

Black River Trail Scenic Byway Corridor Management Plan



October 2009

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Attachments*

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Attachment I:	Local Advisory Committee Documents
Attachment II:	Regional and Local Support Letters and Resolutions
Attachment III:	Publicity: News Releases, Media Clippings, and Newsletters
Attachment IV:	NYSDOT Region 7, Designated Bicycle Routes
Attachment V:	Snowmobile Trail Maps
Attachment VI:	Recreation and Paddling Guides

** **Please note:** Attachments are available in the Master Copy only and are not available on the CD version. The Master Copy is available for viewing at Adirondack North Country Association’s office located at 67 Main Street, Saranac Lake, NY 12983.*

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.”

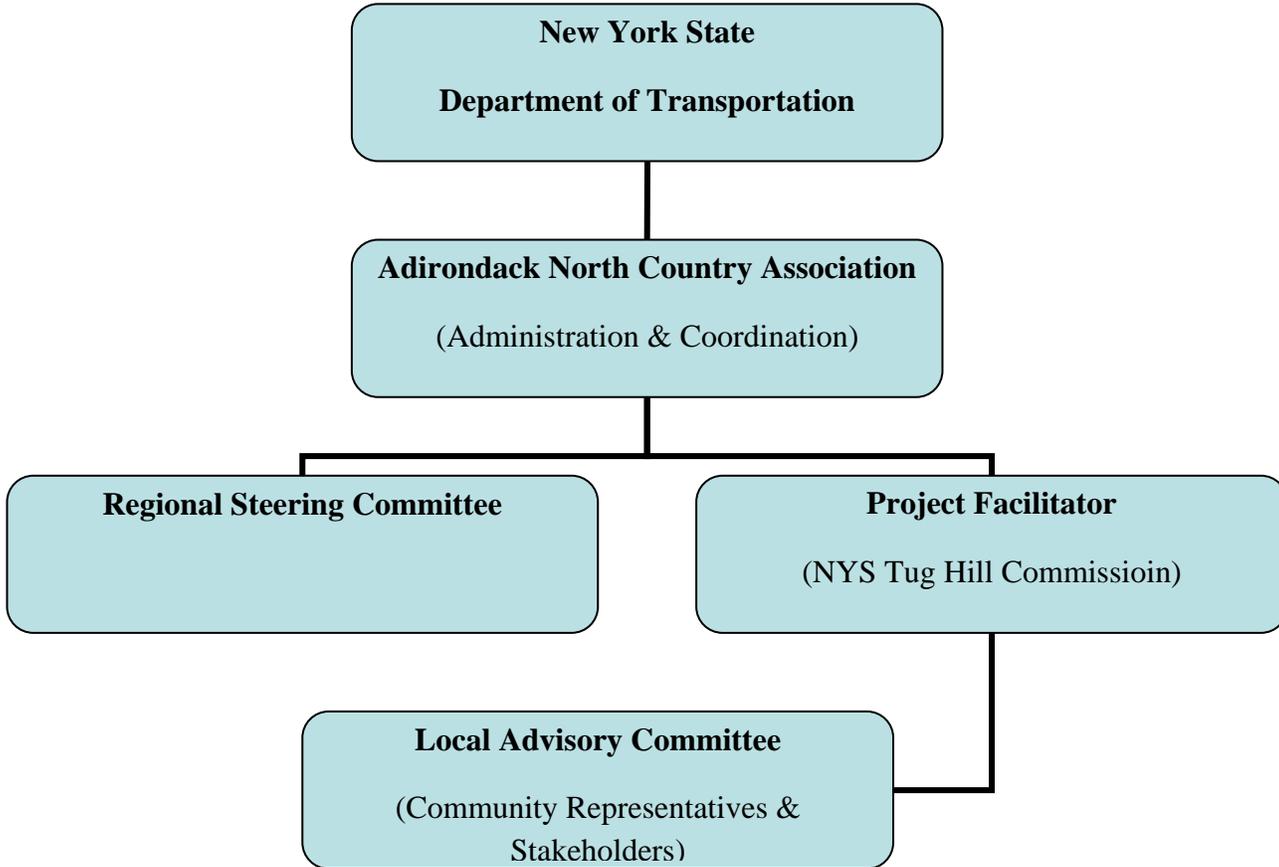
The NYS guide to Corridor Management Plans states that the program encourages both economic development and resource conservation, acknowledging that each of these aspects of a Byway must be fostered to ensure the success of the other.

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
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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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Bob	Diehl	Lewis County Trail Coordinator	Lewis County Dept. of Economic Dev.	Court House	Lowville	NY	13367	(315)	bdiehl@lewiscountyny.org
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Mary	Dunckel			7484 S. State Street	Lowville	NY	13367	(315)	edunckel@twcny.rr.com

Local Advisory Committee

FirstName	LastName	Title	Organization	Address	City	State	Zip Code	WorkPhone	E-mail
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William	Guglielmo	Executive Director	Rome Chamber of Commerce	299-208 Liberty Plaza	Rome	NY	13440	(315)	wkg@romechamber.com
Ralph	Hammond	Mayor	Village of Rensselaer Falls	PO Box 154	Rensselaer Falls	NY	13680	(315)	
Sharon	Heyboer		Herkimer-Oneida Transportation Study	321 Main Street	Utica	NY	13501	(315)	
Gerald	Hoard	Historian	Village of Brownville	116 E. Main Street	Brownville	NY	13615	(315) 782-4508	
Donald	Hunt		Pratt-Northam Foundation	7686 N. State Street	Lowville	NY	13367	(315)	dhunt137@aol.com
Doug	Hunt	Mayor	Village of Turin	PO Box 226	Turin	NY	13473	(315)	
Mark	Jacobs	Planner	City of Ogdensburg	330 Ford Street	Ogdensburg	NY	13669	(315) 393-7150	mjacobs@ogdensburg.org
Dale	Jeffers	Esq	Lombardi, Reinhard, Walsh & Harrison PC	111 Winners Circle	Albany	NY	12205	(315)	DFJ@LRWHLAW.COM
Jessica	Jenack	Community Development Dir.	Town of LeRay	8650 LeRay Street	Evans Mills	NY	13637	(315)	lerayplanning@nnymail.com
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
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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
Carla A	Malmgren	Community Development Spec.	Tug Hill Commission	317 Washington Street	Watertown	NY	13601	(315)	carla@tughill.org

Local Advisory Committee

FirstName	LastName	Title	Organization	Address	City	State	Zip Code	WorkPhone	E-mail
Linda	Marshall	Historian	Tn. Of Oswegatchie & V. of Heuvelton	PO Box 322	Heuvelton	NY	13654	(315) 344-6422	
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Ann M	McConnell	Historian	Town of West Turin	3204 N. Main Street	Constableville	NY	13325	(315) 397-2353	
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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Ralph	Mirabelli	Senior Planner	City of Rome Planning Dept.	198 North Washington St.	Rome	NY	13440	(315) 339-7648	mirabelli@romecitygove.com
Donald	Mooney		Railway Society of NNY Railroad Museum	9781 Main St.	Croghan	NY	13327	(315) 346-6848	dmooney8@twcny.rr.com
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Fred	Munk	Supervising Forester	NYS DEC	RR 3, Box 22-A	Lowville	NY	13367	(315)	fxmunk@gw.dec.state.ny.us
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Sharon	O'Brien		ANCA	28 St. Bernhard Street	Saranac Lake	NY	12983	(315)	anca-obrien@northnet.org
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Tina	Paczkowski	Supervisor	Town of Turin	Snugsborough Road	Lyons Falls	NY	13368	(315) 348-8465	
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
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Harold	Sanderson	Historian	Village of West Carthage	61 High Street	Carthage	NY	13619	(315) 493-2552	
Fred	Schneider	Supervisor	Town of New Bremen	8794 VanAmber Road	Castorland	NY	13620	(315) 376-3356	fschneider@twcny.rr.com
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Local Advisory Committee

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Susan	Smith	Supervisor	Town of Pitcairn	10 Edwards Road	Harrisville	NY	13648	(315)	
David	Smith	Regional Forester	NYSDEC, Region 6	317 Washington Street	Watertown	NY	13601	(315) 785-2610	dsmith@gw.dec.state.ny.us
Zoe	Smith		Wildlife Conservation Society	7 Brandy Brook Lane	Saranac Lake	NY	12983	(315)	
Karen	St. Hilaire	County Administrator	St. Lawrence County	48 Court Street	Canton	NY	13617	(315)	ksth@co.st-lawrence.ny.us
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Bryan	Thompson	Historian	Town of DeKalb	68 Streeter Road	DeKalb Junction	NY	13630	(315) 347-2178	
Lynn	Thornton	Historian	Town of Champion	10 N. Broad Street	Carthage	NY	13619	(315) 493-3240	lthorn@earthlink.net
David	Townsend	Assemblyman	NYS Assembly	PO Box 597	Westmoreland	NY	13490	(315) 853-7260	townsed@assembly.state.ny.us
Patrick	Turbett	Chair	St. Lawrence Co. Board of Legislators	48 Court Street	Canton	NY	13617	(315) 379-2276	tnichols@northnet.org
Trent	Tutlock	County Historian	St. Lawrence Co. Historical Assn.	PO Box 8	Canton	NY	13617	(315) 386-8133	slcha@nortnet.org
David	Valesky	NYS Senator	NYS Senate	333 E. Washington St, Rm 805	Syracuse	NY	13202	(315) 478-8745	www.senate.state.ny.us
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Eric	Virkler	Administrator	Village of Lowville	5402 Dayan Street	Lowville	NY	13367	(315) 376-2834	villow@nnymail.com
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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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Gary	Williams	Mayor	Village of Harrisville	PO Box 249	Harrisville	NY	13548	(315)	
David	Winters		Watertown Daily Times	PO Box 505	Ogdensburg	NY	13648	(315)	d winters@wdt.net
Mark	Woods		NYS DOT, E.A. Bureau	POD #41	Albany	NY	12232	(315)	mwoods@dot.state.ny.us
Haskell	Yancey, Jr.	Supervisor	Town of Croghan	7981 Longpond Road	Croghan	NY	13327	(315)	hayancey@northnet.org
Tom	Yousey	Executive Director	Pratt-Northam Foundation		Lowville	NY	13367	(315)	Hyousey@northnet.org
Barbara	Zehr		Swiss'er Sweet Maple	6242 Swiss Road	Castorland	NY	13620	(315)	bzehr1@twcny.rr.com
Malinda	Zehr	Clerk	Town of Lowville	5533 Bostwick Street	Lowville	NY	13676	(315)	tolclerk@frontiernet.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)

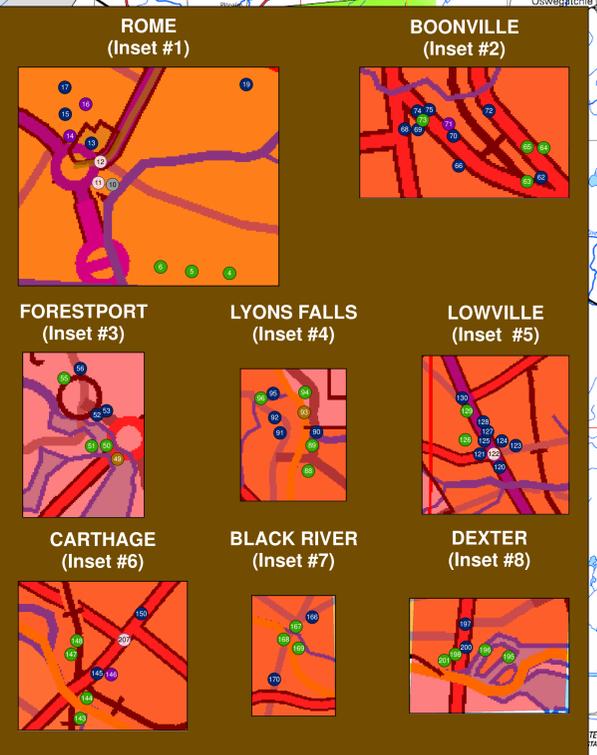
- Village of Carthage (NY Route 126/South James Street and NY Route 3/North School Street)
- Village of Herrings (NY Route 3)
- Village of Deferiet (NY Route 3)
- Town of Champion (NY Route 3)
 - Hamlet of Great Bend (NY Route 3)
- Town of Rutland (NY Route 3)
 - Hamlet of Felts Mills (NY Route 3)
 - 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*



Black River Scenic Byway Corridor Management Plan



INFORMATION

LEGEND

Scale: 0 to 4 Miles

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The Hill Commission GIS Product

LEGEND

- Black River Scenic Byway
- Black River Scenic Byway Spur
- Inset Locations
- Byway Terminus
- Central Adirondack Scenic Byway
- Maple Traditions Scenic Byway
- Olympic Scenic Byway
- Revolutionary Scenic Byway
- Seaway Trail Scenic Byway
- Byway Crossings
- Historic/Cultural Resource
- Natural Resource
- Recreational Resource
- Tourist/Visitor Services
- Transportation Services
- Multiple Resources

Railroads

- Operating Line

Airports

- Runway under 4000'
- Runway over 4000'

**Black River Trail Scenic Byway
Map Key and Resource Inventory**

MAP ID	RESOURCE	CATEGORY	OWNER	PHONE	SIGNAGE	COMMENTS	STREET ADDRESS	CITY	ZIP	MUNICIPALITY	X	Y
1	Griffis International Airport	Transportation	Oneida County, 592 Hanger Road, Suite 200, Rome, NY 13441	315-736-4171	Adequate	Two runways over 6,000 feet. (www.griffissairport.com). Car rentals available.	5900 Airport Blvd (west of 49)	Oriskany	13424	Town of Whitestown	-75.37793	43.15524
2	Historic Marker: Inland Canal	Historic/Cultural			Adequate	Begun in 1792 and second Erie Canal completed 1844.	So. James and E. Whitesboro Sts.	Rome	13440	City of Rome	-75.40049	43.19783
3	Historic Marker: Site of U.S. Arsenal	Historic/Cultural			Adequate	Maintained during War of 1812 and subsequently.	W. Dominick St. between Arsenal and Jay Sts.	Rome	13440	City of Rome	-75.41313	43.20514
4	NYS Canalway Trail	Recreational	NYS Canal Corporation, 200 Southern Blvd., Albany, NY 12201-0189	518-436-2700	Adequate	260 mi. long. Tourist information at 1-800-422-6254 (www.nyscanals.gov)		Rome	13440	City of Rome	-75.44322	43.20198
5	Rome Bellamy Harbor Park	Recreational	City of Rome, 198 N. Washington Street, Rome, NY 13441	315-336-6000	Needs Improv.	Fishing, docks, promenade, benches. On NYS Canal way Trail. Needs better connection to waterfront.	Mill Street	Rome	13440	City of Rome	-75.44665	43.20209
6	Erie Canal/Barge Canal	Recreational	NYS Canal Corporation, 200 Southern Blvd., Albany, NY 12201-0189	518-436-2700	Needs Improv.	Needs better signage where hiking and biking trails intersect.	Mill Street	Rome	13440	City of Rome	-75.44948	43.20238
7	Historic Marker: Fort Newport	Historic/Cultural			Adequate	A small colonial post which guarded Upper Wood Creek Landing Place.	Calvert St. between Arsenal St. and Brewer Alley	Rome	13440	City of Rome	-75.46602	43.20304
8	Historic Marker: Here Passed Ancient Carry	Historic/Cultural			Adequate	From east to west from the Mohawk to Wood Creek.	George and Liberty Sts.	Rome	13440	City of Rome	-75.47598	43.20721
9	Historic Marker: Fort Craven	Historic/Cultural			Adequate	Destroyed in British panic before completion Aug. 31, 1756.	E. Whitesboro St. and between Bouck and Mill Sts.	Rome	13440	City of Rome	-75.46744	43.20928
10	Amtrak Station and Bus Stop	Transportation	Amtrak. www.amtrak.com	1-800-872-7245	Adequate		6599 Martin Street	Rome	13440	City of Rome	-75.45432	43.20782
11	Revolutionary Scenic Byway	Byway Crossing	Managed by Mohawk Valley Heritage Corridor Commission, 66 Montgomery St., Canajoharie, NY 13317	518-673-1045	Needs Improv.	Corridor Management Planning underway. Maps and information available at www.mvhcc.org.	Intersection of Rts. 69, 49 and 46.	Rome	13440	City of Rome	-75.45517	43.20793
12	Central Adirondack Trail Scenic Byway	Byway Crossing	Managed by ANCA, 67 Main St., Saranac Lake, NY 12983	518-891-6200	Needs Eval.			Rome	13440	City of Rome	-75.45499	43.20933
13	Fort Stanwix National Monument	Historic/Cultural	National Park Service	315-338-7730	Adequate	Reconstructed Revolutionary War Fort (www.nps.gov/fost)	112 East Park St.	Rome	13440	City of Rome	-75.45582	43.21056
14	Rome Area Chamber of Commerce	Tourist/ Visitor Service	Same	315-337-1700	Adequate	Chamber and Visitor's Center (www.romechamber.com)	139 W. Dominick St.	Rome	13440	City of Rome	-75.45777	43.21102
15	Rome Capitol Theatre	Historic/Cultural	Same	315-337-6277	Adequate	Family oriented performing arts facility (www.when-in-rome.com)	220 W. Dominick St.	Rome	13440	City of Rome	-75.45821	43.21246
16	Rome City Hall	Tourist/ Visitor Service	City of Rome, 198 N. Washington Street, Rome, NY 13441	315-336-6000	Adequate	Municipal Offices (www.romenewyork.com)	198 N. Washington St.	Rome	13440	City of Rome	-75.45636	43.21314
17	Gansevoort-Bellamy Historic District (NRHP)	Historic/Cultural	City of Rome, 198 N. Washington Street, Rome, NY 13441	315-336-6000	Adequate	Bounded by Liberty, Steuben, Huntington Streets to Bissel.	Routes 26 and 46	Rome	13440	City of Rome	-75.45826	43.21425
18	Jervis Public Library (Historic Building)	Historic/Cultural	Same.	315-336-4570	Adequate	www.jervislibrary.org	613 N. Washington Street	Rome	13440	City of Rome	-75.45935	43.21645
19	Historic Marker: Rome	Historic/Cultural			Adequate	March 4th, 1796, formed from the Town of Steuben.	No. James and W. Park Sts.	Rome	13440	City of Rome	-75.44180	43.21450
20	Historic Marker: Siege of Fort Stanwix	Historic/Cultural			Adequate	During siege of Fort Stanwix Aug. 1777 Main British Camp was between this point and bluff to South.	E. Bloomfield St. and Roosevelt Ave.	Rome	13440	City of Rome	-75.46886	43.21450
21	The Rome Sports Hall of Fame and Museum	Historic/Cultural	Same. PO Box 774, Rome, NY 13442	315-339-9038	Adequate	Open May 24 - Labor Day. Racing wing and sports wing.	5790 Rome-New London Rd.	Rome	13440	City of Rome	-75.49798	43.22780
22	Historic Marker: Here Passed Ancient Carry	Historic/Cultural			Adequate	Passed southward to Fort Newport and Wood Creek.	W. Dominick and Jay Sts.	Rome	13440	City of Rome	-75.47456	43.22179
23	Historic Marker: 1755-1756 Fort Williams	Historic/Cultural			Adequate	Guarded Upper Mohawk Landing. Burned in a panic by British General Webb.	Bouck St. between E. Whitesboro and E. Domick Sts.	Rome	13440	City of Rome	-75.46459	43.22388
24	Franklyn's Field Park	Recreational	City of Rome, 198 N. Washington Street, Rome, NY 13441	315-336-6000	Adequate	Ballfield, playground, bandshell.	1106 N. James St.	Rome	13440	City of Rome	-75.44562	43.22384
25	Historic Marker: Old Black River Canal	Historic/Cultural			Adequate	Building 1836-1855; Connected Mohawk Valley with Black River County; Opening up 90 miles navigable waterway; Joined Erie Canal here.	Black R. Blvd. And E. Whitesboro St.	Rome	13440	City of Rome	-75.44323	43.22596
26	Snowmobile Trail C7D Crossing	Recreational	Trailbusters		Needs Eval.	Trail C7D		Rome	13440	City of Rome	-75.43907	43.26054
27	NYS DEC Rome Fish Hatchery	Natural Resource	NYS DEC Bureau of Fisheries, 625 Broadway, Albany, NY 12233 - www.dec.ny.gov	315-337-1390	Adequate	Brook and brown trout and Kakanee Salmon	8306 Fish Hatchery Rd.	Rome	13440	City of Rome	-75.43867	43.26176
28	Delta Lake State Park	Recreational	NYS OPRHP. www.nysparks.state.ny.us	315-337-4670	Adequate	Open year-round. Camping, swimming, fishing, hiking, cross-country skiing.	8797 State Rte. 46	Rome	13440	Town of Western	-75.41813	43.28746
29	Snowmobile Trail C7P Crossing	Recreational	Trailbusters		Needs Eval.	Trail C7P		Rome	13440	Town of Western	-75.41439	43.29123
30	Historic Marker: Western, Oneida County	Historic/Cultural			Adequate	March 10, 1797. Formed from the Town of Steuben.	NYS Rte. 46 near School	Westernville	13486	Town of Western	-75.38341	43.30539
31	Historic Marker: The Homestead of General William Floyd	Historic/Cultural	National Historic Landmark. www.generalwilliamfloydhouse.org		Adequate	Born 1734 - Died 1821. Member of the Continental Congress. Signer of the Declaration of Independence.	Corner of Gifford Hill Road and Main St.	Westernville	13486	Town of Western	-75.38359	43.30553
32	Snowmobile Trail C7 Crossing	Recreational	Penn Mountain		Needs Eval.	Trail C7		Westernville	13486	Town of Western	-75.37912	43.30668
33	Town of Western Park	Recreational	Town of Western, PO Box 15, Westernville, NY 13486	315-827-4781	Needs Improv.	Ballfield, playground and picnic area.	Corner of NYS Rte. 46 and Main St.	Westernville	13486	Town of Western	-75.37656	43.31104

**Black River Trail Scenic Byway
Map Key and Resource Inventory**

MAP ID	RESOURCE	CATEGORY	OWNER	PHONE	SIGNAGE	COMMENTS	STREET ADDRESS	CITY	ZIP	MUNICIPALITY	X	Y
34	Snowmobile Trail C4 Crossing	Recreational	Penn Mountain		Needs Eval.	Trail C4		Westernville	13486	Town of Western	-75.36050	43.32298
35	Snowmobile Trail C4 Crossing	Recreational	Penn Mountain		Needs Eval.	Trail C4		Westernville	13486	Town of Western	-75.35840	43.32585
36	Snowmobile Trail C4 Crossing	Recreational	Penn Mountain		Needs Eval.	Trail C4		Westernville	13486	Town of Western	-75.35796	43.33677
37	Clark Hill State Forest	Natural Resource	NYS DEC Region 6, Watertown, NY 13601. www.dec.ny.gov	315-785-2261	Adequate		Crill Road, off Buck Hill Road	Westernville	13486	Town of Steuben	-75.31694	43.36716
38	Buck Hill State Forest	Natural Resource	NYS DEC Region 6, Watertown, NY 13601. www.dec.ny.gov	315-785-2261	Adequate		NYS Rte. 46 and Buck Hill Road	Westernville	13486	Town of Western	-75.36841	43.38115
39	DEC Fishing Access Lansing Kill Creek	Recreational	NYS DEC Region 6, Watertown, NY 13601. www.dec.ny.gov	315-785-2261	Adequate		NYS Rte. 46 just south of Pixley Falls State Park	Boonville	13309	Town of Western	-75.38121	43.38670
40	Webster Hill State Forest	Natural Resource	NYS DEC Region 6, Watertown, NY 13601. www.dec.ny.gov	315-785-2261	Adequate		NYS Rte. 46 near Dunn Brook Road	Boonville	13309	Town of Western	-75.39710	43.38958
41	Black River Environmental Improvement Assn. Ski Trail Parking	Recreational	BREIA (non-profit organization) - www.breiax-countryski.org/	315-942-2299	Adequate	Parking just south at the Cross Country Ski Parking Lot.	NYS Rte. 46 just south of Pixley Falls State Park (Hurlburtville)	Boonville	13309	Town of Boonville	-75.36361	43.40410
42	Historic Marker: Black River Canal	Historic/Cultural			Needs Improv.	Site of the once famous five combines - world's record for number of canal locks; canal has 109 locks in 35 miles of waterway. Sign needs straightening and brush clearing.	11430 NYS Rte. 46 at entrance to Pixley Falls State Park	Boonville	13309	Town of Boonville	-75.36170	43.40404
43	Pixley Falls State Park	Recreational	NYS OPRHP. www.nysparks.state.ny.us	315-942-4713	Adequate	50Ft. Waterfall, picnic area, nature/ski trails, camp sites.	11430 State Route 46	Boonville	13309	Town of Boonville	-75.34449	43.40334
44	Jackson Hill State Forest	Natural Resource	NYS DEC Region 6, Watertown, NY 13601. www.dec.ny.gov	315-785-2261	Adequate		NYS Rte. 46 near Cady Road	Boonville	13309	Town of Boonville	-75.35307	43.42497
45	Historic Marker: Black River Canal	Historic/Cultural			Adequate			Boonville	13309	Town of Boonville	-75.32698	43.42431
46	Little Black Creek Fishing Access and Cartop Boat Launch	Recreational	NYS DEC Region 6, Watertown, NY 13601. www.dec.ny.gov	315-785-2261	Needs Eval.	Black River Headwaters, near Crandall Falls.	Bardwell Mills Rd.	Remsen	13438	Town of Forestport	-75.16779	43.40002
47	Snowmobile Trail C7 Crossing	Recreational	Penn Mountain		Needs Eval.	Trail C7		Boonville	13309	Town of Boonville	-75.22704	43.42167
48	Black River Environmental Improvement Association (BREIA) Trails	Recreational	BREIA (non-profit organization) - www.breiax-countryski.org/	315-942-2299	Adequate	Free public access to over 50K of non-motorized trails for cross-country skiing, mountain biking, or hiking.	11903 Potato Hill Road	Boonville	13309	Town of Boonville	-75.22901	43.42265
49	NYSDEC Black River Wild Forest	Natural Resource	NYS DEC Region 6, Watertown, NY 13601. www.dec.ny.gov	315-785-2261	Needs Eval.		State Highway 28, northeast of intersection with River Rd.	Forestport	13338	Town of Forestport	-75.20375	43.43846
50	Black River/Forestport Reservoir DEC Fishing Access	Recreational	NYS DEC Region 6, Watertown, NY 13601. www.dec.ny.gov	315-785-2261	Needs Eval.		State Highway 28, northeast of intersection with River Rd.	Forestport	13338	Town of Forestport	-75.20504	43.43932
51	NYSDEC Forestport Reservoir Boat Launch	Recreational	NYS DEC Region 6, Watertown, NY 13601. www.dec.ny.gov	315-785-2261	Needs Eval.		River Road	Forestport	13338	Town of Forestport	-75.20603	43.43928
52	Historical Marker - Foresport	Historic/Cultural			Adequate	Town-1869. Village-1903. First Settlement 1795; In 1777 St. Leger's Indians retreated through here Oriskany to Crown Point.	River and White Lake Sts.	Forestport	13338	Town of Forestport	-75.20535	43.44135
53	Historic Forestport Presbyterian Church	Historic/Cultural	Same.		Needs Eval.		Woodhull Rd.	Forestport	13338	Town of Forestport	-75.20510	43.44140
54	Forestport Town Hall	Tourist/ Visitor Service	Town of Forestport	315-392-2801	Adequate		12012 Woodhull Rd.	Forestport	13338	Town of Forestport	-75.19952	43.44267
55	Forestport Park	Recreational	Town of Forestport	315-392-2801	Adequate		12012 Woodhull Rd.	Forestport	13338	Town of Forestport	-75.20848	43.44363
56	Historic St. Patrick's Church	Historic/Cultural	Same.		Needs Eval.		11996 River St.	Forestport	13338	Town of Forestport	-75.20705	43.44427
57	Black River DEC Fishing Access	Recreational	NYS DEC Region 6, Watertown, NY 13601. www.dec.ny.gov	315-785-2261	Needs Eval.		Edmonds Road	Boonville	13309	Town of Boonville	-75.24891	43.47920
58	Historical Marker: Old French Road	Historic/Cultural			Adequate	Built by French colonists, 1790 on way to settle Castorland; First road to North Country, following an Iroquois War Trail.	NYS Route 12, 1 mile south of Village of Boonville	Boonville	13309	Town of Boonville	-75.30550	43.47212
59	Boonville Youth Athletic Association Sports Complex	Recreational	BYAA, Inc. PO Box 412, Boonville, NY 13309	315-942-5867	Adequate	Three current baseball ballfields. A fourth is being developed.	13216 NYS Route 12	Boonville	13309	Village of Boonville	-75.31988	43.47758
60	Snowmobile Trail C7B Crossing	Recreational	LostTrails		Needs Eval.	Trail C7B		Boonville	13309	Village of Boonville	-75.33398	43.47717
61	Boonville Canal Trail	Recreational	Village of Boonville, 13149 State Rte. 12, Boonville, NY 13309, www.village.boonville.ny.us	315-943-2061	Adequate	Bicycle-Pedestrian trail from village limit to BREIA parking lot. Lights for evening use.	NYS Route 12	Boonville	13309	Village of Boonville	-75.32493	43.47912

