

## Introduction

In April 2003, the Adirondack North Country Association (ANCA) contracted with the New York State Department of Transportation to develop a Corridor Management Plan (CMP) for the 95.5-mile Black River Trail Scenic Byway. The roadway was made part of the New York State Byway System in 1992. The Byway designation was assigned prior to the federal requirement that Byway routes have Corridor Management Plans in place to qualify for Scenic Byway and Enhancement funding. This CMP was prepared to specify the actions, practices and administrative strategies necessary to maintain the corridor for the future and to establish eligibility for new granting opportunities.

Created at the grassroots level, the Black River Trail Scenic Byway Corridor Management Plan provides a blueprint of process and product to effectuate community planning, growth and development. It also showcases the various Byway communities in Oneida, Lewis and Jefferson County. You are encouraged to read through this comprehensive planning document and reference it often to take full advantage of the benefits that accompany the prestigious Scenic Byway community label.

The plan includes a thorough discussion of issues and opportunities for Recreation, Stewardship, Transportation/Safety/Community Design, Economic and Community Development, Signage and Interpretation, along with Marketing and Promotions. Regional and local perspectives have been integrated into planning strategies and project recommendations that will serve the entire Byway area.

This CMP's action plan details how to promote tourism and support economic development in the cities, towns and villages along the touring route. From an economic standpoint, Scenic Byways cut through town centers bringing revenue to communities dependent on tourism dollars by encouraging visitor spending that supports business owners, attractions and event planners. Locales without dedicated tourism and/or advertising budgets will gain new visibility as the marketing recommendations are implemented. The focus for the Black River Trail Scenic Byway will be on promoting outdoor recreational and natural resources along with the cultural touring opportunities put forth in the plan.

The plan also offers a foundation for partnership efforts and future cooperative initiatives in community development, drawing upon the newly-established, broad community of byway stakeholders named within. A long list of potential funding sources for proposed projects is included. Whether their focus is "Main Street" improvements, better signage, preservation of significant resources, or recreational access the plan has been designed so that communities have the option to implement their own local projects or join in regional collaborations to accomplish Byway improvements.

The plan will help Scenic Byway communities advance proposed infrastructure improvements by using their official byway designation. Towns, villages, and cities submitting Transportation Enhancement Program and other grant applications that support this CMP's goals are more competitive. Grant project applications are considered to have greater impact based on the merit of their regional connection in serving an expanded market of byway travelers.

The document is just a starting point for cross regional collaborations and community improvements. The stakeholders who contributed to the development of this planning tool include: business owners of restaurants/lodgings/local products and tourist services, Chambers of Commerce, civic groups, tourism representatives, local government agencies, municipal officials, planning offices and environmental groups.

The plan for the Black River Trail Scenic Byway furthers ANCA's commitment to support economically viable communities and an improved rural quality of life. We invite you to share the CMP with others who may have an interest in this important planning effort.

## **Black River Trail Scenic Byway Overview**

The Black River Trail Scenic Byway Corridor Management Plan (CMP) was prepared by the Adirondack North Country Association (ANCA) in partnership with the Tug Hill Commission (THC). ANCA initiated the Black River Trail Scenic Byway Corridor Management Plan, at the request of the New York State Department of Transportation, in order to create a planning document that would address the future of this existing State Scenic Byway.

The Black River Trail Scenic Byway received official designation as part of the New York State Scenic Byway System in 1992 under the leadership of Senator John B. Scheffer when the State established its State Scenic Byway Program. In 1984, a New York State Highway Law declared that this touring route of scenic places would be known officially as the Black River Trail. The next section provides a detailed rationale for a route change to the *existing* Black River Trail Scenic Byway and for re-naming the portion of the route from Lowville to Ogdensburg as the Maple Traditions Scenic Byway. A CMP has also been developed for the new Maple Traditions Scenic Byway.

The Black River Trail Scenic Byway 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 and local visions and the accomplishment of plan goals.

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 as well as recommendations for future implementation.

## Rationale for Creating Two Byways from One

As currently defined in its legislation, New York State's Black River Trail runs 140 miles from Rome (at the intersection of State Routes 69 and 46) to Ogdensburg (at the intersection of State Route 812 and 37) (New York State Highway Law, Article 12, §342-k). From Rome to Boonville the byway follows NYS Route 46 along the remnants of the historic Black River Canal. It then runs parallel to the Black River itself along NYS Route 12 from Boonville to Lowville. In Lowville, where the Black River turns westerly toward Lake Ontario, the Black River Trail Scenic Byway continues north, following NYS Route 812 to Ogdensburg where it ends near the Ogdensburg-Prescott International Bridge to Canada.

The northern segment of the Black River Trail Scenic Byway, as currently defined, comprises more than half of the byway's length (80 miles) and has no connection to the Black River—neither physical, recreational, or historical. From the start of the planning process, this was a major point of discussions at all public input sessions. River community stakeholders provided input that reinforced this disconnect, noting that the Black River Trail's "story" was incomplete by leaving out the remaining length of the Black River from Lowville to Dexter. The Black River Canal had run from Rome to Carthage while communities from Lyons Falls to Dexter share an industrial heritage based on the power of the Black River's flows. This historical connection reinforces the physical connection these communities share through the Black River. Stakeholders along NYS Route 812 from Lowville to Ogdensburg stated they felt no connection or identity with the Black River. In terms of marketing the Byway as a tourism product, they expressed concern that the presence of a Scenic Byway called the Black River Trail created confusion for both residents and tourists. They further noted that the Black River theme for this northern route was inauthentic and did not accurately reflect the character and identity of the region.

