter visitors and are of important economic value their issues, needs and safety considerations require special attention and evaluation. Any studies or evaluations that are undertaken in relation to traffic and transportation safety along the FWSB should place special emphasis on the interaction between snowmobile users, visitors, and year-round residents of the area. An evaluation of the existing user conflicts caused by snowmobile use in the corridor should be undertaken. At a minimum, improved signage at places where established snowmobile trails cross the roadway should be studied. Snowmobilers should be encouraged to stay on established, marked trails for their own safety, as well as for the safety of pedestrians, motorists, cross country skiers, and snowshoe users. There is also the opportunity for the creation of a coordinated intervention and education program to improve the relations and interaction between snowmobile users, skiers, hunters and other visitors to the corridor.

Pedestrian Safety

Where there is congestion in the villages and hamlets, pedestrian safety should also be taken into consideration with the inclusion of new traffic pedestrian crossing lights placed at major route intersections and roadways. Repairs to sidewalks and crosswalks in all hamlets would be greatly beneficial for the corridor and reduce pedestrian risk and would encourage more exploration of community resources and special sites. Evaluations should be done in several areas including Warrensburg, Lake Luzerne and Corinth Village to determine what types of pedestrian safety measures should be taken. The Old Corinth Road sidewalk extension to the inviting Bow Bridge along the east side of Old Corinth Road extending from the intersection of Rockwell Street and Old Corinth Road to an area opposite the post office is a good example of a site in need of safe pedestrian access. A sidewalk should be completed along both sides of Old Corinth Road to the Bow Bridge. Connecting the “4-corners” to the Bow Bridge will encourage whitewater enthusiasts to stroll into Hadley Hamlet, and will also provide a safe route for visitors to reach the popular Sacandaga River (Hadley Linkage Study, 2006).

Designs to Address Traffic Congestion, Parking and Calming

Multi-modal transportation should be promoted and emphasized. Public transportation options should be periodically evaluated in order to support alternative modes of transport for visitors and to minimize road congestion and traffic during busy seasons. Visitors need to understand that during peak seasons and times, delays and congestion in traveling through hamlets and villages is not always avoidable. Recommendations on how to avoid these inconveniences should be provided to the Byway traveler. Passenger rail use can reduce traffic congestion and enhance the visitors’ experience. Connections with public transportation, the use of bicycles and access to rental cars are needed to support train ridership expansion. Information on attractions that are accessible by multi-modal or alternative means of transportation should also be included in any maps, brochures, and web-based information developed for the Byway.

Enforcement of Laws and Regulations

Drivers often fail to adhere to the posted speed limits. Speed limit enforcement is a major concern as vehicle operators enter small rural communities at the 55 mph rate of speed. It is imperative that enough warning be given so that drivers will adjust their speed to protect those present in the Byway's population centers.

Along the wilder stretches of the route, vehicular collisions with deer and other wildlife have been reported. The NYS Department of Transportation has posted the areas, but visitors need to remain alert and adjust their travel speed along these sections to avoid accidents.

Effective Highway Signage

A unified, consistent signage system is needed as discussed further in the Signage and Interpretation Section of the CMP. Directional and interpretive signage for automobiles along the Byway should be consistent between communities, the Counties, and this region of the State. The installation of Official Route Identification Signage including directional and termini placements is a priority to help travelers navigate the route.

Another signage/road safety concern is the signing of frost heaves. These pose a problem to visitors who are unfamiliar with the seasonal changes in the road surface. Many tourists are not familiar or do not notice the plain diamond warning signs that mark the presence of a frost heave. A printed "uneven" or "bump" sign would alert motorists and better prepare them for the abrupt surface changes. Marking them until they are repaired will reduce risk to motorists.

Improved Communications for Byway Travelers

Cell phone service needs to be consistently available. Byway travelers are frustrated with the existing sporadic coverage and often have to travel miles to avoid the black-out zones and find a new service area. Improvements are needed to eliminate the no-signal pockets across the region and to enable tourists to contact police, and emergency rescue or road service providers in the rural areas.

Accident Records

Region One representatives of the New York State Department of Transportation were contacted to determine the record of accidents on Byway roads. DOT staff indicated that no critical multi-modal (bicyclists, pedestrians, autos) safety concerns were noted by DOT along the Byway. Safety concerns for bicyclists or pedestrians are minimized when shoulders are paved on a highway segment or bridge (A. Sutkin DOT Region 1 8-18-2011).

To avoid accidents, as noted earlier travelers need to pay attention to animal crossing signs to avoid animal and vehicle collisions. Byway users also need to reduce speed during inclement weather as road conditions change rapidly with temperature variations and the onset of precipitation from sudden storms.

COMMUNITY DESIGN AND PLANNING

The NYS Department of Transportation is responsible for the design, maintenance, and operation of the Byway roads along State routes. Warren and Saratoga Counties also own roadways included in the

FWSB. Plan implementers and management entities will need to work cooperatively with the Department of Transportation and the Counties to address the needs of travelers and communities as entered in this document-- while considering context sensitive design options for future roadwork. For example, landscape and design plans for road improvements can include pedestrian accommodations (sidewalks, ADA compliance, curb ramps, surfaces etc.), bike lanes and general streetscape amenities that support the travel corridor.

Community design and planning initiatives are happening at the regional, county, and local level. Local and regional planning documents named in the Related Projects, Programs, and Studies section of this document note transportation design and planning projects as does the Transportation, Safety, and Community Design Implementation Plan.

For example the Hadley Linkage Study (2006), identifies the need for community multi-modal transportation connections to regional assets including the proposed Warren County rail link, the whitewater and river corridors, the official Warren County Bike Trail, and the Bow Bridge. Also of note are concerns that the primary intersection in Hadley Hamlet is the Stony Creek Road at Rockwell Street, known as the "4 corners." This is a dangerous intersection for pedestrians and bicyclists. The intersection encourages high-speed turns and lacks pedestrian crossings. The Hadley "4-Corners Re-Alignment Project recommends redesigning the intersection to improve the angle at which Old Corinth Road and Stony Creek Road intersect Rockwell Street. The Linkage Study provides two options for improving the intersection. The intersection of the Stony Creek Road could be shifted to the west, giving more land for potential commercial located at the corner. Old Corinth Road might be split just south of the intersection, allowing for the creation of a triangular village green, which would further enhance the identity of the Hadley Hamlet. Community design, including transportation planning, can help develop Hadley Hamlet and improve its identity.

Complete Streets

In compliance with the Complete Streets policy of New York State, curbs, sidewalks, and crosswalks should be installed in all Byway hamlets and villages. Riparius is a good example of a hamlet that will benefit from a Complete Streets program. Installing sidewalks and other amenities along Riverside Station Road and a small section of NYS Route 8 in the vicinity of Riverside Station Road will improve and encourage pedestrian circulation. Historic streetlights, trees, benches, banners, flowers, and trash receptacles should be encouraged. Public investment in these amenities will help create a more inviting environment for the pedestrian and spur private investment along the primary roadways.



Figure 31: Route 28, Chester. National Register Riparius/Riverside Station building in 1903. Courtesy of P. Morin

Table 28: Capital District Transportation Committee-FWSB Transportation Projects

TIP/PIN	Project Description	Municipality	Time Frame	Func. Class
TIP Number SA220 (PIN 1756.40)	CR 7 Stewart Dam Bridge Over the Sacandaga Reservoir: Bridge Replacement	Town of Hadley	2010-2011	RMC
TIP Number SA152 (PIN 1116.43)	NY 9N Bridge over the Hudson River: Bridge Replacement The cost is split between CDTC and AGFTC.	Town of Hadley	2008-2011	RmA

The AGFTC has a long range plan that provides details on specific transportation related projects through the year 2015. A listing of Adirondack-Glens Falls Transportation Council Projects is provided in Table 29 below and at <http://www.giswebhosting.com/AGFTCProjectViewer/>.

Warren County’s federally funded projects are listed by AGFTC. The remainder of Warren County’s 2012 construction schedule was not available.

Table 29: Project List for Warren County Roads within the First Wilderness Scenic Byway. Source: Adirondack Glens Falls Transportation Council.

TIP #/PIN	Adirondack Glens Falls Transportation Council Project List for Warren County Roads within the First Wilderness Scenic Byway
WAR 61 111643	NYS Route 9N over the Hudson River Bridge Replacement Town of Lake Luzerne Lead Agency: NYSDOT ((Shared project (CDTC))

TIP #/PIN	Adirondack Glens Falls Transportation Council Project List for Warren County Roads within the First Wilderness Scenic Byway
WAR 112 175728	Beach Road Reconstruction Phase I (county-owned section) Reconstruction to correct deficient pavement/ drainage Town/Village of Lake George Lead Agency: Warren County
WAR 134 122316	NYS 28N over the Upper Hudson Railroad Bridge Replacement Town of Johnsbury Lead Agency: NYSDOT
WAR 150 175910	Lanfeer Road (CR 76) over Stony Creek Bridge Repairs Element-specific repairs Town of Stony Creek Lead Agency: Warren County
WAR 151 175911	Crane Mountain Road over Mill Creek Bridge Replacement Town of Johnsbury Lead Agency: Warren County
WAR 152 175912	Valley Road (CR 36) over Patterson Creek Bridge Replacement Town of Thurman Lead Agency: Warren County

DOT Region I budgets for short and long term road improvement projects and plans for miscellaneous culvert, paving, landscaping, bridge cleaning, bridge painting, pavement marking, safety, signal, and similar projects. The project lists are subject to change each month by NYSDOT. Table 29 provides DOT Region 1 Byway Projects: *In Development, Planned for the Future or Under Construction* https://www.dot.ny.gov/projects?nd=nysdot#wepi_results

Table 30: DOT Region 1 Byway Projects. Source: NYS DOT Region One Byway Project

Pin	Description	Status
111643	Bridge Repair Or Replacement, To Address Condition Rating: , RT 9N over Hudson River, Bin 1006730, Towns Of Hadley and Lake Luzerne, Saratoga & Warren Counties	Under Construction
104312	Pavement Repairs To Maintain Or Improve Condition Rating, RT 9: Prospect Mountain Drive To Beach Road, Town Of Lake George, Warren County	Under Construction
104354	Bridge Repair Or Replacement To Address Condition Rating, RT. 9 Over Trout Creek, Town Of Chester, Warren County	Future Development
122316	Bridge Repair Or Replacement To Address Condition Rating: RT 28N Over The Upper Hudson River RR Bridge; Bin 1053660, Town Of Johnsbury, Warren County	Future Development

Rail Improvements

The extension of rail service provides the central Adirondacks with links to the Amtrak stations in Saratoga Springs and Utica. These extensions could provide access to the entire United States and Canadian rail network for passenger and freight travel.