**Black River Trail Scenic Byway
Map Key and Resource Inventory**

MAP ID	RESOURCE	CATEGORY	OWNER	PHONE	SIGNAGE	COMMENTS	STREET ADDRESS	CITY	ZIP	MUNICIPALITY	X	Y
62	Black River Canal Museum & Warehouse	Historic/Cultural	Same. PO Box 122 Boonville, NY 13309. www.blackrivercanalmuseum.com	315-942-6763	Adequate	Exhibits & Shop. Canal boat replica and restored canal warehouse building on canal next to NY Route12.	502 Water Street	Boonville	13309	Village of Boonville	-75.32749	43.48112
63	Snowmobile Trail C7B Crossing	Recreational	LostTrails		Needs Eval.	Trail C7B		Boonville	13309	Village of Boonville	-75.32808	43.48091
64	Erwin Park	Recreational	Village of Boonville, 13149 State Rte. 12, Boonville, NY 13309, www.village.boonville.ny.us	315-943-2061	Adequate	Recreation complex includes playground, pavillion, swimming, and access to feeder canal trail.	NYS Route 12	Boonville	13309	Village of Boonville	-75.32732	43.48262
65	Snowmobile Trail C7B and C7C Crossing	Recreational	LostTrails		Needs Eval.	Trail C7B & C7C		Boonville	13309	Village of Boonville	-75.32846	43.48266
66	Historic Marker - First Presbyterian Church	Historic/Cultural			Adequate	Organized 1805 present edifice built 1855-1856 re-dedicated 1955.	So. Side James Street	Boonville	13309	Village of Boonville	-75.33323	43.48169
67	Boonville-Oneida County Fairgrounds	Tourist/ Visitor Service	Boonville-Oneida Co. Fair, PO Box 775, Boonville, NY 13309 www.boonvillefair.com	315-942-2251	Adequate	Facility hosts fair and the annual NYS Woodsmen's Field Days.	NYS Route 294	Boonville	13309	Village of Boonville	-75.34466	43.48141
68	Dodge Pratt-Northam Art & Community Center	Historic/Cultural	Same.	315-942-5133	Adequate	Restored Victorian home with gallery and shop.	106 Schuyler St	Boonville	13309	Village of Boonville	-75.33670	43.48362
69	Erwin Library & Pratt House (Historic Building)	Historic/Cultural	Same.	315-942-5133	Adequate		104 Schuyler St.	Boonville	13309	Village of Boonville	-75.33633	43.48363
70	Boonville Historic District	Historic/Cultural	Village of Boonville, 13149 State Rte. 12, Boonville, NY 13309, www.village.boonville.ny.us	315-943-2061	Needs Eval.	Schuyler, Post, W. Main, & Summit Streets.	Routes 12D and 294	Boonville	13309	Village of Boonville	-75.33370	43.48334
71	Boonville Area Chamber of Commerce	Tourist/ Visitor Service	Same. www.boonvillechamber.org	315-942-5112	Adequate		122 Main St.	Boonville	13309	Village of Boonville	-75.33390	43.48369
72	Historic Marker: Black River Canal	Historic/Cultural			Adequate	Site of Lock 71, Summit Level; 710 feet above Rome; from here water flowed north to St. Lawrence, south to Mohawk.	Corner of NYS Rte. 12 and E. Schuyler Street	Boonville	13309	Village of Boonville	-75.33115	43.48449
73	Boonville Village Green and Gazebo	Recreational	Village of Boonville, 13149 State Rte. 12, Boonville, NY 13309, www.village.boonville.ny.us	315-942-2061	Adequate	Site for miscellaneous community events and occassional musical performances.	Corner Schuyler & Post St.	Boonville	13309	Village of Boonville	-75.33579	43.48412
74	Historic Marker: Boonville	Historic/Cultural			Adequate	Settled 1795; Named for Gerrit Boon, native Leyden, Holland, agent of Holland Land Co.; Town formed 1805; Village incorporated 1855.	406 Post St.	Boonville	13309	Village of Boonville	-75.33581	43.48428
75	Boonville US Post Office (Historic Building)	Historic/Cultural	United States Postal Service	315-942-4816	Adequate		101 Main St.	Boonville	13309	Village of Boonville	-75.33544	43.48448
76	Black River Fishing Access	Recreational	NYS DEC Region 6, Watertown, NY 13601. www.dec.ny.gov	315-785-2261	Needs Eval.		Edmonds Road, Near the Intersection with Sheen Road	Boonville	13309	Town of Boonville	-75.27427	43.49328
77	1866 Church	Historic/Cultural			Needs Eval.			Boonville	13309	Town of Boonville	-75.27701	43.49308
78	Black River Canal Trail Crossing	Recreational			Needs Eval.			Boonville	13309	Town of Boonville	-75.29908	43.49800
79	Black River Canal Trail Crossing	Recreational			Needs Eval.			Boonville	13309	Town of Boonville	-75.31249	43.49988
80	Black River Canal-Five Lock Combine & Locks 37 & 38	Historic/Cultural			Adequate	Could use some brushing to make parking and path more visible.	NYS Route 12, 1.5 miles north of the Village of Boonville	Boonville	13309	Town of Boonville	-75.32603	43.51253
81	Black River DEC Fishing Access	Recreational	NYS DEC Region 6, Watertown, NY 13601. www.dec.ny.gov	315-785-2261	Needs Eval.		Walker Road, Near the Lewis County Boundary	Boonville	13309	Town of Lyonsdale	-75.31144	43.52300
82	Norton Rd Bridge	Recreational	NYS DEC Region 6, Watertown, NY 13601. www.dec.ny.gov	315-785-2261	Needs Eval.	Parking and fishing access.	Norton Road, 1 mile east of NYS Rte. 12	Port Leyden	13433	Town of Lyonsdale	-75.30803	43.53227
83	Historic Canal Locks	Historic/Cultural	NYS Dept. of Transportation		Needs Improv.	Signed as a parking/rest area with visitor info. Features kiosk and walkway along section of former canal locks.	NYS Route 12	Boonville	13309	Town of Leyden	-75.32657	43.54023
84	Mill Creek/Black River DEC Fishing Access	Recreational	NYS DEC Region 6, Watertown, NY 13601. www.dec.ny.gov	315-785-2261	Needs Eval.		River Road, West Side	Port Leyden	13433	Town of Lyonsdale	-75.32181	43.54869
85	Port Leyden Park	Recreational	Village of Port Leyden, PO Box 582, Port Leyden, NY	315-348-4386	Adequate	Ball fields and tennis court with pavillion.	PO Box 582	Port Leyden	13433	Village of Port Leyden	-75.34857	43.58592
86	Historical Marker - Port Leyden Lock 96	Historic/Cultural			Adequate			Port Leyden	13433	Town of Leyden	-75.34886	43.58736
87	Caleb Lyon Memorial	Historic/Cultural	Wild Wood Cemetary Assoc.		Needs Eval.	2nd Governor of Idaho Territory. Member of the U.S. House of Representatives for New York's 23rd district from 1853-1855.	Davis Bridge Road, Near intersection with River Road	Lyons Falls	13368	Town of Lyonsdale	-75.34280	43.60660
88	Lyons Falls Community Park	Recreational	Village of Lyons Falls, PO Box 368, Lyons Falls, NY 13368	315-348-5081	Needs Improv.	Ball fields and pavillion. Undeveloped forest parcel b/w park & river.	South Side of Laura Street, Near intersection with Lyons Falls Rd.	Lyons Falls	13368	Village of Lyons Falls	-75.35715	43.61374
89	Canoe Launch - Lyons Falls (upper)	Recreational	Village of Lyons Falls, PO Box 368, Lyons Falls, NY 13368	315-348-5081	Needs Eval.	Located above the falls in Lyons Falls; provides acces to the upper reaches of the Black River and the lower stretches of the Moose River. Also small beach/swimming area.	Lyons Falls Rd., between Laura Street and Kosterville Road	Lyons Falls	13368	Village of Lyons Falls	-75.35672	43.61608

**Black River Trail Scenic Byway
Map Key and Resource Inventory**

MAP ID	RESOURCE	CATEGORY	OWNER	PHONE	SIGNAGE	COMMENTS	STREET ADDRESS	CITY	ZIP	MUNICIPALITY	X	Y
90	3-way Bridge	Historic/Cultural			Needs Eval.		Intersection of Lyons Falls Road and Kosterville Road	Lyons Falls	13368	Village of Lyons Falls	-75.35622	43.61703
91	Lyons Falls Library	Historic/Cultural	Village of Lyons Falls, PO Box 368, Lyons Falls, NY 13368	315-348-5081	Needs Eval.		High Street	Lyons Falls	13368	Village of Lyons Falls	-75.36044	43.61695
92	Historic Forest Presbyterian Church	Historic/Cultural	Same		Needs Eval.	On national register.	4108 Center St.	Lyons Falls	13368	Village of Lyons Falls	-75.36106	43.61823
93	Lyons Falls	Natural Resource			Needs Eval.		Lyons Falls Rd., just north of intersection with Kosterville Road	Lyons Falls	13368	Town of Lyonsdale	-75.35765	43.61868
94	Canoe Launch - Lyons Falls (lower)	Recreational	Northbrook Lyons Falls, 4119 Center St., Lyons Falls, NY 13368	315-348-8975	Needs Eval.	Includes parking and informational signage. Located at the site of the original Catorland Colony.	Lyons Falls Rd., west side 0.2 miles north of the intersection with Kosterville Road	Lyons Falls	13368	Town of Lyonsdale	-75.35756	43.62036
95	Historic Marker: Black River Canal	Historic/Cultural			Adequate	Here had its northern terminus 35 miles from its beginning at Rome and here joined the Black River - navigable to Carthage.	End of Mcalpine Street	Lyons Falls	13368	Village of Lyons Falls	-75.36160	43.62020
96	Lyons Falls Canal Basin Park	Recreational	Village of Lyons Falls, PO Box 368, Lyons Falls, NY 13368	315-348-5081	Needs Improv.	Former turning basing for canal boats transferring goods. Site includes picnic table & historic photos as well as a view platform.	South Side of Mcalpine Street, near intersection with Edgewood Dr.	Lyons Falls	13368	Village of Lyons Falls	-75.36237	43.61997
97	Snowmobile Trail C7B Crossing	Recreational	Brantingham		Needs Eval.	Trail C7B		Lyons Falls	13368	Town of West Turin	-75.37445	43.62335
98	Gomer Hill (2115') State Fire Tower	Recreational	NYS DEC Region 6, Watertown, NY 13601. www.dec.ny.gov	315-785-2261	Needs Eval.	Fire tower closed, but site offers great views of the Black River valley. Gomer Hill is the highest point on Tug Hill.		Turin	13473	Town of Turin	-75.48238	43.64753
99	Fish Creek	Natural Resource			Needs Eval.		Off the River Road, Near intersection with Lyons Falls Road	Lyons Falls	13368	Town of Greig	-75.36687	43.66755
100	Fish Creek Fishing Access	Recreational	NYS DEC Region 6, Watertown, NY 13601. www.dec.ny.gov	315-785-2261	Needs Eval.		Fish Creek Road, Near intersection with Lyons Falls Rd.	Lyons Falls	13368	Town of Greig	-75.35424	43.66837
101	Snowmobile Trail C5A Crossing	Recreational	Plateau Riders		Needs Eval.	Trail C5A		Turin	13473	Town of Turin	-75.38213	43.67893
102	Burdick's Crossing Fishing Access Site & Cartop Boat Launch	Recreational	Town of Turin, PO Box 131, Turin, NY 13473	315-348-8314	Needs Improv.	Sand/gravel boat launch. Picnic table. No other amenities, but plans for improved ramp & accessible fishing platform.	Burdick's Crossing Road, north side of road just west of the bridge	Turin	13473	Town of Turin	-75.36527	43.67878
103	Historic St. Thomas Church	Historic/Cultural	Catholic Church Greig Lot, 5441 Shady Ave., Lowville, NY 13367		Needs Eval.		Greig Road, west side of road north of the intersection with Sweeney Road	Lyons Falls	13343	Town of Greig	-75.35514	43.68224
104	Historic Greig United Methodist Church	Historic/Cultural	Same, Rte. 1, Glenfield, NY 13343		Needs Eval.		Greig Road, west side of road north of the intersection with Sweeney Road	Lyons Falls	13343	Town of Greig	-75.35522	43.68285
105	Greig Community Park	Recreational	Town of Greig, 5216 Greig Road, Greig, NY 13345	315-348-6697	Needs Eval.		Park Road, off Greig Road	Lyons Falls	13343	Town of Greig	-75.35637	43.68483
106	Whetstone Gulf State Park & Camprground	Recreational	NYS OPRHP. www.nysparks.state.ny.us	315-376-6630	Adequate	350 ft.-deep gulf (gorge). Camping, swimming, picnickng. Hiking/ski trails around edge of gorge.	RD#2, Box 69	Lowville	13367	Town of Martinsburg	-75.46597	43.70140
107	Historic Glenfield United Methodist Church	Historic/Cultural	Same. 6656 Otter Creek Road, Glenfield, NY 13343		Needs Eval.		Church Street	Lyons Falls	13343	Town of Martinsburg	-75.40392	43.71032
108	Historic St. Mary's Church	Historic/Cultural	Same.		Needs Eval.		Blue Street, near intersection with Greig Road	Lyons Falls	13343	Town of Martinsburg	-75.40065	43.71096
109	DEC Glenfield Boat Launch (Boat Ramp & Fishing Access)	Recreational	NYS DEC Region 6, Watertown, NY 13601. www.dec.ny.gov	315-785-2261	Needs Eval.	Includes a large parking area, boat ramp, picnic area, and interpretive signage.	Greig Road, north side just east of bridge	Lyons Falls	13343	Town of Greig	-75.39882	43.71120
110	Hesington Marsh	Natural Resource			Needs Eval.	Observation Deck with historical and ecological interpretation.	Greig Road, north side just east of bridge	Lyons Falls	13343	Town of Greig	-75.39794	43.71046
111	John Mungo Memorial Park	Recreational	3 G Fire Dept., Glenfield, NY 13343		Needs Eval.		Off Blue Street, west side	Lyons Falls	13343	Town of Martinsburg	-75.39996	43.71430
112	Otter Creek Lock & Dam	Historic/Cultural			Needs Eval.	Built in 1860.	Otter Creek Road, north side	Lyons Falls	13343	Town of Martinsburg	-75.37960	43.71904
113	Otter Creek Horse Trails & DEC Campground	Recreational	NYS DEC Region 6, Watertown, NY 13601. www.dec.ny.gov	315-785-2261	Adequate	DEC Campground, trails, & covered tie stalls. 7 miles east of NYS Route 12.	Off Chases Lake Road, north side	Lyons Falls	13343	Town of Greig	-75.31462	43.74413
114	Independence River	Natural Resource			Adequate		Off intersection of Austin and Pine Grove Roads	Lyons Falls	13343	Town of Watson	-75.39540	43.75010
115	Historic Mennonite Church	Historic/Cultural	Hope Mennonite Fellowship, C/O Gilbert Steria 10468 East Rd., Lowville, NY 13367		Adequate		Number Four Road, near intersection with Snell Road	Lowville	13367	Town of Watson	-75.43136	43.77573
116	NYS DEC Beach's Landing Fishing Access Site	Recreational	NYS DEC, 317 Washington St., Watertown, NY 13601	315-785-2261	Adequate		Number Four Road, near intersection with River Road	Lowville	13367	Town of Watson	-75.43683	43.77556
117	Beach's Bridge	Historic/Cultural			Needs Eval.		Number Four Road, near intersection with Martinsburg Road	Lowville	13367	Town of Watson	-75.44034	43.77537
118	Black River Beaches DEC Access	Recreational	NYS DEC, 317 Washington St., Watertown, NY 13601	315-785-2261	Adequate		Number Four Road, near intersection with Martinsburg Road	Lowville	13367	Village of Lowville	-75.44615	43.77484

**Black River Trail Scenic Byway
Map Key and Resource Inventory**

MAP ID	RESOURCE	CATEGORY	OWNER	PHONE	SIGNAGE	COMMENTS	STREET ADDRESS	CITY	ZIP	MUNICIPALITY	X	Y
119	Lewis County Chamber of Commerce	Tourist/ Visitor Service	Same (www.lewiscountychamber.org)	315-376-2213	Adequate	Tourist information.	7383-C Utica Blvd	Lowville	13367	Village of Lowville	-75.48267	43.77752
120	Lewis County Historical Society	Historic/Cultural	Same (www.frontiernet.net/~lchs/)	315-376-8957	Adequate	Museum. Located in former Masonic Temple.	7552 South State St.	Lowville	13367	Village of Lowville	-75.49155	43.78574
121	Lowville Free Library (Historic Building)	Historic/Cultural	Same	315-376-2131	Adequate		5387 Dayan St.	Lowville	13367	Village of Lowville	-75.49389	43.78664
122	Maple Traditions Scenic Byway	Byway Crossing	Managed by ANCA, 67 Main St., Saranac Lake, NY 12983	518-891-6200	Needs Improv.	CMP proposes new signage for Maple Traditions & Black River Trail Scenic Byways.	State Highway 812	Lowville	13367	Village of Lowville	-75.49224	43.78667
123	Historic St. Peters Catholic Church	Historic/Cultural	Same	315-376-6662	Adequate		5439 Shady Ave	Lowville	13367	Village of Lowville	-75.48976	43.78739
124	Historic Lowville United Methodist Church	Historic/Cultural	Same	315-376-2123	Adequate		7618 N State St.	Lowville	13367	Village of Lowville	-75.49131	43.78750
125	Historic Lowville Baptist Church	Historic/Cultural	Same	315-376-2115	Adequate		7637 State St.	Lowville	13367	Village of Lowville	-75.49336	43.78739
126	Village of Lowville Park	Recreational	Village of Lowville, 5402 Dayan Street, Lowville, NY 13367	315-376-2834	Needs Improv.		Parkway St.	Lowville	13367	Village of Lowville	-75.49558	43.78785
127	Historic Trinity Episcopal Church	Historic/Cultural	Same	376-3241	Adequate		5411 Trinity Ave	Lowville	13367	Village of Lowville	-75.49336	43.78859
128	Lewis County Court House (Historic Building)	Historic/Cultural	Lewis County		Adequate		7660 N. State St.	Lowville	13367	Village of Lowville	-75.49333	43.78887
129	Veteran's Memorial Park	Recreational	Village of Lowville, 5402 Dayan Street, Lowville, NY 13367	315-376-2834	Adequate	Includes playground, tennis courts, and memorial garden.		Lowville	13367	Village of Lowville	-75.49541	43.79076
130	First Presbyterian Church of Lowville (NRHP)	Historic/Cultural	Same	315-376-3631	Adequate		7707 State St.	Lowville	13367	Village of Lowville	-75.49597	43.79138
131	Lewis County Fairgrounds (NRHP)	Historic/Cultural	Lewis County Ag. Society, Same address. www.lewiscountyfair.org	315-376-8333	Adequate	Buildings, Grandstand & Old Horse Track. Permanent site of Lewis County fair since 1871.	Bostwick St.	Lowville	13367	Village of Lowville	-75.49112	43.79559
132	Maple Ridge Wind Farm	Tourist/ Visitor Service	PPM Energy & Horizon Wind Energy	315-376-8812	Adequate	Largest wind farm east of the Mississippi.	6972 Eagle Factory Road	Lowville	13367	Town of Lowville	-75.57516	43.78759
133	Snowmobile Trail C5J Crossing	Recreational	Valley Snow Travelers		Needs Eval.	Trail C5J		Lowville	13367	Town of Lowville	-75.50294	43.80511
134	NYS DEC Black River Handicap Fishing Access	Recreational	NYS DEC, 317 Washington St., Watertown, NY 13601	315-785-2261	Needs Improv.	E. side of NY 812. Right on Waters Rd. then Left on Rabbit Run.		Lowville	13367	Town of Lowville	-75.47253	43.80794
135	NYS DEC Lowville Forestry Demonstration Area	Tourist/ Visitor Service	NYS DEC, Dadville Field Office, 7327 State Hwy 812, Lowville, NY 13367	315-376-3521	Adequate	98 Acre Demonstration Forest with recreational trails. Includes remanants of the forest that grew along the Black River and "Flats".	7327 State Hwy 812	Lowville	13367	Town of Lowville	-75.47339	43.80972
136	Lowville, Beaver River Historic Railway	Transportation	Railway Historical Society of Northern New York, 9781 Main St., Croghan, NY 13327	315-346-6848	Needs Eval.	Line connects Croghan and Lowville.	Corridor runs from Lowville to Croghan	Lowville	13367	Village of Lowville	-75.48809	43.79589
137	Crystal Creek	Natural Resource			Needs Eval.			Castorland	13620	Town of New Bremen	-75.47003	43.83042
138	Snowmobile Trail S57B Crossing	Recreational	Missing Link		Needs Eval.	Trail S57B		Lowville	13367	Town of Denmark	-75.55307	43.87342
139	Beaver River	Natural Resource			Needs Eval.		State Highway 410, northeast of intersection with Merz Road	Castorland	13620	Town of Croghan	-75.50245	43.89325
140	Black River DEC Access	Recreational	NYS DEC, 317 Washington St., Watertown, NY 13601	315-785-2261	Adequate	Ramp for launching boats off trailers.	State Highway 410, northeast of intersection with Merz Road	Castorland	13620	Town of Croghan	-75.50480	43.89523
141	Deer River	Natural Resource			Needs Eval.			Carthage	13619	Town of Denmark	-75.56839	43.93693
142	Snowmobile Trail C5 Crossing	Recreational	Missing Link		Needs Eval.	Trail C5		Carthage	13619	Village of Carthage	-75.59874	43.97582
143	West Carthage Boat Launch S. Main St.	Recreational	Village of West Carthage, 61 High St., W. Carthage, NY 13619	315-493-2552	Needs Improv.	EPF grant appl. Pending to expand & enhance facility.	S. Main St.	Carthage	13619	Village of West Carthage	-75.61176	43.97412
144	Turning Point Park Boat Launch	Recreational	Village of Carthage, 120 S. Mechanic St., Carthage, NY 13619	315-493-1060	Needs Improv.	Waterfront park with scenic view of the Black River. Cement ramp boat launch for trailers.	Adjacent to Canal St.	Carthage	13619	Village of Carthage	-75.61112	43.97553
145	Carthage State and National Register Historic Business District	Historic/Cultural			Needs Improv.	2nd, 3rd, & 4th block of Sate St. No identification or interpretive signage for district.	State St.	Carthage	13619	Village of Carthage	-75.61017	43.97725
146	Greater Carthage Area Chamber of Commerce	Tourist/Visitor Serv	Same. www.carthageny.com	315-493-3590	Adequate	Located in Carthage municipal building.	120 S. Mechanic St.	Carthage	13619	Village of Carthage	-75.60891	43.97718

**Black River Trail Scenic Byway
Map Key and Resource Inventory**

MAP ID	RESOURCE	CATEGORY	OWNER	PHONE	SIGNAGE	COMMENTS	STREET ADDRESS	CITY	ZIP	MUNICIPALITY	X	Y
147	Long Falls Park	Recreational	Village of Carthage, 120 S. Mechanic St., Carthage, NY 13619	315-493-1060	Needs Improv.	Directional signage needed from State St. Site of Industrial archeological district.	Riverside Drive	Carthage	13619	Village of Carthage	-75.61267	43.97888
148	Carthage Farmers Market	Recreational	Carthage Chamber of Commerce, 120 S. Mechanic St., Carthage, NY 13619	315-493-3590	Needs Improv.	Directional signage needed from State St. Adjacent to Turning Point Park. Rest area facilities available.	Riverside Drive	Carthage	13619	Village of Carthage	-75.61212	43.97950
149	West Carthage Boat Launch Hewitt Dr.	Recreational	Village of West Carthage, 61 High St., W. Carthage, NY 13619	315-493-2552	Needs Improv.	Located behind wastewater treatment facility.	Hewitt Dr.	Carthage	13619	Village of West Carthage	-75.62807	43.98438
150	Civil and Spanish American Wars Veteran's Memorial and Park	Historic/Cultural	Village of Carthage, 120 S. Mechanic St., Carthage, NY 13619	315-493-1060	Adequate	Benches, garden, and walkway.	State St.	Carthage	13619	Village of Carthage	-75.60597	43.98142
151	Carthage Recreational Park	Recreational	Village of Carthage, 120 S. Mechanic St., Carthage, NY 13619	315-493-1060	Adequate	Recreational complex including ball fields, tennis courts, skate park, playground, picnic area & trails.	2 Park Dr.	Carthage	13619	Village of Carthage	-75.60202	43.98712
152	Snowmobile Trail S53 Crossing	Recreational	Missing Link		Needs Eval.	Trail S53		Carthage	13619	Town of Wilna	-75.63146	43.99522
153	Herrings Cartop Launch and Portage (Black River)	Recreational	Brookfield Power, 800 Starbuck Ave., Suite 802, Watertown, NY 13601	315-779-2401	Adequate	Clear underbrush and remove debris to enhance scenic vista and parking area.	State Route 3	Carthage	13619	Village of Herrings	-75.64954	44.02193
154	Black River Canoe Portage	Recreational			Needs Eval.			Carthage	13619	Village of Herrings	-75.65118	44.02205
155	NYSDEC Cartop Launch/Wetland Access (Black River)	Recreational	Brookfield Power, 800 Starbuck Ave., Suite 802, Watertown, NY 13601	315-779-2401	Needs Improv.	Opposite side of river from Byway.	Jackson Rd.	Carthage	13619	Town of Champion	-75.67273	44.02101
156	Deferiet Cartop Launch and Portage (Black River)	Recreational	Brookfield Power, 800 Starbuck Ave., Suite 802, Watertown, NY 13601	315-779-2401	Needs Improv.	Clear underbrush and remove debris to enhance scenic vista and parking area.	State Route 3	Deferiet	13628	Village of Deferiet	-75.67671	44.02751
157	Alternate Portage Route and Shoreline Fishing (Black River)	Recreational	Brookfield Power, 800 Starbuck Ave., Suite 802, Watertown, NY 13601	315-779-2401	Needs Improv.	Clear underbrush and remove debris to enhance scenic vista and parking area.	State Route 3	Deferiet	13628	Village of Deferiet	-75.68627	44.03082
158	Snowmobile Trail S51 Crossing	Recreational	Missing Link		Needs Eval.	Trail S51		Carthage	13619	Town of Champion	-75.69666	44.03564
159	Woolworth Memorial United Methodist Church	Historic/Cultural	4 River Valleys Historical Society, PO Box 504, Carthage, NY 13619 www.4rvhs.org		Needs Eval.	A gift to the village from Frank W. Woolworth.	Near the intersection of State Route 3 and 26.	Carthage	13619	Town of Champion	-75.71977	44.03558
160	Great Bend/Felts Mills Recreation Trail	Recreational	Brookfield Power, 800 Starbuck Ave., Suite 802, Watertown, NY 13601	315-779-2401	Needs Improv.	Currently undeveloped. NYSOPRHP has long-term plan to link to improve trail and link it to trail from Watertown to Black River. See Map ID #201.		Fort Drum	13602	Town of LeRay	-75.72405	44.03514
161	Snowmobile Trail S51 Crossing	Recreational	Missing Link		Needs Eval.	Trail S51		Carthage	13619	Town of Champion	-75.72753	44.02899
162	Snowmobile Trail S51 Crossing	Recreational	Missing Link		Needs Eval.	Trail S51		Felts Mills	13638	Town of Rutland	-75.75448	44.02152
163	Jefferson County Forest	Natural Resource	Jefferson Co. Soil & Water Cons. District. 21168 Rt. 232 Watertown, NY 13601	315-782-2749	Adequate	Fishing access to Felts Mills Creek. 300 acres with 2.5 mi. of non-motorized trails. Day use area to be developed during 2009-2010.	State Route 3	Felts Mills	13638	Town of Rutland	-75.75798	44.02114
164	The Pines	Natural Resource	Brookfield Power, 800 Starbuck Ave., Suite 802, Watertown, NY 13601	315-779-2401	Needs Improv.	Pedestrian trail along the Black River between Felts Mills & Great Bend.		Felts Mills	13638	Town of LeRay	-75.76197	44.02470
165	Portage (Kamargo-Poors Island)	Recreational	Brookfield Power, 800 Starbuck Ave., Suite 802, Watertown, NY 13601	315-779-2401	Adequate		State Highway 3, near intersection with Burnup Rd.	Black River	13612	Village of Black River	-75.78537	44.00854
166	Historic First Baptist Church	Historic/Cultural		315-773-4091	Adequate		141 Maple Ave.	Black River	13612	Village of Black River	-75.79225	44.01277
167	Black River Overlook	Recreational	Village of Black River, 107 Jefferson Place, Black River, NY 13612. http://blackriverny.org/	315-773-5721	Adequate	Scenic view of the Black River. Includes benches and a veteran's memorial.	Corner Main & E. Dexter Streets	Black River	13612	Village of Black River	-75.79409	44.01176
168	Village Park (playground)	Recreational	Village of Black River, 107 Jefferson Place, Black River, NY 13612. http://blackriverny.org/	315-773-5721	Adequate	Children's playground on riverfront.	Parkview St.	Black River	13612	Village of Black River	-75.79551	44.01089
169	Kamargo - Poors Island Recreation Area & Portage	Recreational	Brookfield Power, 800 Starbuck Ave., Suite 802, Watertown, NY 13601	315-779-2401	Adequate		St. Regis Street	Black River	13612	Village of Black River	-75.79414	44.01016
170	Historic United Methodist Church	Historic/Cultural		315-773-5015	Adequate		144 S. Main St.	Black River	13612	Village of Black River	-75.79653	44.00756
171	Black River Portage and Shoreline Fishing	Recreational	Brookfield Power, 800 Starbuck Ave., Suite 802, Watertown, NY 13601	315-779-2401	Adequate		State Highway 3 and Huntington Street	Black River	13612	Village of Black River	-75.80699	44.00535
172	Black River Portage Site	Recreational	Brookfield Power, 800 Starbuck Ave., Suite 802, Watertown, NY 13601	315-779-2401	Adequate		State Highway 3 and Woodard Hill Road	Black River	13612	Village of Black River	-75.80579	44.00224
173	NYS Parks Black River Recreation Trail	Recreational	NYS OPRHP Thousand Islands Region. www.nysparks.state.ny.us	315-482-2593	Adequate	4 mile bicycle-pedestrian trail from Watertown to Village of Black River.		Watertown	13601	Town of Rutland	-75.82191	43.99259
174	Black River Fishing Access	Recreational			Needs Eval.		State Highway 3 and Water St.	Watertown	13601	Town of Pamela	-75.86790	43.98135