This CMP proposes to rename NYS Route 812 as the Maple Traditions Scenic Byway and has received strong support from community representatives all along the route. It is an authentic theme with which stakeholders readily identify and is reinforced by the byway's key attributes and community assets, such as various sugar bushes, maple events and products, and the American Maple Museum. At the same time, CMP participants hope to gain legislative support for extending the existing Black River Trail Scenic Byway route from Lowville along the length of the entire Black River waterway to its terminus in Dexter. These legislative changes will allow a more complete telling of the Black River's story and would also present a more consistent and authentic image to byway travelers.

Legislation adding the remaining length of the Black River waterway will reinforce the new theme of the Black River Trail Scenic Byway through key attributes and community assets. There are a number of river amenities, camping facilities, canoe and boat launches, fishing access points, and hiking trails along the proposed corridor that prominently highlight the Black River; the history of the route is marked by river industry; and community goals reflect a desire to further enhance and promote the River. (See *Vision and Theme Statement* section for more supporting details). Simultaneous modification of the existing route and renaming of the northern portion will create authentic themes for each of the two distinct byway trails with which stakeholders readily identify.

# **Vision Statement, Themes, and Intrinsic Qualities**

## **Vision Statement**

The Black River Trail Scenic Byway is a 94-mile travel and transportation corridor that begins in the City of Rome at the southern end and gently weaves travelers through quaint communities to the Village of Dexter and the Black River Bay on Lake Ontario. The Black River Valley corridor, nestled between the Tug Hill Plateau to the West and the Adirondacks to the East, invites travelers to enjoy the diverse geological, cultural, water-based industrial, working landscape, natural, and recreational history that can all be linked to the significant beauty and function of the Black River.

We envision the Black River Scenic Byway as an enduring common link among waypoint communities that inspires investment, vitality, and sustainable development that is realized through the economic benefits of providing a memorable traveling experience for generations to come.

## **Themes**

### **Follow the Byway That Follows the River**

The 94-mile Black River Scenic Byway is a series of lesser traveled highways from Rome to Dexter with a common thread—that inspires users to recharge and recreate in and along the Black River, where the changing character of the River is as wonderfully diverse as its nearby communities. As simply a driving tour, it will charm with picturesque landscapes and the promise of new vistas waiting just around the corner...or river's bend. But the Byway also beckons passersby to stop and share in the experience—grab a paddle, set up camp, shop historic downtown community centers, and learn about each unique community—in short: to draw visitors into the scene for a spell, all the while inspiring them to anticipate upcoming adventures.

## **Four Sub-Themes by River Segment**

### **Around the Corner, Around the Bend**

This history-rich byway follows canal relics and riverbanks in many stretches and offers four distinct thematic highlights:

1. Beginning in Rome, learn the local lore of days gone by when commerce and livelihoods depended upon river transportation. Take in the engineering marvel of the former Black River Canal system that was instrumental to the industrial growth of the 'North County' through its connection to the waters of the Erie Canal. Next, visit the Canal Museum in Boonville and view Canal artifacts along the way.
2. The Boonville to Lyon's Falls segment offers a wild and primitive waterway that whisks over rounded river rock into natural jetties before cascading downriver to gather in quiet fish filled pools.

3. Lyons Falls to Carthage sports pastoral landscapes and quaint nearby river communities along this clear and slowly moving pebble-sand bottomed stretch, welcoming all skill levels of kayaker, canoeists, and anglers.
4. From Carthage's faster moving river section on to Watertown's white and black water playground, "the Black" courses through the city's center pinched between gorges creating a kayaker's delight and river raft guides' thrill. The waterway's path is completed as it ultimately empties into the great Lake Ontario in Dexter at Black River Bay.

Without a doubt, these four distinctive personalities of 'The Black' and the Black River Scenic Byway correspond with the history of its industry and people, the diversity of its flora and fauna, and the vast array of recreational uses. Put these all together and they create an intoxicating mixture of interests and activities that can entice even the weariest traveler.

### **Intrinsic Qualities**

During early CMP planning discussions local leaders were asked to share what they believed were the most significant natural, recreational, historic, recreational and scenic resources in their communities. The following collection of special assets became the foundation for plan development. Each entry supports the uniqueness of the Black River experience and contributes to making the entire routes a special destination.

- The most significant attributes of the Black River that should be preserved and/or enhanced are (in descending order):
  - water-based recreation (fishing, boating, etc.)
  - ecology and water quality
  - scenic quality
  - land-based recreation (hiking, camping, etc.)
  - rich history
  - rural setting
  - friendly small-town atmosphere
  - farming and agriculture
  - varied river character
  - downtowns
  - power generation
  - housing
  - play spots for kayakers.
- Maple Ridge Wind Farm, Lowville, is the largest wind farm east of the Mississippi (consisting of 195 wind turbines on the edge of the Tug Hill Plateau). The towering kinetic structures form a contrasting backdrop to several Amish farms located near the ridge.

During the exploration and identification of the Black River Trail Scenic Byway's Intrinsic Qualities a list of significant contributing resources and opportunities to build on and improve local assets along the travel corridor evolved. The list was established through a series of community visioning workshops in which attendees participated in visioning exercises and completed surveys regarding the Black River Scenic Byway and the Black River Blueway Trail. This information served as a starting point for the collaborative, multi-county planning and influenced the development of this CMP.