Networking with NYS Department of Transportation, Saratoga and Warren County DPW

Establishing proper communications with the NYS Department of Transportation is a crucial step in bringing forth this Corridor Management Plan’s transportation recommendations. These contacts will enable Byway communities to integrate the proposed actions as complimentary projects and implement them concurrently as regular state maintenance and other operations are conducted. Points of contacts need to be established locally between project coordinators and Department of Transportation staff. ANCA intends to provide county NYSDOT Resident Engineer contact information for Scenic Byway community stakeholders in the future. As lead agent, the Adirondack North Country Association would like to receive notification of proposed maintenance operations and other Department of Transportation initiatives planned along the route. Local communities would then be informed by ANCA about upcoming planning meetings and dates of public hearings.

Table 31: Transportation Resource Points of Contact.

NYS DOT Region 1--328 State Street, Schenectady, NY 12305	
Tanya Thorne Region 1 DOT Scenic Byway Coordinator Phone: 518-388-0286 Email: tanya.thorne@dot.state.ny.us	Robert Cherry, P.E. Regional Planning and Program Manager Phone: 518-388-0456 Email: rcherry@dot.state.ny.us
John Franchini, Landscape Architect Bike & Pedestrian Coordinator NYSDOT – Region 1 Phone: Email: jfranchini@dot.state.ny.us	Dominick Gabriel, P.E. Saratoga County Resident Engineer Phone: 518-584-3790
Frank Komoroske, P.E. Warren County Resident Engineer Phone: 518-623-3511	Tom Blatchford Real Estate Specialist 1 (Tourist Oriented Directional Signs) (518) 388-0128 tblatchford@dot.state.ny.us
NYS DOT General Contacts	
Ed Frantz Adirondack Park and Forest Preserve Manager NYSDOT 201 Genesee Street Utica, NY 13501 Phone: 315-793-2421 and cell 315-796-1565 efrantz@dot.state.ny.us	

MPO Contacts	
Aaron Frankenfeld, PTP Director Adirondack/Glens Falls Transportation Council 11 South Street, Suite 203, Glens Falls, NY 12801 ufrankenfeld@agftc.org Phone: (518) 223-0086 Fax: (518) 223-0584 Cell: (518) 926-0301	Capital District Transp. Committee (CDTC) Christopher R. O'Neill Principal Transportation Planner Capital District Transportation Committee One Park Place, Main Floor Albany, New York 12205-2676 Phone: 518-458-2161 CO'Neill@cdtcmppo.org
COUNTY DPW Points of Contact	
Joseph C. Ritchey P.E., Commissioner Saratoga County Department of Public Works 3654 Galway Rd. Ballston Spa, NY 12020 Phone: 518-885-2235 Email: jritchey@saratogacountyny.gov	Kevin J. Hajos, P.E. Deputy Superintendent of Public Works Warren County Department of Public Works Phone: 518-761-6556 Cell: 260-7071 email khajos@warrencountydpw.com

State and Regional Highway System Connections

Highways provide the bulk of transportation in the region, and the most significant transportation route is the region’s only superhighway. Interstate 87, also known as the Adirondack Northway is a north-south route that connects the Byway to the capital district in the south and to the Montreal, Canada region to the north. There are excellent links to the New York State Thruway as well as the Canadian highway system. The Northway is a high speed, limited access freeway. It provides ease of travel and encourages commercial and residential development. As recreational opportunities became more accessible, a growing number of second home owners as well as retirees have been attracted to the Byway. I-87 also provides a direct export link to Canada and the Port of Montreal.

Several significant state highways provide local transportation and connections to the interstate system. These routes are generally considered “minor arterial” roads. Notable State Highways include Routes 9, 9N, 8, and 28. The Byway route is maintained by the State of New York **and the Counties of Saratoga and Warren. Table 31 provides a listing of federally classified roads within the FWSB corridor.**

Table 32: First Wilderness Scenic Byway – Federal Designation of Roads. Source: Warren County Planning Department.

ROUTE #	COMMON NAME	FCC CODE	FEDERAL PRIMARY HIGHWAY
CO RT 1	Stony Creek Road	A41	NO

ROUTE #	COMMON NAME	FCC CODE	FEDERAL PRIMARY HIGHWAY
CO RT 2	Stony Creek Road	A41	NO
CO RT 3	Warrensburg Road	A41	NO
CO RT 4	Rockwell Street	A41	NO
CO RT 12	Hadley Road	A41	NO
CO RT 44	Mill Street/Main Street	A41 (local, unseparated)	NO
CO RT 77	Main Street	A41	NO
ST RT 8		A31	YES
ST RT 9N	Lake Avenue	A31 (secondary, unseparated)	YES
ST RT 28		A21	YES
ST RT 418	River Street	A41	NO
ST RT 418	Richards Avenue	A41	NO
US RT 9	Main Street (Wbg, Chester)	A21 (highway, unseparated)	YES
US RT 9		A21	YES

Transportation, Safety and Community Design: Goals and Recommended Actions

This section provides an overview of chapter-specific strategic priorities for the First Wilderness Scenic Byway. They are also identified in the Implementation Plan in their entirety. The Implementation Plan identifies potential partners, time frame, and priority. These projects will be launched only as staff and funding allow.

Table 33: Transportation, Safety and Community Design: Goals and Recommended Actions.

TRANSPORTATION, SAFETY AND COMMUNITY DESIGN GOALS & RECOMMENDED ACTIONS	
Goal #1	<i>Continue to improve transportation infrastructure by incorporating FWSB community design considerations into proposed projects. Work with NYSDOT and County DPW staff during early stages of agency project planning to implement CMP transportation goals. Map hidden scenic spots in need of clearing for pull-offs or panoramic outlooks.</i>
Recommended Action(s)	BYWAY-WIDE
	<ol style="list-style-type: none"> 1) Support and expand ongoing capital transportation planning for FWSB highways and bridges through the Saratoga and Warren County DPW, Adirondack/Glens Falls Transportation Council, the Capital District Transportation Committee and Region 1 DOT. As capital projects identified by these organizations for FWSB communities change from time to time, collaborate often and early in project development. 2) Develop and maintain productive relationships with government highway officials, including the appropriate Department of Transportation, County and local representatives so that the Byway roads and its corridor are well cared for and facilitate choice of options for travelers, including bicycling, walking, and driving.
	<p style="text-align: center;">CHESTER Chestertown Streetscape Enhancement (Behan Planning, 2011)</p> <ol style="list-style-type: none"> 1) North Gateway Area <ul style="list-style-type: none"> • Bridge rail improvements over Chester Brook • Crosswalk improvements at the Route 8 and Route 9 intersections • New sidewalk/walkway to connect from the intersection to the hamlet 2) Chester Four Corners <ul style="list-style-type: none"> • Increase/improve pedestrian space and comfort • Improve crosswalk treatments • Add landscape plants as appropriate for pedestrian comfort and aesthetic improvements • Look for an opportunity to provide informational signage in a kiosk in this area 3) Municipal Center/Town Green <ul style="list-style-type: none"> • Enhance landscape treatments in curbed area of grocery store parking lot along the Route 9 frontage • Enhance crosswalk treatments between Town Hall and the grocery store 4) South Gateway Area <ul style="list-style-type: none"> • Provide street trees strategically for buffering in accord with existing trees 5) Sidewalk/Lighting Enhancements throughout hamlet <ul style="list-style-type: none"> • Replace asphalt with grass or alternate hardscape • Improve/replace curb and drainage structures as needed • Provide street trees strategically for buffering in accord with existing trees • Provide pedestrian scale lighting to match the context of the hamlet

<p>Goal #1</p>	<p><i>Continue to improve transportation infrastructure by incorporating FWSB community design considerations into proposed projects. Work with NYSDOT and County DPW staff during early stages of agency project planning to implement CMP transportation goals. Map hidden scenic spots in need of clearing for pull-offs or panoramic outlooks.</i></p>
<p style="writing-mode: vertical-rl; transform: rotate(180deg);">Recommended Action(s)</p>	<p>CHESTER Chestertown Streetscape Enhancement (Behan Planning, 2011) (cont.)</p> <p>6) Northern Gateway/Bridge Improvements</p> <ul style="list-style-type: none"> • Guiderail improvements and upgrades to NYS Route 9 corridor (crosswalks, curbing, streetlights and banners, etc.) <p>7) Route 9 Southern Gateway</p> <ul style="list-style-type: none"> • Planning and improvements for road corridor (require extensive DOT coordination and infrastructure planning) <p>8) Whole Corridor:</p> <ul style="list-style-type: none"> • Curbing and catch basin repairs/replacements • Gateway landscape treatments • Corridor Flower Baskets
	<p style="text-align: center;">HADLEY</p> <p>1) Rockwell Street Streetscape Improvements (Appendix C, Hadley Center & Rockwell St. Improvement Plan)</p> <ul style="list-style-type: none"> • Improving the pedestrian facilities along Rockwell Street from the train tracks to the Rockwell Falls Bridge is a continuation of the streetscape improvements that were recommended at the <i>Rockwell Falls Gateway</i>. These improvements include curbs and sidewalks along Rockwell Street, street trees, pedestrian lighting, and decorative features that identify the community and would help create a sense of community. • Hadley should also consider working with the local utility company to place power lines underground for the stretch of Rockwell Street that extends from Fowler Park to the train tracks. On-street parking spaces should be included within this area to allow easy customer access for existing commercial enterprises along Rockwell. • A highlight of any improvements to the Rockwell Street streetscape will be enhancing the pedestrian environment at all of the intersections. Ultimately, this may require realigning the intersections of Rockwell Street and Stony Creek Road and Rockwell and Old Corinth Road. <p>2) Old Corinth Sidewalk Extension (to the Bow Bridge) (Appendix C, Hadley Center & Rockwell St. Improvement Plan)</p> <ul style="list-style-type: none"> • Hadley has started to construct a sidewalk along the east side of Old Corinth Road extending from the intersection of Rockwell Street and Old Corinth Road to an area opposite the post office. This sidewalk should be completed along both sides of Old Corinth Road to the Bow Bridge. • Additionally, the expanse of “un-delineated” asphalt in front of the Post Office and businesses along Old Corinth Road should be striped or redesigned to create a distinction between the street, parking areas, and pedestrian zones.