**Black River Trail Scenic Byway
Map Key and Resource Inventory**

MAP ID	RESOURCE	CATEGORY	OWNER	PHONE	SIGNAGE	COMMENTS	STREET ADDRESS	CITY	ZIP	MUNICIPALITY	X	Y
175	Watertown Rotary Handicap Fishing Access & Cartop Launch (Black River)	Recreational	City of Watertown., 245 Washington St., Watertown, NY 13601 www.citywatertown.org	315-785-7780	Adequate		Huntington St.	Watertown	13601	Town of Pamela	-75.86875	43.97785
176	Marble Street Park	Recreational	City of Watertown., 245 Washington St., Watertown, NY 13601 www.citywatertown.org	315-785-7780	Adequate	River access and picnic area.	State Highway 3/Eastern Blvd and Marble Street	Watertown	13601	City of Watertown	-75.87393	43.97646
177	Route 3 Wave	Recreational	City of Watertown., 245 Washington St., Watertown, NY 13601 www.citywatertown.org	315-785-7780	Adequate	Park and play whitewater spot. Includes observation area.	State Highway 3/Eastern Blvd and Huntington Street	Watertown	13601	City of Watertown	-75.87739	43.97804
178	Waterworks Park	Recreational	City of Watertown., 245 Washington St., Watertown, NY 13601 www.citywatertown.org	315-785-7780	Adequate	Park and paddle, cartop launch site, riverside picnic area.	Huntington St.	Watertown	13601	City of Watertown	-75.88051	43.97783
179	NYS Zoo at Thompson Park	Historic/Cultural	Same www.nyszoo.org	315-785-6180	Adequate	Exhibits emphasize species native to New York State.	One Thompson Park	Watertown	13601	City of Watertown	-75.88335	43.96203
180	Brookfield Power Sewalls Island	Recreational	Brookfield Power, 800 Starbuck Ave., Suite 802, Watertown, NY 13601	315-779-2401	Needs Eval.	Cartop Launch and Shoreline Fishing.	Huntington St., east of intersection with Factory St.	Watertown	13601	City of Watertown	-75.89088	43.97667
181	Abe Cooper Site Brookfield Power Shoreline	Recreational	Brookfield Power, 800 Starbuck Ave., Suite 802, Watertown, NY 13601	315-779-2401	Needs Eval.	Viewing and Trail Access.	Intersection of Huntington and Factory Sts.	Watertown	13601	City of Watertown	-75.90076	43.97852
182	Historic Downtown Watertown	Historic/Cultural	www.publicsquare.com; www.watertown-ny.gov: City of Watertown,245 Washington St., NY 13601	315-785-7780	Adequate	Public Square Historic District: roughly lower Court, Arsenal, Washington, Franklin, and State Streets.	Public Square	Watertown	13601	City of Watertown	-75.90940	43.97456
183	Roswell P. Flower Memorial Library (NRHP)	Historic/Cultural	City of Watertown. www.flowermemoriallibrary.org	315-785-7705	Adequate	On national register. Named for former city mayor and governor of New York State.	229 Washington St.	Watertown	13601	City of Watertown	-75.91038	43.97295
184	Jefferson County Historical Society Headquarters (NRHP)	Historic/Cultural	Same. www.jeffersoncountyhistory.org	315-782-3491	Adequate	On national register. Building known as the Paddock Mansion.	228 Washington St.	Watertown	13601	City of Watertown	-75.91176	43.97329
185	Veterans' Memorial Riverwalk	Recreational	City of Watertown., 245 Washington St., Watertown, NY 13601 www.citywatertown.org	315-785-7780	Needs Eval.	Picnic area, pavillion, river overlook and riverwalk.	Black River Parkway	Watertown	13601	City of Watertown	-75.91141	43.97859
186	Tourist Information Center	Tourist/ Visitor Service	Colonial Woodshed, 411 W. Main Street, Watertown, NY 13601	315-788-8860	Adequate		Intersection of LeRay and W. Main Sts.	Watertown	13601	City of Watertown	-75.91365	43.98103
187	"Hole Brothers"	Recreational	City of Watertown., 245 Washington St., Watertown, NY 13601 www.citywatertown.org	315-785-7780	Adequate	Park and Play Whitewater Spot. Includes observation area.	Newell St.	Watertown	13601	City of Watertown	-75.91782	43.98210
188	NYSDEC Fishing Access Site (Black River)	Recreational	NYS DEC, 317 Washington St., Watertown, NY 13601	315-785-2261	Adequate		Vanduzee St.	Watertown	13601	City of Watertown	-75.92418	43.98511
189	Alex T. Duffy Fairgrounds	Recreational	City of Watertown., 245 Washington St., Watertown, NY 13601 www.citywatertown.org	315-785-7780	Needs Eval.	Picnic area, river access, athletic fields, municipal area, swimming pool, skate park and exhibition hall.	Coffeen St. and William T. Field Dr.	Watertown	13601	City of Watertown	-75.92995	43.98634
190	Greater Watertown Chamber of Commerce	Tourist/ Visitor Service	Same. www.watertownny.com	315-788-4400	Adequate	Visitor information. Located just off I-81 Exit 46.	1241 Coffeen St.	Watertown	13601	City of Watertown	-75.94049	43.98743
191	Glen Park Hydro Fishing Access and Portage	Recreational	NYS DEC, 317 Washington St., Watertown, NY 13601	315-785-2261	Adequate	Ample parking. Portage is easily accessed and utilized.	NYS Rte. 12E, Glen Park	Watertown	13601	Village of Glen Park	-75.95143	43.99817
192	Historic Marker: Historic Brown Mansion	Historic/Cultural	Village of Brownville, 216 Brown Blvd., Brownville, NY 13634	315-782-7650	Adequate	From Route 12E, Brown Street leading to Brown Blvd.; Village Offices, library located in Mansion.	216 Brown Blvd	Brownville	13615	Village of Brownville	-75.98368	44.00234
193	Black River Cartop Take-Out Site	Recreational			Needs Eval.	Primarily used by whitewater rafters entering from Watertown.		Dexter	13634	Village of Brownville	-75.98506	44.00089
194	Watertown International Airport	Transportation	Jefferson County. www.watertowninternational.com	315-639-3809	Adequate		NYS Rte. 12F, 22529 Airport Dr.	Dexter	13634	Town of Hounsfield	-76.01667	43.99484
195	Fish Island Boat Launch Site	Recreational	Village of Dexter, 100 Locke St, P.O. Box 62, Dexter NY 13634	315-639-6260	Needs Improv.	Handicapped accessible fishing platform, picnic pavilion, hard surface boat launch; cross Canal St Bridge.	Canal St.	Dexter	13634	Village of Dexter	-76.04071	44.00582
196	Millstone Park	Recreational	Village of Dexter, 100 Locke St, P.O. Box 62, Dexter NY 13634	315-639-6260	Adequate	Park adjoins municipal office building parking lot; WWII Soldier's monument, fishing in creek on-site.	Locke St.	Dexter	13634	Village of Dexter	-76.04277	44.00623
197	Historic Marker: Babcock Homestead	Historic/Cultural	Private Owner		Adequate	Built in 1832, the Jesse Babcock house was a station on the underground railroad. No public access.	107 W. Kirby St.	Dexter	13634	Village of Dexter	-76.04453	44.00784
198	Riverside Park	Recreational	Village of Dexter, 100 Locke St, P.O. Box 62, Dexter NY 13634	315-639-6260	Adequate	Pavillion for gatherings, fishing on river bank, view of river below dam.	Water St. (across street from Key Bank)	Dexter	13634	Village of Dexter	-76.04516	44.00596
199	Memorial Field	Recreational	Village of Dexter, 100 Locke St, P.O. Box 62, Dexter NY 13634	315-639-6260	Adequate	Building for reuse nearby. Popular sports field. Pavilion, playground, concessions, picnic area.	W. Grove St.	Dexter	13634	Village of Dexter	-76.05170	44.00939
200	Donald J. Grant Park	Historic/Cultural	Village of Dexter, 100 Locke St, P.O. Box 62, Dexter NY 13634	315-639-6260	Adequate	Traingle park in village center where community (music, ice cream socials, etc.) events are held. Gazebo.	Brown St. (Route 180)	Dexter	13634	Village of Dexter	-76.04443	44.00638
201	Village of Dexter Boat Launch	Recreational	Village of Dexter, 100 Locke St, P.O. Box 62, Dexter NY 13634	315-639-6260	Adequate	Hard surface boat launch; West of Route 180 on Liberty St. upriver of dam; outlet to Lake Ontario.	Liberty St	Dexter	13634	Village of Dexter	-76.04607	44.00567
202	NYSDEC Cartop Boat Launch (Black River Bay)	Recreational	NYS DEC, 317 Washington St., Watertown, NY 13601	315-785-2261	Adequate		Doane Rd.	Dexter	13634	Village of Brownville	-76.07852	44.00300
203	Dexter Marsh State Wildlife Management Area	Recreational	NYS DEC, 317 Washington St., Watertown, NY 13601	315-785-2261	Adequate	1,339 acre Wildlife Management Area primarily underwater. Popular for fish and waterfowl.	Off Rte. 180, south of the intersection of 180 and 12F	Dexter	13634	Town of Brownville	-76.06862	43.99456

**Black River Trail Scenic Byway
Map Key and Resource Inventory**

MAP ID	RESOURCE	CATEGORY	OWNER	PHONE	SIGNAGE	COMMENTS	STREET ADDRESS	CITY	ZIP	MUNICIPALITY	X	Y
204	NYSDEC Boat Launch (Muskellunge Creek)	Recreational	NYS DEC, 317 Washington St., Watertown, NY 13601	315-785-2261	Adequate	Cartop Launch.	Muskellunge Bay Lane, off Military Road	Dexter	13634	Town of Hounsfield	-76.05023	43.97836
205	NYSDEC Boat Launch (Dexter Marsh)	Recreational	NYS DEC, 317 Washington St., Watertown, NY 13601	315-785-2261	Adequate		Off Rte. 180 south of the intersection of 180 and 12F	Sackets Harbor	13685	Town of Hounsfield	-76.07232	43.96509
206	Public Boat Launch	Recreational	Trafalgar Power Inc., Attn: Algonquin Power Corp., 2845 Brostol Circle, Oakville, Ontario, Canada L6H 7H7		Needs Eval.	Public boat launch.		Boonville	13301	Town of Boonville	-75.20772	43.42253
207	Olympic Scenic Byway	Byway Crossing	Managed by ANCA, 67 Main St., Saranac Lake, NY 12983	518-891-6200	Needs Eval.			Carthage	13619	Village of Carthage	-75.60758	43.97959
208	Olympic Scenic Byway	Byway Crossing	Managed by ANCA, 67 Main St., Saranac Lake, NY 12983	518-891-6200	Needs Eval.	Olympic Scenic Byway splits and goes along Route 3A and continues on Route 3.		Deferiet	13628	Village of Deferiet	-75.68368	44.03276
209	Olympic Scenic Byway	Byway Crossing	Managed by ANCA, 67 Main St., Saranac Lake, NY 12983	518-891-6200				Watertown	13601	City of Watertown	-75.87528	43.97495
210	Central Adirondack Trail Scenic Byway	Byway Crossing	Managed by ANCA, 67 Main St., Saranac Lake, NY 12983	518-891-6200				Boonville	13309	Town of Boonville	-75.22479	43.42411

Special Tourism Sites, Attractions, Services, and Events

Resource tables elsewhere in this CMP identified public and non-profit resources along the Byway corridor. This section includes information on privately-owned attractions and services, as well as special events. The communities along the Black River Trail Scenic Byway offer a diverse number of local products, lodging choices, foods, services, attractions and events to serve the needs and interests of the traveler. A separate Sites, Attractions and Services Typology follows this section listing a broad array of goods, services, lodging and shopping opportunities available along the travel route.

River Recreation and Attractions

A listing of all Black River access points can be found in the *Black River Blueway Trail Development Plan*, www.blackriverny.com. A total of 66 water access points were identified from the Black's headwaters in Forestport to where the river ends at Lake Ontario in Dexter.



Historical Sites and Events

The history of the Black River Canal, and of the communities that formed along it, offers a unique traveling experience with a wide array of significant sites and events that highlight this heritage. Historical resources along the travel route include art, archeological sites, cemeteries, churches, community centers, festival/fair grounds, historic architecture, monuments, museums and theaters. Forty-eight historical resources were identified and catalogued as part of the *Black River Blueway Trail Development Plan*. Those sites and resources that uphold the Black River Trail Scenic Byway theme and are operated by non profits or are free to the public have been entered in the Resource Key and appear on the Byway route map.



Local Products and Crafts

Locally produced crafts, arts, and food products are also available along the Byway at a variety of general stores, convenience stores, and roadside stands, as well as at the occasional hardware. A variety of farmer's markets along the route offer a broad spectrum of local foods including hand-made breads and cheeses, vegetables, fruits, herbs, and maple syrup products. Craftsmen and artisans often work with materials found locally to create products demonstrating time honored traditions. Specialty shops such as Lowville Producers Cheese Store, Bonnie's Country Store (Forestport), Carthage Fine Chocolates, and the Dodge Pratt Community Center & Gift Shop (Boonville), and similarly named establishments are obvious sources for locally-made products.

Lodging and Accommodations

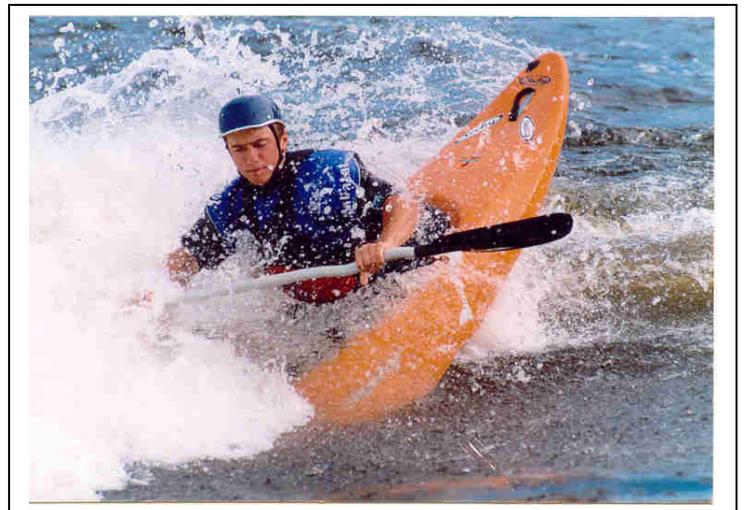
Information on the rates and locations of the variety of bed-and-breakfast establishments, motels, hotels, cabins and rentals on the travel route can be found on the Chambers of Commerce or regional tourism offices website, listed below.

Eateries

Selection of restaurants, diners, bistros, and cafes varies from community to community. The City of Rome, City of Watertown, and Village of Lowville offer the most choices for visitors. The attached Typology shows the number of eateries found in the various Byway communities. Additional information is available from local and regional tourism offices and Chambers of Commerce.

Sports and Recreation

Numerous business enterprises offering rentals and sale of boats, kayaks, canoes, and other outdoor sporting goods and gear make it easier for visitors to engage in recreational activities. The Black River Trail Scenic Byway offers a wide array of recreational opportunities, both on the river and off. The changing river conditions offer areas for wild river tubing and rafting experiences, smooth flat-water paddling, small motor boats and jet skis, and even rapids used for tricks and stunts by international professionals. Additionally, the river offers a number of opportunities for fishing, wildlife and scenic viewing.

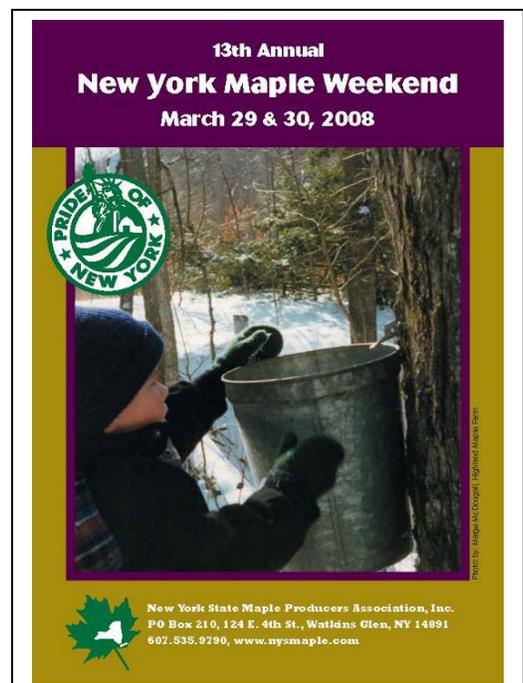


Finally, there are a number of paved and unpaved hiking and biking trails located along the byway route which provide an opportunity for travelers get even closer to the wonderful scenery along the Black River Trail.

Special Events

The Black River Trail Scenic Byway hosts a variety of unique special events that highlight many of the Byway's themes. A sampling, though not entirely complete list of events includes the following:

- General Brown Days (Brownville) - Artistic, musical, and historical activities from the time of General Brown;
- Jefferson County Fair (Watertown) – Traditional, agriculture-focused fair;
- Fragile Wilderness Expo (Watertown) – exposition focusing on wildlife and wilderness preservation.
- Winterfest/Holiday Parade (Carthage) – Outdoor winter carnival and parade;
- Twin Village Community Picnic (Carthage) – Food, games, bands and activities;
- Maple Festival Weekend (Lewis & St. Lawrence counties) – Pancake breakfasts, tours of operating sugar bush operations, demonstrations;
- Mennonite Heritage Week (Lewis County) – Traditional Mennonite foods, crafts, & activities;
- Fall Foliage Drive-It Yourself Tour (Lewis County) – A tour of the areas most scenic vistas including a scavenger hunt with prizes;
- Race with the Wind Mountain-Cross Bike Race (Lowville) – 50-mile race or 12-mile family ride through the Maple Ridge Wind Farm.
- Harvest of the Arts (Lowville) – artisans, quilters, food, music, activities;
- Cream Cheese Festival (Lowville) – Food, music and vendors;
- Lewis County Fair (Lowville) – Traditional, agriculture-focused fair;
- Kite Skiing Festival (Lowville) – Skiers attached to glider type kites, similar to kite surfing;
- Riverfest (Lowville) – Community boat paddling along the river with pit stops;
- NYS Woodsmen's Field Days (Boonville) – Logging competitions and other events including canoe and kayak race and truck rodeo;
- Heritage Days (Town of Western) - Artistic, musical, and historical activities from the time of Western's founding; and,
- Taste of Rome Arts & Cultural Festival (Rome) – Entertainment, children's games and activities, local food and crafts.
- Fort Stanwix Junior Ranger Day (Rome) – Children can become junior rangers in honor of the designation of Fort Stanwix as a national historic monument;



Chambers of Commerce, Tourism Councils and Tourism Offices

Byway planners will direct inquiries pertaining to commercial enterprises and specific event information to the following information centers:

Regional

Adirondack Regional Tourism Council
Phone: 518-846-8016 or 800-487-6867
Email: info@adk.com
Web: www.visitadirondacks.com

1,000 Islands Tourism Council
Phone: 800-847-5263
Web: www.visit1000islands.com

Jefferson County

Greater Watertown North Country Chamber of Commerce
Phone: 315-788-4400
Email: chamber@watertownny.com
Web: www.watertownny.com

Carthage Area Chamber of Commerce
Phone: 315-493-3590
Email: carthage@gisco.net
Web: www.carthageny.com

Lewis County

Lewis County Chamber of Commerce
Phone: 315-376-2213
Email: info@lewiscounty.org
Web: www.lewiscountychamber.org

Oneida County

Oneida County Convention and Visitors Bureau
Phone: 800-426-3132
Email: oneidany@dreamscape.com
Web: www.oneidacountycvb.com

Boonville Chamber of Commerce
Phone: 315-942-5112
Email: info@boonvillechamber.com
Web: www.boonvillechamber.com

Rome Chamber of Commerce
Phone: 315-337-1700
Email: info@romechamber.com
Web: www.romechamber.com

BLACK RIVER TRAIL SCENIC BYWAY
CORRIDOR MANAGEMENT PLAN
SPECIAL TOURISM SITES, ATTRACTIONS, SERVICES, AND EVENTS TYPOLOGY
GENERALLY WITHIN 1/4 MILE OF ROUTE

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O
1		<u>Rome</u>	<u>Western</u>	<u>Boonville</u>	<u>Port Leyden</u>	<u>Lyons Falls</u>	<u>Lowville</u>	<u>Castorland</u>	<u>Carthage</u>	<u>West Carthage</u>	<u>Black River</u>	<u>Watertown</u>	<u>Glen Park</u>	<u>Brownville</u>	<u>Dexter</u>
2	Arts and Culture:														
3	Art Galleries & Studios	F/AYR		F/AYR								F/AYR			
4	Theatres & Performance Spaces	F/AYR		F/AYR			F/AYR	F/AYR				F/AYR			
5	Other			HISTORIC HOMES-DODGE-PRATT											
6	Outdoor Recreation:														
7	ATV/Snowmobile Trails	F/SEA	M/SEA	M/SEA	F/SEA	F/SEA	M/SEA								
8	Boat/Canoe/Kayak Rental/Shops		F/SEA				F/SEA					F/SEA			
9	Fishing Access	F/SEA	F/SEA	M/SEA	M/SEA	M/SEA	M/SEA	F/SEA	M/SEA	M/SEA	M/SEA	M/SEA	M/SEA	M/SEA	M/SEA
10	Golf Courses & Driving Ranges	F/SEA		F/SEA			F/SEA		F/SEA		F/SEA	F/SEA			
11	Guide Services/Nature Trails	F/AYR	F/SEA	F/AYR	F/AYR	F/AYR	F/AYR		F/AYR	F/AYR	F/AYR	F/AYR			
12	Ice Skating	F/SEA		F/SEA	F/SEA		F/SEA					F/SEA			
13	Marinas		F/SEA												F/SEA
14	Tennis Courts			F/SEA			F/SEA								
15	X-Cty Ski/Snowshoeing Centers	F/SEA		F/SEA			F/SEA		F/AYR	F/AYR					
16	Other	BIKE TRAILS-ROGERS	SKI AREA												
17	Special Attractions:														
18	Airport	F/AYR		F/AYR											F/AYR
19	Amish Farm Stands				F/SEA	F/SEA	F/SEA	F/SEA							
20	Farm Tours/Farmer's Markets	F/AYR					F/AYR		F/SEA			F/SEA			
21	Orchards														
22	Wildlife viewing/hiking trails	M/AYR	M/AYR	M/AYR	F/AYR	F/AYR	M/AYR		F/AYR	F/AYR	F/AYR	F/AYR			
23	Special Annual Events:														
24	Art Festivals	M/AYR	F/SEA	F/SEA			F/SEA		F/SEA	F/SEA		F/SEA			
25	County Fairs			F/SEA			F/SEA					F/SEA			
26	Harvest Festivals			F/SEA			F/SEA								
27	Fireworks			F/SEA			F/SEA		F/SEA	F/SEA		F/SEA			F/SEA
28	First Nights											F/SEA			
29	Foliage Festivals	F/AYR					F/SEA								
30	Fourth of July Celebrations	F/SEA							F/SEA	F/SEA					
31	Winter Festivals/Holiday Events			M/SEA			F/SEA		F/SEA	F/SEA					
32	Lodging:														
33	B&B's	F/AYR		F/AYR	F/AYR	F/AYR	M/AYR								F/SEA
34	Modest Motels/Hotels	M/AYR		F/AYR		F/AYR	M/AYR					M/AYR			
35	Rental Cottages		F/AYR	M/AYR			F/AYR								
36	Rustic Cabins						F/AYR								
37	Rustic Camping		F/SEA	M/AYR	F/SEA		M/SEA								F/SEA
38	RV Camping		F/SEA	F/SEA	F/SEA		F/SEA								F/SEA
39	Upscale Premier Resorts	F/AYR				F/AYR									
40	Food:														
41	Convenience/Deli	M/AYR	F/AYR	F/AYR	F/AYR	F/AYR	F/AYR		F/AYR			M/AYR		F/AYR	F/AYR
42	Fast Food	M/AYR		F/AYR	F/AYR	F/AYR	F/AYR		F/AYR			M/AYR			
43	Standard Restaurant Fare	M/AYR	F/AYR	M/AYR	F/AYR	F/AYR	M/AYR	F/AYR	M/AYR			M/AYR		F/AYR	F/AYR
44	Upscale Dining	F/AYR										F/AYR			
45															
46															
47															
48	Shopping:														
49	Antiques	F/AYR		F/AYR	F/AYR		F/AYR					M/AYR			

Key: Number of Facilities: M=Many (4+) F=Few (1-3) N=None (0)
Seasonality: AYR (all year round) or SEA (seasonal)

BLACK RIVER TRAIL SCENIC BYWAY
CORRIDOR MANAGEMENT PLAN
SPECIAL TOURISM SITES, ATTRACTIONS, SERVICES, AND EVENTS TYPOLOGY
GENERALLY WITHIN 1/4 MILE OF ROUTE

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O
1		<u>Rome</u>	<u>Western</u>	<u>Boonville</u>	<u>Port Leyden</u>	<u>Lyons Falls</u>	<u>Lowville</u>	<u>Castorland</u>	<u>Carthage</u>	<u>West Carthage</u>	<u>Black River</u>	<u>Watertown</u>	<u>Glen Park</u>	<u>Brownville</u>	<u>Dexter</u>
50	Bookstores	YES					YES					YES			
51	Boutiques	M/AYR					M/AYR								
52	Clothing	M/AYR		F/AYR			F/AYR					M/AYR			
53	Florists	YES		YES		YES	YES	YES	YES			YES			YES
54	Gifts	M/AYR	F/AYR	F/AYR	F/AYR	F/AYR	M/AYR	F/AYR	F/AYR			M/AYR			
55	Local Crafts	M/AYR		F/AYR			M/AYR		F/AYR			M/AYR			
56	Outdoor Gear						F/AYR					F/AYR			F/SEA
57	Outlets														
58	Communication Systems:														
59	Cell Phone Service	YES	YES	YES	YES	YES	YES	YES	YES	YES		YES	YES	YES	YES
60	Internet	YES		YES	YES	YES	YES	YES							YES
61	Internet Cafes			F/AYR											
62	Public Telephones	F/AYR		F/AYR	F/AYR	F/AYR	F/AYR	F/AYR	F/AYR	F/AYR		F/AYR			F/AYR
63	Traveler Gas/Auto Services:														
64	Mechanic on-duty	M/AYR		M/AYR			M/AYR		M/AYR	M/AYR		M/AYR			F/AYR
65	Service Stations	M/AYR	F/AYR	F/AYR			M/AYR		M/AYR	M/AYR	F/AYR	M/AYR		F/AYR	F/AYR
66	Towing/Air Pumps	M/AYR		F/AYR		F/AYR	F/AYR		F/AYR	F/AYR	F/AYR	M/AYR			F/AYR
67	Medical Services:														
68	Emergency Medical Care	F/AYR			F/AYR	F/AYR	F/AYR	F/AYR	F/AYR			F/AYR			F/AYR
69	Hospitals	F/AYR					F/AYR		F/AYR			F/AYR			
70	Walk-in clinics	URGENT CARE-yes		F/AYR	F/AYR	F/AYR	F/AYR			F/AYR		F/AYR			
71	Churches:														
72	Baptist	F/AYR		F/AYR	F/AYR	F/AYR	F/AYR		F/AYR		F/AYR	M/AYR			
73	Catholic	F/AYR	F/AYR	F/AYR	F/AYR	F/AYR	F/AYR		F/AYR		F/AYR	F/AYR		F/AYR	F/AYR
74	Episcopalian	F/AYR		F/AYR	F/AYR		F/AYR		F/AYR			F/AYR			
75	Methodist	F/AYR	F/AYR	F/AYR			F/AYR		F/AYR		F/AYR	F/AYR			F/AYR
76	Presbyterian	F/AYR	F/AYR	F/AYR		F/AYR	F/AYR					F/AYR			F/AYR
77	Synagogues	F/AYR										F/AYR			

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	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O
1	Other Denominations (Jehovah Witness, Interdenominational, etc. as listed)	<u>Rome</u> Assembly of God Church, Church of Christ, Church of Jesus Christ of Latter-Day Saints, First Church of Christ Scientist, First Tabernacle Church of God In Christ, Jehovah's Witnesses, Maranatha Church, New Testament Church, Redeeming Love Fellowship, St. John's Evangelical Lutheran Church	<u>Western</u>	<u>Boonville</u> Abundant Life Fellowship, Jehovah's Witnesses, Living Waters Assembly of God,	<u>Port Leyden</u>	<u>Lyons Falls</u>	<u>Lowville</u> Assembl y of God, Mennoni te, Nazaren e, Non-Deninational Christian , Latter Day Saints	<u>Castorland</u> Mennoni te	<u>Carthage</u> Jehovah's Witnesses, New Testament Christian, United Community Church	<u>West Carthage</u> Calvary Assembl y of God	<u>Black River</u>	<u>Watertown</u> Assembly of God, Church of Christ, Latter Day Saints, Lutheran, Nazarene, River of Life Fellowshi p, United Church Parsonag e, AME Zion	<u>Glen Park</u>	<u>Brownville</u>	<u>Dexter</u>
78															
79	Visitor Information Services														
80	Banks/ATM'S	M/AYR		F/AYR			M/AYR		M/AYR	M/AYR	F/AYR	M/AYR			F/AYR
81	Chambers of Commerce	YES		YES			YES		YES	YES		YES			YES
82	Public Restrooms	YES		YES	YES	YES	YES	YES				YES			YES
83															
84	Other: List Types Only if missing from List above														
85	Other Special Area Attractions	YES		YES								YES		YES	YES
86	Other Special Area Events	HONOR AMERICA DAYS	HERITAGE DAY	WOODMEN'S FIELD DAYS			CREAM CHEESE FESTIVAL		WINTER FESTIVAL			JEFFERSON COUNTY FAIR		GENERAL BROWN DAYS	

Key: Number of Facilities: M=Many (4+) F=Few (1-3) N=None (0)
Seasonality: AYR (all year round) or SEA (seasonal)

Regional and Local Histories of the Byway Area

Introduction

This section provides a basic historical overview of the Maple Traditions Scenic Byway region and the Byway communities located in Oneida, Lewis and Jefferson Counties.

Towns and villages are addressed in the order they would be experienced by a traveler starting in the City of Rome and heading northwest along the Black River to the Village of Dexter.

Regional History

According to geologists, the entire Black River Valley was inundated by a series of freshwater lakes called Port Leyden, Glenfield, and Iroquois, following the retreat of the last ice age. With the last of these lakes draining about 12,000 years ago, the first aboriginal populations, known as Paleoindians, inhabited the valley approximately 11,000 years ago. Through the next 10 millennia, aboriginal peoples made their living from the Black River. The last of the indigenous populations in the region are known as the St. Lawrence Iroquoian culture. They lived in farming villages inland of the Black River growing maize, beans and squash, hunting, and as well, fishing. They abandoned the region by the early 16th century, for reasons that are still debated among scholars today.

Throughout prehistory and even into the early historic period, the Black River Valley served as an important conduit for travel, communication and warfare between the St. Lawrence and Mohawk Valleys. Historic native populations of the region knew the trail well. The byway of today is centuries old, followed first by aboriginal people, then by the earliest European settlers of the region. It continues to function much as it has for 11,000 years, acting as a link between communities of the north and central New York.

The Black River area was open to white settlers after the Revolutionary War, particularly by the French nobility, who were fleeing persecution from the French Revolution. Most notably James LeRay De Chaumont, and Joseph Bonaparte, the brother of Napoleon Bonaparte and former king of Spain who both lived in Jefferson County. Prior to that, it was frontier wilderness occupied by the Iroquois. There were also some early settlements along the Black River in what is now Watertown where settlers were attracted by the river's power which enabled them to operate mills.

By 1805, numerous townships had been established along the Black River but transportation to and from remained difficult – even via stagecoach, the route from Watertown to Utica took 18 to 20 hours. The major opening of the Black River Valley to trade occurred when the Black River Canal became operational in the 1850s.

With the Erie Canal completed in 1825, Gov. DeWitt Clinton proposed construction of a northern canal that would link the Erie Canal with Lake Ontario. The Canal was to make use of the Black River's water and open up the vast reserves of timber, iron ore and fertile land in the North Country. In 1836, the State Legislature authorized work on the 35-mile long canal from Rome upward to the crest at Boonville and down to Lyons Falls; there it would connect to the flat section of the Black River, and with a little modification, could be used by canal boats. Construction began in 1840 and first became operational in 1851. The entire canal was completed and fully opened in 1855. It was an engineering marvel that, though it was only 35 miles long, 109 locks were required to negotiate a rise and fall of 1,079 feet. The last section to be built was a 10-mile feeder between Forestport and Boonville to supply water for both the Black River and Erie Canals. When this source of water proved to be inadequate, the State built an extensive impoundment system damming nearly every river and lake in the region to create a system with a four billion gallon capacity.

After the canal opened and the transport of timber underway, lands were opened to farming with the canal employed to haul farm products. The Black River Canal operated from 1851 to 1924. Commerce followed soon thereafter and quickly spread along the entire length of the River through Carthage and Watertown and west to Lake Ontario. Paper-making industries in particular thrived along the river from Carthage to Dexter. When the Canal first opened in 1851, 23,320 tons of freight moved through it. By 1889, 143,000 tons of primarily timber and wood products were carried along the canal. Over time though, as railroad competition proved more economical, and with the depletion of the area's natural resources, use of the Canal declined until its closure in 1924. While some manufacturing continued along the river decades later, many closed, leaving vacant mills and industrial remnants in their wake. Today, the value of the Black River is no longer placed in its ability to transport goods, but in its recreational enjoyment, natural scenic beauty, and the history of the famous Canal that led to the development of the entire Black River Trail Scenic Byway area.

Oneida County History

The Oneida County area, part of the Oneida Indian Territory, was first penetrated by early European settlers during the 1600's in search of gold, silver, spices and sugar. Not finding what they were originally searching for, Europeans established informal trade agreements with the Oneida's and would travel inland by river and waterways to trade for highly sought after beaver pelts and other furs for brass kettles, spun cloth and iron tools. Formed by an act of the State Legislature from the nations western frontier, Herkimer County, on March 15, 1798 and named after the Oneida Indians (according to legend), the region grew slowly until completion of the Erie Canal in 1825. Traveling from Connecticut and Massachusetts, early Welsh, German Dutch, and Irish settlers purchased land from speculators to forge homesteads for farming. However, it wasn't until after the Civil War, farming became a major industry of the county.

A melting pot for immigrants, the county attracted peoples from all nationalities throughout the European community. A center of the anti-slavery sentiment, the county

ended the sale of slaves around 1815. New York State soon followed the county by abolishing slavery in 1827. Strategically located central to the state, the region played a key role in the development of the new fledgling government. Battles were fought over the course of history within the area to establish territorial boundaries and equal rights in Oneida County ranging from the French and Indian, Revolutionary and Civil Wars. Early reformers in the county vehemently participated in activities advocating for social reform – i.e. equal right efforts for women, abolition of slaves, the temperance movement, etc.

The county prospered during the 19th and early 20th centuries with the construction of the Erie/Chenango/Black River Canals, expanding and opening new trade and commerce routes for goods and services. Home to the first commercial telegraph company, the county served as a major commercial center featuring a variety of major industries, textile mills, banks, colleges/schools, hospitals, transportation companies. Political giants from the 19th century called Oneida County home – i.e. Democrat Horatio Seymour, Governor of New York State in the 1850's and again in the 1860's, served as a presidential candidate in 1868 and narrowly defeated by Ulysses S. Grant. Additionally, Republican Roscoe Conkling, brother-in-law of Governor Horatio Seymour and close friend of Ulysses S. Grant, served as New York State GOP political boss during 1860's. Seymour and Conkling, among other local political giants, opened many doors in Albany and Washington in support of local industry and business.

City of Rome

The City of Rome area, territory of the Oneida Indian Nation, served as a portage to transport people and goods along inland waterways and was known as Deo-Wain-Sta by the Oneida Indians because of its location between Wood Creek and the Mohawk River. Also known as the Oneida Carry, the area became an important military route linking ports of the east to Ontario and the Great Lakes. Several forts were constructed by the British and Americans. Rome was established as a British and Colonial settlement by soldiers following the French and Indian War. The settlement incorporated as a village in 1819 and later incorporated as a city in 1870. Due to Rome's strategic location, construction of the Erie Canal began in the city on July 4, 1817. Completed in 1825, and touted as the “engineering marvel of its day”, the Erie Canal served as a major east/west transportation trade route connecting the Hudson River/Atlantic Ocean to Lake Ontario and Lake Erie.