- The Black River should be enhanced to improve recreational opportunities for local residents.
- The Black River should be promoted to attract tourists and capture tourist dollars.
- Preservation of the scenic and ecological character of the Black River is a priority.
- The obstacles and deficiencies along the Black River that should be improved are (in descending order): lack of river access, lack of awareness, unsafe river conditions, former industrial sites, lack of accommodations, and dams.
- The best ways to increase awareness of the Black River are (in descending order): magazine articles/advertising, web-based promotions, guidebook, map of features, roadside information centers, promotional television program, word of mouth, advertising at festivals, and promotional events.
- Specific tourism themes that will enhance the Black River and create a unique experience for visitors are (in descending order): flat-water canoe/kayaking, fishing, scenic quality, whitewater boating, “undiscovered secret”, eco-tourism, agri-tourism, industrial history, motor boat/jet skiing, family oriented outdoor recreation, “water trail” such as the Hudson River Trail, and hydropower.
- Additional thoughts identified by the participants included the following:
  - marketing plan should address people's negative perception of the river
  - promote natural features and remove in-river hazards
  - stress local community such as Mennonites, Amish, local artists etc.
  - glad that the river is getting the attention it deserves
  - would like housing on the river such as on Van Buren St. in Watertown
  - increase awareness by aiding the rafting industry - will benefit all - create additional play spots
  - the old locks and raised tow path along Beaches Landing are history worth preserving
  - manure odor in Lowville is bad - Are fish safe to eat?
  - the Town of Croghan has only one access point
  - more public access and marking of navigational hazards
  - add the Moose River and Beaver River
  - improve air quality, develop a hike, bike, ATV trail parallel to the river, promote second home development
  - preserve historic pilings with signage explaining their original purpose

- keep farm animals fenced away from river
- keep uses separate i.e. jet skis and fishing areas
- need a Maple Trail
- a paddling destination would be good
- need more access points and picnic areas along river
- would like a bike trail along the river



## **Black River Trail Scenic Byway Goals**

### **A. Economic & Community Development**

- **Goal #1:** Strengthen and diversify the economy by enhancing sustainable tourism activities and creating opportunities for local businesses and producers to expand their markets, increase revenues, and maintain community centers as desirable destinations.
- **Goal #2:** Encourage the development of hospitality businesses along the Black River.
- **Goal #3:** Support business activity that addresses gaps in goods or services that cater to visitors' and residents' needs.
- **Goal #4:** Revitalize and focus growth and development in Central Business Districts through Main Street Revitalization planning and programs.
- **Goal #5:** Enhance the rural and historic character of byway communities to support the quality of life and desirability of place.
- **Goal #6:** Promote the tourism industry as an economic stimulus.

### **B. Tourism Development, Marketing, & Promotion**

- **Goal #1:** Promote and encourage tourism commerce and communication between byway communities in order to strengthen marketing efforts.
- **Goal #2:** Improve the availability of basic tourist information.
- **Goal #3:** Develop theme-based packages and tourism guides to enhance the byway experience and extend visitor stays.
- **Goal #4:** Support the development and promotion of year round special events in Byway communities to encourage new, repeat, and extended visitation.
- **Goal #5:** Educate community leaders on how to connect with likely tourism markets and encourage visitation to communities throughout the route.
- **Goal #6:** Educate business owners and frontline staff on methods to improve the Byway experience for visitors.
- **Goal #7:** Improve the availability of comfort facilities to enhance the visitor experience.

### **C. Recreation**

- **Goal #1:** Enhance and promote existing recreational opportunities.
- **Goal #2:** Create additional recreational opportunities that extend visitor stays or encourage repeat visits to the region.
- **Goal #3:** Maintain recreation sites and trails and explore opportunities to improve linkages.

### **D. Signage & Interpretation**

- **Goal #1:** Enhance wayfinding and strengthen byway identity through an effective directional signage program.
- **Goal # 2:** Enhance visitors' and residents' understanding and appreciation of byway resources through education and interpretation.

## E. Transportation & Safety

- **Goal #1:** Provide for the safety of all Byway users.
- **Goal #2:** Continue to improve Black River Scenic Byway transportation infrastructure.
- **Goal #3:** Promote and increase linkages and connections for the use of and access to multi-modal forms of transportation.
- **Goal #4:** Establish and maintain communication network with ANCA, regional NYSDOT offices, and Byway stakeholders.

## F. Stewardship

- **Goal#1:** Preserve historic, natural, recreational and scenic resources along the byway corridor.
- **Goal #2:** Preserve the rural and historic character of byway communities.
- **Goal #3:** Raise awareness of the valuable contribution of significant resources along the corridor.
- **Goal #4:** Promote public appreciation for the Byway's resources to generate support for the preservation and ongoing stewardship of the historic, natural, cultural, recreational, and scenic sites and attractions.
- **Goal #5:** Protect natural resources from the spread of invasives species.



## **The New York State Scenic Byways Program and the 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 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 impact the cities, towns and villages located along the 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.”