<p>Goal #1</p>	<p><i>Continue to improve transportation infrastructure by incorporating FWSB community design considerations into proposed projects. Work with NYSDOT and County DPW staff during early stages of agency project planning to implement CMP transportation goals. Map hidden scenic spots in need of clearing for pull-offs or panoramic outlooks.</i></p>
<p style="writing-mode: vertical-rl; transform: rotate(180deg);">Recommended Action(s)</p>	<p style="text-align: center;">HADLEY (cont.)</p> <ul style="list-style-type: none"> • Connecting the “4-corners” to the Bow Bridge will encourage whitewater enthusiasts to stroll into Hadley Hamlet, and will also provide a safe route for visitors to reach the Sacandaga River. <p>3) Woodard Avenue Sidewalk Improvements</p> <ul style="list-style-type: none"> • By improving the pedestrian connection along Woodard Avenue, Hadley will provide a safe and easy link from Rockwell Street to the canoe take-out, Sam Smead Park, and the proposed Community Center. • The Town of Hadley is expecting to complete improvements to the water utilities as well as repave the roadway in the near future.
	<p style="text-align: center;">JOHNSBURG/NORTH CREEK</p> <p>1) Streetscape Improvements.</p> <ul style="list-style-type: none"> • Explore feasibility of stoplight at the intersection of Route 28 and Ski Bowl Park and/or the potential reconfiguration of the intersection with a new entrance to the ski area. • Investigate the removal of sand banks and ditches along Route 28 with the appropriate agencies. • Develop design and construction documents for Rail Road Place improvements including sidewalks, signage, and historic lighting. • Continue the road in the park along the Hudson.
	<p style="text-align: center;">LAKE GEORGE</p> <p>1) Gateway Improvements</p> <ul style="list-style-type: none"> • Improve the five major entranceways including design guidelines for the Route 9 corridor south of the Village. Address landscaping and sidewalk treatment.
	<p style="text-align: center;">LAKE GEORGE (TOWN/VILLAGE)</p> <p>1) The 2010 Gateway Plan for the vicinity of the Interstate 87, Exit 21 includes the following proposed improvements (Chazen Companies, Lake George Route 9 Gateway Plan, 2010):</p> <ul style="list-style-type: none"> • Sidewalks on the west side of Route 9 • Installation of Medians incorporating green-storm water treatment • Landscaping improvements • Establishment of Gateway Space with concentrated streetscape and landscaping amenities • Pedestrian-scale lighting • Underground utilities

<p>Goal #1</p>	<p><i>Continue to improve transportation infrastructure by incorporating FWSB community design considerations into proposed projects. Work with NYSDOT and County DPW staff during early stages of agency project planning to implement CMP transportation goals. Map hidden scenic spots in need of clearing for pull-offs or panoramic outlooks.</i></p>
<p>Recommended Actions</p>	<p style="text-align: center;">LAKE GEORGE (TOWN/VILLAGE) (cont.)</p> <ul style="list-style-type: none"> • Installation of cross-walks • Reduction and consolidation of driveways and access points. • Improved storm water management focusing on green-technologies • Expansion of public transit services
	<p style="text-align: center;">THURMAN</p> <p>1) Station Vicinity Pedestrian Safety and Provide Amenities.</p> <ul style="list-style-type: none"> • This project entails completing a streetscape improvement program including installing sidewalks near the station, highly visible crosswalks connecting to the tourism amenities on the west side of Stony Creek Road, benches, flowers, and a connection to the bikeway. The intent is to create an exciting pedestrian atmosphere that invites the pedestrian to walk around the area and have the ability to cross the road safely.
<p>Goal #2</p>	<p><i>Promote and increase linkages for the use of, and access to, multi-modal forms of transportation and connect access points to the “outside” world’s transportation hubs that are closest to the Byway. Improve and promote opportunities for “green” travel as a means for exploring the Byway. Maximize use of the historic railroad and river systems to access to the FWSB.</i></p>
<p>Recommended Actions</p>	<p style="text-align: center;">BYWAY WIDE</p> <ol style="list-style-type: none"> 1. Expand the network of short line railroads and establish this model as a best practice that the other communities can emulate. Broaden multi-modal service to connect with public transit systems in Saratoga and Glens Falls. 2. Use the roadway, bike, rail, and foot trail land routes, water routes, and air routes to facilitate the arrival and extended stay of visitors.
	<p style="text-align: center;">CORINTH, TOWN/VILLAGE</p> <p>1) Short Line Excursions and Improvements</p> <ul style="list-style-type: none"> • Secure use of International Paper railroad spur from the main railroad line into the Hamlet of Corinth near Pagenstecher Park and the school property. • Replace train station in Corinth, whistle stop platform at Alpine Lake. <p>2) Establish Trolley Connection</p> <p><i>NOTE: The existing train station is one mile from the center of downtown Corinth.</i></p> <ul style="list-style-type: none"> • Establish trolley connection between the train station and downtown Corinth. This linkage could take on many forms such as a motorized trolley as found in downtown Saratoga Springs, a small bus, a horse-drawn carriage, or some other form of transportation. The intent is to link visitors to the activity center of this node, which is the downtown area of Corinth.

<p>Goal #2 (cont.)</p>	<p><i>Promote and increase linkages for the use of, and access to, multi-modal forms of transportation and connect access points to the “outside” world’s transportation hubs that are closest to the Byway. Improve and promote opportunities for “green” travel as a means for exploring the Byway. Maximize use of the historic railroad and river systems to access to the FWSB.</i></p>
<p>Recommended Actions</p>	<p style="text-align: center;">CORINTH, TOWN/VILLAGE (cont.)</p> <ul style="list-style-type: none"> • Create a Trolley Stop Across From the Village Beach. Utilizing Village-owned land across from the Village Beach, create a trolley stop with visitor parking. The stop should provide enough room for the trolley, or other selected transportation system, to drop off passengers and turn around. If Village land is used across from Corinth Beach, no property acquisition is needed. However, a study should be completed to design a trolley stop with parking, landscaping, and a visitor interpretation kiosk with brochures. The kiosk should match the kiosk located at the train station. • Consider Linking Trolley to Alpine Lake Campground and Other Regional Attractions. In addition to establishing a link between the train station and the trolley stop, the Town and Village may consider utilizing the trolley to link to other area attractions. The intent is to provide an option to extend the visitor’s stay by using the many assets the region has to offer. • Other links to consider may be the Village of Lake George, Glens Falls, and Saratoga Springs. <p>3) Existing Railroad Station Improvements.</p> <p>The station property is located off of West Mountain Road approximately one mile from the Village center and is currently owned by the Town. There is a parking area surrounding the former station, which can provide parking for between 10 to 15 cars. The construction of a new station can become a significant feature along the rail line, as the architectural style of the building is indicative of the old train stations that existed at the turn of the century.</p> <ul style="list-style-type: none"> • <u>Acquire property from Canadian Pacific.</u> Upon recommendation from the <i>Northern Hudson River Inter-Municipal Redevelopment Strategy Report</i>, the train station property has been acquired by lease from Canadian Pacific. The Town should continue to work with Saratoga County to acquire the rail spur from the historic station into the downtown area to enhance economic development opportunities within the downtown. This is a key event if any of the other recommendations are to be completed. • <u>Construct a Station Platform.</u> To assist passengers in disembarking from the train, a station platform should be constructed. In the interest of cost savings, the platform can be somewhat modest, offering stairs and a handicap access rather than a large platform running the length of the station. • <u>Clarify On-Site Parking.</u> Currently there is a parking area surrounding the train station but the surface condition is deteriorated and the parking spots are not delineated. As the station is restored and the stop is further developed, the parking area should be re-paved and striped, thus maximizing the amount of parking on-site.