Slow to grow at first, the village expanded after attracting the Syracuse and Utica Railroad during the 1830's and the relocation of the Erie Canal to what is known today as Erie Boulevard. The farms around Rome were major suppliers of raw materials to the village supporting the operations of grist, saw and woolen mills. The first factory system, in America began operation in 1851, for the manufacture of cheese and by 1864, Rome was the center of the world cheese market. Rome prospered as goods were transported to outside markets with the completion of the Watertown and Rome Railroad and the Black River Canal. The consolidation of the various railroad lines connecting Buffalo at Lake Erie with Albany into the first NY Central Railroad streamlined rail service and attracted

new industries to the area. In 1863, the Rome, Watertown and Ogdensburg Railroad moved its building shops to West Rome and spurred the development of other industries – i.e. Rome Iron Works, Rome Canning Company, Wire Cable Industry, etc.

The closing of Griffiss Air Force Base in Rome from 1941 to 1995 provided the impetus for Rome officials to form the County Economic Development Growth Enterprises (EDGE) and Griffiss Local Development Corporation (GLDC) to combat an economic downturn in 1995. Recreation and tourism industries have replaced the earlier

industrial base. The city so rich in history, takes pride in that the first American flag to fly in battle in 1777 is housed at Fort Stanwix, “the fort that never surrendered.” Visitors are invited to explore history through the many attractions and cultural events held at Erie Canal Village, Fort Stanwix National Monument, Capitol Theatre, Jervis Library, Oriskany Monument, Rome Sports Hall of Fame, Delta Lake State Park, Fort Rickey Game Farm and Turning Stone Casino.



Town of Western

Located approximately 8-miles north of Fort Stanwix, the boundaries of the Town of Western were established in 1797. Early settlers were of English, Irish, Welsh, German of Swiss decent and they traveled the area by boat and/or horse and wagon along narrow Indian trails. Attracted by the abundance of natural resources and the availability of land, early settlers cleared trees to open family farmsteads. A small rural community, the town grew slowly and was supported by local markets of logging and farming. With completion of the Erie and Black River Canal systems, local goods were shipped to outside markets. Like neighboring communities along the Black River, early settlers were attracted to the abundance of natural resources. The river served as a transportation corridor to move raw materials, provide power for the mills, factories and industries. The river area offered plenty of fishing and hunting as well.

Farming remains an important industry for the town today as well as recreation and tourism. Year-round outdoor enthusiasts are attracted to the Woods Valley Ski Resort and the Lake Delta State Park for winter skiing, camping and fishing. The town hall is listed on the National Register of Historic Places and is reflective of the architectural and historical contributions in the community.

The *Hamlet of Westernville* is located in the town and was settled in 1803 by General William Floyd. Westernville is located along the Black River Canal and along an old stage coach route. Once a thriving community, the hamlet tells its historic story through the architectural significance of buildings and structural remains from days gone by.



Town of Ava

The Town of Ava was formed from a portion of the Town of Boonville in 1846. Ava is located in northern Oneida County, along the Tug Hill Plateau. Early settlers came from New England, including residents of Massachusetts and Connecticut. With severe weather conditions, early settlers faced many hardships. Agriculture has been the basis of the local economy throughout the Town's history. Thus the Town's landscaped has changed dramatically as its forested areas were cleared to allow for farming operations. In addition to farming, timber harvesting and related businesses formed the basis for Ava's economy. Important historical landmarks in the Town include Quaker burial grounds and the Hilltop Methodist Church.

Town of Boonville

Located in Oneida County, the Town of Boonville is in the northernmost corner of the County, approximately 25 miles north of Utica (NYS Thruway Exit 33) and 48 miles southeast of Watertown. Formed on March 28, 1805, early settlers constructed saw mills, gristmills, tanneries, a school and churches to meet the immediate needs of the community. After the War of 1812, the town attracted more growth due to the abundant supply of natural resources – i.e wood, open farm land and water to power the various mills, factories and industries. Constructed in 1819 of local limestone from Trenton Falls in Oneida County the Hulbert House was the first 2-story structure in the town. The building originally served as a hotel in the Village of Boonville and is still functioning as a hospitality venue there.

Village of Boonville

Located along NYS Rt. 12 in the north-central part of the Town of Boonville, the Village of Boonville rests on the divide between the Black River, including its tributaries Mill and Alder Creeks, flowing north to the St. Lawrence and Lansing Kill, before flowing south to the Mohawk River. Slow to grow at first, the village grew steadily with the construction of saw and grist mills, tanneries, and wilderness farming. Constructed in

1819 with Trenton limestone as a hotel, the Hulbert House was the first two-story building in the town and remains a prominent historic feature in the village today.

Incorporated in 1855, the village flourished after the construction of the Black River Canal and the completion of the Black River to Utica Railroad. During the 70-year existence of the canal, canal boats hauled lumber, sand, and produce south, returning with manufactured goods from the cities. Serving as a transportation terminus and commercial center, the village attracted new business and investment opportunities – i.e. hotels and taverns, stores, churches, foundries and tannery, barrel, chair and carriage factories, various mills, schoolhouse were constructed. Established in 1851, Sargent’s Mill, a manufacturer of stools and chairs, still turns out the same products at the mill in their 24-acre Industrial Park. Completed in 1879, the first reservoir in the village water system was followed by installation of streetlights a year later. Telephone lines arrived in 1900, and village homes received electricity in 1904. At the turn of the century, Boonville was prime dairy country. Boonville Economic and Industrial Development Corporation constructed the site adjacent to the railroad tracks south of the village in 1978, after which developed sites were sold to N. M. Sargent & Sons and CJ Logging Equipment. The village has hosted the annual NYS Woodsmen’s Field Days since 1948.



Because of its proximity to the Adirondack Mountains and the eastern edge of the Tug Hill Plateau, forest-related industries were a mainstay of the local economy. Boonville was also home to cheese-makers, mechanics, carpenters, millers, ironworkers,

boat builders, dry goods store proprietors, and tradesmen typical of an upstate farm and canal community.

Lewis County History

The area known today as Lewis County was formed on March 28, 1805, by Governor Morgan Lewis from Oneida County. According to archeological investigation, human occupation in the Black River Valley extends back at least 10,000 years. A territory of the Oneida Nation, indigenous populations traveled to the area for fishing and hunting due to its abundant supply. The Oneida ceded the area to New York State by the Treaty of Fort Schuyler in 1788 and was sold in 1791 as part of the Macomb Purchase. Settlements were slow to grow until the construction of the Black River Canal System was completed in 1855 as part of the Rome to Carthage waterway transportation route. A 35-mile stretch, the canal served as a feeder route to the Erie Canal System and opened the “North Country” to trade and commerce. Comprised of 109 locks, the canal was abandoned in 1926 to give way to the railroad and automobile.

Densely forested, the area was first settled by French aristocrats fleeing the French Revolution followed by European immigrants from Ireland, France, Wales, Germany and Switzerland attracted to the abundant supply of natural resources to support the primary industries of logging and tanneries through the 1800’s and the dream of prosperity. By the late 1800’s, easy access to water power and a plentiful supply of wood, contributed to logging and paper making becoming important industries to the area. The clearing of forests later made way for dairy farming as a major industry that remains central to today’s economy.

Despite Lewis Co’s large expanse of forested land and rugged terrain, about 60% of its area was occupied by 4,124 farms in 1875. With the passage of time, only about 22 % of the land is still utilized for farming. Today, dairy farming is a primary industry and is concentrated in the Black River Valley with a part of its production serving the kosher market in New York City. In recent years some Amish farmers have moved in, separate from the long-established Mennonites elsewhere in the county.

During the 20th century Lewis Co continued to have a significant industrial sector which included: furniture made in Lowville from 1905 to 1931; Lowville’s products included cardboard boxes, imitation leather, bowling pins, and cream cheese. The Hale Ski Lift Company operated in Turin from 1949 to 1962. Today, fewer industries remain. Wood and other forest products continue to be harvested. Manufacturers included Burrows Paper Corp, Kraft (cream cheese), Climax (boxes), AMF (bowling pins, flooring), Fibermark (paperboard), Beaverite (binders, gaskets), Otis Technology (gun-cleaning products), Harrisville Dry Kiln, Viking Cives (snowplows), and Interface Solutions (gaskets).

The tourism industry became a growing business in Lewis County with several of its lakes serving to attract vacationers. During the 19th century visitors were attracted to area hotels – i.e the Fenton House (1826) at Number Four, the Lowville Mineral Springs

House (1872), and Forest Home and the Hermitage Hotel at Lake Bonaparte. Winter sports became significant soon after World War II. Since the Tug Hill Plateau has the most snow in the East, Turin was selected as site for the Snow Ridge Ski Area in 1945 and the Swiss Ski School. Winter recreation dispersed in the 1960s with the rise of snowmobiling; the western upland towns have become major snowmobile destinations.

Over the course of the county's history, residents, businessmen/women and interested parties participated in the nation's struggle to identify itself. Men and women fought in wars – i.e. Revolutionary War of 1812, American Civil War, World Wars, etc. Early women pioneer/s & travelers forged the way for the suffrage right movement to advance equal rights for women in New York during the mid-late 1800's and Black slaves seeking freedom traveled north to safety via the Underground Railroad.

Rich in history and intertwined with the 17 towns and 9 incorporated villages, the county continues to emulate its roots through the local culture, historic architectural building design and attractions, cemeteries, monuments, "Black River Trail" and industries.

Town of Leyden

Part of the Macomb Purchase, the Town of Leyden was the first to be formed in Lewis County on March 10, 1797 by William Topping from Connecticut. The town served as home to Nathaniel Merriam, assemblyman in 1811 & 1820 and County Judge in 1815. Great grandson of Nathaniel Merriam, Dr. C. Hart Herriam, received national recognition as an expert in the field of zoology, botany and ethology (a study of animal behavior). Dr. Hart authored several books regarding such and was associated with the Smithsonian Institute.



A port of commerce and trade along the Black River Canal, the town prospered as farmers, lumbermen and businessmen shipped lumber, potash and dairy products to NYC and Buffalo via the Erie Canal. However, by 1922 most of the canal was closed and goods, services and passengers were transported to and fro by railroad until May 1961. Influenced by early settlers to the region, the area reflects its culture and history through old structural

foundations & remnants of historic sites, architecturally significant building design and special community events, reflecting local values.

Village of Port Leyden

Located mostly in the town of Leyden, the Village of Port Leyden area was first settled in 1796 by Major John Ives. Slow to grow until the completion of the Black River Canal, the village served a small rural community providing goods and service to local residents through the trade and commerce route. Mainly a farming community, Port Leyden served as an important stop along the Black River Canal.

Town of West Turin

The Town of West Turin was formed from the Town of Turin in 1830. First settled by John Ives and his family from Connecticut, who had traveled by wagon from Fort Stanwix in 1796. Immigrants from German, Wales, Swiss, and Alsace were attracted to the area around 1830 due to its abundance of natural resources and access to the river's power to operate mills and factories. As with neighboring communities, the area was slow to grow until completion of the Erie Canal. During the 1840's, Irish immigrants working on the Erie Canal were attracted to the area.

With the construction of Constable Hall in 1819 by the Constable family, in what later became the Village of Constableville, the town seat was designated. No longer serving as the location for the town seat, Constable Hall reflects its architectural significance and history as a seasonal museum to visitors. Mainly a farming community today supporting the large dairy & small maple syrup industry, the town reflects its history and culture through special events and celebrations as well as serene farming landscape.

Village of Lyons Falls

Located in the Town of West Turin, the Village of Lyons Falls was incorporated in 1900 and was home of the Gould Paper Company, constructed in 1892. The paper company also provided excess power through its operations. The company built power lines to distribute excess power to users in the village and neighboring communities until 1950 when Niagara Mohawk Power Company purchased the power system.



The village served/s as a terminus on the Black River Canal System, NYS Rt. 12 and the railroad. Central to its development as a village, the canal provided canal boats a passageway to the 70-foot falls that had previously prohibited travel up/down the river. The Gould's Mansion now serves as an attraction to visitors interested in touring the historic structure.

Town of Turin

The Town of Turin was formed on April 14, 1800 from, what was then, Oneida County and township of Mexico. Early settlers were attracted to the area from Connecticut and southern New York due to rich soil and prime farm land. Slow to grow at first due to poor travel conditions, the town began to expand and prosper as a dairy farming community with the opening of the Erie Canal in 1825. As with neighboring communities, the town attracted business owners, and entrepreneurs who provided goods and service to local residents. Missed by the railroad expansion during the mid 1800's, visitors traveled to the town by a daily stagecoach route, boat through the canal or by horseback.

An early settler in the town, Benjamin Doud, is the great-great grandfather of Mamie Eisenhower, wife of President Eisenhower. Since the Tug Hill Plateau receives the most snow in the East, Turin was selected as site for the Snow Ridge Ski Area in 1945 and the Swiss Ski School. Today, the area is a major destination for outdoor winter recreationalists & enthusiasts – i.e. skiing and snowmobiling.



Town of Martinsburg

Named after General Walter Martin, Revolutionary War Hero and prominent businessman, the Town of Martinsburg was settled by Walter Martin and formed from Turin on February 22, 1803. Early settlers first established stores & shops, churches, schools, jail, taverns and mills to support their needs. The largest and wealthiest community in the county during that time, the town became home to the County Seat of the Legislature in 1805. Construction of the county courthouse in 1811 formalized the appointment until its relocation to the Village of Lowville in 1864, with the expansion of the railroad. Listed on the NYS and National Register of Historic Places, the structure serves today as the Martinsburg Town Hall.

Like neighboring communities, early settlers were attracted to cheap land for farming and the abundance of natural resources to support the paper, saw, and tanning mill industries. However, mill operations soon gave way to dairy farming and the construction of local cheese factories by the 1880s. A major producer of dairy products, a 5-ton “Big Cheese” was sent to the World’s Fair in San Francisco in 1916 and a 6-ton “Big Cheese” was shipped to the NYS Fair in Syracuse in 1938. Central to the economy, dairy farmers organized a strike in support of higher prices in the early 1930’s that led to the establishment of the Lowville Dairy Producers Cooperative.

Linked to the early freedom efforts of the 1800’s, the town served as a destination on the “Underground Railroad.” Reflected on the first historical marker to be erected in Lewis County on October 13, 1931, Hough’s Cave served as a shelter for Negro slaves on their way to freedom in Canada prior to the Civil War. In 1854, Susan B. Anthony, advocate of equal rights for women, met with supporters in the town to advocate for equal rights for women. Additionally, the town was home to the earliest paper north of Utica in 1807, the Black River Gazette.

Rich in history, today’s attraction and major industries include the Maple Ridge Wind Farm, dairy farming and tourism.

Located in the Town of Martinsburg, the *Hamlet of Glenfield* was created in 1868 with the expansion of the Utica and Black River Railroad. A small rural community, the Hamlet grew slowly as a farming community and served as a site along the Black River Canal for trade and commerce.

Town of Lowville

Part of the Black River tract was divided on August 11, 1796, when Nicholas Low acquired property by drawing lots numbered 2, 7, and 11. Lot #11 is known today as the Town of Lowville (Lot #2 is known today as Watertown and Lot # 7 is known today as Adams) and was first settled in 1798 by a company from Westfield, Massachusetts. The town was formed by virtue of an act of the New York State Legislature on March 14, 1800 and is named after, Nicholas Low (Revolutionary War Patriot and prominent businessman). Early French and European settlers were first attracted to the area to

support dairy farming activities, due to the rich soil on the Black River Flats. Construction of the Black River Canal began in 1851 in the town and opened up trade and commercial markets to support local businesses.

Expansion of the Rome, Watertown and Ogdensburg Railroad to the town in 1867 and the Lowville to Beaver River Railroad in 1906 provided opportunities for business and industries to flourish – i.e. the Asbestos Burial Casket Company (1885-1955), J. E. Haberer Furniture Co. (1905-31), Payne-Jones/Pajco (1935; imitation leather for books and US passports), AMF (1957; bowling pins), Kraft (1965), the largest cream cheese plant in the country, and Climax (1980; cardboard boxes). In 2002, Marks Farm was a major supplier to the kosher milk market in New York City, with hundreds of cows and a resident rabbi. Lowville is the site of the county offices, fairgrounds, a general hospital, and a shopping mall serving the county.

Village of Lowville

Incorporated in 1854, the Village of Lowville is named after the town and early land owner Nicholas Low and is located in the north central part of the county. The village serves as home to the County Seat of Legislatures, since being moved from the Town of Martinsburg in March 10, 1864. In 1894, Susan B. Anthony, central figure in the suffrage right movement and life-long advocate for equal rights for women, spoke to an audience of women and supporters on the history of women suffrage to encourage support for legislative action at the Methodist Church. In honor of the 2,500 men from Lewis County who served in the Civil War, the village dedicated the Civil War Soldiers and Sailors Memorial on July 4, 1883. The memorial lists the service of Joseph Dievendorf, an African American from the Town of Harrisburg, in the 97th New York Volunteers Regiment, two years before Abraham Lincoln authorized the service of African Americans.

Town of Denmark

The Town of Denmark was the first town settled in Lewis County. It was created from the Town of Harrisburg in 1800 by Jesse Blodgett as a rest stop along the Utica to Sackets Harbor stagecoach line. Formed as a town on April 3, 1807, early settlers were first attracted to the area because of its location along a major transportation route, an abundance of natural resources to support the



logging industry and farm land. In 1804, the town attracted 36 men representing 12 townships, who gathered at “Freedom Wright’s Inn” to discuss the formation of Jefferson and Lewis Counties. Legislative approval took place on March 28, 1805. A variety of mills, cheese plants, and retail shops were established to support local needs in community centers. Today, the town features 4 old Georgian design limestone houses as evidence of days gone by and remains a point of services to travelers along NYS Route 26.

Village of Castorland

Located in the Town of Denmark and first settled as a colony in 1794 by French noblemen, and their families, fleeing persecution during the French Revolution, the Village of Castorland was named to commemorate the Castorland Colony and the role



they played in establishing the settlement. Attracted by the abundance of natural resources and access to hydro power, the village became an important area to the logging industry when T. B. Baselin, prominent businessman, constructed the largest sawmill in the area. As trade and commerce routes expanded, Castorland became a principal shipping center in the area, due to its proximity to the railroad and the canal.

Town of Croghan

The Town of Croghan formed in 1841. Croghan’s proximity to the Black River and an abundant supply of wood supported logging, tanning and paper making as primary industries of the day. Named after George Croghan, a hero in the War of 1812 for his defense of Fort Stephenson, the town grew slowly until completion of the Black River Canal, which opened trade & commerce markets. Comprised of rich farmlands, forests and swamps, the town borders the Adirondack Park with the Indian, Oswegatchie, Beaver and Black Rivers traversing through it. As with neighboring communities, early settlers were attracted to the rich farmland and natural resource of the rivers to power mills, factories and industry. Farming and the production of maple syrup serve as the primary industry of yesteryear and today, followed by the logging, papermaking and sawmill industries.

In 1883, Dr. Sarah Elizabeth Simmonet was the first woman to graduate from Albany College with a pharmacology degree. Two years later, in 1885, she graduated from the University of Buffalo with a degree as a Physician and Surgeon and registered in Lewis County as one of the first female doctors. In addition, Dr. Simmonet served as a county organizer to advance the early feminist movement through equal rights for women. Home of the famous “Croghan Bologna,” today’s visitors and residents are attracted to the area for its natural beauty and outdoor recreation enthusiasts enjoy the camping, hunting and fishing.

Jefferson County History

According to archeological investigation, human occupation in the Black River Valley extends back at least 10,000 years. A territory of the Oneida Nation, indigenous populations traveled to the area drawn by the abundant opportunities for fishing and hunting. The land was ceded by the Oneida to New York State by the Treaty of Fort Schuyler in 1788. The first white man to visit the area was Samuel de Champlain in 1615, eight years after the settlement of Jamestown by the English. Military posts were established during the French and Indian War and garrisons were placed in various parts of northern New York during the Revolution.

Around 1775, Benjamin Wright and a crew of surveyors ventured on an expedition to survey the vast wilderness along the Black River waterway. Sold as part of the Macomb Purchase in 1791, and settled by Noadiah Hubbard in 1797, the county was formed through an act of Legislature on March 28, 1805. Named after Thomas Jefferson, 3rd President of the United States, the area was densely forested and served as a buffer to Canada and the southern part of the New York State.

First settled by French aristocrats fleeing the French Revolution, followed by European immigrants from Italy, Ireland, Wales, Germany and Switzerland attracted to the abundant supply of natural resources, the primary industries of the area included logging, tanneries and a variety of mills and industries through the 1800's. Throughout the 19th and early 20th centuries, the county prospered as goods and services were transported to larger areas. The county was prosperous during the 19th and 20th centuries. Its strategic location to the Canadian border, Oneida Lake and the St. Lawrence River along major transportation routes supported growth. An abundant supply of natural resources combined with a plentiful supply of water from the Black River to power the various mills and industries provided the key elements for expansion.

Over the course of the county's history, residents, businessmen/women and interested parties participated in the nation's struggle to identify itself – i.e. Revolutionary War of 1812, American Civil War, World Wars, etc. Early women pioneer/s & travelers forged the way for the suffrage right movement to advance equal rights for women in New York during the mid-late 1800's and Black slaves seeking freedom traveled north to safety via the Underground Railroad.

Rich in history and intertwined with the 22 towns, 20 villages the City of Watertown, and Fort Drum Military Installation, the county continues to emulate its roots through the local culture, historic architectural building design and attractions, cemeteries, monuments, Black River Trail and industries.

Town of Wilna

Bordering the Black River and the Fort Drum Military Installation, the Town of Wilna is located in the north eastern portion of Jefferson County and is comprised of the

villages of Carthage, Deferiet and Herrings as well as the hamlet of Natural Bridge. Serving as a gateway to the Adirondacks, the town attracted early settlers seeking an abundance of available land and natural resources along the major river corridor. Major industries located in the town were attracted to the main commercial area, the Village of Carthage, and include retail services, a variety of saw/flour and grist mills, as well as a variety of tanneries/foundry & machine shops/factories associated with trade and commerce that also encompassed the paper-making industry.

Due to the high demand for paper and the close proximity to the Black River for hydro power to support the paper making industry, the Villages of Deferiet and Herrings evolved during the early 20th Century.

Village of Carthage

Founded in 1798, by early French settlers fleeing persecution during the French revolution, the village incorporated in 1841. Due to its location along the Black River, early settlers had an abundance of cheap power to operate the many mills, factories and establishments lining the village shores. The village expanded and prospered during the 19th century. Contributing to the prosperity of the area was the completion of the Black River Canal in 1850 and its location as a terminus on the Erie Canal that



opened new markets for commerce and trade. However, by the end of the 19th century, construction of the railroad from Rome to Watertown resulted in economic & population shifts that initiated a slow steady decline impacting the local economy.

Today, the village is engaged in a downtown residential and commercial historic restoration and renovation project, in conjunction with neighboring communities, local/regional and state/federal organizations/agencies. Building upon success, the village is recognized as a “community of choice” in attracting new residential and commercial development and is located along the Black River Blueway Corridor, Olympic Scenic and Black River Trail/Byways and offers visitors with a variety of retail services and points of interest – i.e. recreation park/s, flat water kayaking, fishing, etc.

Village of Herrings

Formed around the turn of the 20th century as a result of the construction of the Herrings Paper Mill, the village is named after Willian P. and Fred M. Herrings, owners of the paper mill. Located along the scenic & natural resource of the Black River and serving as a bedroom community to neighboring towns/villages, it could be that Herrings is the smallest incorporated village in NYS.

Once a rest area for travelers traversing NYS Rt. 3 by stagecoach route over 100 years ago, the privately owned and managed limestone construction Herrings Inn continues to provide visitors with meals.

Village of Deferiet

Formed in the early 20th century following the construction of the St. Regis Paper mill. The last of the big paper mills erected on the Black River, the location provided investors an opportunity to control water levels during the summer season by diverting water from the dam to allow for year-round operations. A company owned village until the mid-late 1960's, houses are now privately owned and the village is operated by local elected officials.

Today, the village provides municipal services to residents and features a kayak/canoe boat launch & picnic area to visitors traversing NYS Rt. 3 along the Black River. Additionally, travelers can enjoy opportunities to scenic vistas that feature natural vegetation & wildlife habitat areas - i.e. wild turkey, deer and black bear are among the many animals frequently seen in this area.

Town of Champion

First surveyed in 1706 and formed in 1802, the town was named after General Champion as a tribute to his service during the Revolutionary War and influence in attracting early development to the area. Due to its proximity to the Black River and the availability of open space and suitable soil conditions for agriculture, the town prospered during the early 19th century as a center for commerce. Mainly a rural agricultural area, the town is comprised of 45.1 square miles and services the hamlet of Champion and Great Bend as well as the Village of West Carthage.

Located on the old stagecoach route in northern Jefferson County in the Town of Champion along NYS Route 3, the *Hamlet of Great Bend* was first settled in 1807 following the construction of a bridge across the Black River in 1804. Early settlers first constructed a power dam and grist mill in the hamlet and served as a service center for travelers as business owners constructed a 3-story native limestone inn along the travel route. Attracted by an abundant supply of natural resources and water to power local industry, the small hamlet was home to the Great Bend Paper & Pulp Company, small dairy and crop farms, complementary retail services, and a tourist economy.

Strategically located at the intersection of NYS Routes 3 and 26 and its proximity to Fort Drum, the hamlet remains a destination for services along the travel routes. Early design buildings and structures reflect the history of the community today.

Town of Rutland

Formed on April 1, 1802 by settlers from Rutland, Vermont, the town is one of 11 constituting the Black River tract. Located along the Black River, the town encompasses

a portion of the Village of Black River and hamlet of Felts Mills, sites where various mills, industries and retail establishments were located due to easy access to water to generate power to support such. Further inland and along the escarpment of the Tug Hill Plateau, the soil was more suitable for agriculture. Thus, family farmsteads were established.

The *Hamlet of Felts Mills*, located in northern Jefferson County in the Town of Rutland along Route 3, was formed by early settlers who first constructed a dam as a power source for the development of a flourmill in 1807 following the 1804 construction of a bridge across the Black River. The bountiful natural resource of wood and water to power local mills and industry influenced community development as well as its strategic location along the old stagecoach route and waterway. Small dairy and crop farms, complementary retail services supporting development, and a tourist economy supported by visitors traversing to and from other destinations were key businesses supporting the local economy.

Over the years, the mills have closed and small retail businesses have located in the hamlet. Mainly a bedroom community to neighboring communities, the hamlet reflects its history through the architectural design of privately owned homes, constructed in the 18th and 19th centuries.

Village of Black River

Located in the Town of Rutland in Jefferson County, the Village of Black River is located 15 miles upriver from where it joins Lake Ontario. The village was first named Lockport by early settlers in 1806 then later renamed Black River and formed from land taken from the Town of LeRay and Rutland. Like many settlements along the Black



River, early settlers were attracted to the area for its abundance of natural resources and its proximity to the Black River to generate energy to power the various mills, factories and businesses. Best known for being home to the H.C. Dexter Chair Company, the village served as a community & service center for residents and businesses. By 1874, the Black River & Utica Railroad linked the village to the St. Lawrence River and Utica.

Incorporated in 1891, the village is best known for being home to the Dexter Chair Company and serves as a bedroom community to the City of Watertown and Fort Drum Military Installation. Appealing remnants of days-gone-by can be seen through the architectural design of historic homes and intriguing factory ruins scattered along its riverbanks.

Town of LeRay

Established in 1806 from lot number four of the Macomb purchase, the Town of LeRay was named after James Donatianus LeRay De Chaumont (James LeRay - proprietor). A native of France and resident of the town, Mr. LeRay traveled between the two countries to attend various business ventures as needed. As with neighboring areas in the county, early settlers were attracted to an abundance of natural resources and available land along the major transportation corridor of the Black River. Over time forests gave way to fertile farm land and new settlements were established to support local needs for service – i.e. mills, stores, churches, schools and villages. Located throughout the town were 2 hamlets and 2 villages – i.e. hamlets of LeRaysville & Sanford Corners and villages of Evans Mills and Black River.

Town of Pamela

The Town of Pamela was formed from the Town of Brownville on April 12, 1819, and named after Pamela Williams, wife of General Jacob Brown. By an act of state legislature on April 1, 1824, a small part of Penet's Square, southeast of Perch Lake, was annexed from the Town of Orleans. The town is centrally located in Jefferson County and is bounded on the north by the Town of Orleans, on the east by the Town of Le Ray and on the south by the Village of Black River, separating it from the towns of Watertown and Brownville.

As with neighboring communities, early settlers sought opportunities to purchase available land, rich with natural resources, along the Black River Transportation Corridor. Log cabins, family farms and various retail establishments dotted the landscape as trees and underbrush was cleared. The hamlets of Juhelville, Pamela Center (once known as Williamsville) and North Watertown were absorbed into the City of Watertown.

Comprised of 35.4 square miles, the town encompasses a portion of the Village of Glen Park and the small rural hamlets of Knowlesville, Pamela Center, Scoville Corners and Pamela Four Corners. Bordering the City of Watertown and Fort Drum Military Installation, the town serves mainly as a bedroom community to the surrounding area today.

Village of Glen Park

Incorporated in 1893, the Village of Glen Park lies partially in the towns of Pamela and Brownville. It owes its existence chiefly to the extensive pulp and paper mills owned by the C. R. Remington & Sons company, although construction of the electric railroad was an important factor in its development. Also the site of the Glen Park Amusement Park, featuring Montana Joe and his rattlesnake show and early Red & Black football games.

City of Watertown

Formed in 1800 as a hamlet centered on, what is known today as, “Public Square” by New England pioneers, the City of Watertown is centrally located in Jefferson County and holds the county seat. The abundant supply of water provided by the Black River served as a power supply to businesses and industries and was a central influence in the early commercial and residential patterns for development. Incorporated as a village in 1816 and as a city in 1869, the city grew rapidly during the first 100-years.

Developed early in the 19th century as a manufacturing center, the City of Watertown was said to have more millionaires per capita than any other city in the nation during the early 20th century. It is home to the oldest continuously operating enclosed mall in the U. S., the Paddock Arcade, and is home to the longest continually operating county fair in the United States. By association to F. W. Woolworth and his work as a clerk at Moore’s Hardware Store, located on the American Corner, the city serves as the conceptual birthplace of the “Five and Dime.” Additionally, the first portable steam engine was manufactured in the city and is home to the oldest surviving semi-professional team in the United States, Red and Black football franchise.

During the 21st Century, a resurgence of pride in Public Square and its role in Watertown's history, civic and business leaders have taken a strong role in its redevelopment. Unsound buildings and structures have been demolished while structurally sound historic buildings and facades undergo a coordinated and systematic approach to the restoration and adaptive reuse of vacant downtown commercial and residential properties. In 2006, the new economic development was coupled with a multi-million dollar streetscape project to reinforce the square's infrastructure, as well as beautify its roads, walkways and landscaping.

The City of Watertown features several historic landmarks listed on the state and national list and is associated with many notable people over the course of history. It remains the site to corporate headquarters of the well-known Little Trees Car Freshener Corporation and reflects the architectural design of many historic homes, businesses, houses of worship and industry.

Town of Brownville

The Town of Brownville was first settled by Jacob Brown in 1799 from the Chassanis land tract as part of the Macomb purchase. Settlers were attracted to the area due to its potential for water power and possible shipping access to the St. Lawrence River. The town was formed from the Leyden territory through a legislative act on April 1, 1802 and is one of the oldest communities in the county. Significant due to their proximity to the Black River, the War of 1812 and an abundance of natural resources, the villages of Dexter, Brownville and Glen Park contribute to the historic legacy of the town. During its early days, the town was home to and/or hosted many prominent visitors, ranging from famous military officers/entrepreneurs and investors to U.S. Presidents.

Today, the town is comprised of 3 villages and 3 hamlets. Visitors can trace historic events, culture and namesakes when visiting the local cemeteries, churches and libraries.