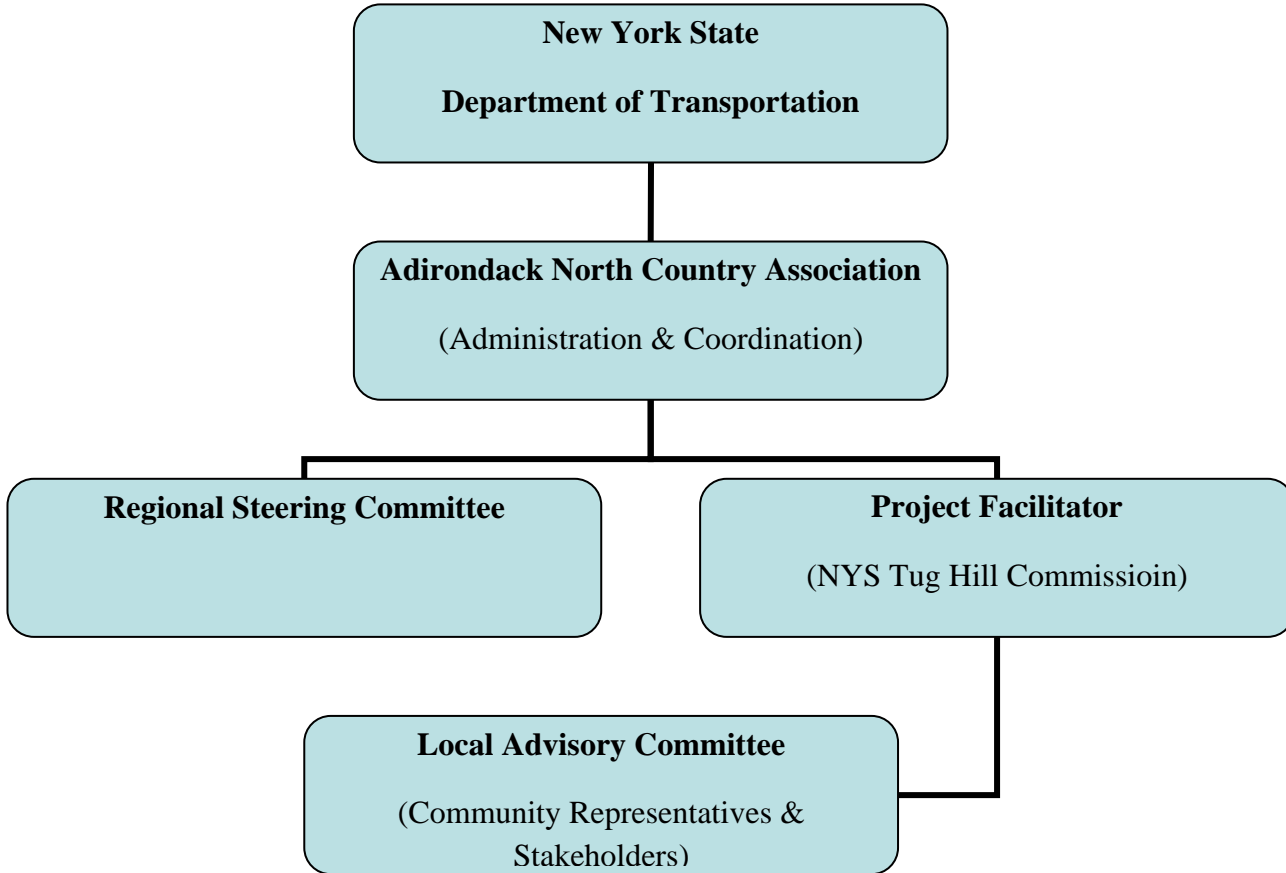
The NYS guide to Corridor Management Plans states that the program encourages both economic development and resource conservation, acknowledging that each of these aspects of a Byway must be fostered to ensure the success of the other.

### **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 which is of regionally outstanding scenic, natural, recreational, cultural, historic or archaeological significance. These corridors offer an alternative travel route to our 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).*

**Black River Trail Scenic Byway Corridor Management Plan:**  
**PROJECT MANAGEMENT STRUCTURE**



## **Black River Trail Scenic Byway & Maple Traditions Scenic Byway**

### **Steering Committee**

Gary DeYoung, Director of Tourism, Thousand Islands International Tourism Council

Phylliss Fendler, Director, Oneida County Convention & Visitors Bureau

Judith Drabicki, Regional Director, Region 6, NYS DEC

Jessica Jenack, Community Development Director, Town of LeRay

David Zembiec, Director of Community Development, NYS Tug Hill Commission

Anna Forbes, Planning and Program Management, NYS DOT

Carl Golas, Adirondack North Country Association

Emily McKenna, Community Development Specialist, NYS Tug Hill Commission

Sharon O'Brien, Adirondack North Country Association

Carol Simpson, Hudson-River Black River Regulating District

### **Local Advisory Committee**

Following is a list of over 150 organizations and individuals whom the Byway planners invited to Local Advisory Committee (LAC) meetings, and who received periodic updates on the Corridor Management Plan via email (when their email addresses were available) and regular mail. Attachment I of this report also contains additional LAC information including agendas, announcements, meeting minutes, and mailings.