<p>Goal #2 (cont.)</p>	<p><i>Promote and increase linkages for the use of, and access to, multi-modal forms of transportation and connect access points to the “outside” world’s transportation hubs that are closest to the Byway. Improve and promote opportunities for “green” travel as a means for exploring the Byway. Maximize use of the historic railroad and river systems to access to the FWSB.</i></p>
<p style="writing-mode: vertical-rl; transform: rotate(180deg);">Recommended Actions</p>	<p style="text-align: center;">HADLEY</p> <p>1) Hadley-Luzerne Train Station Development.</p> <ul style="list-style-type: none"> • The future Hadley/Luzerne train station site should be designed so that it fits into the fabric of the community and is oriented toward the “4-corners” intersection. This will promote pedestrian travel between the train station and the rest of the Hamlet and visually tie the station into Hadley. • The site of the proposed station is along County Route 4 east of the railroad tracks, near the intersection with Old Corinth Road. The station should be located as close as possible to the back edge of the sidewalk along County RT 4, rather than a suburban location off the street, in order to define a pedestrian zone. • To assist passengers disembarking the train, a station platform should be constructed. • Incorporate On-Site Parking. Rather than parking in the community of Lake Luzerne, it is likely that passengers will want to park directly at the point where they will enter the train. The station’s on-site parking should be designed and located in a manner as to leave sufficient space for additional infill building(s). <p>2) Alternative Transportation</p> <ul style="list-style-type: none"> • Make transportation available for train riders to other points of interest, such as the Historic Hadley Fire Tower. • Consider a trolley to link to Lake Luzerne. <p>3) Use the <i>Hadley Pedestrian Linkage Study and Main Street Plan (2006)</i>.</p> <ul style="list-style-type: none"> • Use the <i>Hadley Pedestrian Linkage Study and Main Street Plan (2006)</i> as a conceptual framework to design community improvements that will promote stopover along the train route, build strong community character, and provide linkages to public lands, outlying residential neighborhoods and the downtown. • The <i>Hadley Linkage Study (2006)</i> identifies the need for community multi-modal transportation connections to regional assets including the proposed Warren County rail link, the whitewater and river corridors, the official Warren County Bike Trail, and the Bow Bridge.
	<p style="text-align: center;">HADLEY AND CORINTH</p> <p>1) First Wilderness Passenger and Excursion Railroad (Secure Use of Tracks in Saratoga County):</p> <ul style="list-style-type: none"> • The use of the tracks located in Saratoga County are not required for the success of the First Wilderness Scenic Byway, but will lead to a broader execution of benefit and opportunity for the corridor as well as markets outside the northern Hudson River region. • Use of the tracks in Saratoga County will provide access to New York City markets, which were once historically linked with the Snow Train that provided access to North Creek.

<p>Goal #2 (cont.)</p>	<p><i>Promote and increase linkages for the use of, and access to, multi-modal forms of transportation and connect access points to the “outside” world’s transportation hubs that are closest to the Byway. Improve and promote opportunities for “green” travel as a means for exploring the Byway. Maximize use of the historic railroad and river systems to access to the FWSB.</i></p>
<p style="writing-mode: vertical-rl; transform: rotate(180deg);">Recommended Actions</p>	<p style="text-align: center;">HADLEY AND CORINTH (cont.)</p> <ul style="list-style-type: none"> • Securing use of the Saratoga County Tracks also offers an economic benefit to both Warren County and Saratoga County based on the existing breadth of tourism in the region (See Appendix A of the FWHC Upper Hudson Plan).
	<p style="text-align: center;">LAKE GEORGE</p> <p>1) Public Transit</p> <ul style="list-style-type: none"> • Promote the usage of the Greater Glens Falls Transit System by tourists and residents. • Promote and encourage the use of the trolley service as a means of transportation into the Village of Lake George by exploring the concept of remote parking north and south of the Village. • Improve access to regional bus lines from within the Town of Lake George. • Improve transportation linkages between the Albany International Airport and the Town.
	<p style="text-align: center;">NORTH CREEK</p> <p>1) Pursue Gondola Connection from Gore to North Creek.</p> <ul style="list-style-type: none"> • New York State’s Authority Gore Mountain operated by the Olympic Regional Development is one of the largest destinations within in the corridor and efforts should be focused on utilizing the established market to strengthen the entire corridor. One way to establish a major connection from this destination to the corridor is to provide a gondola connection from Gore, through Ski Bowl Park, North Creek and provide direct access to the station in North Creek. <p>2) Railroad Station Improvements</p> <ul style="list-style-type: none"> • Enhance landscape around existing station (immediate area, up to Kellogg property, and east to the bridge). • Provide access to existing platform from proposed parking area. • Organize and sign parking area along the tracks. • Explore Pedestrian Rail Crossing at or near the Kellogg Property providing access to the waterfront. • Provide a minimum of eight restroom stalls at or near the train station for peak operations of the train.
	<p style="text-align: center;">RIPARIUS</p> <p>1) Acquire Riparius Station and Property.</p> <ul style="list-style-type: none"> • This site needs attention and plans should take into consideration the design and use of neighboring stations and the particular needs of this locale.

<p>Goal #2 (cont.)</p>	<p><i>Promote and increase linkages for the use of, and access to, multi-modal forms of transportation and connect access points to the “outside” world’s transportation hubs that are closest to the Byway. Improve and promote opportunities for “green” travel as a means for exploring the Byway. Maximize use of the historic railroad and river systems to access to the FWSB.</i></p>
<p style="writing-mode: vertical-rl; transform: rotate(180deg);">Recommended Actions</p>	<p style="text-align: center;">STONY CREEK</p> <p>1) Trolley between Rail Stop & Hamlet of Stony Creek</p> <ul style="list-style-type: none"> As the Hamlet of Stony Creek develops a trolley connection, the Town and resort may want to provide a trolley service to other tourism services outside of the resort grounds. This may include antique shops, bed and breakfasts, restaurants, and other “local fare.” <p>2) Construct a Covered Boarding Platform.</p> <ul style="list-style-type: none"> Rather than construct an entire train station, it is proposed that a covered wooden platform be constructed to simply allow passengers to disembark from the train. This would be the access point to the resort for train passengers. Stimulate and coordinate private investment to construct a modest platform to allow passengers to disembark and utilize the services of the resort. Consider incorporating a roof to allow passengers to be shielded from the elements while waiting for the train.
	<p style="text-align: center;">THURMAN</p> <p>1) Work with Warren County to Establish a Station.</p> <ul style="list-style-type: none"> The majority of the lands within this node are under private ownership and, as a result, it is difficult to site the location of the station. Fortunately, the railroad tracks are in close proximity to the intersection of Stony Creek Road and State Route 418 offering some land to develop the station. It is proposed that the station be constructed on the west side of the railroad tracks in the 100-foot railroad right-of-way that is owned by Warren County. This provides a station location, which is outside of, or at the furthest edge of, the floodplain. Although this project does not involve creating a large parking area, it does propose a small parking area directly to the south of the station platform. The parking areas should be connected via pedestrian walkways to the station platform and across Stony Creek Road to the area proposed for modest tourism activities. The Town and County are currently in the process of station design and it has been located within the County’s 100-foot right-of-way. Floodplain issues and topography have been considered during the design of the station, associated access, and parking area. In the interest of water quality protection, the parking area should not be paved but rather surfaced with a stone dust to allow rainwater to penetrate the ground and go through a natural filter process before reaching the groundwater.
	<p style="text-align: center;">THURMAN/HADLEY</p> <p>1) Secure a Train Turntable</p> <ul style="list-style-type: none"> Explore the feasibility of acquiring a train turntable from White River Junction, Vermont, to be located at either Thurman or Hadley for historic and practical components of train operations.

<p>Goal #2 (cont.)</p>	<p><i>Promote and increase linkages for the use of, and access to, multi-modal forms of transportation and connect access points to the “outside” world’s transportation hubs that are closest to the Byway. Improve and promote opportunities for “green” travel as a means for exploring the Byway. Maximize use of the historic railroad and river systems to access to the FWSB.</i></p>
	<p style="text-align: center;">THURMAN, WARRENSBURG AND LAKE LUZERNE</p> <p>1) Expand and connect the eastern Warren County Bike System.</p> <ul style="list-style-type: none"> • Improved linkages for recreationalists are needed to better connect these three communities.
	<p style="text-align: center;">WARRENSBURG (Warrensburg Citizen Task Force, 2011)</p> <p>1) Shuttle Service</p> <ul style="list-style-type: none"> • Coordinate with Thurman Station to provide Shuttle Service to Warrensburg.
	<p style="text-align: center;">WARRENSBURG, NORTH CREEK, JOHNSBURG, HADLEY</p> <p>Create Pedestrian and Biking Links. Pedestrian and biking links are proposed in community nodes and/or at proposed train stations to expand connectivity and commerce. Many multi-modal and single use trails exist in the corridor could be connected to the areas where community development and tourism improvements are proposed.</p> <p>Locations:</p> <ul style="list-style-type: none"> • Warrensburg: Explore possibility of using old rail bed as bike path through purchase or easement. • North Creek: As recommended in the North Creek Action Plan, a mile-long pedestrian trail is proposed to extend along the Hudson River and North Creek, and will highlight cultural, historic, and natural resources along its length. A route for this trail, as well as connections to it, is detailed in the <i>Hamlet of North Creek Parking and Recreation Study</i> (1997). In the railroad track area a physical barrier between the tracks and the trail is needed for safety reasons, and a designated pedestrian track crossing is necessary. • Johnsburg/North Creek: Link to the Train Station, Waterfront Trail, and the Proposed Adirondack Cultural Center. A walkway paved with decorative paving surface and aligned with pedestrian-scaled lighting should be constructed through the Mundy property connecting Main Street to the train station and Hudson River and vice versa. To help direct the pedestrian, directional signage should be placed on Main Street and at or near the train station platform. The intent is to provide the way finding system that clearly and easily directs the visitor around the Hamlet. Although there will be a visual linkage, appropriate directional signage can remove any “guesswork” and make the visitor’s experience more enjoyable. The proposed walkway through the Mundy property should cross the railroad tracks and connect to the Hudson River waterfront. This in turn would link Main Street, the train station, the train turntable, the proposed Adirondack Cultural and Retail Center, and eventually the trail along North Creek that leads to the Town Park.