Village of Brownville

Established in 1802 and incorporated in 1828, the Village of Brownville was home to the founding father, Jacob Brown, general during the War of 1812-15 and later commissioned major-general of the U.S Army. General Jacob Brown had his 2-story 22-room native limestone home constructed in 1811-1815 in the village, using his home as Army headquarters from 1812-1821. As colonel of the 108th Regiment of the New York Militia at the onset of the War of 1812 and Brigadier General, charged with defending the frontier from Oswego to St. Regis (300 miles) in 1811, the militia was often called upon to fight the British during the War of 1812. General Brown hosted the first church service and town meeting in Brownville and in 1817 hosted a visit from U. S. President James Monroe. Commissioned General-in-Chief of the U.S. Army in 1821, General Brown moved to Washington until his death in 1828. Today, the General Brown Mansion houses the village offices, library, community center, historical society and museum.

Rich in history, the village has held a prominent position as a manufacturing center and served as a hub of activity that provided residents, travelers and businessmen with services and opportunities for prosperity. Strategically located along the Black River, the village expanded at a rapid rate when a system of locks and canals were constructed in 1815 by the Black River Navigation Company to transport passengers and good around the rapids and falls. As the population grew, the demand for goods and service increased and new industries, factories and businesses located along the river. Due to its significance in the early days, several prominent people visited the area and include U.S. President's. The old stagecoach route gave way to the railroad in 1852 followed by the electric railroad in 1891.

Today, the history is reflected in 15-period style well maintained architectural design buildings that can be viewed on a drive through or walking tour. The village hosts the annual General Brown Day Celebration and operates and maintains the General Brown Mansion, privately owned limestone row-tenement houses that were constructed by the Cotton Company around 1815 as well as publicly and privately owned historic & architecturally significant buildings.

Village of Dexter

Incorporated on May 8, 1855, the Village of Dexter was originally known as Fish Island and is located on Lake Ontario at the mouth of the Black River and upriver from Brownville and Glen Park. During the early history of the town, the village served as a rendezvous



for fishermen and lumbermen and in 1811, and again in 1813, the first dams were constructed across the river to power local mills and businesses. Later named Dexter after S. Newton Dexter, prominent local businessman and entrepreneur, the village lacked the allure of more industrial communities located upriver during the early years - i.e. Brownville, Glen Park and City of Watertown. Due to its strategic location on 2 major transportation waterways, the government funded the construction of piers and docks in 1836 to make the harbor more navigable. However, it was not until 1888 the village began to expand when old dams were rebuilt in support of the expansion of new industries and a branch of the railroad between the City of Watertown and Cape Vincent was constructed.

Today, the village continues to attract fishermen to its banks and offers visitors an opportunity to enjoy the natural resources the river.

Town of Hounsfield

The Town was formed from Watertown on February 17, 1806, and is named after Ezra Hounsfield. With the Village of Sackets Harbor on it's west side, the Town became home to the military and naval headquarters for the US Northern frontier during the War of 1812. Historical sites and interpretation from the War of 1812 are a popular attraction in the Town and the Village of Sackets Harbor.

Proposed Spur:

Town of Forestport

The Town was first formed from the Town of Remsen in March 1870. Later, additional land was annexed into the Town from the Town of Boonville. Located on the Black River Feeder Canal, which was completed in 1848, two dams were built in Forestport to provide storage reservoirs for the canal. With vast amounts of timber and the canal for transportation, many saw mills were built. This created many jobs in timber harvesting and mill work and resulted in boom in the town. The Town also had a village, the Village of Forestport, at one time. Unfortunately, the village was destroyed by fire and had to be rebuilt three times. Three breaks in the feeder canal also occurred. As the timber sources dwindled, the mills began to close. With fewer jobs in the area, the population and the economy in the town and village decreased. The Village of Forestport dis-incorporated in 1937.

County Historical Societies on the Black River Trail Scenic Byway

Oneida County Historical Society

Brian J. Howard, Executive Director

1608 Genesee Street

Utica, NY 13502-5425

Phone: (315) 735-3642

Website: www.oneidacountyhistory.org/

Lewis County Historical Society

Lisa Becker, County Historian

7552 South State St.

Lowville, NY 13367

Phone: (315) 376-8957

Website: www.frontiernet.net/~lchs/

Jefferson County Historical Society

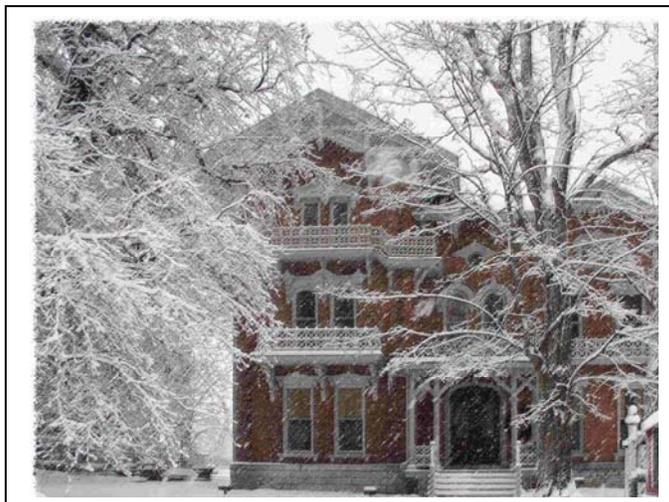
Timothy Abel, Director

228 Washington Street

Watertown, NY 13601

Phone: (315) 782-3491

Website: www.jeffersoncountyhistory.org/



Byway Description: “The Visitor’s Experience”

The Black River Trail Scenic byway begins in the City of Rome at the intersection of Routes 26 and 46. The City of Rome has many assets including, countless outdoor recreational activities, shopping, restaurants, amazing arts and entertainment events, and an abundance of historical treasures. The City of Rome is also the starting point for the historical Black River Canal which was in operation from 1851 to 1924. The canal was built from the Erie Canal in Rome and traveled north to connect with the Black River. This allowed for commerce and trade from the Erie Canal north to Watertown and then west to Lake Ontario.

Leaving the City of Rome the Black River Trail Scenic Byway travels north on Route 46. The route follows along the southeastern side of Lake Delta, offering spectacular views to Byway travelers. After Lake Delta, the landscape includes open farmland nestled between wooded areas, streams and gulfs. As the byway moves closer to the Tug Hill forest, the scenery becomes heavily wooded and hilly as the traveler passes through the Pixley Falls State Park area. Further north on Route 46, the landscape transitions into a mix of wooded areas and open grasslands as the Byway enters the Village of Boonville.



Further north on Route 46, the landscape transitions into a mix of wooded areas and open grasslands as the Byway enters the Village of Boonville.



The Village of Boonville has a number of historic and recreational assets including Erwin Library, the Boonville Fairgrounds, and various hiking and paved recreational trails along the Black River Canal. The Canal is ideal for paddling and the paved trails that meander along it can be used for walking or biking. Boonville also has a number of businesses, restaurants, a beach, and an ice skating rink. There are several festivals and fairs held in the Village as well. Scenery

through the village includes views of downtown historic Boonville as well as the Erie Canal towpath.

Further along the Scenic Byway heading north on Route 12, the route travels through the more rural portions of Oneida County while running parallel to the Black River. The landscape is primarily agricultural with some tourism related businesses such as motels,

cabins, and restaurants. Travelers can also visit the historic canal locks located directly on the Black River Trail Scenic Byway route.



The route also travels through several smaller communities: the Villages of Lyons Falls and Port Leyden and the hamlet of Glenfield. While these communities do have a concentration of residents, their character remains rural in nature with only a few businesses or commercial enterprises. Port Leyden and Lyons Falls do have a number of river access points, including parking and boat launches, as well as fishing access.

Proceeding north on Route 12, the Black River Trail continues to have a rural, agricultural aesthetic. In addition to a few larger farms, this area of the route also contains a number of smaller agricultural establishments and roadside farm stands featuring local produce and products.



In the Village of Lowville, the byway route transitions from Route 12 to Route 26. Lowville is the Lewis County seat and is home to a wide variety of goods and services, recreational amenities, and community events. Lowville is a small rural village with an historic Main Street and tree-lined residential streets with a number of historic homes. The easily walkable community even features a period courthouse. Visible from the western edge

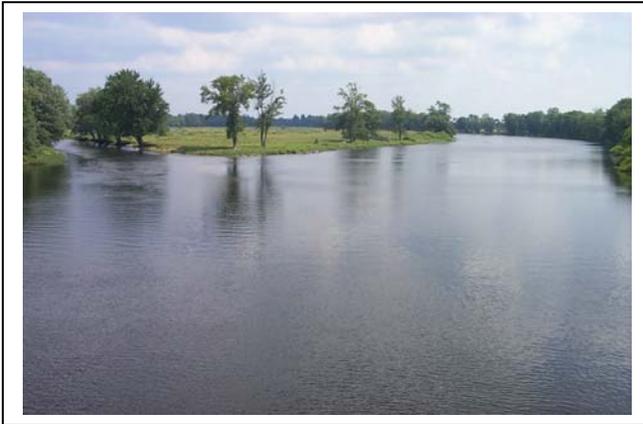
of the village is the Maple Ridge wind farm. With 195 towers, it is the largest wind farm east of the Mississippi.

As the Byway route heads north along Route 26, the roadway is temporarily located farther away from the Black River itself. However, the road elevation increases and provides for a spectacular view of the Black River valley east of the Byway route. Travelers will observe open rolling agricultural lands dotted with dairy farms and the occasional residence. Both sides of the roadway are largely undeveloped, leaving vast areas of open space that offer scenic vistas in all four seasons.



Byway travelers will then turn onto Route 410 and head into the Village of Castorland, once again bringing them in very close proximity to the Black River and all it has to offer. Castorland is a small, rural community that boasts great river views and

access. There is a boat launch within the Village that provides access to the “Black River Flats”, an ideal area for canoeing or kayaking.



Leaving the Village of Castorland, the Byway route turns off of Route 410 and onto Route 126. The Black River Trail continues to follow Route 126 northward, paralleling the Black River and offer more scenic views of the “Black River Flats”. Route 126 leads travelers into the Village of Carthage. Here the Black River Trail Scenic Byway joins the Olympic Scenic Byway on Route 3. The

Black River itself also transitions from the flat water portion to the white water segment as water flows’ and rapids’ speeds increase.

With the Black River running directly between the Villages of Carthage and West Carthage, along Route 3 both communities boast a number of parks, playgrounds, fishing and boat launch sites. Travelers will encounter a bustling, and picturesque community with restaurants, shopping, and various services in addition to the recreational amenities.



The route continues to overlap the Olympic Scenic Byway as it follows Route 3 along the Black River. The roadway runs directly next to the Black River for most of this segment of the route and provides numerous scenic vistas. The Byway travels through the small Villages of Herrings and Deferiet. Several boat launches, parking areas and fishing access sites are located in these communities. Travelers will begin to see denser forestland as the roadway runs along Fort Drum and several of its training areas.



Continuing to follow Route 3 and the Olympic Scenic Byway, the Black River Trail proceeds into the Hamlet of Great Bend, located just outside of Fort Drum. As is evident in its name, Great Bend is nestled along the River as it turns westward and begins heading toward Lake Ontario. There are several dams in the area as well as a large campground and bed and breakfast. Great Bend also marks the start of a large paved recreational trail system along the Black

River which, when complete, will extend to just outside the City of Watertown.

As the Byway route proceeds along Route 3, travelers will begin to notice a transition from a rural, agricultural landscape, to a more developed atmosphere as route goes through the small hamlet of Felts Mills and the Village of Black River. While the communities themselves remain small and quaint, more compact development can be seen along the roadway as it continues to border Fort Drum and approaches the City of Watertown. Tourism related businesses, fishing access sites, boat launches, parks, picnic areas and recreational trails offer a variety of recreational opportunities for travelers.

Proceeding into the City of Watertown, the Byway route leaves Route 3 and turns onto Huntington Street to continue to follow the Black River. From there the route meanders along City streets as it parallels the River. The City offers a wide variety of cultural, historical, and recreational activities including a number of parks, boat launches, picnic areas, river walks, and river access points. With fast currents and large rapids, the Black River provides a tremendous resource for residents and tourists in the City of Watertown with a number of annual events, festivals and national and international competitions that are all centered around the River.

As it leaves the City via Route 12F, the Black River Trail Scenic Byway again transitions from an urban landscape to a more rural one with large spans of open space on either side of the roadway. Within the Village of Brownville, the route crosses over the Black River on Brown's Bridge and proceeds westward on Route 12F. Glen Park Hydroelectric offers fishing access while the Brown Mansion historic site is a great cultural resource for the community as well as travelers along the route.

Continuing along Route 12F, the byway reaches its northern terminus in the Village of Dexter. Dexter is located near the Black River Bay, which provides easy access to Lake Ontario. Dexter offers a variety of recreational opportunities with parks, fishing access, boat launches and spots ideal for rafting. Improvements currently being undertaken to Fish Island in the Village will add even more amenities to this end of the Black River Trail Scenic Byway.



As travelers tour the Black River Trail Scenic Byway from Rome to Dexter they will soon discover that, the Black River plays an important role in defining the character and identity of each community along the byway. While the byway route is centered along this single resource, with areas ranging from wild river, to flat water and whitewater, it's variety also helps each community to distinguish themselves. Along the entire route, travelers will encounter a variety of recreational, historical and cultural opportunities centered around the River and its history.

ECONOMIC AND COMMUNITY DEVELOPMENT

New York State Scenic Byway Funding History

For over fifteen years, Federal and State transportation dollars have funded programs in New York to promote tourism, improve traveler and community services, and establish facilities that encourage local visitation and spending. Scenic Byway program funding is provided through the Federal Highway Administration of the United State Department of Transportation. Scenic Byway programs show a steady record of supporting economic and community development with ongoing funding for projects along 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 2007 the New York State Scenic Byway Program has received a total of \$14,086,245 in Federal dollars from the Federal Highway Administration benefiting Byway communities throughout the State.

Economic Benefits of the Scenic Byway Program

The proposed Black River Trail Scenic Byway travels through larger cities, small village Main Streets, and sparsely populated rural communities. While these communities vary in size, they face many of the same economic challenges. The economies of these communities were developed principally because of the Black River and its critical juxtaposition between the Tug Hill Plateau and the Adirondack Mountains. The Byway communities are united not only by the Black River itself, but also by this common history and abundance of natural resources. The economies of the communities along the Black River Trail Scenic Byway are based on a few major employers along with agriculture, small scale business establishments, and self-employment. Businesses in the smaller communities survive because of their ability to serve the local population and by capturing tourist spending.

The Black River and the Scenic Byway Program translates into a tourism economic engine for the area by uniting communities along the route with a common theme. Large cities and small towns alike can benefit by highlighting their variety of activities available along the Byway. Rome and Watertown can promote their location on the Black River Trail Scenic Byway and their close proximity to an abundance of natural resources, recreational opportunities, and main street shops, festivals and activities. Similarly, small communities can tout their location between major cities offering entertainment, fine dining, theaters, etc.

Effectively developing and promoting the Black River Trail Scenic Byway experience has great potential to stimulate greater economic activity in the region. The Federal Highway Administration's March 2004 press release described economic benefits. "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-thousand of jobs nationwide. 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.

Although there are a few larger employers in its larger population centers (Rome, Boonville, Lowville, Carthage, and Watertown), the rural economy of the communities along the Black River Trail Scenic Byway is based largely on agriculture, small scale business establishments, and the tourism industry. Those businesses that have been able to serve both local residents as well as capturing tourist traffic have endured. Businesses that have adapted in order to provide services to their customers during all four seasons also show a greater margin of success.

With such a wide variety of recreational activities available along the Black River, effective marketing and promotion of the Byway provide these communities with the opportunity to develop amenities that will be enjoyed by tourists and residents alike.

Economic & Community Development Goals

The goals identified in the Implementation Plan for the Maple Traditions Scenic Byway include:

1. Strengthen and diversify the economy by enhancing sustainable tourism activities and creating opportunities for local businesses and producers to expand their markets and increase revenues;
2. Encourage the development of hospitality businesses along the Black River;
3. Support business activity that addresses gaps in goods or services for visitors and residents;
4. Revitalize and focus growth and development in Central Business Districts through Main Street Revitalization planning and programs;
5. Preserve the rural and historic character of byway communities to maintain appeal in drawing today's travelers to town centers.

Expanding Market Opportunities for Hospitality Businesses

With such a variety of recreational activities located along the Black River Trail Scenic Byway, the development of hospitality businesses and the related infrastructure to support these enterprises is crucial to the success of byway promotional efforts. In order for travelers to be attracted the area and to experience all that the Black River and its communities have to offer, they must feel secure in knowing that all of the services they will require during their stay will be readily available and easily accessible to them. Lodging, for example, is currently offered by a number of businesses along the route but is available only seasonally, catering either to the winter recreational motorists or the summer rafting enthusiasts. Business assistance programs which provide aid packages, hospitality training, and help to develop theme-based day- or weekend-trips will be a valuable tool to help small businesses along the Byway to survive.

Stimulating Community Development

One of the key advantages of the scenic byway program is that it links smaller rural communities via a common theme. Collectively, they become more attractive as a package experience, thereby drawing more visitors than they would otherwise attract individually. Increasing tourist traffic is likely to stimulate greater interest in Main Street revitalization and historic preservation as local officials recognize the potential return on investment by attracting visitors to stop in their communities. To support the growth of niche businesses or lodging establishments (new or existing) will require the installation or upgrading of public utilities, which can make additional business development possible.

Advances in telecommunications and web-based technologies make it possible for “knowledge and information” workers and creative entrepreneurs to live anywhere. By highlighting local quality-of-life assets—and enhancing them through revitalization projects—byway communities may attract new residents to their communities—i.e. talent—who may establish new businesses that contribute to the region’s economic health and vitality. It is therefore important that the availability of such infrastructure be considered in any planning efforts.

Success in these efforts will necessitate that communities begin with strategic and/or comprehensive planning. In essence, Byway communities must ask themselves the question, “What do we want to be, and how do we intend to get there?”

A local plan helps a community prioritize projects and guides decision-making as it is related to the allocation of limited resources in order to achieve those priorities. Communities that have completed a planning process are also better positioned to compete for various grant programs that might fund the implementation of certain projects identified in their plan. (*For specific examples, see “Related Programs, Projects, Plans, & Studies” section.*) With their future vision in hand, communities can more rationally debate the adoption of zoning and enforcement strategies—not for zoning’s sake, but with an eye toward using those practices as tools through which the community can preserve what is important to its residents while also working toward the desired future of its residents.

Strengthening Local Capacity in Both the Public and Private Sectors

Given their limited resources, many of the byway communities will need assistance from their county and regional planning and economic development agencies in preparing their plans for the future and developing the strategies to implement those plans. These agencies are also familiar with the variety of funding programs that might fund certain implementation strategies, and may even be able to assist local officials and community organizations in writing grant applications.

Training and technical assistance to the private sector will be equally important. Training for tourist service businesses (lodging establishments, dining establishments)

can focus on strategies for promoting and packaging their businesses, developing additional value-added services, and enhancing the visitor experience. Technical and financial assistance programs could help such businesses with property improvements and improving their use of technology in promotion and management.

Community, Economic Development, and Agricultural Development Agencies

Byway organizers will need to direct business owners and independent producer to those organizations offering instruction in best practices. Outreach to local business efforts could also help to target specific needs for technical assistance and training. Following is a list of those local and regional involved in economic and community development, agri-business development, and business planning assistance in Lewis and St. Lawrence Counties.

Jefferson County

Cornell Cooperative Extension of Jefferson County
Richard Halpin, Executive Director
203 North Hamilton Street
Watertown, NY 13601
Phone: (315) 788-8450
Email: rhl44@cornell.edu
Website: <http://counties.cce.cornell.edu/jefferson/>

Fort Drum Regional Liason Organization (FDRLO)
Carl McLaughlin, Executive Director
PO Box 775
200 Washington Street, Suite 406
Watertown, NY 13601
Phone: (315) 836-1531
Email: info@fdrlo.org
Website: www.fdrlo.com

Jefferson County Agriculture Development Corporation
Jay Matteson, Agriculture Coordinator
PO Box 232
21170 NYS Route 232
Watertown, NY 13601
Phone: (315) 782-1806
Email: coordinator@comefarmwithus.com
Website: www.comefarmwithus.com

Jefferson County Job Development Corporation (JCJDC)
Watertown Center for Business and Industry
800 Starbuck Avenue, Suite 800
Watertown, NY 13601

Phone: (315) 782-5865
Toll Free: (800) 553-4111
Website: www.jcfdc.net

Small Business Development Center (serving Jefferson & Lewis counties)

Eric Constance, Director
Jefferson Community College
Outer Coffeen St.
Watertown, NY 13601-1897

Phone: (315) 782-9262
Email: sbdc@sunyjefferson.edu
Website: <http://www.nyssbdc.org/centers/centers.cfm?centid=4>

Thousand Island International Tourism Council

Gary DeYoung, Director
PO Box 400
Alexandria Bay, NY 13607
Phone: (315) 482-2520
Toll Free: (800) 847-5263
Email: gary@visit1000islands.com
Website: www.visit1000islands.com

Watertown Empire Zone

R. Michael N'dolo, Zone Coordinator
Camoin Associates, Inc.
PO Box 3367
Saratoga Springs, NY 12866
Phone: (315) 782-1167
Email: michael@camoinassociates.com
Website: www.watertownempirezone.com

Lewis County

Cornell Cooperative Extension of Lewis County

Michelle Ledoux, Executive Director
PO Box 72
5274 Outer Stowe Street
Lowville, NY 13367
Phone: (315) 376-5270
Email: lewis@cornell.edu
Website: <http://counties.cce.cornell.edu/lewis/>

Lewis County Development Corporation

5402 Dayan St.
Lowville, NY 13367
Phone: (315) 376-2834

Email: ldolhof@northnet.org

Lewis County Industrial Development Agency
Ned Cole, Executive Director
PO Box 106
7642 N. State Street
Lowville, NY 13367
Phone: (315) 376-3014
Email: lcida@lcida.org
Website: www.lcida.org

Lewis County Office of Economic Development
Warren Rosenthal, Director
Lewis County Court House
Lowville, NY 13367
Phone: (315) 376-5422
Email: economicdevelopment@lewiscountyny.org
Website: www.lewiscountyny.org

Small Business Development Center (serving Jefferson & Lewis counties)
Eric Constance, Director
Jefferson Community College
Outer Coffeen St.
Watertown, NY 13601-1897
Phone: (315) 782-9262
Email: sbdc@sunyjefferson.edu
Website: <http://www.nyssbdc.org/centers/centers.cfm?centid=4>

Oneida County

Cornell Cooperative Extension of Oneida County
Ron Bunce, Executive Director
121 Second Street
Oriskany, NY 13424
Phone: (315) 736-3394
Email: rab76@cornell.edu
Website: <http://counties.cce.cornell.edu/oneida/>

Mohawk Valley Economic Development Growth Enterprises Corporation (EDGE)
153 Brooks Road
Rome, NY 13441-4105
Phone: (315) 338-0393
Toll Free: (800) 765-4990
Email: info@mvedge.org
Website: www.mvedge.org

Oneida County Convention and Visitors Bureau
Phyllis Fendler, Director
PO Box 551
Utica, NY 13501
Toll Free: (800) 426-3132
Email: oneidayny@dreamscape.com
Website: www.oneidacountycvb.com

Regional

Adirondack North Country Association
(*Serving the 14-county Adirondack North Country region*)
Terry Martino, Executive Director
20 St. Bernard St.
Saranac Lake, NY 12983
Phone: (518) 891-6200
Email: anca-martino@northnet.org
Website: www.adirondack.org

Development Authority of the North Country
(*Serving Jefferson, Lewis, & St. Lawrence counties*)
Robert Juravich, Executive Director
317 Washington St.
Watertown, NY 13601
Phone: (315) 785-2593
Email: info@danc.org
Website: www.danc.org

New York State Tug Hill Commission
(*Serving the Tug Hill region portions of Jefferson, Lewis, Oneida, & Oswego Counties*)
John Bartow, Executive Director
317 Washington St.
Watertown, NY 13601
Phone: (315) 785-2380
Email: john@tughill.org
Website: www.tughill.org

NOTE: *For tourism related businesses, refer also to the agency listing under the “Tourism Development” section.*

TOURISM DEVELOPMENT, MARKETING, & PROMOTION

Introduction

The development of a scenic byway trail is principally intended to improve local economies, promote tourism development, gain market visibility for byway communities, and protect the special resources that draw visitors to the Byway area. Many communities along the byway route offer unique and interesting traveling experiences, but would not stand out on their own as major destinations. Through cooperative planning, communities along the route can market themselves as a destination where travelers can come to experience the Black River in its many forms. As much of the byway is rural in nature, with low density population and development, many local economies rely heavily on the tourism industry to provide activity in their communities.

Promotional and marketing activities will stimulate growth in retail, hospitality services, and the production and packaging of the locally produced foods and crafts contributing to the viability of byway communities. Efforts to develop and promote the intrinsic resources located in byway communities will benefit residents and tourists alike. For example, the recent construction of the Black River Canal Museum in the Village of Boonville has created a destination for byway travelers looking to find information on the Canal's history. The preservation and interpretation of historical artifacts though, is just as important for local residents and community stakeholders whose own family histories are tied to the Canal. The desire to capitalize on byway promotion serves as an incentive for communities to preserve and enhance their historical, cultural, and recreational resources. Better stewardship of these resources enhances the community's appeal to tourists and new, entrepreneurial residents. Corridor-wide identification with the byway's themes encourages regional cooperation in planning and promotions.

Tourism Marketing and Promotional Goals

The tourism goals of the Black River Trail Scenic Byway are as follows:

1. Promote and encourage tourism commerce and communication between byway communities in order to strengthen marketing efforts;
2. Improve the availability of basic tourist information via the Internet and other marketing outlets;
3. Develop theme-based packages and tourism guides to enhance the byway experience and extend visitor stays;
4. Support the development and promotion of special events in byway communities;
5. Develop strategies to improve shoulder season, year round, new and repeat visitation by appealing to market interests of a broad audience;
6. Provide a quality visitor experience and develop strategies to improve the traveler's experience;
7. Develop a Byway Marketing and Interpretation Plan and work directly with communities on promotions and branding; and,
8. Create new comfort facilities to enhance the visitor experience.

Goal #1. Promote and encourage tourism commerce and communication between byway communities in order to strengthen marketing efforts.

The proposed re-routing of the Black River Trail Scenic Byway so that it will continue along the entire length of the Black River will help to develop the byway's theme and will encourage increased participation among byway communities. Furthermore, developing a new logo and theme which will be used in by all byway communities will provide a framework for a more cohesive marketing effort. By highlighting the unique resources that each community can offer along the Black River, communities can begin to work together to bring tourists to the entire area, rather than competing with each other for visitors.

Goal #2. Improve the availability of basic tourist information via the Internet and other marketing outlets.

Improving access to trip planning information will encourage more people to travel the byway and will help to improve their actual visitor experience. With more and more people using the internet to make their vacation planning decisions, plan their trips, and book their reservations, it is important to make sure that they can readily find information on the experience offered along the Black River Trail Scenic Byway. Easily locating lodging and other visitor services during their travel advance travel planning on the Internet also helps to reassure travelers that they will have all that they need and are looking for when visiting the Black River area. A centralized website for all byway communities is crucial to promoting the Black River traveling experience. Chambers of Commerce, tourism agencies, and ANCA must work together to develop website capacity to 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 so tourists can be assured of availability before making futile telephone calls. Ideally, lodging establishments would offer online reservations. In either case, technical assistance and training may be necessary to aid some establishments in making this transition.

Once on the route, travelers should be able to readily locate tourist information centers should they require information or directions. An assessment of the route is needed to evaluate adequacy of information centers. For those traveling along the Black River itself, on-water signage may be needed to direct boaters/paddlers to the services they need.

Goal #3. Develop theme-based packages and tourism guides to enhance the byway experience and extend visitor stays.

While visitors may be drawn to the byway through the image and promise portrayed through its marketing and promotion, it is up to byway stakeholders to enhance the actual

visitor experience and to meet travelers' expectations. We cannot assume that byway travelers will find the right combination of experiences on their own. By packaging and promoting resources and attractions in theme-based brochures (both print and web-based), we improve the odds that visitors will connect with what they seek.

A "Tour the Black River" guide could provide travelers with information on where they could rent canoes or kayaks or charter a whitewater rafting tour. The brochure would also highlight scenic spots to stop and view wildlife, good fishing access points, and local festivals or events centered around the River. Local efforts could also build on ANCA's "Arts, Crafts, and Foods Along Adirondack North Country Scenic Byways" brochure or the www.AdirondackCraft.com website.

Goal #4. Support the development and promotion of special events in byway communities.

There exist a number of events that could be further promoted and expanded along the byway that already tie into the themes of the Black River Trail Scenic Byway. Developing and coordinating a four seasons events calendar of these key events may improve joint advertising of events and could aid the planning of additional new events. The "Special Tourism Sites, Attractions, Services, and Events" section of this CMP identifies a number of existing theme-related events.

Goal #5. Develop strategies to improve shoulder season, year round, new and repeat visitation by appealing to market interests of a broad audience.

There exist a number of events that could be further promoted and expanded along the byway that already tie into the themes of the Black River Trail Scenic Byway. Developing and coordinating a four seasons events calendar of these key events may improve joint advertising of events and could aid the planning of additional new events. The benefit of successful special events is not only the influx of visitors associated with the event itself, but especially in the extra publicity that helps to bring more attention to the existence of the byway and its various year-round offerings. The "Special Tourism Sites, Attractions, and Services" section of this CMP identifies a number of existing theme-related events.

Theme-based packages are another strategy for reaching a broad range of specific market niches and encouraging both new and repeat visitation. A visitor may travel to the region for one reason, and then learn of another opportunity during a different season of the year that causes them to return. See Goal #3, above.

Goal #6. Provide a quality visitor experience and develop strategies to improve the traveler's experience.

A number of factors affect the overall quality of the visitor experience. These include the availability of basic information on lodging, attractions, and services; the ability to navigate the byway and find its resources; comfort and safety; the impact of inclement

weather; and the ability to participate in activities unique to their particular interests. A unique positive experience encourages repeat and extended visitor stays, as well as in word-of-mouth promotion that brings new visitors.

Goal #7. Develop a Byway Marketing and Interpretation Plan and work directly with communities on promotions and branding.

The proposed Black River Trail Scenic Byway will travel along the entire length of the Black River, as well as the historic route of the Black River Canal. This allows for use of a common theme with which these scenic byway communities can more strongly identify (i.e. the Black River rather than the maple leaf logo) will encourage stakeholders to be more engaged. It provides a common rallying point to which they all feel connected, and around which they will cooperatively work together. The proposed “Black River” theme is also more authentic to the byway traveler, thereby facilitating promotional efforts that are consistent with both the product label (byway name) and the actual experience of that product. State legislation to officially extend the current Byway route to encompass the entire length of the Black River, and the adoption of a fitting logo is therefore an essential first step to effectively branding this scenic byway.

Goal #8. Create new comfort facilities to enhance the visitor experience.

Comfort stations and rest areas should be available and strategically located for traveler convenience. When traveling long stretches of a rural Byway, the need for a comfort facility can affect how much time a visitor will take to enjoy the more isolated Byway resources or whether or not they will stop to patronize a local shop or farm stand.

Private establishments may gain more sales by offering public restroom facilities in their business. For example, a shop in the Midwestern United States has a “Public Restroom” sign on its downtown storefront. People have to meander past the stores goods on their way to the restroom in the back of the store. The restroom itself is decorated with art and craft items with a note that these items are available in the store. “Visitors” frequently purchase something on their way back out of the shop.