### Local Advisory Committee

FirstName	LastName	Title	Organization	Address	City	State	Zip Code	WorkPhone	E-mail
			Frederick Remington Museum	303 Washington Street	Ogdensburg	NY	13669	(315)	
			Canton Chamber of Commerce	PO Box 364	Canton	NY	13617	(315)	cantoncc@northnet.org
Timothy	Abel	Director	Jefferson County Historical Society	228 Washington Street	Watertown	NY	13601	(315) 782-3491	<a href="mailto:director@jeffersoncountryhistory.org">director@jeffersoncountryhistory.org</a>
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Kathy	Amyot	Circuit Rider	Tug Hill Commission	317 Washington Street	Watertown	NY	13601	(315) 785-2390	kathy@tughill.org
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David	Button	Supervisor	Town of Canton	60 Main Street	Canton	NY	13617	(315) 386-2962	cantonc@cantonnewyork.us
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### Local Advisory Committee

FirstName	LastName	Title	Organization	Address	City	State	Zip Code	WorkPhone	E-mail
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Shirley	Joslin	Historian	Town of Turin	PO Box 147	Turin	NY	13473	(315) 348-8507	
Lisa	Kaiding	Grants Administrator	Village of Boonville	13149 NYS Rte. 12	Boonville	NY	13309	(315) 943-2052	vboon@frontiernet.net
Mary	Kelley	Clerk	Town of Martinsburg	PO Box 8	Martinsburg	NY	13404	(315) 376-2299	mburg@ridgeviewtel.us
Mary	Youngs	Mayor	Village of Lowville	5402 Dayan Street	Lowville	NY	13367	(315) 376-2834	villow@nnymail.com
David	Kingsley	President	Heuvelton Historical Association	83 State Street	Heuvelton	NY	13654	(315) 344-2380	
Pam	Kostyk	Historian	Village of Dexter	PO Box 145	Dexter	NY	13634	(315) 639-6977	
Bruce	Krug			2771 West Road	Constableville	NY	13325	(315)	
Susan	LaDue			13056 Jordan Falls Road	Harrisville	NY	13648	(315)	suzjerdn@peoplepc.com
Nancy	Lafavar	County Historian	St. Lawrence County	PO Box 215	Lisbon	NY	13658	(315) 393-4154	
Glenn	LaFave	Executive Director	HRBR Regulating District	145 Clinton Street	Watertown	NY	13601	(315)	braa@hrbrd.com
Barbara	Lashua	Mayor	Village of Heuvelton	PO Box 229	Heuvelton	NY	13654	(315)	blashua@twcny.rr.com
Joe	Laurenza		The Gouverneur Museum	30 Church Street	Gouverneur	NY	13642	(315) 287-0570	
Donna	Lawrence	Executive Director	Greater Gouverneur C of C	214 East Main Street	Gouverneur	NY	13642	(315) 287-0331	cmstowell@verizon.net
Michelle	Ledoux		Lewis County Cooperative Extension	5274 Outer Stowe Street	Lowville	NY	13367	(315)	mel14@cornell.edu
Lawrence	Longway	Supervisor	Town of Pamelia	23802 NYS Rte. 37	Watertown	NY	13601	(315)	
William	Lutz, Sr	Supervisor	Town of Fowler	87 Little York Road	Gouverneur	NY	13642	(315)	
Kermit	Lyndaker		The Maple Museum	Main Street	Croghan	NY	13327	(315) 346-1107	eydie@frontiernet.net
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### Local Advisory Committee

FirstName	LastName	Title	Organization	Address	City	State	Zip Code	WorkPhone	E-mail
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Terry	Martino	Executive Director	ANCA	67 Main St., Suite 201	Saranac Lake	NY	12983	(315) 891-6200	anca-martino@northnet.org
June	McCartin	Historian		PO Box 89	Dexter	NY	13634	(315) 639-6266	
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John	McHugh	U.S. Congressman	U.S. House of Representatives	120 Washington Street	Watertown	NY	13601	(315) 782-3150	www.house.gov/mchugh/
Emily	McKenna	Community Development Spec.	Tug Hill Commission	317 Washington Street	Watertown	NY	13601	(315) 785-2380	emily@tughill.org
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Anne	Merrell	Director	Lewis County Chamber of Commerce	7383 Utica Blvd.	Lowville	NY	13367	(315) 376-2213	anne@lewiscountychamber.org
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David	Parrow	Supervisor	Town of Diana	PO Box 78	Harrisville	NY	13648	(315)	
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Carol	Pynchon		TAUNY	53 Main Street	Canton	NY	13617	(315) 386-4281	info@tauny.org
Charlotte	Ramsey		Canton Village Board	19 State Street	Canton	NY	13617	(315) 386-8478	charlotte_ramsey@yahoo.com
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Harold	Sanderson	Historian	Village of West Carthage	61 High Street	Carthage	NY	13619	(315) 493-2552	
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### Local Advisory Committee

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Susan	Smith	Supervisor	Town of Pitcairn	10 Edwards Road	Harrisville	NY	13648	(315)	
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Roger	Watters	Supervisor	Town of Lisbon	PO Box 98	Lisbon	NY	13658	(315)	
Robert	Wells	Mayor	Village of Canton	60 Main Street	Canton	NY	13617	(315) 386-2851	snoble@cantonnewyork.us
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David	Winters		Watertown Daily Times	PO Box 505	Ogdensburg	NY	13648	(315)	dwinters@wdt.net
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Keith	Zimmerman	Director	St. Lawrence County Planning	48 Court Street	Canton	NY	13617	(315) 379-2292	kzimmerman@co.st.lawrence.ny.us

## **Black River Trail and Maple Traditions Scenic Byways**

### **Public Participation and Outreach Efforts**

To ensure that the Black River Trail Scenic Byway CMP would include input from a wide range of interests along the Byway route, an extensive contact list was developed with input from ANCA, the Tug Hill Commission, and the three County Tourism Promotion Agencies (TPAs) who were familiar with local stakeholders to reach potential community representatives. Government officials, civic groups, business owners and residents were invited to participate in the development of the plan and were encouraged to provide ideas and concepts to help shape the goals and objectives as well as the specific implementation strategies outlined in the CMP. Tug Hill Commission staff and circuit riders also provided periodic updates at town and village board meetings.