<p>Goal #2 (cont.)</p>	<p><i>Promote and increase linkages for the use of, and access to, multi-modal forms of transportation and connect access points to the “outside” world’s transportation hubs that are closest to the Byway. Improve and promote opportunities for “green” travel as a means for exploring the Byway. Maximize use of the historic railroad and river systems to access to the FWSB.</i></p>
<p style="writing-mode: vertical-rl; transform: rotate(180deg);">Recommended Actions</p>	<p style="text-align: center;">WARRENSBURG, NORTH CREEK, JOHNSBURG, HADLEY (cont.)</p> <ul style="list-style-type: none"> • Hadley: Historic Rivers Trail Improvements. A system of pedestrian paths should be developed within the historic mill ruins at the confluence of the Hudson and Sacandaga Rivers. This is a notably picturesque place with historic interest. An interesting design amenity for the area could be a set of river overlooks that are built into and integrated with the remaining historic mill ruins. This portion of the Hudson River located near the confluence with the Sacandaga River is designated as a Recreational River. • Hadley: Multi-Use trail at Sam Smead Park (Appendix C, Hadley Hamlet Linkage Plan) Sam Smead Memorial Park could be further enhanced with a trail system, linking Stony Creek Road (and the future train station) to the Historic Rivers Trail at the Hadley Canoe Take Out. Additionally the park offers an opportunity to further link the community with a trail system that connects to the currently vacant land to the northwest and possibly to any future residential development in this area of the community. • Hadley: Path system at Dean Mountain Whitewater Park and Hadley Beach (Appendix C, Hadley Hamlet Linkage Plan) Connecting the pedestrian trail system and the Historic Rivers Trail south across the Sacandaga River will add significant value to the community’s efforts. Three potential park and park-like recreational amenities are located south of the Bow Bridge. First, at the base of the bridge, an overlook/gathering space should be developed for sightseers and kayakers to view and gear-up for the whitewater play park. This location could offer visitors an opportunity to interact with kayakers, some of whom are likely to be current or future Olympians. The already established Dean Mountain Whitewater Park could be enhanced with mountain bike trails, improved picnic facilities and possibly a future town owned campground or privately operated campground on leased public land. Lastly, the Hadley Beach and the surrounding property, if acquired by Hadley, could provide additional opportunities to extend the path system and provide destinations for visitors.
	<p style="text-align: center;">WARRENSBURG, THURMAN</p> <p>1) Trolley</p> <ul style="list-style-type: none"> • Due to the close proximity of Warrensburg to the Thurman Node a trolley is proposed to link the two communities together. The trolley can be coordinated with the train times so that visitors have the opportunity to access services that may not be available in Thurman. • To expand on this concept further, the trolley may also connect to the Village of Lake George or Bolton Landing. • 3. Consider a trolley to link to Warrensburg and Lake George Village

<p>Goal #3</p>	<p><i>Provide for a safe and enjoyable byway touring experience for of all Byway users (including bicyclists and pedestrians) by using a Complete Streets approach to planned improvements as funding permits.</i></p>
<p style="writing-mode: vertical-rl; transform: rotate(180deg);">Recommended Actions</p>	<p style="text-align: center;">BYWAY-WIDE</p> <ol style="list-style-type: none"> 1) Work with agencies to improve parking at identified sites for extended stay hikers, canoeists and other recreationalists. 2) Comply with the Complete Streets policy of New York State. <ul style="list-style-type: none"> • Install curbs, sidewalks, and crosswalks in all Byway hamlets and villages. 3) Ensure that the roads are well maintained and developed. <ul style="list-style-type: none"> • Byway businesses are dependent on these main arteries of transportation. Working to keep the roads in sound condition will not improve visitor access but will facilitate the delivery of goods and supplies to support business operations. 4) Ensure that all crosswalks from proposed parking to train stations and platforms in each community are well marked and signed.
	<p style="text-align: center;">CORINTH, TOWN/VILLAGE</p> <ol style="list-style-type: none"> 1) Parking and Village Orientation Stop. <ul style="list-style-type: none"> • Conduct and implement a Village and Town parking study to identify additional (new) parking lots, parking areas requiring improvement, off-street residential parking, parking at Reservoir, event parking needs, and visitor/public parking signage system. • As a complement to the train station, a Village orientation stop is proposed across from the Village beach on Town-owned land. The intent is to provide a small parking area with services to orient the visitor to the activities in the area.
	<p style="text-align: center;">HADLEY</p> <ol style="list-style-type: none"> 1) Intersection Realignment <ul style="list-style-type: none"> • Address safety concerns at the primary intersection in Hadley Hamlet at the Stony Creek Road and Rockwell Street, known as the “4 corners.” This is a dangerous intersection for pedestrians and bicyclists. The intersection encourages high-speed turns and lacks pedestrian crossings. • The Hadley “4-Corners Re-Alignment Project” recommends redesigning the intersection to improve the angle at which Old Corinth Road and Stony Creek Road intersect Rockwell Street. • The <i>Linkage Study</i> provides two options for improving the intersection. The intersection of the Stony Creek Road could be shifted to the west, giving more land for potential commercial development located at the corner. Old Corinth Road might be split just south of the intersection, allowing for the creation of a triangular village green, which would further enhance the identity of the Hadley Hamlet. • Community design, including transportation planning, can help develop Hadley Hamlet and improve its identity. 2) Provide tour bus parking at the Town Hall site.

<p>Goal #3</p>	<p><i>Provide for a safe and enjoyable byway touring experience for of all Byway users (including bicyclists and pedestrians) by using a Complete Streets approach to planned improvements as funding permits.</i></p>
<p style="writing-mode: vertical-rl; transform: rotate(180deg);">Recommended Actions</p>	<p style="text-align: center;">HADLEY/LAKE LUZERNE</p> <p>1) Enhance Pedestrian Safety and Provide Amenities</p> <ul style="list-style-type: none"> • Complete a streetscape improvement program including installing sidewalks near the proposed station, and highly visible crosswalks connecting to the west side of County Route 4. • Construct sidewalks between Hadley and Lake Luzerne and highly visible crosswalks at key intersections. The circulation system should link the station to the shops in Lake Luzerne and the shoreline areas of the Hudson and Sacandaga Rivers. • Historic pedestrian-scaled lighting, banners, benches, flowers, sidewalks, crosswalks, and bike paths, and directional signage can help enhance the pedestrian environment and help increase circulation. The intent is to create an exciting pedestrian atmosphere that invites the pedestrian to walk around the area and have the ability to cross the road safely. • Implement pedestrian improvements to connect to Lake Luzerne, kayak pullout, and other areas of interest in the community. • Investigate measures secure the safety of visitors by blocking pedestrian access to Sacandaga Railroad Bridge.
	<p style="text-align: center;">JOHNSBURG/NORTH CREEK</p> <p>1) Parking</p> <ul style="list-style-type: none"> • Update and implement recommendations from the <i>Community Parking Study (May 1997)</i>. A portion of this project involves creating parking between the railroad tracks and the riverside of the properties along Main Street. This area should be used for parking if a low, decorative, transparent fence is constructed between one row of automobiles and the railroad tracks and that designated pedestrian crossings over the railroad tracks to the waterfront are created. The intent is to provide badly needed parking spaces without creating a visual and/or physical barrier between the Hamlet and the Hudson River. • Provide for up to 150-250 cars throughout the community and in close proximity to the train station. • Provide for bus parking. The parking area should be appropriately landscaped and have a pedestrian walkway along the west side near the Main Street properties to prevent the pedestrian from walking in the aisle designated for automobile use.
	<p style="text-align: center;">NORTH CREEK</p> <p>1) Develop Off-street Parking (approximately 170 spaces).</p> <ul style="list-style-type: none"> • Use the <i>North Creek Parking Survey (2005)</i> as a basis for determining locations. In the survey, a number of alternative locations were evaluated, and it was recommended that three new municipal lots be created near the downtown core area.

<p>Goal #3 (cont.)</p>	<p><i>Provide for a safe and enjoyable byway touring experience for of all Byway users (including bicyclists and pedestrians) by using a Complete Streets approach to planned improvements as funding permits.</i></p>
<p style="writing-mode: vertical-rl; transform: rotate(180deg);">Recommended Actions</p>	<p style="text-align: center;">RIPARIUS</p> <p>1) Work with Businesses to Develop Parking.</p> <ul style="list-style-type: none"> • Create parking near the south end of the node and possibly on the construction staging area used during the reconstruction of the bridge. • All parking areas should be appropriately landscaped to offer shade in the summer months. • A pedestrian walkway to direct the pedestrian to the train station and activities along Riverside Station Road is needed. Parking is necessary in this node, since it can provide the opportunity for visitors to board the train at this location rather than traveling to North Creek. • Secure agreement with NYSDOT regarding use of staging area on north side of the bridge for a parking lot and land on south side of bridge for a passive park. <p>2) Enhance Pedestrian Safety and Provide Amenities.</p> <p>Currently, the primary road that parallels the train station does not have any sidewalks, crosswalks, or other pedestrian amenities.</p> <ul style="list-style-type: none"> • The project entails completing a streetscape improvement program including installing sidewalks, historic lights that match the light selection in North Creek, banners, street trees, benches, and flowers. The intent is to create an exciting pedestrian atmosphere that invites the pedestrian to walk up and down the street. <p>3) Complete Streetscape Improvement Program.</p> <ul style="list-style-type: none"> • To enhance pedestrian circulation, seek funding for historic streetlights, trees, benches, banners, flowers, and trash receptacles. • These amenities should be installed along Riverside Station Road and a small section of NYS Route 8 just north of Riverside Station Road. • Public investment in these amenities will help create a more inviting environment for the pedestrian and spur private investment along the primary roadways.
	<p style="text-align: center;">THURMAN</p> <p>1) Safety Enhancements.</p> <ul style="list-style-type: none"> • To enhance pedestrian circulation, seek funding to construct highly visible crosswalks across Stony Creek Road. The circulation system should link the station platform to the parcel on the west side of Stony Creek Road as it develops with modest tourism services. • A small number of sidewalks should also be added so pedestrians will not have to walk in the road’s right-of-way. • Connect to additional activities (i.e., camping facilities north and south of the node) along the waterfront with a stone dust pathway.
	<p style="text-align: center;">WARRENSBURG</p> <p>1) Create vehicle pull offs and parking.</p> <p>2) Provide information kiosks at pull off/parking locations.</p>