Tourism organizations serving the Black River Trail Scenic Byway Communities:

Regional

Adirondack Regional Tourism Council
Phone: 518-846-8016 or 800-487-6867
Email: info@adk.com
Web: www.visitadirondacks.com

1,000 Islands Tourism Council
Phone: 800-847-5263
Web: www.visit1000islands.com

Jefferson County

Greater Watertown North Country Chamber of Commerce

Phone: 315-788-4400

Email: chamber@watertownny.com

Web: www.watertownny.com

Carthage Area Chamber of Commerce

Phone: 315-493-3590

Email: carthage@gisco.net

Web: www.carthageny.com

Lewis County

Lewis County Chamber of Commerce

Phone: 315-376-2213

Email: info@lewiscounty.org

Web: www.lewiscountychamber.org

Oneida County

Oneida County Convention and Visitors Bureau

Phone: 800-426-3132

Email: oneidany@dreamscape.com

Web: www.oneidacountycvb.com

Boonville Chamber of Commerce

Phone: 315-942-5112

Email: info@boonvillechamber.com

Web: www.boonvillechamber.com

Rome Chamber of Commerce

Phone: 315-337-1700

Email: info@romechamber.com

Web: www.romechamber.com

RECREATION

Introduction

The Black River Trail Scenic Byway is rich in a variety of recreational opportunities. This section provides an overview of current, four-season recreational resources and is followed by a discussion of the recreation goals from the implementation plan.

Overview of existing recreation opportunities

The Black River Trail Scenic Byway is rich in opportunities for both active and passive outdoor recreation.

Active recreation opportunities include:

- Hiking
- Cross country skiing & snowshoeing
- Bicycling and mountain biking
- Small and large game hunting
- Fishing
- Snowmobiling and winter recreation activities
- Canoeing, kayaking, and white-water rafting
- Golf

Passive recreation activities include:

- Birding and wildlife viewing
- Camping
- Picnicking

A complete listing of outdoor activity sites appealing to recreationalists is included in the Map Resource Key (see “Recreation” category entries).

Accessible Recreation Activities

There are numerous opportunities for disabled individuals to enjoy the outdoors. These include handicap accessible trails at the Lowville Demonstration Area and Forestry Nature Trail, the Brookfield Power cartop boat launches and portage routes in the Villages of Herrings and Deferiet, and the Brookfield Power Black River Portage and Shoreline Fishing in the Village of Black River. A number of handicap accessible trails exist in various locations along the byway including some in the Village of Boonville, near the Village of Black River, and in the City of Watertown. The NYS Department of Environmental Conservation (NYSDEC) has also constructed an accessible fishing platform on the Black River—near its Lowville Demonstration Area and Forestry Nature Trail. A list of accessible sites on state forest lands may be found on the NYSDEC

website at www.dec.ny.gov. Detailed local information and special permits are available through the NYSDEC Region 6 headquarters office in Watertown at (315) 785-2239. A Region 6 office is also located in Lowville and can be reached at (315) 376-3251.

Non-motorized Trails

Opportunities for hiking, snowshoeing, and cross-country skiing exist in community parks and state forestlands throughout the region. Staff at local Chambers of Commerce offer extensive information on recreational opportunities. The NYSDEC website at www.dec.ny.gov provides complete coverage of recreational resources on state land. Information on state land opportunities is also available through the local DEC office at (315) 785-2239.

Snowmobiling

A total of over 1,000 miles of snowmobile trails are maintained in Oneida, Lewis and Jefferson counties by local clubs. With the region's abundant snow, these trails are often open when the rest of the state is without adequate snow. Trail maps are available through the Greater-Watertown North Country Chamber of Commerce, the Lewis County Chamber of Commerce, and the Oneida County Convention and Visitors Bureau. Additional information on local club contacts is available through the New York



State Snowmobile Association at www.nysnowassoc.org. The Resource Map for the Black River Trail Scenic Byway identifies where snowmobile trail corridors cross the Byway. See Attachment V for a map of the regional snowmobile trail system. Note corridor trail connections linking the Tug Hill region and Adirondack region trail systems. Jefferson and Lewis County also each have a Recreational Trails Coordinator employed by the county. Scott Burto, Jefferson County Recreational Trails Coordinator, can be reached in Watertown at (315) 782-2749. Robert Diehl, Lewis County Recreation Trails Coordinator, can be reached in Lowville at (315) 376-5972.

Miscellaneous Winter Sports and Activities

With winter weather dominating much of the year in Northern New York, many winter recreational opportunities exist along the Black River Trail Scenic Byway. Community ice rinks may be found in Rome, Boonville, Port Leyden, Lowville, and Watertown. The river, when frozen over, offers quality ice fishing. There are also several downhill ski slopes located in close proximity to the byway including one in the Town of Turin and one in the City of Watertown. Several communities also organize a variety of winter festivals and special events including Winter Snowfest weekend in Boonville and the Carthage Holiday Parade.

All-Terrain Vehicles (ATVs)

Oneida, Lewis and Jefferson counties do offer and promote ATV events and trail riding. However, the NYS Department of Environmental Conservation is in the midst of reviewing and changing its policies regarding ATV use on state roads and forest lands. Still, many ATV trails cross private lands (with landowner permission) and use local town roads. Before planning an ATV outing, riders should check with the local Chambers of Commerce for the most current information on roads and lands that are open to ATVs. The Jefferson and Lewis County Trails Coordinators can also provide information for recreational motorists.

Bicycling and Mountain Biking

Cycling enthusiasts traveling the byway will enjoy a unique perspective of the landscape and its communities. Rather than pedaling the length of the byway, some travelers may prefer to bring their bicycles along and enjoy a number of the designated bike-touring loops identified by local cyclists to more closely experience local history, the environment, or small-town atmosphere of the region's communities. Those who prefer mountain biking will find opportunities on gravel roads and trails through the area's forests.

The Adirondack North Country Association (ANCA) is preparing a comprehensive "Biking the Byways" website which will become a valuable resource for cyclists and mountain bikers. Byway planners and stakeholder groups should take advantage of ANCA's invitation to participate in the project's development.

Hunting & Fishing

Hunting and fishing is a cultural tradition among region's population. Visitors may also enjoy these traditions on state forest lands and on fishing access sites throughout the region. Excellent opportunities are also available on private lands, with landowner permission. Game species include deer, turkey, ruffed grouse, rabbit, and other small game.

The Black River offers strong fish populations and good public access along its entire length. Available species include, trout, perch, bullhead, northern pike, walleye, smallmouth and largemouth bass, muskies, carp, and a variety of panfish. All fishing access points were identified and catalogued as part of the *Black River Blueway Trail* planning process. The plan is available online at www.blackriverny.com. The byway's northern terminus in the Village of Dexter is also



located in close proximity to Black River Bay and Lake Ontario, which offer additional fishing opportunities.

Canoeing, Kayaking, and White-water Rafting

The Black River Trail Scenic Byway runs along each of the three very distinct sections of the Black River. The first segment, which begins in Boonville and extends northward to Lyons Falls, is described as a **Wild River Area**. The Boonville area has ideal conditions for travelers to canoe. Other segments have more rapidly flowing waters and are better suited for inner tube recreation.

The next segment of the river is considered the **Flat-water Area**. This segment extends from Lyons Falls up to Carthage and is known locally as the “Black River Flats”. With a steady, but slow flow of water through this area, and only a slight drop in grade over the lengthy segment, this area accommodates small craft recreation such as canoes and kayaks. A number of popular events have been held in communities along this section of the River including the Riverfest in Lowville and the Canoedeo in Carthage.

The final segment of the Black River from Carthage to Dexter is the **Whitewater Area**, which contains steep drops and rapidly moving waters. These conditions have created some of the best whitewater rafting areas in the country. A number of competitions and events have been held in and around the City of Watertown to highlight the whitewater runs and play areas that kayakers and white water tourists are seeking. These events have attracted enthusiasts from around the globe. Several commercial whitewater tour agencies also operate in the area to offer rafting experiences to groups. Segments of this portion of the river are too dangerous even for the most experienced whitewater rafter so it is important to direct travelers to the appropriate areas and to post clear signage in areas where strong currents and rapidly moving water can create dangerous conditions.

Golf Courses

Several golf courses are available along the Black River Trail Scenic Byway. Though the golf courses are for-profit operations, they are listed in the CMP as there are so many concentrated along the route that a Byway visitor may opt to make golfing stops part of their travel itinerary.

- Beaver Creek Golf Club, Rome
- Camroden Golf & Cross Country Ski Center, Rome
- Delta Knolls Golf Center, Rome
- Mohawk Glen Golf Club, Rome
- Rome Country Club, Rome
- Sleepy Hollow Golf Course & Country Club, Rome
- Woodgate Pines Golf Club, Boonville
- Highland Golf Course, Turin
- Watertown Golf Club Inc., Watertown

- Willowbrook Golf Club, Watertown
- Rustic Golf Club, Dexter

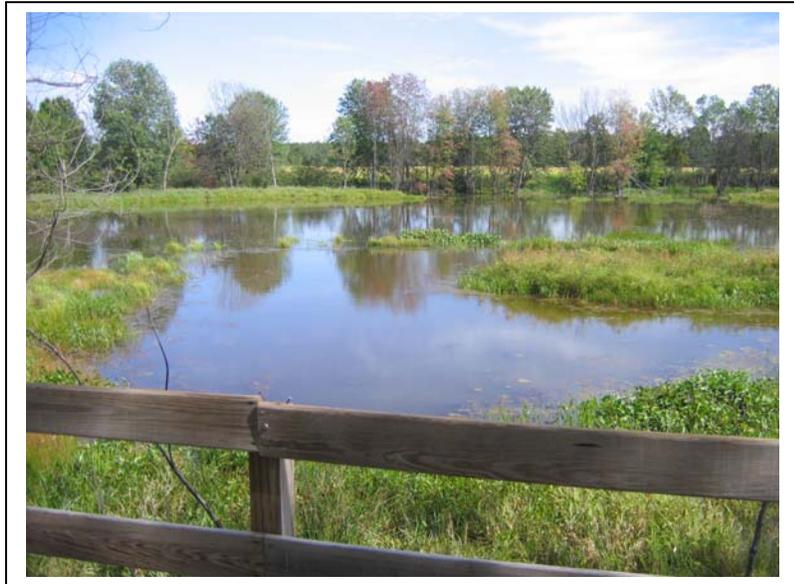
Geo-caching and Letterboxing

The vast tracks of public lands make the region popular for geo-caching and letterboxing. Geo-caching is activity designed for GPS users who obtain coordinates of a hidden “cache” of goodies or trinkets and then search for these items, register in the logbook, and usually leave an item in return for the item you take. Letterboxing uses navigational skills to find hidden logbooks and rubber stamps. Participants stamp the logbook with their own personal stamp and stamp their own logbook with the stamp found hidden away.

More information on these activities may be found at www.geocaching.com and www.letterboxing.org. If you are new to these activities, each site has a “Getting Started” section that explains the activity, common protocols, needed equipment, and tips. If you area already experienced in either of these activities, hints and coordinates for caches may be located by entering a search by community name, zip code, or county.

Wildlife Viewing and Nature Interpretation

The state forestlands along the Black River provide abundant habitat for bird watching and wildlife viewing on the byway. The Lowville Demonstration Area and Forestry Nature Trail is located on 92 acres and features an arboretum containing over 300 different species of trees and shrubs. A wildlife area provides escape cover and nesting areas where birds and mammals can feed on



the naturally growing seeds and fruits. The site also includes the upper section of a former fire tower that visitors may still enter via the stairs.

Goal #1: Enhance and promote existing recreation opportunities

As illustrated above, the Black River Trail Scenic Byway offers a great variety of recreation opportunities. Improvements are needed to recreational infrastructure such as

parking, access sites, informational kiosks, and comfort stations for hikers, canoeists, and fishermen. A thorough inventory of existing resources and their condition should be conducted so that byway stakeholders can identify where improvements are most needed.

Better linkages are needed between the on land trail systems and the waterway. The *Blueway Trail Plan* has identified a possible route for a recreational trail system that would extend the entire length of the Black River. Improving linkages to and between various trail systems could also improve resource access and encourage longer stays.

Use of website links and theme-based brochures (crafts, foods, bicycling, fishing, paddling, etc.) can draw greater attention to niche activities that would appeal to different interests. For example, a paddling brochure could describe various paddling day trips, local paddling events, and related service businesses. Another brochure could provide information on fishing opportunities along various segments of the Black River, highlighting publicly accessible fishing spots as well as local tournaments and derbies.

Goal #2: Create additional recreation opportunities that extend visitor stays or encourage repeat visits to the region.

Local officials and recreation groups should look for opportunities to expand four season recreation activities and create additional opportunities: such as improved trail linkages, additional river access points, and events and festivals to coordinate with these resources. The infrastructure needed for these recreational activities, such as public restrooms near river access points and informational kiosks, must also be taken into consideration. Such planning efforts are already underway in several communities along the byway (Lyons Falls, Turin, Boonville) and may soon produce new project ideas. Networking the planned improvements to neighboring Byway communities will support the growth of more desirable recreational offerings along the route.

The CMP Implementation Plan (Goals C.1, & C.2) lists specific recommendations for action.

The CMP supports the implementation of the following local and regional recreational planning initiatives:

Maple Traditions Scenic Byway Corridor Management Plan (2009 Draft)

Contact: Adirondack North Country Association
Phone: (518) 891-6200
Email: anca-obrien@northnet.org
Web: www.adirondack.org

Olympic Scenic Byway Corridor Management Plan (2004)

Contact: Adirondack North Country Association
Phone: (518) 891-6200
Email: anca-obrien@northnet.org
Web: www.adirondack.org

Seaway Trail Corridor Management Plan

Contact: Seaway Trail, Inc.
Phone: (315) 646-1000
1-800-SEAWAY-T
Email: info@seawaytrail.com
Web: www.seawaytrail.com

White – Still - & Wild: A Blueway Trail Development Plan for the Black River in Oneida, Lewis, and Jefferson Counties in New York State (2007)

Contact: NYS Tug Hill Commission
Phone: (315) 785-2380
Email: tughill@tughill.org
Web: www.tughill.org

Lewis County Maple Weekend 2006/2007 Event Survey (2007)

Contact: Cornell Cooperative Extension of Lewis County
Phone: (315) 376-5720
Email: lewis@cornell.edu
Web: <http://counties.cce.cornell.edu/lewis/>



SIGNAGE & INTERPRETATION

Introduction

An effective signage program is key to ensuring a positive experience for byway travelers. Signage along the Byway route is governed by an extensive set of rules and regulations with federal and state origins. The lead agency governing signage along official state scenic Byways in New York State is the New York State Department of Transportation. Local zoning laws must also be considered. Signage regulations fall into four 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) – provided by businesses or contributing resource/attraction owner
4. Non-Official Signs provided by communities are placed outside the State right-of-way near municipal boundaries to identify byway communities. The signs must be approved by DOT and are subject to local review and approval.

Within these categories, an entire “family” of sign types exists. Interpreting existing signage language and regulations has been difficult for the professional transportation planners, as well as the layperson volunteer. The New York State Department of Transportation State Scenic Byways Signage Manual will be used as the guiding document for insuring that byway signage meets traffic safety codes and all other applicable signage regulations. Additionally, the Adirondack North Country Association’s new design standards Guide to Interpretive Signage Along North Country Byways should be consulted to insure that the Black River Scenic Byway route will place effective signage and avoid the tendency to over-sign travel and touring routes.

Introductory workshops on the byway signage manuals should be planned for local highway departments, community planners, and other byway stakeholders as a first step in pursuing the goals below. Encouraging the use of the manual will guide project implementers in the proper design, construction, permitting, and installation of signs along the corridor. Byway communities will need guidance on interpreting the new signage manual, locating signage funding opportunities, and establishing contacts with capable administrators to lead community signage efforts as they move into the development, placement, and installation of desired signs. With the ever-changing leadership in Byway communities, arrangements for ongoing signage education should be made.

Goal #1. Conduct a comprehensive signage assessment.

During CMP development, it became evident that a comprehensive signage assessment is needed corridor wide. It is strongly recommended that funding be secured to address the adequacy and legality of existing signage and interpretation in place including:

- Complete inventory of all existing signs with name of responsible party;
- Gather steward ownership contact information, including full resource name and significance;
- Notation of locations with lack of signage and locations needing improved signage.

Goal #2. Enhance wayfinding and strengthen byway identity through an effective directional signage program.

Wayfinding signage provides direction and peace of mind as visitors travel along the byway route and as they venture off the main route to access various services, attractions, and recreational opportunities. Since Byway users will include pedestrians, bicyclists, recreational vehicle users, and motorists, it is important that wayfinding signage be developed that will accommodate each of these groups. It is important to consider the needs of each of these groups when developing signage plans. In addition, byway communities along the entire route must coordinate with one another to ensure that wayfinding signage is consistent and cohesive. With a number of intersecting byway routes, the *Black River Blueway Trail*, and various recreational trail networks, a comprehensive signage strategy will be critical in order to avoid a “clutter of signs,” which ultimately confuse and disrupt the travel experience. Standardized, common sense criteria, such as the following, should be applied to all interpretation and signage activities along the Black River Trail Scenic Byway:

- Simple
- Well designed
- Easy to read (given the speed of motorists) (MUTC compliant)
- Interesting to read (for interpretive signage)
- Well timed
- Well placed
- Thematic
- Easy to follow
- Legal (programmatic and local)

An appropriate *logo* enhances the byway’s identity and helps travelers to quickly recognize directional signage as they navigate along the byway route. Byway stakeholders felt that the maple leaf logo currently being used does not effectively communicate the byway’s theme and resources to the traveling motorists. Stakeholders have suggested that a new logo be developed that incorporates water or the river. A logo that could be used for both the Black River Trail Scenic Byway and the Black River Blueway Trail would further help in eliminating visual pollution from excessive signs for available trails and resources.

The development of attractive welcome signs for byway communities that incorporate the new logo will also help travelers to readily identify communities along the route and will further provide a cohesive design between communities.

Goal #3. Enhance visitors’ and residents’ understanding and appreciation of byway resources through education & interpretation.

With such a vast array of historical, cultural and recreational resources along the byway route, interpretive signage to help the visitor to better understand and appreciate these resources will be a key component of any signage program. Well designed and properly placed interpretive

signage will engage byway travelers and help them to experience all that the byway has to offer. Chambers of commerce, historians, historical societies, county tourism agencies, ANCA, municipal leaders, local artists, and DOT should work together to develop a thematic signage program that enhances the overall byway image. Again, signage for the *Black River Blueway Trail* should be consistent with byway signage to provide a more cohesive traveling experience. The signage theme should be consistently applied to web content and print materials as well, in order to further reinforce the image and experience of the byway. Additionally, future interpretive material should be based on current marketing and branding research which will need to be conducted following the approval of the CMP.

Overview of Signage Types and Issues

Tourist Oriented Directional Signs

Tourist Oriented Directional Signs (TODS) will be used to lead visitors to area businesses located off of the Byway's primary route. Some on-route businesses may also qualify for TODS. Communities rely on a steady stream of visitor spending to remain viable in a rural economy dependent on tourism dollars. Along the byway route, two-color TODS will serve as easily recognizable, consistent beacons. Byway travelers quickly learn to watch for these signs when seeking goods, services, and attractions. Local tourism related business owners should be made aware of their eligibility to pursue this type of signage. The New York State Scenic Byways Signage Manual states that "TODS may also include advertising of services, activities, arts, crafts or products that are commonly accepted to be of specific interest to travelers." Those choosing to advertise their business establishment or resources will need information on how to obtain a permit and place a sign. Contact information naming the Department of Transportation's Real Estate division representative responsible for the particular areas of the byway needs to be prepared and distributed. It is anticipated that the Department of Transportation's signage manual will address these concerns. Additionally, information on accessing the New York State's Department of Transportation's Scenic Byways Signage Manual should be circulated to all Black River Trail Scenic Byway stakeholders and Byway partners.

Destination Markers

Resource Destination Markers are small signs placed along the route to capture the traveler's attention and direct them to Byway resources. These Destination Markers are usually provided and installed by the Department of Transportation. Along the Black River Trail Scenic Byway, recreational trails' access points and river access points need to be marked. Access points for recreation sites are hard to find, as they are so well camouflaged by the landscape and must therefore be clearly marked. 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 a sign they would be missed entirely. The Department of Transportation's right-of-way provides a legal space for sign placements that are otherwise not permitted on state-owned land.

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, pedestrian directional signs will feature the State's byway logo and lettering for the Black River Trail Scenic Byway. Byway groups still need to make decisions about where these signs are 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 Black River Trail Scenic Byway'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. A well-coordinated system of interpretive signs will build the expectation that each new site brings another worthwhile experience.

In order to avoid over-signing the byway, kiosks, centralized strategic interpretation spaces, and stop-offs should be used, particularly in communities along the route. These 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 radio programming, Internet and audiotapes 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.

Official Byway Route Identification Signs

Byway communities will be encouraged to use the byway's name and logo on all signage to lend continuity to the Byway experience. Cities, towns and villages will benefit from the appeal of the brand name which umbrellas the entire route. The repeated use of the easily recognizable name and graphic prominently displayed on signs conditions visitors to watch for similar signs as they alert travelers that they are approaching new services, attractions, or resources. Being entirely outside of the Adirondack Park, Black River Trail Scenic Byway signs placed within the right-of-way will be brown and white in color per NYS Byway signage regulations.

Route Logo

As mentioned previously, the current maple leaf logo does not appropriately capture the theme and experience offered along the Black River Trail Scenic Byway. Stakeholders have suggested that plan implementers act on the development of a logo that more accurately depicts the river experience along the trail.

If the decision is made by the regulatory agencies to pursue a new logo, local implementers will ultimately have to follow the logo process provided in the new state sign manual. Depending upon whether or not the original graphic design was adopted by legislation, there may be additional procedures necessary to follow to re-legislate new artwork. Local implementers, in conjunction with ANCA, will need to consider the scope of the work and ways to share the workload associated with a new design and the approval process. Gathering input and consensus on whether to pursue a new design, and ultimately on developing a new design, would involve a commitment by a core group of involved byway representatives from the Black River Trail communities. A generic logo for the Black River Blueway Trail was developed as part of the Blueway Trail planning process. This logo could be used temporarily on promotional materials such as websites and brochures that are printed frequently until a new logo can be designed and approved. Sources of funding for the creation of a new design must be identified.

Community Welcome Identification Signs

The Corridor Management Plan organizers agree that Community Welcome Identification Signs should be used to highlight gateways to cities, 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. Communities may elect to supply their own welcome sign for placement outside the right-of-way. The welcome signs will include locally selected artwork and will also show the byway name and logo. Sign installers will seek Department of Transportation approval and adhere to all local ordinances. Byway communities will work with ANCA in preparing appropriate community identification signs.

Distance between communities would be helpful to have noted. For example, "Community of X, next community is X, how many miles away" considering the dearth of gas, toilets, ATM's etc. and their seasonality.

Bikeway Signage

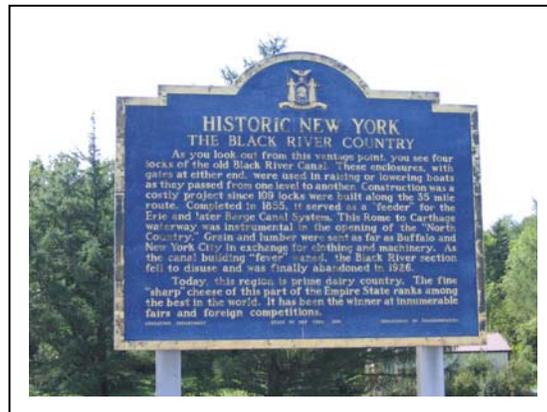
CMP organizers want to work towards having consistent and regularly spaced bike route marking and directional signage for cyclists and vehicle operators along the Scenic Byway as allowed by NYSDOT. Some of the Black River Trail Scenic Byway route is already marked with bike lane pavement markers or "Shared Roadway" signs. Regardless, drivers need continual reminders of random presence of cyclers and other byway users. The pavement markers would be used only in cases where the shoulder width meets NYSDOT requirements. 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. Additional discussion is needed regarding the parallel bicycle routes and loop routes. 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.

Conclusion

As the Black River Trail Scenic Byway continues to develop its resources, signage and interpretation will play an increasing role in the planning process. All proposed signage planning projects should provide travelers with the information they need to make the transition from a vehicle, to a walking environment, to a visitor experience. The New York State Regional Scenic Byways Coordinator can provide a clearinghouse function to access New York State Department of Transportation staff and regulations and to facilitate the exchange of information. The Regional Coordinator can be reached at

New York State Department of Transportation, Region 7
 Dulles State Office Building
 317 Washington Street
 Watertown, NY 13601
 Scenic Byways Coordinator: (315) 785-2354
 (general questions & assistance)
 Traffic Engineering & Safety: (315) 785-2321
 (directional signage issues)
 Real Estate (315) 785-2407
 (TOD signage issues)



TRANSPORTATION, SAFETY & COMMUNITY DESIGN

Introduction

Transportation and safety issues demand serious consideration in all activities related to planning, developing, and promoting the Black River Trail Scenic Byway. During plan development local route conditions were evaluated and transportation and safety goals were generated with input from byway committee representatives. Some goals are quite specific while others are more open-ended to address changing needs over time. Byway implementers are prepared to work cooperatively with regional NYSDOT offices to address proposed transportation improvement recommendations.

Multi-modal Issues

The Black River Trail Scenic Byway is principally a two-lane highway. Some sections of the route have three- or four-lanes of traffic, particularly in the City of Rome and the City of Watertown and along portions of NY Route 12. There are also center turning lanes in a few locations. Proposed projects in any of the other goal areas must be evaluated for the effect they may have on the flow of multi-modal traffic (pedestrian, bicycle, vehicular) along the byway, across the byway, egress off, or ingress onto the byway.

Bicycling

The Black River Trail Scenic Byway is particularly well-suited to bicycle touring. Much of the byway has marked bicycle lanes or “Shared Roadway” signs for bicycles. The existing signage contributes to the Black River Trail’s appeal to outdoor recreationalists and makes it easy to move along the route using non-fossil fuel powered transportation. While the segment of the route from Boonville to Rome along NY Route 46 does not allow for bicycle travel directly on the route, there is a multi-use trail that runs parallel to the route.



Most mountain biking opportunities along the Black River Trail Scenic Byway are informal and involve the use of snowmobile trails or gravel roads through forest lands. Although there are no formal mountain bike trail networks adjacent to the Byway, the Black River Environmental Improvement Association (BREIA) does maintain a trail system for mountain biking, hiking, and cross-country skiing. This trail system runs from the Village of Boonville to the Pixley Falls State Park.

Pedestrian Walkability

The incorporated cities (Rome and Watertown) and many of the incorporated villages (Boonville, Port Leyden, Lyons Falls, Lowville, Carthage, Black River, and Dexter) could be considered walkable, pedestrian-friendly communities. The Village of Lowville is currently working to develop a bicycle and pedestrian path along a segment of an abandoned railroad

corridor through the village. The City of Watertown recently undertook the redesign of Public Square in their downtown. This project has greatly improved the pedestrian-friendliness of downtown Watertown. Additional improvements have been made to improve pedestrian accessibility along the Black River.

Railroad

There is a short railroad line from Croghan (the site of the Northern New York Railway Society Museum) to Lowville. That line had been used in the past for a tourist excursion train using one of the Railway Society's old engines and passenger cars. The line is still in good condition and the Society's goal is to raise the funds to operate this excursion train again in the future for tourism and entertainment, but not for regular passenger service.



Within the City of Rome, the historic Martin Street Train Station is served by Amtrak. The station offers multiple departures seven days a week.

Ag: Farm Tractors, Equipment, and Wagons/Buggies

One unique aspect of this byway is the amount of agricultural related traffic—both motorized and non-motorized. In addition to modern tractors and farm equipment, byway travelers will frequently pass horse-drawn wagons or buggies driven by the Amish population. Motorists must take special care to pass such vehicles safely, giving them adequate clearance while being aware of oncoming traffic.

Snowmobiling

The rural North County is also a popular destination for snowmobilers and ATV enthusiasts, with many of the major trail corridors crossing the local highways. Although most recreational vehicle operators stop to ensure safety before crossing the roadway, motorists should use caution when they see a snowmobile or ATV approaching the roadway. —*See attachments for countywide snowmobile trail maps. The Resource Map also indicates where snowmobile trails cross the Byway.*

Waterways

Each of the byway communities has connection to the Black River, either physically or historically based on the location of the old Black River Canal. In fact, the proposed route for the Black River Trail Scenic Byway follows along the River's entire length from the start of its headwaters in Forestport to where it meets Black River Bay in Dexter. With three distinct segments, the Black River allows travelers the opportunity to enjoy a variety of river experiences including wild water (Forestport to Lyons Falls), still water (Lyons Falls to Carthage) and white

water (Carthage to Dexter). Each of these segments offers unique recreational, historical and environmental resources for byway travelers to experience.

Public Transportation

Airports

There are two airports located along the Black River Trail Scenic Byway, the Oneida County International Airport in the City of Rome and the Watertown International Airport in Watertown. Located near the northern and southern terminuses of the route, these airports offer domestic flights.

The two closest metropolitan airports are the Syracuse Hancock International Airport and the Ottawa International Airport in Ontario, Canada. The Syracuse Hancock International Airport is 45 miles west of Rome (the Byway's southern terminus). The Ottawa International airport is 130 miles north of Dexter (the Byway's northern terminus).

Bus

There is commercial bus service to the region. There are Greyhound bus stations located in the Cities of Rome and Watertown. Adirondack Trailways also has daily service to Watertown (Jefferson County). Each city also maintains a public bus service for access to their most important local resources.

Lewis County Public Transportation operates a public transportation bus service that runs daily. The route connects Lowville, with many other hamlets and villages within the county as well as to Boonville (south of the county) and Carthage (to the north). The bus service is in its infancy, having just begun operations this summer. It is hoped that the service will fill the void for those in rural areas needing transportation either to work, medical facilities, or shopping.

Scenic Byways & Sustainable Energy

During 2005, the Adirondack North Country Association participated in several State workshops on Sustainable Energy. After considering the accelerated level of change in the fuel market, the Adirondack North Country Association felt it was imperative that the Maple Traditions Corridor Management Plan consider the situation as it relates to future Byway planning. The current conditions left unchecked will inevitably impact the communities who rely on tourism dollars. Byways depend on an audience of visitors arriving by fueled vehicles so it is appropriate to address this concern in the Transportation Section.

As we begin to explore sustainable energy, environmental impacts and rising fuel costs in relation to Byway travelers, several questions arise. How will Byway communities and Byway management entities adapt to the effects of rising fuel costs? Should ANCA and Byway Committees consider actively monitoring and studying trends? What will be the impact on visitation along the North Country Byways?

A simple first step will be to explore the best methods of encouraging the use of fuel-efficient cars, SUVs, campers and trucks in the Adirondack region. One example is the Lake Placid/Essex County Visitor Center promotion that awards a special pin to those arriving at the Visitor Center in energy efficient vehicles. Byway leaders should consider following discussions on the use of alternative fuels for vehicles.

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 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 these resources is described in detail in both this section and under the Recreation heading of this document. Byway

leaders will have to collect, package, map and distribute information about alternative modes of transportation on land and water to the public. In time, it will serve all communities well to re-iterate the convenience of moving from community to community in their Byway promotions.

The sustainable energy topic is fairly new to North Country Byway planners. A good 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 we look to encourage fuel efficient touring options.

Transportation/Safety Goals and Discussion

Goal #1. Provide for the safety of all byway users

Byway users include local residents who know the local roads and travelers who are unfamiliar with the territory and potential blind spots. As the byway route travels through a number of smaller hamlets, villages, and the cities of Watertown and Rome, users will include pedestrians as well as bicyclists. In addition, segments of the byway route, run parallel to and intersect with snowmobile and ATV trails. As the byway route travels through many rural areas, farm equipment and Amish horse-drawn buggies and wagons also share the roadway.

Local officials, tourism organizations, and other stakeholder groups must work with county highway departments and the NYS Department of Transportation to conduct a thorough analysis of potential points of conflict between motorists and other byway users. Signage alerting travelers to intersections with non-motorized users, recreational vehicles, and farm equipment will be critical. Signage is also needed at pull-offs for roadside parking and river access points to assist travelers with safely accessing byway resources. Communities developing local plans should consider traffic calming strategies and pedestrian-friendly design of street crossings and sidewalks.

Examples as they apply to specific sites and usage conditions:

Example One: Pedestrian Crossings

If a parking area is located on the opposite side of the road from a resource/attraction, then pedestrian crossing signage and/or striping should be installed in order to direct pedestrians to the safest crossing point and to alert motorists to the possibility of pedestrian congestion and crossings along the marked section of the road.