After a complete list of stakeholders was developed, meeting notices were distributed via mass mailings, email notices, and news releases inviting any interested parties to participate in the development of the CMP. Subsequent meeting notices were sent directly to the Local Advisory Committee (LAC) members via postal and email. The *Steering Committee and Local Action Committee Lists* section of this report includes a list of over 150 organizations and individuals whom the Byway planners invited to Local Advisory Committee meetings, and who received periodic updates on the Corridor Management Plan via email (when their email addresses were available) and regular mail.

Following the first several stakeholder meetings, it became clear that stakeholders along the northern segment of the Black River Trail Scenic Byway felt no connection to the byway. This was primarily due to the fact that the Byway's current name and theme center around the Black River, which departs from the Byway in Lowville, leaving the northern portion of the route with no physical, recreational, or historical tie to the Byway. Based on Steering Committee discussions and public input sessions, stakeholders decided to pursue the creation of a new byway that would travel along the existing Black River Trail Scenic Byway route from Lowville north to Ogdensburg. Meanwhile, stakeholders requested that the CMP also recommend the extension of the existing Black River Trail to continue following the river from Lowville as it heads north and west to Lake Ontario. Stakeholders felt strongly that the *Black River Trail Scenic Byway's* story was incomplete if it left out the remainder of the river corridor, as the communities further down river were equally dependent on the early Black River Canal and also shared a similar industrial history based on harnessing the river's power. (See the project "Overview" section for more on the rationale for creating two byways from the original Black River Trail Scenic Byway.)

With a focus on rerouting the existing Black River Trail Scenic Byway to include the river in its entirety and the renaming of the northern segment, stakeholder lists had to be expanded and further developed to ensure that the new areas to be addressed in the CMP (namely from Lowville north to Great Bend and then west to Dexter) were included in all visioning and project discussions. Given the large geographic area that the Black River Trail Scenic Byway covers, and the importance of ensuring across-the-board-representation at the

planning discussions, many meetings were held multiple times in different locations and at varying times, for the convenience of the participants.

Many LAC meetings were held in conjunction with meetings on the Black River Blueway Trail Development Plan (funded by the NYS Department of State), as that group involved many of the same stakeholders and the development of the Blueway Plan included discussions central to this CMP. The Blueway Trail program has a specific focus on recreational waterways: including recreational and scenic access, water quality, riverfront development opportunities, and promotion. Coordination of the Blueway and Byway meetings also provided an opportunity to continually remind stakeholders of the distinction between the two projects (to eliminate any confusion) and how they complemented one another. A complete list of meeting dates and locations as well as meeting summaries can be found in *Attachment I*.

At the beginning sessions, participants were given an overview of the Scenic Byway Program and background information on the official designation of the Black River Trail as a Scenic Byway. They were advised of the benefits of having a CMP in place and were informed about how they could use the CMP as an economic development tool in their communities. Open work sessions were held in Byway communities along the route and meeting summaries and minutes were distributed to committee members to keep them informed of the project evolution. Several assignments were given to LAC members who attended these meetings in order to collect information and determine opinions regarding theme and visions and LAC members were encouraged to contact the project facilitators via electronic mail for their convenience.

At the first meeting, the LAC was asked to participate in a “Issues/Opportunities” exercise. Participants were asked to brainstorm first about what issues surround the Byway and its communities, and second about what opportunities exist to address these issues. At this meeting, participants also discussed their vision for the Black River Trail Scenic Byway and what they hoped could be achieved as a result of the Corridor Management Planning process.

To obtain specific information about the ways in which community members use the Black River, and the types of improvements that are most needed along the River, public input sessions were held in conjunction with the Blueway Trail Development Plan visioning workshops. Participants were asked to identify how they use and value the river and highway corridors and to identify issues and opportunities for along the trails. Public input sessions along the Black River as well as the northern segment of the byway route also included map exercises that asked attendees to mark down existing, planned, and potential resources.

The CMPs for the Black River Trail Scenic Byway and the proposed Maple Traditions Scenic Byway reflect the outcome of the planning discussions that took place along the two proposed routes from Rome to Dexter and from Lowville to Ogdensburg. Community stakeholders participated at all levels of the planning process and were engaged in group

activities meant to gather important information. The final CMP reflects the interests from all parties who elected to contribute to the process.

The information gathered during the evolution of the plans for both the existing byway (and its proposed extension along the Black River) and for the proposed Maple Traditions Scenic Byway was presented to the Steering Committee and LACs for review. Mass mailings, email notices and news releases were used to get the word out that draft documents were available for review on the Internet. The Steering Committee offered project coordination from a regional perspective. All public input has been integrated to create the final CMPs for both the Black River Trail Scenic Byway and the proposed Maple Traditions Scenic Byway.