Table 34: Transportation Resources

RAILROAD STATIONS				
RESOURCE	ADDRESS	CITY	ZIP	PHONE
Saratoga/Amtrak Train Station	26 Station Lane	Saratoga	12866	877-726-7245
Corinth Train Station	9 Railroad Place	Corinth	12822	877-726-7245
Hadley/Luzerne Train Station	Rockwell Street	Hadley	12835	877-726-7245
Stony Creek Train Station @1000 Acres Ranch Resort	Warrensburg Road	Stony Creek	12878	877-726-7245
Thurman Train Station	799 Stony Creek Road	Warrensburg	12885	877-726-7245
Glen Hudson Campground Flag Stop	564 River Road	Athol/Thurman	12810	877-726-7245
The Glen Flag Stop	1123 NYS Route 28	Athol/Thurman	12810	877-726-7245
Riparius/Riverside Station	460 Riverside Station Road on NY Rt. 28	Warrensburg	12885	877-726-7245
North Creek Train Station	3 Railroad Place	North Creek	12853	877-726-7245
Amtrak Station (Fort Edward, Washington County)	70 East Street	Fort Edward	12828	877-726-7245
MUNICIPAL AND STATE HIGHWAY GARAGES				
RESOURCE	ADDRESS	CITY	ZIP	PHONE
Village of Lake George Highway Garage	Helen St	Lake George	12845	518-668-5771
Village of Corinth Highway Garage	Rt 9N Rear	Corinth	12822	518-654-2012
Town of Lake Luzerne Highway Garage	12 Town Shed Rd	Lake Luzerne	12846	518-696-2711
Town of Hadley Highway Garage	4059 North Shore Rd	Hadley	12835	518-696-3414
Town of Stony Creek Highway Garage	Hadley Rd, adjacent to Town Hall	Stony Creek	12878	518-696-4879
Town Of Warrensburg Highway Garage	11 King St	Warrensburg	12885	518-623-9511
Warren County Highway Garage	4055 Main St	Warrensburg	12885	518-623-4141
Warren County DPW Highway Garage	4022 Main St	Warrensburg	12885	518-623-4141
NYS Department of Transportation Highway Garage	4021 Main St	Warrensburg	12885	518-623-3603

BUS TERMINALS				
RESOURCE	ADDRESS	CITY	ZIP	PHONE
Adirondack Trailways Bus Terminal (Glens Falls)	Empire Plaza, 2 Hudson Avenue	Glens Falls	12801	800-776-7548
Adirondack Trailways Bus Terminal (Lake George)	35 Montcalm Street	Lake George	12845	800-776-7548
Adirondack Trailways Bus Terminal (Warrensburg)	3837 Main Street	Warrensburg	12885	800-776-7548

AIRPORTS				
RESOURCE	ADDRESS	CITY	ZIP	PHONE
Saratoga County Municipal Airport	Greenfield Avenue	Ballston Spa	12020	518-885-5470
Floyd Bennett Memorial Airport (Warren County Municipal Airport)	443 Queensbury Avenue	Queensbury	12801	518-792-5995
Adirondack Trailways Bus Terminal (Warrensburg)	3837 Main Street	Warrensburg	12885	800-776-7548

023 Stewardship

The First Wilderness Scenic Byway's natural, historical, recreational, and cultural resources are key attractions for the region. Those touring the corridor by car may simply enjoy the natural environment from their vehicles. Others choose to experience the wide assortment of resources firsthand when they hike, hunt, canoe, kayak, fish, or visit local cultural and historical sites. The Byway's contributing resources are owned and managed by NYS Department of Environmental Conservation, local towns and villages, or not-for-profit historical and cultural groups whose intention is to secure these significant public treasures for the future. It is only through careful stewardship that these valuable resources will be properly maintained and protected so that they will be preserved for the future. The protection of these resources is crucial to tourist communities that rely on these assets for their livelihoods.

A carefully coordinated effort to effectively safeguard the corridor's special assets for the future is necessary in order to direct, monitor, and maintain the combination of local efforts and existing initiatives operating across the region.

State Stewardship:

The Adirondack Park Agency

The Blue-line defines the border of New York State's six million acre State park, comprised of a mix of public and private lands. The Adirondack Forest Preserve covers nearly half of the park's land and is protected to remain "Forever Wild." The Adirondack Park Agency (APA) guides the management and regulates appropriate use of the Park's 2.6 million acre Forest Preserve. (www.apa.state.ny.us/) This diverse system of state lands is home to the largest complex of wild public lands in the eastern United States. The APA is responsible for administering long-range park policy, which is reflected in the Adirondack Land Use and Development Plan and the State Land Master Plan. The New York State Constitution declares that the public lands of the Adirondack Park not be developed and "...shall be forever kept as wild forest lands" (www.apa.state.ny.us). The agency also administers the Freshwater Wetlands Act to conserve the Park's natural resources and the NYS Wild, Scenic and Recreational Rivers Act.

Department of Environmental Conservation

The New York State Department of Environmental Conservation's (NYSDEC) mission is to conserve, improve, and protect New York State's natural resources and environment, and control water, land and air pollution, in order to enhance the health, safety, and welfare of the people of the state and their overall economic and social well-being. The NYS DEC enforces State regulations and provides direct management of the lands and waters in the Forest Preserve. The NYSDEC also manages the natural resources and maintains trails, footbridges, parking areas, campsites, lean-tos and boat launches on state lands. On a periodic basis NYSDEC develops Unit Management Plans to address the future management and make recommendations for the ongoing recreational use of public lands including strategies for mitigating overuse and misuse of resources. The status of Unit Management Plans is provided in the section of this Corridor Management Plan entitled Related Programs, Projects, Plans, and Studies (www.dec.state.ny.us).

Department of Transportation

NYSDOT, together with the APA and NYS DEC, play the key role in protecting and maintaining the Byway corridor and its resources. While NYS DOT is a key player and stakeholder in transportation issues, it is also important to recognize their role as a steward of Byway resources.

Local Stewardship

Work to safeguard a variety of local resources is presently being spearheaded by local government, affiliated organizations, chambers of commerce, and civic groups. Plan implementers will need to maintain communications and work cooperatively to support these individual initiatives operating at the local level and encourage stakeholders to maintain their present level of services. The abundance of local government agencies, planning offices, community-based organizations, and local leaders provide an enhanced opportunity for follow through and implementation of the management plan. Active and committed local and county planners, historians, parks and recreation departments, tourism agencies, lake and library associations all provide substantial human capital to help drive the implementation of the plan.

Supervisors, Mayors, members of the Town Board, and staff, including DPW departments of FWSB communities are a very important point-of-contacts and provide direct, community-based stewardship of Byway resources. As elections are held and leadership changes, it is important for Byway planners to assist local governments to understand the merits and benefits of the Byways program and provide technical assistance on an as-needed basis.

- Town and Village of Corinth
- Town of Hadley
- Town and Village of Lake George
- Town of Lake Luzerne
- Town of Stony Creek
- Town of Thurman
- Town of Warrensburg
- Town of Chester
- Town of Johnsbury

Plan implementers will also need to keep Warren and Saratoga County Planning Offices informed of Byway conditions, any threats to the visitor experience and safety issues that may present in time. The local Chambers of Commerce, tourism offices, and businesses named in the Tourism Development Marketing and Promotions chapter provide a direct link to community-based actions in support of the FWSB and they must be kept informed and their stewardship involvement encouraged. Additionally, the Saratoga/North Creek Rail Company will need to work with Byway leaders on all rail corridor operations and historic train station/landing maintenance and restorations.

County Stewardship:

Saratoga/North Creek Rail Company
 North Creek Station
 3 Railroad Place, North Creek, NY 12853
 Email: info@sncrr.com
 Phone: 1-877-726-7245

EDC Warren County
 Victoria Pratt Gerbino, CECD, President
 Email: VGerbino@edcwc.or

Warren County Planning and Community Development Department
Wayne LaMothe, Assistant Director
1340 State Route 9, Lake George, NY 12845
Phone: 518-761-6411
Email: lamothe@co.warren.ny.us
Web: www.co.warren.ny.us/planning

Saratoga County Planning Office
Jason Kemper, Director
50 West High Street
Balston Spa, NY 12020
Phone: 518.884.4705
Email jkemper@saratogacountyny.gov
Web: www.saratogacountyny.gov

Regional Stewardship

Partnerships with those working at the regional level to promote the proper use and preservation of resources will need to be created and expanded. Organizations, special interest groups, and agencies address a wide range of issues and concerns such as erosion, inadequate drainage, non-native plant species, habitat protection, water quality, and over-use of resources. Some of the groups involved with initiatives to promote environmentally sound practices within the Byway area are as follows:

Wildlife Conservation Society (WCS): Communities and Conservation Program

The WCS disseminates information on the region to develop an understanding and appreciation for Adirondack ecosystems and cultural history while promoting area resources. www.wcs.org/adirondacks The 2011 *Guide to Adirondack North Country Wildlife and Habitat* brochure currently under development with ANCA and WCS is a sample of the type of work this partner conducts to help visitors become better stewards of byways' natural resources.

Adirondack Park Invasive Plant Program (APIPP)

The Adirondack Park Invasive Plant Program's mission is to document terrestrial and aquatic invasive plant distributions and to advance measures to protect and restore native ecosystems in the Park through partnerships with the Adirondack residents and institutions. The APIPP partnership is comprised of representatives from the Adirondack Nature Conservancy, NYS Department of Environmental Conservation, NYS Department of Transportation, and Adirondack Park Agency, Invasive Plant Council of NYS and numerous non-governmental organizations, including ANCA, and communities.

www.adkinvasives.com

Adirondack Architectural Heritage (AARCH)

AARCH was formed to promote better public understanding, appreciation, and stewardship of the Adirondacks' unique and diverse architectural heritage. This organization will serve as an important resource as historic rail station and other period restorations are launched.

www.aarch.org

Adirondack Chapter of the NYS Association of Archeologists

Louise A. Basa, President

Consulting Services
1220 Waverly Place
Schenectady, New York 12308

Adirondack Mountain Club (ADK)

The Adirondack Mountain Club is dedicated to the protection and responsible recreational use of the New York State Forest Preserve parks, wild lands, and waters through a balanced approach including outdoor recreation, advocacy, environmental education, and natural resource conservation.
www.adk.org

Adirondack Gateway Council, Inc. (AGC)

Edward Bartholomew, CEO & Community, and Economic Development Director
City of Glens Falls
42 Ridge Street,
Glens Falls, NY 12801
Email: gfeb@nycaprr.com
Phone: 518-761-3833

Future Stewardship

The following priorities are listed in the Implementation Plan to support stewardship and conservation goals for the corridor's natural, historic, cultural, and recreational resources that contribute to the viability of Byway communities:

- Support regional initiatives to improve the environment to preserve and maintain the quality of the Byway experience.
- Preserve Adirondack scenery, environment and character in order to safeguard the intrinsic beauty of the landscape that makes the Byway region a desirable travel destination.
- Develop strategies to promote wilderness ethics and support the "leave no trace" concept.
- Encourage the improvement of roadside aesthetics and community pride.
- Arrest the intrusion of both land and water invasive species. Develop an integrated program using monitoring, management, and education activities to address the problem of invasive plants along the roadway. This includes raising visitor awareness of how they unknowingly become transporters of invasive plants and insects as they travel from place to place exploring the byway.
- Promote and protect water quality by reducing, eliminating, and preventing water pollution.
- Restore and rehabilitate significant historic structures.
- Encourage early and repeated programs that cultivate future stewards from the local population of young people.
- Educate visitors about stewardship responsibilities along the trail, including stewardship of the "irreplaceable."
- Encourage and support local projects that secure the future of the FWSB's historic, cultural, natural, and recreational resources.