Example Two: Parking Area

A new parking area for access to a recreational trailhead or information kiosk should be designed to allow for safe entrance back onto the byway.

Goal #2. Continue to improve the Black River Trail Scenic Byway Transportation Infrastructure

The road network along the byway route is principally in good condition. The NYS Department of Transportation has undertaken some major capital improvements along the route, including improvements to Route 12 in the Town of Lowville. Capital improvements and regular maintenance should continue on an as needed basis. As noted above, shared highway use should be taken into consideration when planning for any capital improvement projects. Communities should coordinate with DOT whenever possible to undertake sidewalk, street lighting, water or sewer main improvement projects during DOT reconstruction projects in their area. This will not only ensure that all byway users are taken into account, but could also lead to an economies of scale through cost and time efficiencies. Streetscape improvements identified in local design and master plans might be incorporated into DOT's "context sensitive design" approach to state highway projects if communications are maintained with agency staff. Concrete has been used for some of the trail crossings for recreational vehicles. This provides a delineation of the crossing, but more importantly protects the asphalt roadway from deteriorating over time from repeated use by snowmobiles and ATVs. Communities and DOT should continue to develop concrete trail crossings wherever possible.

Goal #3. Promote and increase linkages and connections for the use of and access to multi-modal forms of transportation

The Black River Trail Scenic Byway intersects with 3 other designated scenic byways, thereby supporting a network of scenic byways throughout the Adirondack North Country region that provides a variety of tour route options for travelers. In the City of Rome, at the southern terminus of the byway route, the byway intersects with the Revolutionary Byway. Further north, in the Villages of Herrings, Deferiet, Great Bend, Felts Mills and Black River, the Black River Trail overlaps with the Olympic Byway. The two byways also overlap for a time from the

Village of West Carthage on Route 3 (an alternate loop along the Olympic Byway) and continuing westward into the City of Watertown. At its proposed northern terminus at the intersection of NY Route 180 (Brown Street) and Water Street in the Village of Dexter, the byway overlaps the Seaway Trail, a national scenic byway, for a short distance along NY Route 180. While not directly connected to the Black River Trail Scenic Byway, the southern terminus for the Central Adirondack Trail Byway is located in very close proximity to the southern terminus for the Black River Trail Byway in the City of Rome. Finally, the proposed Maple Traditions Scenic Byway, which begins in the Village of Lowville, will connect to the Black River Trail. These numerous byway connections will provide travelers with access to a wide variety of cultural, historical and recreational resources throughout the interconnected travel routes. (*See Recreation Section/Resource Map for names and locations of trails.*)

The *Black River Blueway Trail*, a 114-mile route along the Black River waterway, also runs parallel to the Black River Trail Scenic Byway. Infrastructure development, signage and promotional efforts for the both the land and water routes must be clear and consistent so as not to confuse byway users.

A number of motorized and non-motorized trail networks intersect the byway in both the rural areas and village centers, creating numerous multi-modal transportation opportunities. These trail linkages can provide gateway access out to more extensive trail networks, or can provide alternative transportation routes between communities, thereby removing pedestrians and cyclists from the more heavily traveled roadways. Supporting infrastructure needs such as bike lanes, bike racks, and canoe launches should be identified so that they can be incorporated into future trail development projects. (*See Recreation Section/Resources Map for names and locations of trails.*)

Goal #4. Establish and maintain an electronic communication network with ANCA, the regional NYS DOT officials and the Maple Traditions Scenic Byway stakeholders

Establishing a proper communication network with the NYS Department of Transportation is a crucial step in bringing forth this CMP's transportation recommendations. The contact information will enable Byway communities to integrate the proposed actions as complementary projects and implement them concurrently as regular state maintenance and other DOT operations are conducted. Points of contacts need to be established locally between project coordinators and Department of Transportation staff. 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 electronically by ANCA about upcoming planning meetings and dates of public hearings.

ANCA will need to prepare and distribute a list of names and contact information for use by local and regional plan implementers. Additionally, interested parties should be directed to NYS DOT's agency website for current names and phone numbers for Regional Directors, Regional Byway Coordinators, Resident Engineers, Regional Traffic and Safety Engineers, Real Estate Division and Regional Planning and Program Managers.

General Communication and Coordination of Transportation and Safety Issues

As indicated in the section on signage and interpretation, it is important to maintain regular communication between local municipalities and their highway departments, county highway departments, the Adirondack North Country Association, and NYS Department of Transportation. Local community leaders should ask to be added to their regional DOT office mailing list for public notices of projects and funding opportunities. Local officials should also share any plans for streetscape improvements, road work, or infrastructure work in the corridor with their county highway department and NYS DOT. This may help to identify opportunities for those entities to coordinate their projects with those that are more local, thereby saving time and expense. If local projects involve curb cuts, highway entrances, or signage issues, NYSDOT staff can identify potential safety issues and provide early consultation and advice that may also save time and expense. *(Also see Goal #4, above, regarding an electronic communication network.)*

Local officials and Byway partners should also be sure to attend public meeting held by the county or NYS DOT regarding plans for their upcoming projects. It is a good way to be aware of future projects and is also an opportunity to influence the final design of a project since these meetings are held to invite public comment as well as to inform.

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 Department of Transportation, Region 7

Dulles State Office Building

317 Washington Street

Watertown, NY 13601

Scenic Byways Coordinator: (315) 785-2354

(General questions & assistance)

Traffic Engineering & Safety: (315) 785-2321

(Directional signage issues)

Real Estate: (315) 785-2407

(Tourist Oriented Directional Signage issues)

Scheduled NYSDOT Highway Projects Through 2012:

PIN 701660, Lowville Village reconstruction, letting 4/8/10

PIN 780520, Rt.3 over Black River bridge rehab, Letting 5/7/09



STEWARDSHIP

Preserving & promoting historic and scenic resources along the byway corridor

Introduction

The Black River Trail Scenic Byway's natural, historical, recreational and cultural resources are integral to the byway experience. While they have value individually, collectively they create the critical mass of attractions that will draw visitors and which define the byway experience. Those touring the corridor by car may simply enjoy the natural environment from their vehicles. Others may choose to experience the wide assortment of resources firsthand when they hike, hunt, canoe, kayak, fish, ski, snowmobile, or visit local cultural and historical sites. 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.

While stewardship of local resources is essential to maintaining what defines the byway product, or brand, it is the potential economic benefit to be realized from byway development and promotion that can provide the real impetus for local stakeholders to preserve those resources. Communities that are desperate for any type of development that will create jobs or "grow the tax base" are often tempted to "take what they can get." They often resist placing too many requirements or restrictions on a proposed development for fear that organizers will opt to go elsewhere. Communities are generally more supportive of and active in efforts to preserve Byway resources when they feel economically secure and recognize the economic value of significant resources in drawing visitors and generating tourism spending.

State Level Stewardship

The New York State Department of Environmental Conservation's (NYS DEC) 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 state-owned lands and waters. In many cases, NYS DEC also manages the recreational resources on State Forest lands, maintaining trails, footbridges, parking areas, campsites, lean-tos and boat launches on state lands. On a periodic basis NYS DEC 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. A unit management plan is currently underway for state lands along the Black River Trail Scenic Byway.

The New York State Department of Transportation, through context sensitive design, also performs a stewardship function for natural resources along the byway corridor. DOT highway projects take measures to protect water quality, manage invasive species, and allow for wildlife crossings in appropriate areas.

Local Stewardship

Work to safeguard a variety of local resources is presently being spearheaded by local government, affiliated organizations 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 them 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 historians, parks and recreation departments, tourism agencies, library associations, sportsmen associations, and recreation groups (i.e. snowmobile clubs, bicycle clubs, ATV clubs, etc.) all provide substantial human capital to help drive the preservation and enhancement of various resources depending on their area of interest. A priority action should be the preparation of a resource inventory of natural, historical, cultural, scenic and recreational offerings for distribution to local leaders. Additionally, the protection of natural resources from invasive species will be absolutely necessary to safeguard the byway for future generations.

A sampling of stewardship activities

Depending on the nature of the resource—i.e. and historic structure, scenic view, waterway, or forest—there are a number of possible activities that can serve to preserve that resource. Several examples are listed below.

- The inventory, cataloging, interpretation, and preservation of historic documents
- The restoration of historic buildings
- Use of voluntary easements to preserve scenic views or access to recreational resources
- The documentation and promotion of traditional arts or customs
- Use of local zoning to encourage quality development that appropriate to the character of a community
- Enforcement of local ordinances to minimize adverse impacts on residents or the environments
- Interpretation of local resources, regardless of type, that increases understanding and appreciation of those resources, thereby generating support for good stewardship of those resources.
- Build and strengthen partnerships with not-for-profit groups willing to educate visitors about local assets and advocate for resource preservation.

Advocates for Preservation of Byway Resources

The following organizations are involved in ongoing activities throughout the Byway corridor that address the preservation of those special assets and resources that draw visitors to the area.

- Adirondack North Country Association (ANCA)
- NYS Department of Environmental Conservation
- NYS Department of Transportation
- NYS Office of Parks, Recreation, and Historic Preservation – State Historic Preservation Office
- NYS Tug Hill Commission
- Historical Societies and Associations
- Local Governments
- County Planning and Community Development Offices

- Local service organizations (Rotary, Lions, Kiwanis, Girl Scouts, Boy Scouts, 4-H Clubs, etc.)
- Snowmobile Clubs
- The Nature Conservancy



Regional Cooperation and Implementation Strategy

The Black River Trail Scenic Byway CMP was assembled through input from various stakeholders at the local and regional level. Participants represented state and local government, non-profit organizations, private business, and the general public. This same assortment of stakeholder interests will also drive implementation of the CMP; sometimes independently and often through a variety of partnerships at the local and regional level—but always supported by and in concert with the unifying goals of this CMP. Essentially, the CMP helps to ensure that local organizations are playing off the “same sheet of music” while at the same time helping them to understand how their individual projects support the development of the greater whole.

Given that most of stakeholder groups have limited resources and staffing capability, it is not feasible at this time to consider forming a separate not-for-profit organization to manage the Byway. A “decentralized” approach, as described above, will provide the greatest flexibility and encourage the most efficient use of human and capital resources on a project-by-project basis. However, there will need to be some level of regional coordination and facilitation over the long term, as described in the sections below.

ANCA’s Role

The Adirondack North Country Association (ANCA) will serve as lead agent to coordinate the various groups along the route and will advocate on behalf of the Byway communities at the regional and state level. Local groups will advise ANCA of their project efforts to insure proper coordination along the entire route. ANCA will be able to assist Byway communities for the short term 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, state 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.

Black River Trail Scenic Byway Steering Committee

ANCA should convene a Black River Trail Scenic Byway Steering Committee. This ad hoc body could be the vehicle through which ANCA can fulfill its above role in linking the various Byway stakeholders; facilitating collaborative marketing efforts; and promoting local brand awareness of the Byway as an asset for community economic development. Members could include county planning and tourism organizations, chamber of commerce representatives, local officials, and non-profit organizations. Their local knowledge and personal connection to other stakeholders will be valuable in building the partnerships necessary to implement the CMP. Agencies such as the NYS Tug Hill Commission and NYS Department of Transportation could

also serve as members of the committee, contributing a regional perspective and providing technical assistance where appropriate.

Local Implementation

Numerous local organizations were invited to participate in the creation of the CMP with the intention of 1) creating a sense of ownership and the necessary motivation to carry out the plan and 2) fostering an understanding of the role that the CMP can play in supporting their own local projects.

The communities and organizations who have committed to improving the Black River Trail Scenic Byway through locally driven initiatives will look to administrative leadership from ANCA which 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, villages and cities with these specific actions supporting the regional goals for the corridor.

In the process of developing the Implementation Plan, which is immediately attached, the Local Advisory Committee named local and regional projects and actions that will contribute to the Byway effort. 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 “responsible party” 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 Scenic Byway’s and Federal Highway Administration’s enhancement money for eligible projects by providing coordination of applications to be presented to these funding sources. Those interested in applying will find applications online 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. 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. Byway communities and organizations vary in their ability to successfully apply for grant funding, depending on available staffing, volunteer resources, expertise, and resources for local match. A wide range of assistance will need to be made available 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, ANCA, and the I Love NY Program should continue. Joint promotions should not be limited only to efforts within Oneida, Lewis and Jefferson Counties, but should include collaboration between the three counties, led by their respective tourism promotion agencies. In the meantime, it is essential that Byway communities develop plans and cost estimates for their highest priority projects, even if no funding source is readily apparent. With project plans in place, implementers are better positioned to compete for grant funding when it does become available. Such plans may also help stakeholders to break projects down into phases that are more easily fundable, and to identify doable pieces that might be accomplished with existing local resources.

An initial list of potential granting and funding sources appears below. It is important to remember that the grants landscape changes often and without much notice. Interested parties are encouraged to contact county planning offices, economic development offices and local agencies that work on a regular basis with these granting agencies. Sponsorships by local governments will be encouraged as well as the development of partnerships and the preparation of joint applications with other Byway groups.

Local implementers should maintain ongoing communications with the various grantors as:

- potential applicants need to be made aware of announcements of grant opportunities in a timely fashion;
- grant application availability and submission dates change;
- acceptable match items and amount of match required vary year to year and project to project;
- allocations funding and grant availability vary from year to year and
- the nature of eligible projects changes from time to time.

Funding Opportunities

- Federal Highway Administration (No funding currently available until next round of federal legislation is passed)
 - Transportation Enhancements Program, administered by the New York State Dept. of Transportation, for 12 categories intermodal projects
 - Recreational Trails Program, administered by NYS Office of Parks, Recreation, and Historic Preservation, for recreation-oriented trail projects
 - New York State Department of Transportation's Scenic Byway Program
- National Park Service Heritage Preservation Program Grants

- New York State Environmental Protection Fund (EPF)
 - *NYS Office of Parks, Recreation, & Historic Preservation*
 - Parks grants (acquisition and development)
 - Historic Preservation Grants (acquisition and restoration)
 - *NYS Department of State*
 - Local Waterfront Revitalization Program (for a wide range of planning and implementation activities along designated inland waterways)
- Environmental Restoration Program on municipal property, administered by the NYS Department of Environmental Conservation (no funding as of November 2008)
- Preservation League of New York State's Historic Preservation Grants
- New York State Council on the Arts' Architecture, Planning and Design Grant Program
- New York State Council on the Arts' Cultural Initiative Grant Program through the Arts and Business Council Inc. Non-profit arts and cultural organizations only.
- Arts and Business Council Inc./New York State Council on the Arts' Cultural Tourism Initiative Program
- Smart Growth (formerly Quality Communities) Program through the New York State Department of State
- New York State Department of Housing and Community Renewal's Rural Community Revitalization Program
- New York Main Street Program, through the NYS Office of Community Renewal
- Community Development Block Grant Program, through the NYS Office of Community Renewal
 - Community Planning Grants
 - Public Facilities Grants (water/wastewater projects)
 - Housing grants
 - Economic Development Grants
 - Micro-Enterprise Grants
- Department of Transportation's Technical Assistance in Traffic Engineering and Transportation Planning for Localities
- New York State Council on the Humanities
- National Endowment for the Arts-REACH for community arts partnership efforts
- Save Our History
- Tourism Cares for Tomorrow Northeast SARE Sustainable Community Grants
- New York State Office of Parks, Recreation and Historic Preservation, Snowmobile Trail Grant Program
- Wildlife Forever
- Bikes Belong Coalition
- The New York State Archives and the Archives Partnership Trust

Public Education and Byway Program Awareness

Strategies need to be developed on how to best continue with educating the public about the Black River Trail Scenic Byway effort, the CMP, and its goals. Announcements need to go forward to raise awareness of the document and the available “product” which can be used to both improve communities and promote and market the area. Byway steering committee members should regularly remind their local contacts about the connection between the goals of the CMP and those of the local communities. News releases on an individual project should cite the CMP’s recognition of and support for that project.

Assessment and Evaluation

The Black River Trail Scenic 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 Black River Trail Scenic Byway to follow. It is a foundation on which to engage in a process of community improvement. Local involvement and empowerment to use this plan will contribute to overall brand identity of the Black River Trail Scenic Byway as an authentic, high quality tourism product.

Implementation Plan: Goals and Actions

A. Economic & Community Development – Goals, Objectives, & Actions

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.

	<u>Action</u>	<u>Est. Time Frame</u>	<u>Comments</u>	<u>Potential Partners/Stakeholders</u>
a.	Support the promotion and development of local businesses that offer services to enhance the travelers experience in and along the Black River.	2-5 yrs.	Assistance may take the form of business planning, marketing assistance, workshops, and regional promotion efforts.	Small Business Development Center (SBDC), Chambers of Commerce, county economic development agencies, and Tourism Promotion Agencies (TPAs).
b.	Develop a comprehensive marketing plan that focuses specifically on the promotion of the Black River and how to connect that marketing effort into promotion of the Scenic Byway.	2-5 yrs.		SBDC, Chambers of Commerce, Economic Development organizations, Adirondack North Country Association (ANCA), and TPAs.
c.	Create a directory/brochure of locations where Black River tourism opportunities exist for byway travelers.	<2 yrs.	Locations include: <ul style="list-style-type: none"> • Fishing Access • Boat Launches • Scenic Overlooks • Canoe/Boat Rentals • Camping • Bird Watching • Historic Sites 	SBDC, Chambers of Commerce, TPAs, Economic Development organizations, Historical Societies, and ANCA.
d.	Develop and promote tourism packages for accommodations and activities along the Black River.	<2 yrs.	Examples include a campsite and canoe rental package, hotel room and white water rafting, bird watching and dinner.	Same as above.

Goal #2: Encourage the development of hospitality businesses along the Black River.

	<u>Action</u>	<u>Est. Time Frame</u>	<u>Comments</u>	<u>Potential Partners/Stakeholders</u>
a.	Support the promotion and development of hotels, motels, bed and breakfasts, camping, and restaurants along the Black River.	2-5 yrs.		ANCA, SBDC, Chambers of Commerce, and economic development agencies.
b.	Promote tourism activities that are available along the byway four-seasons.	2-5 yrs.	Activities include: <ul style="list-style-type: none"> • Snowshoeing • Cross-Country Skiing • Bird Watching 	Same as above.

			<ul style="list-style-type: none"> • Maple Production • Antique Shows 	
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Goal #3: Support business activity that addresses gaps in goods or services that cater to visitors' and residents' needs.

a.	Work with lodging owners to provide an aid package and strategies that enable them to maintain their properties and stay in business.	2-5 yrs.	Possible funding through Governor's Office for Small Cities (Hamilton Co. has had success through this program). NYSERDA provides Energy Audits and rebates for energy conservation measures.	Chambers of Commerce, private and local businesses, local and county economic development agencies, SBDC, Office for Community Renewal (OCR), and New York State Energy and Research Development Authority (NYSERDA).
b.	Identify gaps in tourist-oriented goods and services. <ul style="list-style-type: none"> • Provide financial incentives for businesses & entrepreneurs to address those gaps. • Provide technical assistance and workshop training to help existing businesses address these gaps by diversifying or expanding their current offerings. 	2-5 yrs.		Chambers of Commerce, TPAs, local and county economic development agencies, and Empire State Development (ESD).
c.	Provide and coordinate website links that help businesses to better reach the tourist market.	<2 yrs.		ANCA, TPAs, Chambers of Commerce, and local businesses.

	<u>Action</u>	<u>Est. Time Frame</u>	<u>Comments</u>	<u>Potential Partners/Stakeholders</u>
d.	Encourage the development of recreation businesses that will offer new experiences to tourists, particularly those related to the Black River and byway themes.	2-5 yrs.	Examples include boat livery, tackle shops, sporting goods, and boat rentals.	Chambers of Commerce, TPAs, local and county economic development agencies, and ESD.

Goal #4: Revitalize and focus growth and development in Central Business Districts through Main Street Revitalization planning and programs.

a.	Plan for enhanced streetscapes, facades, commercial districts, village greens, and historic structures in village & hamlet centers throughout the region. For byway travelers, the condition of these population and service centers significantly impact the quality of the traveler's experience and his/her overall impression of the region.	2-5 yrs.	<ul style="list-style-type: none"> • The potential exists for business district improvements in the communities of Rome, Boonville, Port Leyden, Lyons Falls, Lowville, Carthage, West Carthage, Herrings, Deferiet, Great Bend, Felts Mills, Black River, Watertown, Glen Park, Brownville, and Dexter. • Downtown improvement projects are already underway in some fashion in Rome, Boonville, Lowville, Carthage, West Carthage, Black River, and Watertown. • DOT planning streetscape work through Lowville in 2009. 	<p><u>Local partners:</u> Village/City boards, Chambers of Commerce, economic development agencies, and business associations.</p> <p><u>State-level partners and/or funding programs:</u> New York State Department of Transportation (DOT) (streetscape design/construction, funding through Transportation Enhancements Program), OCR (NY Main Street Program, Community Development Block Grant Program and Technical Assistance Strategic Planning Grants), and New York State Department of State (DOS) (Quality Communities grant program and Local Waterfront Revitalization</p>
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			<ul style="list-style-type: none">• DOT planning streetscape work in Watertown in 2008.	Program).
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	<u>Action</u>	<u>Est. Time Frame</u>	<u>Comments</u>	<u>Potential Partners/Stakeholders</u>
b.	Work with the City of Rome to implement the Rome Main Street Corridor Plan.	2-5 yrs.	This plan includes revitalization of E. Dominic Street to draw people to that area which is adjacent to the waterfront area. The plan will promote a long-term, coordinated program of public and private investment in streetscape environment.	City of Rome and ANCA.
c.	Review and wherever possible support the implementation of the Rome Central Business District Project.	2-5 yrs.	This project involves reconstruction of the terminus of Rts. 46, 49, & 69. Project began in 2005.	Same as above.
d.	Conduct Educational outreach to inform shop owners about visitor desirability for outlets featuring local products. Encourage use of byway themes in their marketing.	<2 yrs. to 2-5 yrs.		Chambers of Commerce, SBDC, and business owners.
e.	Utilize special events (farmers markets, festivals, etc.) to increase downtown activity and support foot traffic in the business districts.	<2 years	Also see "Tourism Implementation Plan" for more info. on events	Chambers of Commerce and event organizers.
f.	Develop self-guided historic walking tour program in downtowns with brochures, photo displays, & interpretation.	<2 yrs.		Historians, historical societies, and Chambers of Commerce.

Goal #5: Enhance the rural and historic character of byway communities to support the quality of life and desirability of place.

	<u>Action</u>	<u>Est. Time Frame</u>	<u>Comments</u>	<u>Potential Partners/Stakeholders</u>
a.	Work with local historic interests to inventory, assess, and nominate historic sites or historic districts for the State and National Registers of Historic Places.	<2 yrs.	Listing on the register allows non-profits access to historic preservation grants through the Environmental Protection Fund. Historic district listing strengthens applications for funding to support Main Street revitalization projects.	Planning offices, historical society, town or village boards, and local historians. Technical assistance available through Office of Parks, Recreation, and Historic Preservation's (OPRHP) State Historic Preservation Office.

b.	Local Governments may consider participation in Certified Local Government Program (historic preservation).	2-5 yrs.	Allows access to CLG program funding, but requires local historic preservation law and higher level of local control than some municipalities are comfortable with.	Same as above. More program information available at http://www.nysparks.com/shpo/certified/index.htm .
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Goal #6: Promote the tourism industry as an economic stimulus.

a.	Work with local government, regional planners, business owners, and other interested stakeholders to educate them on the direct impact of tourism spending in communities and how the Byway Program increases visitation throughout communities.	Ongoing.	Distribute information via e-mail announcements, byway partners to make presentations at public meetings for related projects.	Chambers of Commerce, TPAs, ANCA, county economic development agencies, and ESD.
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B. Tourism Development, Marketing, & Promotion – Goals, Objectives, & Actions

Goal #1: Promote and encourage tourism commerce and communication between byway communities in order to strengthen marketing efforts.

	<u>Action</u>	<u>Est. Time Frame</u>	<u>Comments</u>	<u>Potential Partners/Stakeholders</u>
a.	Support state legislation that renames the Lowville-to-Ogdensburg Scenic Byway along NYS Route 812 as the “Maple Traditions Scenic Byway” (MTSB).	<2 yrs.	This name better reflects the character and image of the route; is a theme to which the byway communities along this route can relate; and provides a more coherent image for marketing purposes.	All byway communities and stakeholders, ANCA, DOT, and State Legislature.
b.	Support state legislation that extends the Black River Scenic Byway along the remainder of the Black River from Lowville to Dexter.	<2 yrs.	This will allow for a more cohesive byway experience, as travelers will be able to go along the entire length of the Black River. It is also more consistent with the history of the Black River Canal, which ran from Rome to Carthage.	Same as above.
c.	Adopt a river/water logo as the official logo for the Black River Scenic Byway.	<2 yrs.	A river or water logo will more accurately reflect the Black River Byway theme than the current maple leaf logo.	ANCA, DOT, and stakeholder marketing team.
d.	Establish a stakeholder marketing team to develop strategies and to coordinate marketing and promotion. Coordinate marketing of the Scenic Byway with that of the Black River Blueway Trail.	<2 yrs.		TPAs, Local Action Committees (LACs), Chambers of Commerce, ANCA, and byway stakeholders.
e.	The Black River Scenic Byway committee should periodically distribute a byway newsletter or “update” to byway stakeholders.	<2 yrs.	Could be as simple as a periodic email or establishment of a list-serve.	TPAs, Chambers of Commerce, byway communities, and private and non-profit stakeholders.

	<u>Action</u>	<u>Est. Time Frame</u>	<u>Comments</u>	<u>Potential Partners/Stakeholders</u>
f.	Encourage use of byway themes to enhance byway marketing and business promotion opportunities.	<2 years	Themes follow the Black Rivers four distinct segments: the historic Black River Canal from Rome to Boonville, the wild and primitive waterway from Boonville to Lyon's Falls, the flat water area from Lyons Falls to Carthage, and the white water segment from Carthage to Dexter.	ANCA, Black River Trail Scenic Byway Committee, Chambers of Commerce, TPAs, and historians.
g.	Encourage collaboration amongst Chambers of Commerce and tourism promotion agencies to work on Black River Scenic Byway promotional efforts. Encourage byway municipalities to participate in finance of advertising.	<2 years		TPAs, Chambers of Commerce, and byway municipalities.
h.	Work with ANCA to support and participate in the overall development and promotion of the scenic byway system.	<2 yrs.	The proposed Black River Scenic Byway will overlap with the existing Olympic Trail Scenic Byway and will intersect with the Central Adirondack Trail.	TPAs, Chambers of Commerce, all byway stakeholders, and ANCA.

Goal #2: Improve the availability of basic tourist information.

	<u>Action</u>	<u>Est. Time Frame</u>	<u>Comments</u>	<u>Potential Partners/Stakeholders</u>
a.	At a minimum, byway lodging establishments should consider participating in an online “lodging availability” system, even if they do not want to do online reservations. (Note: It is not necessary for establishments to have their own website in order to participate in such a service.)	<2 yrs.	<ul style="list-style-type: none"> • Would require a TPA or other regional entity to host the site. • Thousand Islands International Council is investigating such a system in neighboring Jefferson County. • Service enhances the tourist experience by saving them time calling establishments that might be already booked. 	Commercial lodging establishments, TPAs, and Chambers of Commerce.
b.	Provide training and/or technical assistance to lodging facilities for maximizing use of computers to provide availability info. and, if desired, to utilize online reservations. Training and technical assistance should also be provided in the design of attractive websites.	<2 yrs.	Many sites are not user friendly and/or could use better graphics or photographs to project a better quality image.	Jefferson Community College, TPAs, Chambers of Commerce, and SBDC.
c.	Establish tourist information centers or kiosk in each community and at major crossroads locations to provide useful wayfinding information to tourists. Coordinate with goal 2(d) below.	<2 to 2-5 yrs.	These should follow the recommendations in the Blueway Trail Plan for the establishment of gateway communities. Could be established at picnic/rest areas, in village centers, or at gas stations along the route (may help draw more business for stations).	Municipalities, Chambers of Commerce, TPAs, and local business partners.

	<u>Action</u>	<u>Est. Time Frame</u>	<u>Comments</u>	<u>Potential Partners/Stakeholders</u>
d.	Develop picnic/rest areas with comfort stations along byway stretches with no other services. Coordinate with goal 2(c) above.	2-5 yrs.	<ul style="list-style-type: none"> • Opportunity to provide tourist info. • Provides travelers a place to stop, stretch their legs, enjoy a view, and relieve themselves. • Picnic areas might be established and maintained by service stations/ convenience stores to increase patronage. 	Municipalities, Chambers of Commerce and TPAs.
e.	Offer hospitality training for owners and frontline staff of byway venues, facilities, shops, gas stations, etc. on how their customer interactions contribute to the overall tourist experience and, ultimately, to their business revenues.	<2 yrs.		TPAs and Chambers of Commerce.
f.	Develop website capacity to provide centralized information on byway resources, attractions, services, and events.	<2 yrs.		TPAs, Chambers of Commerce, and ANCA.

Goal #3: Develop theme-based packages and tourism guides to enhance the byway experience and extend visitor stays.

a.	Develop a byway brochure featuring the region, its resources, and the byway experience.	<2 yrs.	Include byway map and website links for more information and custom itineraries.	ANCA, DOT, Chambers of Commerce, Historians, and other stakeholders.
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	<u>Action</u>	<u>Est. Time Frame</u>	<u>Comments</u>	<u>Potential Partners/Stakeholders</u>
b.	Develop a “Byway Buffet” guide, or similarly themed brochure, identifying retail outlets for purchasing locally made craft or food products and/or guide to dining establishments featuring regional foods.	<2 yrs.	Capitalizes on food as a major people draw and on growing trends for people to take a greater interest in knowing where their food comes from. Could include recipes featuring maple products, cheese, meats, and other local food products. Revisit and expand upon 2002’s “New York State ‘a la carte’” promotion with Motel 6 personality Tom Bodette.	Chambers of Commerce, TPAs, food producers, eating establishments, county farm bureaus, Cooperative Extension, producers associations, ANCA, and NYS Agriculture and Markets.
c.	Develop a byway antiques guide and complementary event.	<2 yrs.	<ul style="list-style-type: none"> • Raise awareness through an annual “Byway Antiques sale” as a multi-day event. • Could incorporate an “Antiques Road Show” type appraisal event. 	Chambers of Commerce, TPAs, and antique shop owners.
d.	Develop local history guide(s).	<2 yrs.	Historical themes: local culture, military, agriculture, mining, CCC camps, and railroads.	Local historians, historical societies, museums, and TPAs.
e.	Develop outdoor recreation guide(s) and suggested itineraries.	<2 yrs.	<ul style="list-style-type: none"> • Available recreation activities identified in recreation narrative. • Be creative—i.e. develop bicycle route highlighting local history or area farms. • Develop guide to bird watching areas. 	Chambers of Commerce, TPAs, historical community, bicycle clubs, New York State Department of Environmental Conservation (DEC), Sportsmen’s organizations, bird clubs, local chapters of the Adirondack Mountain Club.
	<u>Action</u>	<u>Est. Time Frame</u>	<u>Comments</u>	<u>Potential Partners/Stakeholders</u>
f.	Create “rainy day” guide or package for rainy days in summer and inclement winter weather or thaws.	<2 yrs.	Alleviates disappointment when weather does not cooperate with visitors’ plans to enjoy the outdoors. Provides an incentive for longer stays or return visits.	Chambers of Commerce, TPAs, public and private attractions, and businesses.

Goal #4: Support the development and promotion of year round special events in byway communities to encourage new, repeat and extended visitation.

a.	Coordinate a four-season events calendar.	<2 yrs.		Chambers of Commerce, TPAs, and event organizers.
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b.	Encourage the continuation and creation of events that capitalize on and highlight byway themes.	<2 yrs.	Canoedeos, white water races, Tourathons, dog sled races, kayak events, fishing derbies, antique festivals, and bicycle & running events.	Chambers of Commerce, TPAs, and event sponsors/organizers.
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Goal #5: Educate community leaders on how to connect with likely tourism markets and encourage visitation to communities throughout the route.

a.	Work with involved partners and engage services of marketing consultant to develop specific planning strategies.	<2 yrs.		TPAs, Chambers of Commerce, ANCA, Tug Hill Commission (THC), and local businesses.
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Goal #6: Educate business owners and frontline staff on methods to improve the byway experience for visitors.

a.	Conduct workshops, share electronic communications, and sharing of best practices.	2-5 yrs.		TPAs, Chambers of Commerce, ANCA, THC, local businesses, and other interested partners.
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Goal #7: Improve the availability of comfort facilities to enhance the visitor experience.