# **Black River Trail Scenic Byway**

## **Public Participation & Outreach Meeting Dates**

### **Public Workshops and Local Action Committee Meetings**

March 13, 2006 – Watertown: Byway Steering Committee Meeting

April 19, 2006 – Gouverneur: Local Action Committee Meeting

June 19, 2006 – Watertown: Blueway Trail Development Plan Public Workshop

June 20, 2006 – Lowville: Blueway and Byway Trail Development Plan Public Workshop

June 22, 2006 – Boonville: Blueway and Byway Trail Development Plan Public Workshop

August 9, 2006 – West Carthage: Blueway Trail Development Plan Steering Committee Meeting

September 19, 2006 – West Carthage: Blueway Trail Development Plan Steering Committee Meeting

September 19, 2006 – Lowville: Blueway Trail Development Plan Public Meeting

November 14, 2006 – West Carthage: Blueway Trail Development Plan Steering Committee Meeting

November 30, 2006 – Ogdensburg: Local Action Committee Meeting

November 30, 2006 – Harrisville: Local Action Committee Meeting

August 14, 2007 – Ogdensburg: Local Action Committee Meeting

August 21, 2007 – Croghan: Local Action Committee Meeting

August 21, 2007 – Gouverneur: Local Action Committee Meeting

August 28, 2007 – Canton: Local Action Committee Meeting

## Regional and Local Support For the Black River Trail Scenic Byway

Throughout the CMP process, local stakeholders expressed their support for renaming the scenic byway segment from Lowville to Ogdensburg as the Maple Traditions Scenic Byway. This was expressed at the various stakeholder meetings held in the various byway communities, through informal conversations with the CMP authors, and through formal resolutions and letters of support.

*Attachment II* contains 51 letters and resolutions of support from the following:

### Tourism Promotion Agencies, Chambers of Commerce, and Community Organizations

Lewis County Chamber of Commerce  
 Oneida County Convention & Visitors Bureau  
 St. Lawrence County Chamber of Commerce  
 Thousand Islands International Tourism Council  
 Traditional Arts In Upstate New York (TAUNY)  
 Carthage Area Chamber of Commerce  
 Greater Ogdensburg Chamber of Commerce  
 Lyons Falls Alive  
 Canton Office of Economic Development  
 St. Lawrence University  
 Canton Central School District  
 NYS Tug Hill Commission

### Municipalities

City of Ogdensburg	Village of Herrings	Town of Forestport
City of Rome	Village of Heuvelton	Town of Hounsfield
City of Watertown	Village of Lowville	Town of LeRay
	Village of Lyons Falls	Town of Leyden
Village of Black River	Village of W. Carthage	Town of Lowville
Village of Boonville		Town of Martinsburg
Village of Canton	Town of Ava	Town of New Bremen
Village of Carthage	Town of Boonville	Town of Rutland
Village of Castorland	Town of Canton	Town of Turin
Village of Croghan	Town of Champion	Town of Watertown
Village of Deferiet	Town of Croghan	Town of West Turin
Village of Dexter	Town of De Kalb	Town of Western
Village of Gouverneur	Town of Denmark	Town of Wilna
Village of Harrisville	Town of Diana	

# **Black River Trail Scenic Byway Official Route & Connections to Other New York State Scenic Byways**

## *Distance Segments*

(Note: The proposed re-route of the existing Byway will closely parallel the river itself and the historic Black River Canal where ever possible.)

**Total length:** 95.5 miles

**Starting point (southern terminus):** Begin at the intersections of NY Routes 46/49/69 in the City of Rome.

Proceed north on NY Route 46 9.1 miles to the Hamlet of Westernville.

Continue north on NY Route 46 15.5 miles to the Village of Boonville (NY Route 46 becomes Post Street).



Turn **RIGHT** onto Schuyler Street and travel east approximately 300 feet to the intersection of Schuyler Street and NY Route 12D (Main Street).

Turn **RIGHT** onto NY Route 12D (Main Street) and proceed 0.5 miles to the intersection with NY Route 12.

*(See proposed Forestport Spur, page 3.)*

Turn **LEFT** onto NY Route 12 and travel 7.5 miles north to the Village of Port Leyden.

Continue north on NY Route 12 an additional 2.6 miles to the Village of Lyons Falls.

Continue north 7.1 miles on NY Route 12 to the Hamlet of Glenfield.

Continue north on NY Route 12 7.1 miles to the Village of Lowville (NY Route 26 joins NY Route 12; NY Route 12/26 becomes South State Street).

Proceed north on NY Route 26 (North State Street) 6.8 miles to NY Route 410.

Turn **RIGHT** onto NY Route 410 and travel northeast 2.3 miles to the Village of Castorland.



Continue traveling northeast on NY Route 410 an additional 1.6 miles to the Hamlet of Naumburg.

Turn LEFT onto NY Route 126 and travel northwest 8.2 miles to the intersection of NY Routes 126 and 3 in the Village of Carthage (NY Route 126 becomes South James Street).

Turn LEFT onto NY Routes 126/3 (State Street) and travel southwest approximately 384 feet.

Turn RIGHT onto NY Route 3 (North School Street) and travel northwest 4.3 miles into the Village of Herrings.

Continue northwest on NY Route 3 1.4 miles to the Village of Deferiet.

Continue traveling west on NY Route 3 for 1.8 miles to the Hamlet of Great Bend.

Continue southwest on NY Route 3 for 2.6 miles to the Hamlet of Felts Mills.

Continue southwest on NY Route 3 1.9 miles to the Village of Black River.

Continue southwest on NY Route 3 4.6 miles to the City of Watertown.

Turn RIGHT onto Huntington Street and travel west 1.3 miles to the intersection with NY Route 283 (Factory Street).

Turn LEFT onto NY Route 283 (Factory Street) and travel southwest for 0.4 miles to the traffic light at the intersection with US Route 11/NY Route 12 (Mill Street).

Proceed straight through the traffic light, crossing US Route 11/NY Route 12 (Mill Street), onto Black River Parkway (formerly City Center Drive).

Travel west on Black River Parkway (formerly City Center Drive) 0.7 miles to next traffic light at intersection with NY Route 12F (Coffeen Street).