024 Regional Cooperation and Implementation Strategy

ANCA will dialogue, collaborate, and cooperate with involved stakeholders to provide effective project coordination and implementation. The success of this planning effort depends on the involvement of interested local leadership and an implementation framework that allows localities to effectively work together to care for the Byway's assets, environment, economy, and people. The assortment of projects named in this CMP will be driven by local groups and regional partnerships.

ANCA's Role

Regional coordination will be vital to the successful implementation of the locally driven initiatives. The Adirondack North Country Association will serve as lead agent to coordinate the various groups along the route and will advocate for communities at the regional level, as funding and staffing will allow. Local groups will advise ANCA of their project efforts to insure proper coordination along the entire route. ANCA will support Byway communities in regionally based promotions and marketing and will make every effort to build on this.

ANCA will maintain a regional dialogue for action to encourage continued inter-community connections fostered during the drafting of the CMP. A unified communication system is needed to connect involved parties throughout the region and to support existing partnerships and the creation of new public and private partnerships. The linking of municipal governments, agencies, community groups, chambers of commerce, and others in the tourism industry having related project interest will support the plan's tourism initiatives, provide for stewardship of resources, and improve eligibility for funding. ANCA will provide letters of support for local efforts named in the plan.

It is ANCA's intention to collaborate with local and regional governments, citizen groups, Departments of Public Works, environmental groups, tourism officials, county and local planners, tourism related business owners, Adirondack Park Agency, and NYS Department of Conservations, NYS Department of State, and Chambers of Commerce for plan implementation. ANCA will build on the organization's long standing history of collaboration with partners in the byway area to carry out project initiatives noted in this plan.

Local Implementation

Local planning groups have proposed their own goals and specific long and short-term projects within this CMP to enhance and promote the Byway and its resources. The future local implementers were invited to participate in the creation of the CMP with the intention of bringing ownership and the necessary motivation to carry out the plan.

The communities who have committed to improving the Byway through locally driven initiatives will look to administrative leadership from ANCA that realizes there will be a varying level of capabilities and special needs in carrying forth plan objectives. Some communities will have a stronger local collective of skilled staff and volunteer workers while others will depend heavily on outside support for coordination of project efforts. The bulk of the economic and community development will be done locally within the towns and villages with these specific actions supporting the regional goals for the corridor.

In the process of developing the Implementation Plan, which is immediately attached, projects and actions that will contribute to the Byway effort were identified. Local organizations and partners have been named to implement the actions. A list of local groups who are interested in coordinating new and ongoing projects related to the Byway was generated. They are identified as the potential partners in the Implementation Plan. Now residents, local organizations, and municipal governments need to continue to work together to accomplish their objectives through implementation of this plan.

Lead Agent Status and Granting Opportunities

As requested by the New York State Department of Transportation, the Adirondack North Country Association will remain involved as the lead agency to secure National Scenic Byway Program money from NYS DOT and the Federal Highway Administration for eligible projects by providing coordination of applications to be presented to these funding sources. Those interested in applying will find applications on line and may then contact ANCA to discuss appropriateness and merit of proposed work under the parameters of the two programs.

Local and regional plan implementers will also pursue other funding opportunities outside New York State's Scenic Byway Program. Upon request, the Adirondack North Country Association will provide support letters for those projects that support CMP goals. To better compete for funding resources, those preparing grant applications should utilize the strength of the CMP by referring to the plan's regional partnerships and by pointing out that the local work is connected to a much larger effort serving the North Country area. A wide range of assistance will be needed, including information on locating grant sources, filing timelines, writing assistance, budget preparation, administration, and reporting.

Funding

A variety of funding sources will be pursued to finance projects to upgrade, develop, and promote the Byway. These avenues include existing and new grant programs, private and corporate sponsorship, government allocations, foundations, and local advocacy groups.

Participation in joint promotional and advertising efforts with local and county Chambers of Commerce, the Adirondack Regional Tourism Council, ANCA, and I Love NY Program should continue.

Public Education and Byway Program Awareness

Strategies need to be developed on how to best continue with educating the public about the Byway effort, the CMP, and its goals. Announcements need to go forward to raise awareness of the document and the available "tools" which can be used to both improve communities and promote and market the area. ANCA will need to secure funding to expand the "Info for Partners" section of www.adirondackscenicbyways.org that could serve as an easily accessible central depository to distribute information on byway benefits for communities and useful data for tourism officials, and economic development representatives.

Assessment and Evaluation

The FWSB Byway CMP will need to be reviewed over time and progress evaluated. As the plan evolves, the vision and goals should remain constant, however as the original objectives and projects are completed, assessment should be made and future recommendations prepared.

The Corridor Management Plan and its Implementation

It is important for the readers of this Corridor Management Plan to recognize that the Implementation Plan immediately attached sets forth a general strategy for the communities, organizations, local governments and planners along the Byway to follow. It is a structurally stable foundation on which to engage in a process of community improvement. Local involvement and empowerment to use this plan can result in significant achievements for the Byway benefitting both visitors and communities.

025 Implementation Plan: Goals, Objectives and Actions

It is ANCA's intention to collaborate with local and regional governments, citizen groups, Departments of Public Works, environmental groups, tourism officials, county and local planners, tourism related business owners, Adirondack Park Agency, and NYS Department of Conservations, NYS Department of State, and Chambers of Commerce along with railroad operations and rail enthusiasts for plan implementation. ANCA will build on the organization's long standing history of collaboration with partners in the byway area to carry out project initiatives noted in this plan.

Please See Attached Excel Spreadsheet

026 Related Programs, Projects, Plans, and Studies

Table 35: Related Plans, Projects and Initiatives

BYWAY-WIDE RELATED PROGRAMS, PROJECTS AND INITIATIVES			
Author	Title & Date	Access Point	Relevance/ Contribution
Adirondack Association of Towns and Villages, L.A. Group	Adirondack Park Regional Assessment Project Executive Summary 2009	Adirondack Association of Towns and Villages http://aatvny.org/content	Statistics Census Data Existing Conditions
Adirondack North Country Association, Holmes & Associates, Fuller Communications	Adirondack North Country Scenic Byways Market Trend Assessment (2009)	Adirondack North Country Association (ANCA) http://adirondackscenicbyways.org/static/assets/ANCA_Byways_Market_Trend_Report.pdf	Byways Tourism Preferences Expenditures
Adirondack North Country Association	Corridor Management Plans for Adjacent Byways: Central Adirondack Trail	ANCA Excerpt at: http://adirondackscenicbyways.org/static/assets/CAT-detail.pdf	Tourism Economic Development Recreation Signage Transportation Project List
Adirondack Park Agency	Adirondack Park State Land Master Plan	Adirondack Park Agency http://www.dec.ny.gov/docs/lands_forests_pdf/adk.pdf	Recreation Trails Tourism Amenities
Ambrosino Research, Inc. Adirondack Regional Tourism Council	New York State's Adirondack Region Summer/Winter Phase (1993)	Ambrosino Research, Inc. White Plains, NY. http://www.ambrosino.com/ Adirondack Regional Tourism Council http://visitadirondacks.com/	Tourism
Benedict, M.A. & McMahon, E.T.	Green Infrastructure: Smart Conservation for the 21 st Century (2001)	The Conservation Fund http://www.sprawlwatch.org/greeninfrastructure.pdf	Design Parks Green Trails
Capital District Regional Planning Commission	Capital District CEDS (2009)	Capital District Regional Planning Commission One Park Place, Suite 102, Albany, NY 12205 (518) 453-0850 e-mail: cdrpc@cdrpc.org Web Site: http://cdrpc.org	Tourism Infrastructure Saratoga County

BYWAY-WIDE RELATED PROGRAMS, PROJECTS AND INITIATIVES			
Author	Title & Date	Access Point	Relevance/ Contribution
Lakes to Locks Passage	Lakes to Locks Passage Corridor Management Plan	Lakes to Locks Passage Inc. Janet Kennedy 814 Bridge Road Crown Point, NY 12928 (518)-597-9660 www.lakestolocks.com	Lake George Loop Action Strategies Tourism Transportation Signage
New York State Department of Environmental Conservation	Snowmobile Plan for the Adirondack Park Final GEIS (2006)	http://www.dec.ny.gov/outdoor/27707.html	Trail System Classifications Standards for Development Activities
Northern Forest Center	Northern Forest Sustainable Economy Initiative (2009)	Northern Forest Center, Concord, NH http://www.northernforest.org/sustainable_economy_initiative.html	Tourism Recreation Creative Economy
Olympic Regional Development Authority	Economic Impact of the NY ORDA (2004-2005)	ORDA http://www.orda.org/corporate/corporate.php	Impact of Gore Mt Recreation Ski Bowl Village
Parsons-Clough Harbor	I-87 Multimodal Corridor Study: I-87/US Route 9 Closed Loop Traffic Control System	https://www.dot.ny.gov/programs/i-87-multimodal-corridor-study	Interstate Transportation Planning
Shifflet, D.K & Associates	Adirondack Region, New York State Top Line Overnight Leisure Travel Profile (2000)	D.K. Shifflet & Associates, Ltd. http://books.google.com/books/about/Adirondack_region_New_York_State_top_lin.html?id=xf70GgAACAAJ	Tourism Preferences Occupancy
Tourism Economics	The Economic Impact of Tourism and the I Love New York Campaign November 2006 Executive Summary	http://www.tourismeconomics.com/docs/ILNY_Impact_Executive_Summary.pdf	Significant Resource Document*** Tourism Recreation Preferences Occupancy