	<u>Action</u>	<u>Est. Time Frame</u>	<u>Comments</u>	<u>Potential Partners/Stakeholders</u>
a.	Develop comfort stations along byway stretches with no other services or facilities	2-5 yrs.	Visitors can take more time to enjoy remote rural resources (thereby encouraging repeat and extended visits) if they do not need to rush down the road for the next available comfort station.	Municipalities, Chambers of Commerce, TPAs, DOT (for DOT ROW locations), and DEC (for state forest land locations).
b.	Clearly mark those facilities and businesses that allow visitor use of bathroom facilities.	<2 yrs.	This will minimize the need to invest limited public dollars and encourage greater patronage and sales at those businesses allowing such use.	Chambers of Commerce and TPAs.
c.	Develop picnic/rest areas with comfort stations along byway stretches with no other services.	2-5 yrs.	Opportunity to provide tourist information Provides travelers with a place to stop, stretch their legs, enjoy a view, and use bathroom facilities. Picnic areas must be established and maintained by service stations/convenience stores to increase patronage.	Municipalities, Chambers of Commerce, and TPAs.

C. Recreation – Goals, Objectives, & Actions

Goal #1: Enhance and promote existing recreational opportunities

	<u>Action</u>	<u>Est. Time Frame</u>	<u>Comments</u>	<u>Potential Partners/Stakeholders</u>
a.	Support the implementation of current planning efforts.	Ongoing	Downtown development planning is underway in a number of communities including (Villages of Lowville, Black River and Watertown). The Villages of Carthage and West Carthage completing a Waterfront Development Plan. LWRPs for the Villages of Dexter and City of Watertown. Particular projects identified include improvements to byway resources in Fish Island, Lyons Falls, and Forestport. Also debris hazards (as identified in Army Corp. of Engineers Navigational Study) are being removed in various locations along the Black River.	Municipalities, DOS, DEC, and TPAs.
b.	Work with agencies to improve parking and access at sites for hikers, canoeists, kayakers, cyclists, fishermen, and other recreationists.	2-5 yrs.	<ul style="list-style-type: none"> Sites to be named following thorough inventory and assessment of conditions. 	DEC, counties, and recreational-oriented clubs and organizations.
c.	Promote greater awareness of existing recreational opportunities through brochures, signage, and website links.	<2 yrs.		TPAs, Chambers of Commerce, ANCA, and recreation groups.

	<u>Action</u>	<u>Est. Time Frame</u>	<u>Comments</u>	<u>Potential Partners/Stakeholders</u>
d.	Explore the possibility of creating land and water trail linkages between existing trail systems (motorized and non-motorized).	2-5 yrs.	The Black River Blueway Trail Plan calls for the creation of a continuous trail along the entire length of the Black River. A proposed route for this trail is also identified in the Plan. Black River recreational trail plans to extend to Great Bend.	Trail organizations, DEC, counties, and municipalities.

Goal #2: Create additional recreational opportunities that extend visitor stays or encourage repeat visits to the region.

a.	Facilitate the development of camping opportunities.	2-5 yrs.	To include improvements to existing facilities as well as the creation of new facilities. See Blueway Trail Master Plan for identified locations for both developed as well as primitive camping sites.	Municipalities, property owners, private business owners, SBDC, Chambers of Commerce, county economic development agencies, and TPAs.
b.	Support pedestrian/bicycle use of railroad corridors as rails- with-trails or rails-to-trails as opportunities arise.	2-5 yrs.	Village of Lowville has received Transportation Enhancement Program grant to purchase village portion of RXR and convert to trail usage. County or other entity may acquire corridor segment(s) outside village.	DOT, Village of Lowville, Town of Lowville, Lewis County, local snowmobile club(s), and People for the Advancement of Culture & Recreation (PARC).
c.	Support the implementation of the City of Rome Family Recreation Campus, located south of East Dominick Street, east of Mill Street along the Canal and Mohawk River.	2-5 yrs.	This plan will include two sheets of ice, two indoor soccer fields, community events and meeting space, two outdoor soccer fields, picnic pavilion, basketball courts, playground, tot lot, multi-use trail, riverside amphitheater, themed restaurant.	City of Rome.
	<u>Action</u>	<u>Est. Time Frame</u>	<u>Comments</u>	<u>Potential Partners/Stakeholders</u>
d.	Support and promote existing snowmobile trails.	2-5 yrs.+	Encourages year-round tourism activities.	Chambers of Commerce and snowmobile clubs.
e.	Support the development of new public river access points.	2-5 yrs.	For boating/paddling access, fishing access and scenic views. See attached Blueway Trail Master Plan.	Municipalities, property owners, private business owners, Chambers of Commerce, county economic development agencies, TPAs, and recreational clubs.
f.	Promote the Black River Canal Museum in the Village of Boonville.	<2 yrs.		Black River Canal Museum, Boonville Chamber of Commerce, and Village of Boonville.

Goal #3: Maintain recreation sites and trails and explore opportunities to improve linkages.

a.	Engage recreation groups in discussions to evaluate specific needs and opportunities.	2-5 yrs.		Trail organizations, recreational-oriented clubs and organizations, DEC, and municipalities.
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D. Signage & Interpretation – Goals, Objectives, & Actions

Goal #1: Enhance wayfinding and strengthen byway identity through an effective directional signage program.

	<u>Action</u>	<u>Est. Time Frame</u>	<u>Comments</u>	<u>Potential Partners/Stakeholders</u>
a.	Utilize an effective byway logo (river/water) on all directional signage along the byway.	2-5 yrs.	Logo should be representative of the byway experience and readily identified with the byway.	ANCA, DOT, and TPAs.
b.	Properly identify and sign access points to byway resources (attractions, trailhead parking, tourist facilities).	2-5 yrs.		ANCA, DOT, and Municipalities.
c.	Include mile distances on directional signage to byway related attractions more than a ½ mile off the byway.	2-5 yrs.	Gives travelers security in knowing they are not lost if attraction/resource is some distance from the byway.	ANCA, DOT, and local and county highway departments (for signage on town/county roads).
d.	Locate information kiosks with locator maps at strategic locations in gateway communities along the byway. See also Goal #B.2.c.		<u>Possible locations:</u> City of Rome Boonville Canal Museum Lyons Falls Lowville Villages of Carthage and West Carthage Fort Drum City of Watertown Dexter (See the Blueway Trail Master Plan)	ANCA, DOT, TPAs, and Chambers of Commerce.

	<u>Action</u>	<u>Est. Time Frame</u>	<u>Comments</u>	<u>Potential Partners/Stakeholders</u>
e.	Host workshops for local highway departments on NYS Signage Manual and highway signage strategies in order to encourage effective and attractive use of signage on local and county roads in the byway corridor.	<2 yrs.		Instructors: DOT and Cornell Local Roads Program. Audience: Village DPWs, and Town & County Highway Departments.
f.	Provide assistance in the design of attractive welcome signs at the entrance to byway communities.	2-5 yrs.		ANCA, Chambers of Commerce, and Town & Village governments.

Goal #2: Enhance visitors' and residents' understanding and appreciation of byway resources through education & interpretation.

a.	Develop thematic signage program that connects interpretive signage to the overall byway image (i.e. "brand") and experience.	2-5 yrs.		ANCA, DOT, TPAs, and Chambers of Commerce.
b.	Provide interpretive signage, print materials, and web content that complement thematic promotions identified under "Tourism" goals.	2-5 yrs.	<ul style="list-style-type: none"> • Historic site markers & interpretive signage. • Pedal through historic bicycle routes • Environmental interpretation along trails or at environmentally significant sites. • Birding trail • "Community history" kiosks or signage 	ANCA, TPAs, Chambers of Commerce, historians, historical societies, environmental organizations, and town and village boards.

E. Transportation & Safety – Goals, Objectives, & Actions

Goal #1: Provide for the safety of all byway users.

	<u>Action</u>	<u>Est. Time Frame</u>	<u>Comments</u>	<u>Potential Partners/Stakeholders</u>
a.	Work with the state and local governments to ensure proper signage alerting travelers to intersections; crossings of trails and bicycle/pedestrian ways; shared use of roadways with bicycles, farm equipment; and Amish horse-drawn buggies & wagons. Ensure that directional signage is easily readable at traveling speeds.	Ongoing		Local government officials, local and county highway departments, and DOT.
b.	Plan for the inventory and evaluation of roadside shoulders, pullouts, and parking areas used for rest stops, scenic photo opportunities, hunting areas, and access to byway resources (trails, waterways, picnic areas, historic sites, etc.). Coordinate this inventory with an evaluation of passing lanes in these same areas.	2-5 yrs.		Local government officials, local and county highway departments, DOT, and DEC.
c.	Support DOT and local government efforts to enhance safety in hamlet areas through traffic calming techniques or control devices that blend with the character of the hamlet.	2-5 yrs.	In low-density development hamlet areas, motorists sometimes drive through at faster than posted speeds.	Local government officials, local and county highway departments, and DOT.
d.	Evaluate shoulder widths and surface conditions in terms of their safety and accommodation for bicycle use.	2-5 yrs.		Local government officials, local and county highway departments, DOT, and local cycle clubs.
e.	Evaluate existing and potential conflicts involving snowmobiles and ATVs along the byway corridor. Work with local interests to identify, mark, and provide signage for trail crossings and trailer parking areas.	<2 yrs.		Local government officials, local and county highway departments, DOT, and local snowmobile and ATV clubs.

Goal #2: Continue to improve Black River Scenic Byway Transportation Infrastructure.

	<u>Action</u>	<u>Est. Time Frame</u>	<u>Comments</u>	<u>Potential Partners/Stakeholders</u>
a.	Work to improve collaboration between local governments and NYSDOT to monitor needed capital improvements and maintenance schedules	Ongoing		Local and county government and highway departments, and DOT.
b.	Encourage DOT and local governments to maintain roadways to the new State standard of “A state of good repair.”	Ongoing		Same as above.

c.	Encourage and support DOT's "context sensitive design" and the application of smart-growth principles in all infrastructure projects.	Ongoing	Communities must live with the final product for the long-term. Need to ensure that projects complement community character and give full consideration to pedestrian and bicycle issues as well as to tourist safety and the byway experience.	Local & county officials and highway departments, DOT, Chambers of Commerce, TPAs, and county planning departments.
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Goal #3: Promote and increase linkages and connections for the use of and access to multi-modal forms of transportation.

a.	Promote linkages with existing and proposed regional corridor routes including Black River Blueway Trail, the proposed Maple Traditions Scenic Byway, Olympic Trail Scenic Byway, and Central Adirondack Trail.	<2 yrs.		TPAs, Chambers of Commerce, ANCA, DOT, THC, corridor communities, and interested stakeholders.
b.	Support and encourage the development of off-road, multi-use trails along the byway and in byway communities.	2-5 yrs.	Including new trail development and improvements to existing trails and state forest trails along the entire route.	Local officials, DEC, local trail/recreation clubs, Chambers of Commerce, and interested stakeholders specific to each project.

	<u>Action</u>	<u>Est. Time Frame</u>	<u>Comments</u>	<u>Potential Partners/Stakeholders</u>
c.	Collaborate with local and regional interests to develop non-auto multi-modal links between communities for walking, biking, and canoeing. Address need for supporting infrastructure such as bike lanes, bike racks, canoe launches, etc.	2-5 yrs.		Local government, county government, DOT, DEC, local trail/recreation clubs, Chambers of Commerce, and interested stakeholders specific to each project.
d.	Investigate opportunities for public transportation within and between byway communities for both visitors and residents alike to move between communities and venues for their convenience and comfort.	2-5 yrs.		Local transportation planners, public officials, and/or event organizers.

Goal #4: Establish and maintain communication network with ANCA, regional NYSDOT offices, and byway stakeholders.

a.	Establish and communicate procedures for sharing project information from DOT down to ANCA and the byway communities and from the communities up to ANCA and DOT.	<2 yrs.		DOT, ANCA, Counties, and Municipalities.
b.	Establish points of contact with DOT and local project coordinators	<2 yrs.		Same as above.

F. Stewardship – Goals, Objectives, & Actions

Goal #1: Preserve & promote historic and scenic resources along the byway corridor.

	<u>Action</u>	<u>Est. Time Frame</u>	<u>Comments</u>	<u>Potential Partners/Stakeholders</u>
a.	Support initiatives to enhance the water quality of the Black River.	Ongoing	Such as the Black River Watershed Management Plan, public wastewater projects, and agricultural runoff.	DEC, New York State Agriculture and Markets, United States Department of Agriculture (USDA), Environmental Facilities Corporation (EFC), US Fish and Wildlife, and OCR.
b.	Protect and enhance riverbank vegetation in order to reduce erosion.	Ongoing		DEC, USDA, and US Fish and Wildlife.
c.	Provide training and technical assistance to local historical societies and other museums for inventorying, preserving, displaying, and interpreting collections.	2-5 yrs.	In addition to preserving important artifacts, quality displays and interpretive materials increase visitor appeal, thereby encouraging higher tourist visitation numbers as well as greater local appreciation for these assets.	Local museums, historical societies, Association of Public Historians of New York State, NYS Archives and Records Administration, New York State Council on the Arts, and Institute of Museum Services.
d.	Work with local historic interests to inventory, assess, and nominate historic sites or historic districts for the State and National Registers of Historic Places. (See Goal A.5.a.)	2-5 yrs.	Register listing comes with funding opportunities and/or tax incentives for restoration and preservation of historic structures.	Historic property owners (private, public, and non-profit owners), historical societies, historians, and OPRHP's State Historic Preservation Office.

	<u>Action</u>	<u>Est. Time Frame</u>	<u>Comments</u>	<u>Potential Partners/Stakeholders</u>
e.	Support the preservation of open space and scenic vistas (farmland, forests, water bodies) that enhance the byway traveling experience.	2-5 yrs.	Protection efforts may involve a wide range of conservation easement agreements or outright purchase of key properties. Easements could be written to limit development while still allowing owners to use the property for farming or woodlot management. See also Blueway Trail Master Plan.	Land trusts, counties (farmland protection plans), Cooperative Extension, NYS Ag. & Markets, and DEC.
f.	Work with local historians to collect, update, and document local histories for byway communities.	<2 yrs.		Local historians, historical societies, and colleges.

Goal #2: Preserve the rural and historic character of byway communities

a.	Work with local historical societies to support them with their efforts.	On-going		Planning offices, historical society, town or village boards, and local historians.
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Goal #3: Raise awareness of the valuable contribution of significant resources along the corridor.

a.	Provide materials to educate visitors in print or postings on the website.	<2 yrs.	Educated visitors tend to be better stewards of byway resources.	Historical societies, land trusts, DEC, the Nature Conservancy, and local businesses that support this interest.
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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.

	<u>Action</u>	<u>Est. Time Frame</u>	<u>Comments</u>	<u>Potential Partners/Stakeholders</u>
a.	Use Signage and Interpretation program (See goal D.2) to promote environmental awareness of byway resources.	2-5 yrs.	Greater appreciation of the byway’s environment and natural resources, coupled with a better understanding of the impact of human activity, can generate greater support for environmental protection.	Chambers of Commerce, TPAs, ANCA, land trusts, and DEC.
b.	Support Goal 4(a), above, by incorporating environmental information into recreational information at trailhead or boat launch kiosks, on website, or in any print material promoting natural resource-based recreation.	2-5 yrs.	Environment and habitat will register more effectively when people are actively engaged in experiencing these resources.	Same as above.

Goal #5: Protect natural resources from the spread of invasive species.

a.	Work with involved agencies and groups to educate local residents and the traveling public on the threat of invasives and develop and implement an action plan to stop the spread along byways.	On-going		The Nature Conservancy, involved state and regional offices, and other interested parties.
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Related Programs, Projects, Plans, Studies, & Reports

Introduction

The following lists of programs, projects, plans, reports, studies support the future success of the Black River Trail Scenic Byway. Each entry has a specific relation to upholding the goals presented in this CMP. The responsible parties may become strategic players in project implementation and in seeking collaborative funding. Byway plan implementers should maintain close communications with the numerous community and regional leaders who are directing these related projects and programs.

Other Scenic Byway Plans

Maple Traditions Scenic Byway Corridor Management Plan (2009 Draft) – This plan is being prepared in conjunction with the *Black River Trail Scenic Byway Corridor Management Plan*. Stakeholder input in this planning effort has consistently called for changing the current legislatively designated route for the Black River Trail Scenic Byway in order to create two separate byways from the one—each with a distinct theme. Justifications include local identity, more coherent marketing image, and avoidance of visitor confusion.

Contact: Adirondack North Country Association
Phone: (518) 891-6200
Email: anca-obrien@northnet.org
Web: www.adirondack.org

Olympic Scenic Byway Corridor Management Plan (2004) – The Olympic Scenic Byway’s relation to the Black River Trail Scenic Byway is that the two byways overlap for 17.5 miles along NYS Route 3 from Watertown to Carthage.

Contact: Adirondack North Country Association
Phone: (518) 891-6200
Email: anca-obrien@northnet.org
Web: www.adirondack.org

Seaway Trail Corridor Management Plan – The Black River Trail Scenic Byway’s proposed northern terminus is at its junction with the Seaway Trail (a National Scenic Byway) at the intersection of Routes 180 and 12F.

Contact: Seaway Trail, Inc.
Phone: (315) 646-1000
1-800-SEAWAY-T
Email: info@seawaytrail.com
Web: www.seawaytrail.com

Regional Plans & Reports

White – Still - & Wild: A Blueway Trail Development Plan for the Black River in Oneida, Lewis, and Jefferson Counties in New York State (2007) – This report provides recommendations for a coordinated approach to developing and promoting the entire length of the Black River. One of its key recommendations is to re-route the legislatively designated Black River Scenic Byway so that, from Lowville, the byway would continue to follow the Black River in a westerly direction rather than continue north along NYS Route 812 to Ogdensburg.

Contact: NYS Tug Hill Commission
Phone: (315) 785-2380
Email: tughill@tughill.org
Web: www.tughill.org

Black River Corridor Economic Adjustment Strategy (2001) – This study by the Center for Community Studies at Jefferson Community College provided an initial assessment of various paddling and fishing market segments and recommended several strategies for capitalizing on the Black River as a source of tourism development. This study focused on the Jefferson County portion of the river, but contains information relevant to the overall corridor as well.

Contact: Jefferson County Job Development Corporation
Phone: 1-800-553-4111
Email: intern@jcida.net
Web: <http://www.jcfdc.net/brcs.asp>

Black River Watershed Plan (Due for completion in December 2010) –The final report will include a thorough analysis of water quality throughout the entire Black River watershed, along with recommendations for grassroots tools and strategies to protect and improve its water quality wherever possible, and to insure that the resource continues to provide for the needs of those that depend on it for their livelihoods, well being, and recreational opportunities.. The watershed covers portions of five counties (Jefferson, Lewis, Oneida, Herkimer, and Hamilton) and includes 37 towns, several villages, and the City of Watertown.

Contact: Lewis County Soil & Water Conservation District (Lead partner)
Phone: (315) 376-6122
Email: cluther@lewiscountyny.org
Web: www.lewiscountysoilandwater.com

Fort Drum Growth Management Plan (2009) – Behan Planning Associates, with EDAW, Inc., authored this report for the Fort Drum Regional Liaison Organization (FDRLO). After assessing recent land development patterns associated with the transformation of the 10th Mountain Division at Fort Drum, and projecting future growth scenarios, the report provides a series of recommendations to help Fort Drum and its border communities to better manage future growth for maximum economic benefit while minimizing the threat of development that might encroach upon the army’s training mission.

Contact: Fort Drum Regional Liaison Organization

Phone: (315) 836-1531

Email: info@fdrlo.org

Web: <http://www.fdrlo.org>

Navigational Hazards for Small Boats in the Black River Between Lyons Falls and Carthage, NY (2006) – This report by the U.S. Army Corps of Engineers provides an assessment of navigational hazards on a 40-mile flatwater stretch of the Black River. It also provided a range of strategies for removing those hazards and their associated cost estimates.

Contact: NYS Tug Hill Commission

Phone: (315) 785-2380

Email: tughill@tughill.org

Web: <http://www.tughill.org/projects.htm>

Tug Hill ATV Impact Study (2006) – This study was prepared by Camoin Associates for the Cooperative Tug Hill Council. Utilizing a mail and intercept survey of ATV users, the consultants provided a profile of All Terrain Vehicle ridership in the Tug Hill region. They estimated the economic impact of ATV activity in terms of both revenue and cost to the region.

Contact: NYS Tug Hill Commission

Phone: (315) 785-2380

Email: tughill@tughill.org

Web: <http://www.tughill.org/projects.htm>

Adirondack North Country Bicycle Master Plan (1994) – This comprehensive Bicycling Master Plan for the entire 14-county ANCA region provides recommendations for promoting bicycling in the region and includes a county-by-county assessment of opportunities for developing and promoting cycling-oriented routes, trails, and amenities.

Contact: Holmes & Associates

Phone: (518) 891-6525

Email: holmes@adirondackresearch.com

Web: www.adirondackresearch.com

County-level Plans and Reports

Jefferson County Comprehensive Economic Development Strategy (2006) - This Jefferson County plan identifies a number of tourism and community development goals relevant to the Black River, the Black River Trail Scenic Byway, and its communities.

Contact: Jefferson County Planning Department
Phone: (315) 785-3144
Email: donc@co.jefferson.ny.us
Web: <http://www.co.jefferson.ny.us/Jefflive.nsf/planning>

Lewis County Comprehensive Economic Development Strategy (2006) – This Lewis County Plan identifies a number of tourism and community development goals relevant to the Black River, the Black River Trail Scenic Byway, and its communities.

Contact: Lewis County Dept. of Economic Development
Phone: (315) 376-5422
Email: Economic_Development@lewiscountyny.org
Web: <http://www.lewiscountyny.org/content/Departments/View/2>

Lewis County Agricultural Enhancement Plan (2004) – Identifies a variety of strategies targeting the enhancement of local agriculture. It includes strategies for value-added processing, increasing agritourism, developing niche products & markets, business development, farmland preservation, and ag-economic development.

Contact: Lewis County Dept. of Economic Development
Phone: (315) 376-5422
Email: Economic_Development@lewiscountyny.org
Web: <http://www.lewiscountyny.org/content/Departments/View/2>

Lewis County Agricultural Enhancement Plan (2004) – Identifies a variety of strategies targeting the enhancement of local agriculture. It includes strategies for value-added processing, increasing agritourism, developing niche products & markets, business development, farmland preservation, and ag-economic development.

Contact: Lewis County Dept. of Economic Development
Phone: (315) 376-5422
Email: Economic_Development@lewiscountyny.org
Web: <http://www.lewiscountyny.org/content/Departments/View/2>

Herkimer-Oneida Counties Bicycle and Pedestrian Plan (2002) – The Herkimer-Oneida Counties Transportation Study is currently in the process of updating this plan. It identifies current and potential bicycle and pedestrian routes and multi-use trail, including long-term recommendations for enhancing bicycle and pedestrian facilities.

Contact: Herkimer-Oneida Counties Transportation Study
Phone: (315) 798-5710
Email: mvanslyke@ocgov.net
Web: www.hocts.org

Herkimer-Oneida Counties 2007 Bicycling Atlas (2007) – The atlas provides maps of New York State bicycle routes and shared-use roadways, connecting routes, and multi-use trails. HOCTS is updating the atlas for 2009.

Contact: Herkimer-Oneida Counties Transportation Study
Phone: (315) 798-5710
Email: mvanslyke@ocgov.net
Web: www.hocts.org

Community-level Plans and Reports

Village of Black River Community Visioning and Strategic Development Plan (2008) – This plan provides conceptual designs for public riverfront improvements and for commercial redevelopment in the central business district. It also includes a retail market analysis and recommended zoning revisions to support quality development in the village.

Contact: Village of Black River
Phone: (315) 773-5721
Email: villofbr@gisco.net
Web: <http://blackriverny.org>

Destination Blueway: A Waterfront Plan for the Villages of Carthage and West Carthage (2008) – This waterfront master plan provides implementation strategies for specific waterfront improvements along the Black River: including parks, boat launches, a farmers market, trails, and tourism gateway facilities. The joint plan will help to coordinate river-related development and promotion activities between the villages of Carthage and West Carthage, towns of Champion and Wilna, and Carthage Area Chamber of Commerce.

Contact: Village of Carthage
Phone: (315) 493-1060
Email: cny13619@nnymail.com
Web: www.racog.org

Village of Dexter Local Waterfront Revitalization Plan (1986) - The revitalization plan will guide coordinated efforts by the village, State, and private interests to manage the Village of Dexter riverfront as an important resource in a manner that protects its environmental integrity and maximizes its contribution to the village's quality of life and economic vitality. The village is currently focused on developing the Fish Island Park and Recreation area—one of the key projects identified in its LWRP.

Contact: Village of Dexter
Phone: (315) 639-6260
Email: mayordexter@tds.net
Web: No website

Village of Lowville Infill Development Plan (2005) – The study identified specific retail opportunities for the Village of Lowville within the context of existing businesses, local market demand, and the construction of a new Wal-Mart supercenter just outside the village limits. One of the recommendations was for the development of a retail outlet for local products.

Contact: Village of Lowville
Phone: (315) 376-2834
Email: villow@nynmail.com
Web: www.lowville.ny.us

Village of Lyons Falls Strategic Plan (Underway for 2009 Completion) – This project will develop plans and priorities for community revitalization to enhance its attractiveness as a place to do business and to enhance its appeal as a stop for tourists traveling along the Black River Trail Scenic Byway.

Contact: Snowbelt Housing, Inc.
Phone: (315) 376-2639
Email: Cheryl@snowbelt.org
Web: www.snowbelt.org

City of Rome Downtown-Canal Plan (2004) – As part of the city's Comprehensive Plan, this component addresses the Erie Canal and its role as an asset in the city's community and economic development efforts.

Contact: City of Rome Dept. of Community & Economic Development
Phone: (315) 339-7606
Email: dshoemaker@romecitygove.com
Web: www.romenewyork.com

City of Watertown Local Waterfront Revitalization Plan (2007 Draft) - The revitalization plan will guide coordinated efforts by the City, State, and private interests to manage the Black River in Watertown as an important resource in a manner that protects its environmental integrity and maximizes its contribution to the City's quality of life and economic vitality. Components of the LWRP include a whitewater and trail feasibility study; economic and market conditions analysis; and an erosion management plan. The City had developed and continues to improve numerous waterfront parks, access sites, and trails along the river.

Contact: City of Watertown Planning Department
Phone: (315) 785-7730
Email: choffman@watertown-ny.gov
Web: <http://www.citywatertown.org/index.asp?NID=290>

Economic and Market Condition Analysis and a Development Impacts and Benefits Study (2006) – This document by Camoin Associates was part of the Local Waterfront Revitalization Program (LWRP) for the City of Watertown and included an Economic and Market Condition Analysis and a Development Impacts and Benefits Study. It focuses strictly on the City of Watertown but is relevant to the Black River corridor.

Contact: City of Watertown Planning Department
Phone: (315) 785-7730
Email: choffman@watertown-ny.gov
Web: <http://www.citywatertown.org/index.asp?NID=290>

Downtown Watertown; Gateway to Commerce and Technology (2001) – This study, prepared by the Chesapeake Group, Inc., focused on business opportunities in the City of Watertown but included a section on the impact of the Black River and recommendations for its development.

Contact: City of Watertown Planning Department
Phone: (315) 785-7730
Email: choffman@watertown-ny.gov
Web: <http://www.citywatertown.org/index.asp?NID=290>

The Black River Vision Plan (2003) – A Local Waterfront Revitalization Program (LWRP) for the City of Watertown’ – This study was prepared by students at the SUNY College of Environmental Science and Forestry Center for Community Design Research.

Contact: City of Watertown Planning Department
Phone: (315) 785-7730
Email: choffman@watertown-ny.gov
Web: <http://www.citywatertown.org/index.asp?NID=290>

Complementary Projects

Black River Blueway Trail Marketing and Promotion (Complete by Nov. 2009) – With Black River Blueway Trail implementation funding, the Thousand Islands International Tourism Council is heading up a three-county effort to develop a brochure promoting the Black River and the tourism resources within the river corridor. The brochure will identify the Black River Trail Scenic Byway route. Blueway Trail implementation funding will also be used to develop a marketing “tool kit” of professional quality stock photography and professionally-written copy for use in magazine articles and other publications.

Contact: NYS Tug Hill Commission
Phone: (315) 785-2380
Email: tughill@tughill.org
Web: <http://www.tughill.org>

Black River Blueway Trail Signage Plan (Complete by November 2009) – Blueway Trail implementation funding will be used to develop a signage plan for the Black River corridor. A key focus of that plan will be on how to coordinate signage of the river corridor with the Black River Trail Scenic Byway, as the Byway will be a major vehicle for promoting resources within the river corridor. An RFP has not yet been released, but will likely address signage design as well as placement strategies.

Contact: NYS Tug Hill Commission
Phone: (315) 785-2380
Email: tughill@tughill.org
Web: <http://www.tughill.org>

Black River Navigation Improvements (Due for 2010 completion). The Town of Martinsburg (Lewis County) has received Blueway Trail implementation funding to remove river navigation hazards at four sites identified in the US Army Corp of Engineers report cited above under “Regional Plans and Reports”.

Contact: NYS Tug Hill Commission
Phone: (315) 785-2380
Email: tughill@tughill.org
Web: <http://www.tughill.org>

Black River Recreation Trail, Watertown to Great Bend – the Thousand Islands Region of the New York State Office of Parks, Recreation and Historic Preservation (NYSOPRHP) has completed a paved, 3-mile bicycle and pedestrian trail along an abandoned railroad bed from Ridge Road in the City of Watertown to the NYS Route 3 at the Village of Black River. The long-term desire is to extend the trail in both directions. NYS OPRHP would also like to build a trail one mile downstream from Ridge Road further into the City of Watertown. From the Village of Black River, OPRHP and local stakeholders would like to extend the trail upriver to the Hamlet of Great Bend

Contact: Thousand Islands Region – Parks, Recreation, & Historic Preservation
Phone: (315) 482-2593

Mohawk River Trail, Rome, NY – The City of Rome is in the project development stage for a 10-mile trail from Delta Lake State Park to the Erie Canal. The multi-use trail would follow the Mohawk River and run parallel to the Black River Trail Scenic Byway (NYS Route 46).

Contact: City of Rome Recreation Department
Phone: (315) 339-7653
Email: calorie@romecitygov.com
Web: www.romenewyork.com

Black River Trail Scenic Byway

Corridor Management Plan

Attachment I

Local Advisory Committee Documents

- **Agendas**
- **Announcements**
- **Meeting Minutes**
- **Mailings**

Black River Trail Scenic Byway

Corridor Management Plan

Attachment II

Regional & Local Support Letters & Resolutions

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

Black River Trail Scenic Byway

Corridor Management Plan

Attachment III

Publicity

- **News Releases**
- **Media Clippings**
- **Newsletter articles**

Black River Trail Scenic Byway

Corridor Management Plan

Attachment IV

Bicycle Routes

- **NYS Department of Transportation, Region 7 Designated Bicycle Routes**
- **Oneida County Bicycle Atlas Maps**
- **Lewis County Cycling Guide**

Black River Trail Scenic Byway

Corridor Management Plan

Attachment V

Snowmobile Trail Maps

- **NYS Snowmobile Corridors Trail Map**
- **Tug Hill/Lewis County Snowmobile Trail Map**
- **St. Lawrence County Snowmobile Trail Map**

Black River Trail Scenic Byway

Corridor Management Plan

Attachment VI

Recreation and Paddling Guides

- **Tug Hill Recreation Guide**
- **Lewis County Paddling Guide**
- **City of Watertown Black River Guide**