Turn RIGHT onto NY Route 12F (Coffeen Street) and proceed east 0.5 miles to the next traffic light at the intersection with Vanduzee Street.

Turn RIGHT onto Vanduzee Street. Travel north 0.5 miles to the intersection with County Route 190 (West Main Street).

Turn RIGHT onto County Route 190 (West Main Street) and proceed west 2.0 miles to the Village of Glen Park (County Route 190 becomes Main Street).



Continue west 1.3 miles on County Route 190 (Main Street) to the intersection with NY Route 12E (Bridge Street) in the Village of Brownville (County Route 190 becomes East Main Street).

Turn LEFT onto NY Route 12E (Bridge Street) and proceed 0.2 miles over bridge to intersection with NY Route 12F.

Follow NY Route 12F west for 3.3 miles to the intersection with NY Route 180.

Turn RIGHT onto NY Route 180 and proceed 0.3 miles to the Village of Dexter (NY Route 180 becomes Brown Street).

**END (northern terminus):** Junction of NY Route 180 (Brown Street) and Water Street in the Village of Dexter.

## **FORESTPORT SPUR**

(Note: The proposed spur will take the traveler along the remainder of the Black River itself to its headwaters in Forestport.)

**Total length:** 8.8 miles

**Starting point (northern terminus):** Begin in Boonville at junction of NY Route 12 and Main Street.

Follow NY Route 12 and proceed south an additional 6.3 miles to the Hamlet of Alder Creek.

Take exit ramp on the RIGHT and travel 1.0 miles to NY Route 28 North.

Travel east on NY Route 28 1.5 miles into the Hamlet of Forestport.

**End (southern terminus):** Intersection of NY Route 28 and Woodhull Road in the Hamlet of Forestport.

### **Connections to other scenic byways:**

- Parallels the *Seaway Trail National Scenic Byway* for 0.3 miles from the intersection of NY Route 180 (Brown Street) and Water Street in the Village of Dexter to the junction of NY Routes 180 and 12F.
- Parallels the *Olympic Trail Scenic Byway* for 16.8 miles from junction with NY Routes 3 to NY Route 126 in the Village of Carthage.

- Parallels *Maple Traditions (Proposed) Scenic Byway* for the first 0.4 miles along NY Route 26 in the Village of Lowville.
- Intersects with the *Revolutionary and Central Adirondack Trail Scenic Byways* at the junction of NY Routes 46 and 69.
- The proposed spur overlaps the *Central Adirondack Trail Scenic Byway* for 1.5 miles from the junction of NY Routes 12 and 28 to the spur's southern terminus at the intersection of NY Route 28 and Woodhull Road.



# Counties, Towns, Villages, Cities and Byway Route Numbers For the Black River Trail Scenic Byway

## **Oneida County:**

- City of Rome (NY Route 46/69/49) \**Southern Terminus*
- Town of Western (NY Route 46)
  - Hamlet of Westernville (NY Route 46)
- Town of Ava (NY Route 46)
- Town of Boonville (NY Route 46 and NY Route 12)
  - Village of Boonville (NY Route 46/Post Street, Schuyler Street, NY Route 12D/Main Street, and NY route 12.)
- *See Proposed Forestport Spur, next page.*

## **Lewis County:**

- Town of Leyden (NY Route 12)
  - Village of Port Leyden (NY Route 12)
- Town of West Turin (NY Route 12)
  - Village of Lyons Falls (NY Route 12)
- Town of Turin (NY Route 12)
- Town of Martinsburg (NY Route 12)
  - Hamlet of Glenfield (NY Route 12)
- Town of Lowville (NY Route 12 and NY Route 26)
  - Village of Lowville (NY Route 12/South State Street and NY Route 26/North State Street)
- Town of Denmark (NY Route 26 and NY Route 410)
  - Village of Castorland (NY Route 410)
- Town of Croghan (NY Route 410 and NY Route 126)

## **Jefferson County:**

- Town of Wilna (NY Route 126 and NY Route 3)

- Village of Carthage (NY Route 126/South James Street and NY Route 3/North School Street)
- Village of Herrings (NY Route 3)
- Village of Deferiet (NY Route 3)
- Town of Champion (NY Route 3)
  - Hamlet of Great Bend (NY Route 3)
- Town of Rutland (NY Route 3)
  - Hamlet of Felts Mills (NY Route 3)
  - Village of Black River (NY Route 3)
- Town of LeRay (NY Route 3)
- Town of Pamelaia (NY Route 3 and County Route 190)
  - Village of Glen Park (County Route 190/Main Street)
- City of Watertown (NY Route 3/Eastern Boulevard, Huntington Street, NY Route 283/Factory Street, Black River Parkway, NY Route 12F/Coffeen Street, Vanduzee Street, and County Route 190/West Main Street.
- Town of Brownville (County Route 190)
  - Village of Glen Park (County Route 190/Main Street)
  - Village of Brownville (County Route 190/East Main Street and NY Route 12E/Bridge Street)
- Town of Hounsfield (NY Route 12E, NY Route 12F, and NY Route 180)
- Town of Brownville (NY Route 180)
  - Village of Dexter (NY Route 180/Brown Street) *\*Northern Terminus*

**Proposed Forestport Spur:**

- Town of Boonville (NY Route 12 and NY Route 28 North) *\*Spur Northern Terminus*
  - Village of Boonville (NY Route 12/Main Street)
- Town of Forestport (NY Route 28 North)
  - Hamlet of Forestport (NY Route 28 and Woodhull Road) *\*Spur Southern Terminus*