BYWAY-WIDE RELATED PROGRAMS, PROJECTS AND INITIATIVES			
Author	Title & Date	Access Point	Relevance/ Contribution
Saratoga Associates	The First Wilderness: Northern Hudson River Inter-Municipal Redevelopment Action Plan Update with the Warren County Planning Department (2004)	Warren County Department of Planning & Community Development Saratoga Associates, Saratoga Springs, NY http://www.firstwilderness.com/	Development Principles Tourism Services Lodging Recreation Historic Preservation Rail
MULTI-MUNICIPAL OR COUNTY-LEVEL PROGRAMS, PROJECTS, PLANS AND STUDIES			
Author	Title & Date	Access Point	Relevance/ Contributions
Capital District Regional Planning Commission	CEDS Saratoga County EDD (2009)	Capital District Regional Planning Commission One Park Place, Suite 102, Albany, NY 12205 (518) 453-0850 e-mail: cdrpc@cdrpc.org Web Site: http://cdrpc.org http://www.cdrpc.org/2009-09_CDRPC_CEDS.pdf	Tourism Recreation
Economic Development and Technical Assistance Center, Plattsburgh State University	2008 Leisure Travel Information Study: Saratoga County (2009)	Available from the Saratoga Chamber of Commerce http://www.plattsburgh.edu/offices/centers/tac/saratogacountyleisuretravelinformationstudy-2008.php	Travel Statistics Visitor Preferences
Glens Falls Transportation Council	Warren County-Wide Bike Plan (2011)	Glens Falls Transportation Council, Glens Falls, NY http://www.co.warren.ny.us/transport/bike.php	Recreation Bicycle Trails
Hadley-Luzerne High School River Watch Students Brooks, Keenan, Sicke, LaBombard	Water Quality Assessment of the Upper River (2003)	Hadley-Luzerne High School http://www.hudsonbasin.org/Bioreports/Upper_Hudson_03.pdf	Statistics Land Use Water Quality Recreation

BYWAY-WIDE RELATED PROGRAMS, PROJECTS AND INITIATIVES			
Author	Title & Date	Access Point	Relevance/ Contribution
Lake Champlain Lake George Regional Planning Board	Comprehensive Economic Development Strategy for the Lake Champlain Lake George District (2007-2008)	Lake Champlain Lake George Regional Planning Board, Lake George, New York http://www.lclgrpb.org/CEDS% 202007-2008.pdf	Recreation Tourism Attractions Activities
New York State Department of Environmental Conservation	Unit Management Plans: Gore Mt. Ski Center (Warren) Lake George Wild Forest (Warren) Siamese Ponds Wilderness (Warren) Vanderwhaker Mt. Wild Forest (Warren) Wilcox Lake Wild Forest (Warren & Saratoga)	Region 5: (Serving Warren & Saratoga Counties) 518-897-1200 1115 NYS Route 86, PO Box 296 Ray Brook, NY 12977-0296 Region http://www.dec.ny.gov/lands/4 979.html	Recreation Trails Use Plans Parking Access Multi-use Plans
Warren County Soil and Water	Horse Trail Assessment: Stables in Warren County (2002)	http://www.warrenswcd.org Warren County Soil and Conservation District 61 Elm Street Warrensburg, NY 12885 (518) 623-3119 district@nycap.rr.com	Trail Development Recreation
Warren County Departments of Tourism And Planning	Inter-Departmental Working Paper 2009 Warren County Occupancy Survey and Report.	Warren County Departments of Tourism and Planning Warren County Document 09-101 http://thebeat.iloveny.com/wp- content/uploads/2009/04/2008- occ-report.pdf	Economic Impact Occupancy Conditions Tourism

BYWAY-WIDE RELATED PROGRAMS, PROJECTS AND INITIATIVES			
Author	Title & Date	Access Point	Relevance/Contribution
LOCAL GOVERNMENT LEVEL PROGRAMS, PROJECTS, PLANS AND STUDIES			
Behan Associates	Chestertown Streetscape Enhancement (2011)	http://www.townofchesterny.org/planzone-3.html	Transportation Enhancements Community Design
Chazen Companies	Lake George Route 9 Gateway Plan (2010)	http://town.lakegeorge.ny.us/content/Generic/View/5:field=documents;/content/Documents/File/899.pdf	Transportation Enhancements Community Design
Chazen Companies	Town of Lake George Comprehensive Plan (2002)	Contact: Town of Lake George Town Hall, Old Post Road Lake George, NY 12845 No electronic link available	Community Development, Economic, Tourism, Transportation, Recreation Action Items
Clark Patterson Associates	Village of Lake George Comprehensive Plan (2004)	26 Old Post Road PO Box 791, Lake George, NY 12845 PHONE: 518-668-5771 FAX: 518-668-3735 E-MAIL: lgville@nycap.rr.com No electronic link available	Economic, Community Development Land Use
Town of Hadley	Town of Hadley Master Plan (2002)	Contact: Town of Hadley Arthur Mo Wright, Town Supervisor supervisorwright@townofhadley.org Phone: 696-4797 ext. # 1 <u>Pauline Smead</u> Town Clerk townclerk@townofhadley.org Phone: 518-696-3112 518-696-3112 ext.2	Transportation Planning Recreation Tourism Projects
Town of Lake George	Comprehensive Plan	http://town.lakegeorge.ny.us/content/Departments/View/4	Transportation Planning Recreation Tourism Projects

BYWAY-WIDE RELATED PROGRAMS, PROJECTS AND INITIATIVES			
Author	Title & Date	Access Point	Relevance/ Contribution
Village of Lake George	Village of Lake George Comprehensive Plan (2004)	Village of Lake George 26 Old Post Road PO BOX 791 Lake George, NY 12845	Transportation Planning Recreation Tourism Projects
Town of Lake Luzerne	Lake Luzerne Comprehensive Plan	http://www.townoflakeluzerne.com/M2Files/M2PDFFiles/PDFs/Final%20Comprehensive%20Plan%20Lake%20Luzerne-COMPRESS.pdf	Transportation Planning Recreation Tourism Projects
LA Group	Economic and Fiscal Analysis. Snow Bowl Village Supplemental Environmental Impact Statement	Town of Johnsbury 219 Main Street, PO Box 7, North Creek, NY 12853 Phone: 518-251-2421 X23 Sterling T. Goodspeed, Supervisor supervisor@johnsburgny.com <hr/> LA Group http://www.dec.ny.gov/docs/lands_forests_pdf/gmseisfinal2.pdf	Recreation Trails Tourist Amenities
Saratoga Associates	Chestertown Main Street Enhancement Plan (2001)	http://www.townofchesterny.org/pdfs/ctownreport.pdf	Recreation Transportation Linkages Main Street Economic Development
Saratoga Associates	North Creek Action Plan (1993)	Town of Johnsbury 219 Main Street, PO Box 7, North Creek, NY 12853 Phone: 518-251-2421 X23 Sterling T. Goodspeed, Supervisor supervisor@johnsburgny.com Warren County Department of Planning and Community Development Saratoga Associates	Economic Development Hamlet Revitalization Tourism Transportation

BYWAY-WIDE RELATED PROGRAMS, PROJECTS AND INITIATIVES			
Author	Title & Date	Access Point	Relevance/ Contribution
Saratoga Associates	Hamlet of North Creek Parking & Recreation Study (1997)	Saratoga Associates Town of Johnsburg 219 Main Street, PO Box 7, North Creek, NY 12853 Phone: 518-251-2421 X23 Sterling T. Goodspeed, Supervisor supervisor@johnsburgny.com	Parking Recreation Railroad Pedestrian Connections Amenities
Saratoga Associates	Ski Bowl Park Enhancement Plan (2001)	Town of Johnsburg 219 Main Street, PO Box 7, North Creek, NY 12853 Phone: 518-251-2421 X23 Sterling T. Goodspeed, Supervisor supervisor@johnsburgny.com Warren County Department of Planning & Community Development Saratoga Associates	Improvement Plan Parking Transportation Recreation
Synthesis	Hadley Hamlet Pedestrian Linkage Study and Main Street Improvement Plan (2006)	Town of Hadley http://www.cdtcmppo.org/linkage/hadley.pdf	Improvement Project List Main Street Pedestrian Trails
Lamb, Richard, Professor, CEES, Plattsburgh State University	Johnsburg Comprehensive Plan (2005)	Town of Johnsburg http://www.gratefuldesign.com/johnsburg/Johnsburg%20Comprehensive%20Plan.pdf	Planning Projects Vision Statistics
Village of Corinth Comprehensive Downtown Revitalization Committee	Village of Corinth, New York Design Guidelines Final Draft (2006)	Village of Corinth 244 Main St Corinth, NY 12822 Phone:(518) 654-2012 clerk@villageofcorinthny.com	Design Recommendations Revitalization Projects

BYWAY-WIDE RELATED PROGRAMS, PROJECTS AND INITIATIVES			
Author	Title & Date	Access Point	Relevance/ Contribution
Warrensburg Town	Comprehensive Plan	http://townofwarrensburg.org/content/Generic/View/4:field=documents;/content/Documents/File/224.pdf	Economic Development Hamlet Revitalization Tourism Transportation

Attachments

027 Resource Inventory Map – PDF

028 Resource Inventory and Map Key-Excel Spreadsheet

029 Implementation Plan: Goals, Objectives and Actions-Excel Spreadsheet

030 Resolutions of Plan Support